

SIUNA 14th BIENNIAL CONVENTION ISSUE

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



◀ SIU Produces Youngest Merchant Marine Officer

Page 3

Union Solidarity Stressed Through Ship Committees

Pages 12-13

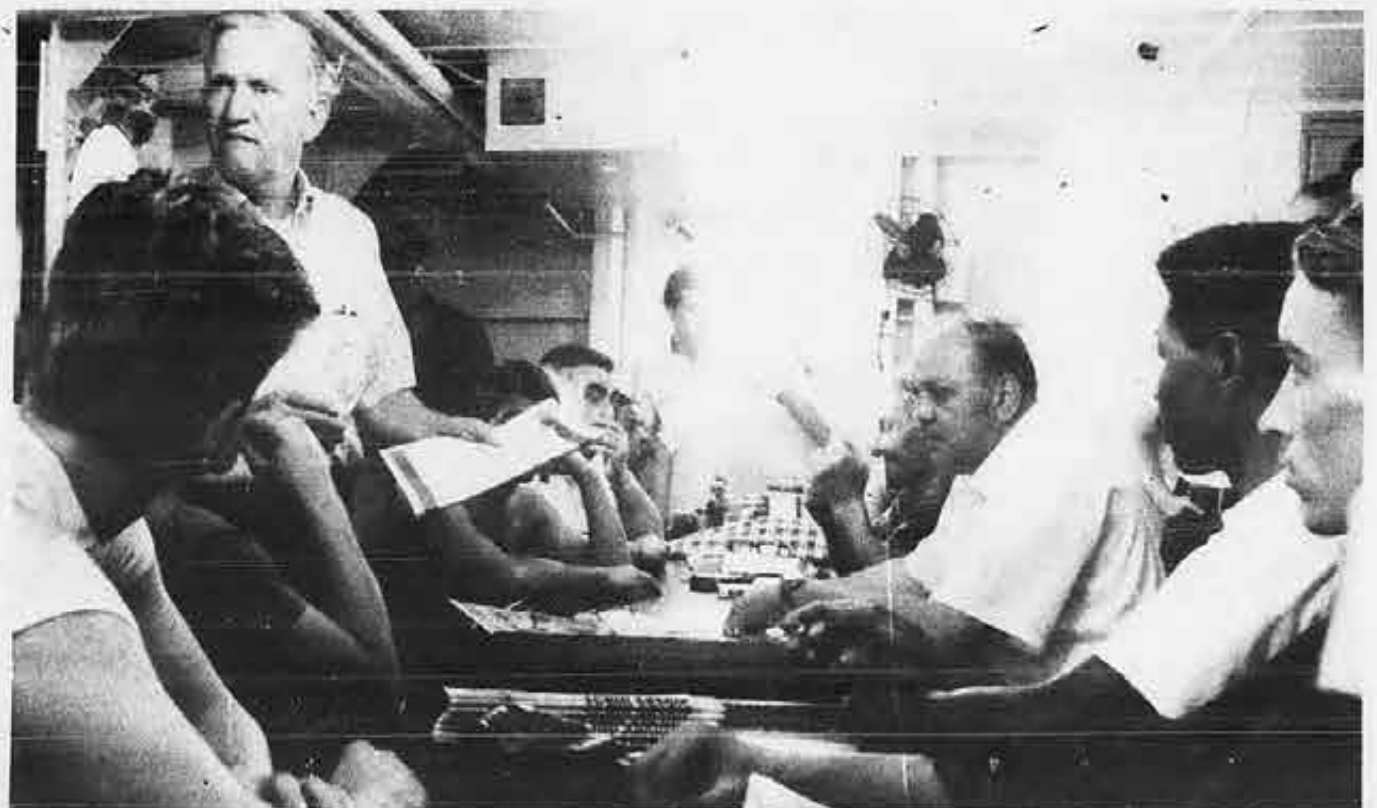
Members Have Their Say On Their Pension Program

Pages 21-24



Seafarers Voting Solidly For New SIU Contract ▶

Pages 7-10



SIUNA Convention Convenes July 28

See Page 2

ICC Extends Barge Tow Mixing Ratio

See Page 2

Politics Is Porkchops—

Who Does The Wall St. Journal
Really Blame For?

(See Centerfold)

SIU Seeks Expanded U.S.-Flag Role In Shipping To Soviet-Bloc Countries

WASHINGTON — SIUNA President Paul Hall has urged Congress to expand the role of American-flag shipping in commerce with Soviet-bloc nations.

Testifying before the Senate Banking and Currency Committee during hearings on the Export Expansion and Regulation Act of 1969, Hall called for language that would "clearly set forth that at least 50 percent of all this cargo—and more, if possible — should move aboard American-built, American-owned and American-manned merchant vessels."

Hall was sharply critical of language inserted in the bill by the Subcommittee on International Finance, which would have denied to the President the right to stipulate the use of American-flag merchant ships for the carriage of cargo to the Soviet Union and its satellites.

The full Committee voted to reopen the record for the hearings after receiving protests from maritime management and labor that the proposed language would, as Hall put it, "abandon certain minimal participation by the American merchant marine in still another phase of our nation's waterborne commerce."

Regulations providing for the participation of American-owned shipping in the movement of cargoes to the Soviet Union and her satellites were issued during the Administration of the late President Kennedy and are still in force, although they have

been watered down so that they now require 50 percent American vessel participation only in the movement of wheat and flour destined for the Red-bloc nations.

Hall attacked the Subcommittee proposal on five major grounds. He told the Committee:

- "The proposed language . . . would run counter to the historic concept of providing preference for American-flag vessels in the carriage of our country's trade.

- "The proposed language would serve as the opening wedge in a new assault on the entire cargo preference program.

- "The proposed new restrictions would work to the detriment of our balance of payments—in which we have experienced a chronic deficit.

- "The proposed language would have an adverse, and perhaps fatal, impact on our already dwindling merchant marine fortunes.

- "Finally, the proposal would give new impetus to the Soviet drive for world maritime supremacy."

In calling for inclusion of language to give the merchant marine a share in the trade that is being developed, the SIUNA president noted that the legislation "is supposed to strengthen America's trading position in the world community." He urged the Committee to develop such a program "in terms of Amer-

ica's total resources," and asked that Congress "not discriminate against an American industry that, in the last analysis, is vital to the development of our full trading potential."

Inclusion of language guaranteeing a share of the shipments for American vessels, Hall said, "would mean more jobs for American seamen, more jobs for American shipyard workers, more jobs in scores of related trades and services."

He pointed out that this would mean "more jobs for thousands of American citizens who, after all, were customers of the American farmer long before the Soviet Union and her satellites, and will be customers long afterward."

Following SIUNA Protests:

ICC Extends Barge Tow Mixing Rule; Gives Congress Six Months to Act

WASHINGTON — The rule which permits barges to haul mixed tons of regulated non-bulk commodities in the same tow with bulk exempt commodities without subjecting all to regulation has been extended by the Interstate Commerce Commission for the duration of the current calendar year.

An extension had been requested by Chairman Warren G. Magnuson (D-Wash.) of the Senate Commerce Committee as well as by Chairman Harley O. Staggers (D-W.Va.) of the House Foreign and Interstate Commerce Committee. Senator Magnuson had asked for an indefinite extension; Representative Staggers had requested six months.

Both actions took place after four SIUNA officers — Vice President Earl Shepard; Paul Drozak of Houston; Gordon Spencer of Norfolk and Merle Adlum of Seattle — strongly urged support of legislation which would prevent "strangulation" of the tug and barge industry on inland waterways.

The SIUNA representatives had appeared before the Subcommittee on Transportation and Aeronautics of the House Interstate Commerce Committee in support of three bills—H.R. 8298, H.R. 8376 and H.R. 8509 — which would eliminate "unrealistic language" now in the Interstate Commerce Act.

The wording of the Act defines an entire string of barges as a single "vessel" and also defines "bulk cargo" in a manner which, the Union pointed out, would tie the industry to practices prevalent 30 years ago, and now out-moded and impractical in view of the much longer barge tows of today, which move 50,000 tons of cargo at a time.



THE LOG photographer did a double-take when he spotted identical twins Kelly and Kim Murray strolling around SIU headquarters and looking very pretty. He found daddy, Dan Murray, who sails as FWT, and snapped this photo. That's Kelly, left, and Kim, right.

Huge Oil Reserves of Alaska Seen Potential Boon to U.S. Tankers

WASHINGTON — The discovery of huge oil reserves on Alaska's North Slope can lead to a multi-billion-dollar shot in the arm for the American shipbuilding and shipping industry, a prominent Washington attorney asserted here last month.

However, Marvin J. Coles, counsel for the Committee of American Tanker Operators, warned, this infusion of new life into the maritime industry will hinge on beating back any attacks on the 40-year-old Jones Act, which reserves domestic waterborne cargo for American-built, American-owned and American-manned vessels.

Speaking at a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department, Coles said that past attacks on the Jones Act concept "have been defeated with minor exception. But the huge new stakes in the tanker program for moving Alaskan oil may bring out fiercer attacks than ever. They must be repulsed."

Coles told the gathering of government, industry and labor officials that it would require more than 30 new tankers of

250,000 deadweight tons each to move the oil from Alaska to ports in the continental United States.

He said this would provide "about \$1.5 billion of construction work for American shipyards, wages for American shipbuilding personnel, and then employment opportunities for the next 20 years for American seamen." He emphasized that the demand for tankers to move the Alaskan oil could come "on top of our need to replace over 50 percent of our current tanker fleet in the next 10 years."

The representative of the tanker operators put particular stress on the fact that the tanker-building program would result in vessels that would be "built and operated without requiring one penny of government subsidy for construction or operation. There is no need for appropriations or for new legislation. These vessels will be built because of the economic needs of the American oil industry; and they will be built in American yards and operated by American seamen so long as the provisions of the Jones Act are maintained."

14th SIUNA Biennial Convention Convenes in Washington July 28

WASHINGTON — Preparations are largely completed for the convening of the Fourteenth Biennial Convention of the Seafarers International Union of North America which will get underway at the Statler-Hilton Hotel here on Monday, July 28 and continue through Friday, August 1.

The SIUNA Executive Board will meet on Thursday, July 24 at Piney Point, Maryland.

Delegates representing SIUNA affiliates from the United States, Canada, and the Caribbean will attend what is expected to be the largest SIUNA convention ever held.

The delegates, representing the more than 85,000 members of SIUNA district and local unions, will deal with matters of

change the out-of-date cargo definitions which state which dry bulk commodities may be carried exempt from regulation.

Most important, the subcommittee version would not lift the limitation which prohibits the carriage of more than three dry bulk commodities in a tow of barges without subjecting the entire tow to regulation.

The SIU has pointed out that, unless this section is amended, "barge operators are going to be forced to split tows according to the number or type of commodity carried." This, the Union warned, would mean lower utilization of equipment, causing increased rates for shippers which would be passed along to consumers in the form of higher prices for commodities.

concern to the International, the U.S. labor movement, the maritime industry and the crafts and industries represented by SIUNA affiliates. They will also map future International policies and programs and hear reports of the affiliated unions.

Represented at the convention will be deep sea Seafarers, tug and other inland water boatmen, railroad marine tugmen and dredgemen, fishermen, cannery workers as well as workers employed in the transportation services and other allied crafts.

During its daily sessions the week of July 28 through August 1, the convention will hear from a number of speakers representing the maritime industry, the organized labor movement, and numerous governmental agencies.

THE SEAFARER AND EDUCATION

TRADE UNION · VOCATIONAL · ACADEMIC

Seafarer Bob McKay Licensed at 19

NEW YORK—Robert McKay—a graduate of the SIU's Harry Lundeberg School of Seamanship—is the youngest licensed officer in the U.S. merchant marine. McKay, who began his sailing career at the age of 16 when he entered the Union's training school in Brooklyn, received his third assistant engineer's license on his 19th birthday, the minimum age for holding a license under Coast Guard regulations.



McKay

Young McKay received his license June 20 in a brief ceremony at the 3rd Coast Guard District Headquarters on Governor's Island here. The presentation was made by Admiral Mark A. Whalen, Commander of the USCG Eastern District.

The story of Bob McKay's remarkable achievement is more than a story of setting a maritime record that can never be beaten. It is the story of an elementary school dropout heading for trouble, and the Seafarer's training program that helped him chart a new course.

McKay was 15 when he dropped out of school. He had been in a few minor scrapes and, as he says, "I was starting out on the wrong track, and I could have been heading for big trouble if I didn't do something about it."

He was lucky. Just after his 16th birthday, McKay enrolled in the SIU's Harry Lundeberg School of Seamanship in Brooklyn. It was at the school that he learned some of the basics of seamanship but—equally important—he also began to understand the meaning of discipline, cooperation and responsibility.

When he completed training in August, 1966, he went to sea for the first time, sailing as wiper aboard the Northwestern Victory on an ammunition run to Vietnam. He later shipped on the Forteleza and, in August 1967, enrolled in the SIU's upgrading school.

He successfully completed the comprehensive study course and received a Q.M.E.D. endorsement as fireman, oiler, and water tender. He then returned to sea, sailing as oiler on the Monticello Victory, and later on

the Houston and the Trans-eastern.

In February, 1969, McKay was accepted for admission to the Engineering School, which is jointly sponsored by the SIU and the Marine Engineers Beneficial Association, District 2. After an intensive four-month course of instruction, he was graduated with an 84 percent average, and sat for his license on June 9. On June 17, he was notified by the Coast Guard that he had passed the examination, but that he would have

to wait three days—until his 19th birthday—before he could receive his license.

[More than 330 Seafarers have earned engineers licenses—from third assistant through chief engineer—after completing training at the SIU-MEBA District 2 school, and a total of 2,205 unrated Seafarers have received Q.M.E.D. endorsements through the Harry Lundeberg School of Seamanship.]

Although he is only 19, Bob McKay realizes that the training he has been given has opened the door to a new and more productive way of life for him.

"The Harry Lundeberg

School of Seamanship gave me an opportunity that I never thought would be open to me," McKay said. "It has offered me, and a lot of other young guys I've known at school and at sea, a chance to make it."

Commenting on McKay's achievement, SIUNA president Paul Hall said: "Bob McKay has been a credit to the SIU, and I'm certain he will be a credit to the MEBA, District 2. We are fortunate to have him, and other youngsters like him, as members of our Union. These young men are becoming the skilled professional Seafarers of today, and they represent the future of this Union."



Anyone can do it if he really wants to and is willing to work hard, youngest U.S. merchant marine officer Robert McKay tells eager trainee group at HLSS in Piney Point as he proudly displays new license.

Success in Varied Fields Achieved Through Annual SIU Scholarships

NEW YORK—During the last 16 years, the SIU has helped 83 men and women fulfill their vocational ambitions in life through the aid of individual college scholarships in the amount of \$6,000 each.

Awarded annually since 1953, the scholarships have gone to 25 Seafarers and 58 children or legal dependents of Seafarers.

The SIU was the first maritime union to award college scholarships and this program has not only helped Union members but has also served the community at large as well.

All of the recipients of these scholarships not only had excel-

lent scholastic averages. They also expressed an intense interest in the world around them.

It is not surprising, therefore, that many SIU scholars are now following careers which directly aid their fellow men and the areas in which they live.

For instance, two scholarship winners, Seymour Wallace and Alma Jimenez Colls are both medical doctors today, while a third recipient, Lembhard G. Howell, served as Assistant Attorney General in the state of Washington for two years before opening his own law office.

Dr. Colls was one of the first four students to receive SIU

scholarships when the program was originated in 1953. She had placed 17th in a high school class of 396 and even then planned to become a doctor.

In 1958 she graduated with the title of doctor from the College of Medicine, University of Puerto Rico.

Her father, Seafarer Pedro Jimenez of Rio Piedras, Puerto Rico, sailed in the engine department.

Dr. Wallace, who was the first Seafarer to receive his M.D. under the scholarship program, graduated in 1959 from Columbia University's College of Physicians and Surgeons.

When awarded his scholarship in 1954, Wallace was a pre-medical student at Long Island University.

While studying at Columbia, Dr. Wallace continued to sail with the SIU during his first two summers. He had been a Seafarer since 1948 when he was 18 years old. An AB, he usually sailed on Bull Line or Mississippi ships.

A 1964 graduate of New York University Law School, Lembhard G. Howell received his SIU scholarship in 1955 after graduating from New York's Charles Evans Hughes High School where he won the institution's highest award for character and scholastic achievement.

He had been president of the

school's General Organization and wrote for the school newspaper as well as the Mathematics



Seymour Wallace, AB to M.D.

and Science Department publications.

Attending Lafayette College in Easton, Pa., Howell covered the normal four-year course in three years and graduated cum laude with a Bachelor of Arts degree in history.

He served as an Ensign in the U.S. Naval Reserve before attending NYU's Law School.

Howell later went to the state of Washington on a Ford Foundation grant from the National Center for Education in Politics and eventually was appointed Assistant Attorney General in 1966.

Two years later he went into private practice and in March of this year established the law firm of Miller and Howell in Seattle.

In 1966-67 Howell was elected State President of the

Young Democrats and for the past two years he has been a member of the Seattle-King County Municipal League.

His father, Seafarer Cleveland Alexander Howell, retired on an SIU pension in 1965.

These three men and women are typical examples of the many SIU scholarship winners who are leading varied and worthwhile careers today.

And following in their path to higher scholastic achievement each year are new award recipients, each chosen by an impartial committee of six prominent educators from institutions of learning around the country.

Their annual selection of winning recipients is based upon the candidates' performance on the



Lembhard G. Howell

College Entrance Examination Board tests or the American College Testing Program, together with the candidates' general scholastic background and qualities of leadership.



Seafarers Scholarship Advisory Committee consists of (l-r): Dr. Elwood C. Kastner, N.Y.U.; Charles D. O'Connell, University of Chicago; Edna M. Newby, Rutgers University; Richard M. Keefe, St. Louis University; Dr. Charles A. Lyons, Jr., Howard University; and Dr. Bernard B. Ireland, College Entrance Exam Board.



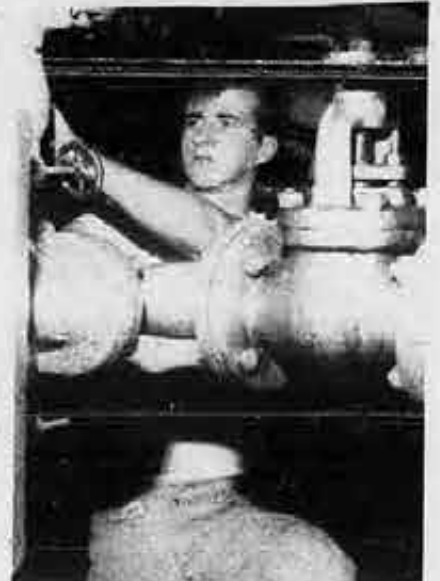
William Foley, A.B. on the American Victory, graduated from Piney Point in 1967 and earned his AB's ticket there in 1968.



Sandy Seabrook, installs a burner on the Boston. Seabrook is a Piney Point graduate who got his FWT ticket at the SIU school.



Robert Brown, left, and Vincent Bermudez, both sailing as ordinary seaman, secure lines as the Asbury Victory prepares to sail for the Far East. Brown graduated from Piney Point in September. Bermudez, who completed training at the school in February was on his first trip.



Richard McDonald, oiler on the American Victory, attended the HLSS school in February, 1968, and got his FOWT in October.

PINEY POINT, Md. — The Harry Lundeberg School of Seamanship—the largest training facility for merchant seamen in the nation—is nearing the end of its second year of operation here.

The product of joint SIU-industry cooperation, the school has developed extensive training and upgrading programs which have served the dual purpose of providing careers to many disadvantaged youngsters and furnishing a flow of superbly-trained manpower for the ships of America's merchant marine. Beyond this, it has enabled hundreds of Seafarers to upgrade to higher ratings up to and including licensed officer status.

The opening of operations here in August, 1967 marked the beginning of a program to consolidate all of the SIU's training facilities which had been operating at a number of ports since 1953.

The Union's training activities had their beginnings in the period immediately following the Korean War. The program grew out of the Union's belief that the training of unlicensed seamen is labor's—not government's concern—and that it is the Union's task to provide qualified manpower when and where needed aboard its contracted vessels.

Over the years, the training program focused on three key areas:

- Training for entry ratings.
- Training for upgrading.

The SIU's Harry Lundeberg School of Seamanship

- Preparing for licenses as land, where the Potomac meets Chesapeake Bay. Here there are shops for instruction in welding, electricity, machinery, rigging, splicing and seamanship, as well as a maritime museum and library of maritime and trade union history.

As the program expanded it was desirable to acquire suitable facilities to centralize the training activities. That's where Piney Point entered the picture. A former naval torpedo training base it was ideally suited to carry out the objectives of the Union's training program.

The school is named after Harry Lundeberg, the founder and first president of the SIU, and operates under the Lundeberg philosophy that the recruiting and manning of vessels falls within the area of Union responsibility, rather than that of government agencies.

It is located on 53 acres bordering St. George's Creek on the southernmost tip of Mary-

land, where the Potomac meets Chesapeake Bay. Here there are shops for instruction in welding, electricity, machinery, rigging, splicing and seamanship, as well as a maritime museum and library of maritime and trade union history.

The school boasts modern classroom facilities for lectures, discussions and instruction; a variety of vessels aboard which seamen can get practical on-the-job training; and a fully equipped boat basin to teach them the basics of vessel maintenance.

The Lundeberg School facilities include comfortable bungalow-dormitories for the students, a gymnasium, auditorium, swimming pool, laundry, cafeteria and commissary.

Adjoining farm acreage pro-

vides the opportunity for the eventual development of a self-sustaining operation. It is hoped that eventually housing can be developed on this adjacent land to offer accommodations for both active and pensioned Seafarers.

There are several levels of recruiting and training in the school. At the entry rating level, recruits are taken from the ages of 16 to 21 years—up to the age of 23 for military service returnees. Present facilities permit a normal complement of 120 enrollees for a 60-day course. Recruits get free transportation to the school, besides room and board and \$20 a week spending money. Upon graduation, they are immediately assigned to an SIU-contracted vessel and transported to the ship to embark on their new careers.

Entry rating trainees are given not only education in safety and shipboard duties, but also lifeboat training as well. They are given lifeboat examinations on the Piney Point base by the U.S. Coast Guard before shipping on their first vessel. Having passed this examination and completed 90 days of seetime, they can then apply for their lifeboat endorsement without further testing.

As a result of this training, young men going to sea for the first time are better equipped for the job at hand than has ever been the case in the past. A measure of the effectiveness of the SIU program is the fact that the Lundeberg School has graduated over 2,000 merchant sea-

men with fewer than 100 drop-outs.

The school also facilitates the upgrading of Union members to the ratings of Firemen, Oilers, Watertenders, ABs, Electricians and all qualified men for every department.

In addition to its contributions to entry upgrading the HLSS has also established, in conjunction with the MEBA, District 2, Marine Engineers and Deck Officers schools for the purpose of licensing qualified men from the Engine and Deck departments. Since its inception in February, 1966, this branch of the Lundeberg School has graduated hundreds of original Third Engineers and original Second Engineers.

Many other seagoing affiliates of the SIUNA have similar programs for the training of personnel in their own organizations.

The SIUNA-affiliated Staff Officers Association recently graduated its third class of Purser-Pharmacist Mates. The Marine Firemen's Union has a training program for upgrading in the engine department. The Sailors Union of the Pacific operates the Andrew Furueth training school and some years ago instituted the first lifeboat training school in the industry. The Marine Cooks and Stewards maintain a steward department training program and the SIU Great Lakes District has a School of Marine Engineering and Navigation to help Seafarers prepare for licensing.



This group of young Seafarers have completed all requirements of the U.S. Coast Guard for their lifeboat tickets. In the first row (l-r) are Charles Cothran, Michael Pait, James Fleming, Gary Davis, Richard Welch, Tom Reed, David Blevin, Sam Beck, Gar Doubleday, and Harold McDavid. Second row, Instructor Tom Brooks, Lindsey Hood, Stephen Williams, Johnnie Ferguson, John Lutz, Mike Cashion, Johnny Roundtree, Ellis Crum and Armando Salazar. Trainees at Piney Point get full lifeboat instruction.



Graduates of Piney Point lifeboat class No. 8 were (front row l-r) Ronald Hoitola, James Pedaris, Thomas Abbadessa, Coy Dillow and Carl Smith Jr. Second row: Edward Bean, Robert Giordano, William Anglemeyer, David Schlosnagle, Steven Williams and Albert Trinkka. Trainees receive hours of instruction and experience in the boats.

Opportunity Unlimited

Upgrading Ladder to Licensed Status Climbed by Seafarers—Young and Old

Through the unique Marine Engineers and Deck Officers Upgrading Programs, jointly sponsored by the SIU, the MEBA District 2, and the Associated Maritime Officers, Seafarers in the deck and engine departments—from the youngest to the oldest—have available to them an ever-present opportunity to climb the seniority ladder to rewarding licensed positions in the U.S. merchant marine.

Opportunity, according to the old adage, rarely knocks twice during a lifetime. However, a close look at these two upgrading programs, which were conceived and instituted by the Union to further the careers of members, disproves this.

Hundreds of SIU members, ranging in age from 19 to 60 and over, from every possible background, have earned licenses as marine engineers or deck officers through these two Union-sponsored upgrading programs.

Ronald R. Spencer, director of the School of Marine Engineering and Navigation, through which the engineer and deck officer upgrading programs are administered, remarked on Seafarers and their approach to the schools in this way:

"Behind each union member who has graduated from the upgrading program to a license, there is a separate success story to tell. For each of them, it is a story of applying themselves through hard work to overcome many obstacles to achieve a goal."

A close look at just a few of the Seafarers from the deck and engine departments who have earned their licenses through the school offers a panorama of individual stories, created by the men themselves, in their quest for greater knowledge and recognition in their chosen careers.

Sigwart G. Nielsen, 63, is an example of a Seafarer who decided late in his sailing career to apply for an engineer's license. With almost 20 years of sailing time with the SIU behind him, and the rating of Chief Electrician, this New Jersey native entered the upgrading school in March, 1966. After completing the course of instruction at the school in December, 1966, he passed the Coast Guard's licensing examination and was certified as a Third Assistant Engineer. Nielsen distinguished himself and did credit to his union by proving the basic SIU principle that a Seafarer can upgrade at any time.

Norbert Patrick, 31, born on the island of St. Vincent in the

Windward Islands, is a graduate of the SIU's Harry Lundeberg School of Seamanship. A bos'n while at the school, he had sailed as FOWT before applying for the engineers upgrading program in September, 1967. After passing the Coast Guard examination, following studies at the SIU-MEBA, Dist. 2-sponsored school, he received his license as a Third Assistant Engineer in March, 1968. Patrick plans to upgrade to Second Assistant shortly.

Herbert E. Valdson, 57, was born in Tartu, Estonia. A naturalized U.S. citizen, he joined the SIU in Philadelphia in 1963 because he wanted to serve in the U.S. merchant marine. He was sailing as an FOWT when accepted to the engineers upgrading program in 1966. While attending the school, he was nicknamed the "Estonian Law-

Second Engineer's License when accepted by the SIU-MEBA School of Marine Engineering and Navigation in February, 1966. Along with a perfect record of attendance in the course, Brother Singleton racked up grades which were well above average. He was certified as a Second Assistant in May of 1966 and is now sailing as First Assistant Engineer.

Michael R. McKay, 22, born in New York City and a graduate of the SIU's Harry Lundeberg School of Seamanship, is one of the new generation of Seafarers which the Lundeberg School has launched on seafaring careers to man U.S. merchant vessels for many years to come. McKay had sailed as an FOWT before entering the engineers upgrading program in November of 1967. At 20, he was the youngest student in the

Moustakakis demonstrated a keen ability to quickly master the subjects in the course leading to a mate's license. He consistently achieved high grades during attendance at the school and when he took the Coast Guard's Third Mate licensing exam in February of 1968, he scored one of the highest marks ever received on the exam by an applicant in the Port of New York. Moustakakis is now sailing as a Second Mate and plans to return to the school for further upgrading as soon as his duties permit.

To say that Rudolph J. Loizzi merely picked himself up by his bootstraps—and he did—to earn a Third Mate's license would be a gross understatement of how he achieved his goal. He entered the mate's upgrading program in March, 1967. Until that time, the 32-

license from the Coast Guard.

Desire Le Berre, 49, was born in France. He joined the SIU in the Port of New York in 1953 and before entering the mate's upgrading program in September of 1966, sailed as AB and bos'n. Because of his seafaring, Le Berre was able to work towards a Second Mate's license at the SIU-MEBA, Dist. 2, School of Marine Engineering and Navigation. Brother Le Berre had to overcome the added burden of a language barrier in pursuing his studies at the school. He diligently worked not only on mastering the subjects required for his license, but sought each day to improve his ability in English. Le Berre achieved fine grades in the upgrading program and upon passing his Coast Guard exam, was certified as a Second Mate in May, 1967. As a token of his appreciation for the opportunity and help given him, he donated a sextant to the school for use in training his fellow SIU members.

George T. McManus, 50, was born in New York City. Brother McManus sailed as an AB before applying for the mate's upgrading program in September, 1967. A college graduate with a Bachelor of Science degree in education and social science, he also attended both the University of Miami in Florida and Fordham University in New York. With all of this, however, McManus joined the SIU in New York in 1963 because he "wanted to begin a seafaring career." While a student at the deck officer's school, McManus attended classes on crutches because of an injury, but scored well in all of his subjects. Upon passing the Coast Guard exam, he received a Third Mate's license in December of 1967.

Joseph F. Keelan, 57, was born in Pennsylvania and joined the SIU in the Port of Mobile in 1949. He served on many SIU-contracted vessels as AB and bos'n before applying for the mate's upgrading program in August, 1966.

Although he decided to upgrade somewhat later in his career than some of the other Seafarers taking part in the program, Brother Keelan was none the less determined to earn a deck officer's license. Through his ability to call upon valuable experience gained during many years at sea, Brother Keelan scored excellent grades at the school and received his Second Mate's license in November, 1968.



Nielsen



Valdson



McKay



Loizzi



McManus



Patrick



Singleton



Moustakakis



Le Berre



Keelan

yer" by his fellow Seafarers. They had learned that he was a graduate of the University of Estonia Law School. Valdson was certified as a Third Assistant Engineer by the Coast Guard in July of 1966. His wish to pursue a career in the American merchant marine was made possible by the SIU and was expanded even further by his successful participation in the engineers upgrading program through which the SIU encourages its unlicensed members to seek the highest possible rank they can achieve.

Harry R. Singleton, a 53-year-old New Yorker, is an old-timer with the SIU who first joined the Union during one of the first organizing campaigns in the Port of Baltimore in January of 1939. He had logged a good deal of seafaring as an FOWT before receiving his engineer's license. Due to his extensive seafaring, Singleton was able to study for an original

program. Upon graduation from the school in 1968, he held the unique distinction of being the youngest man in the U.S. merchant marine to receive an original Third Assistant Engineer's license after passing his Coast Guard exam.

Just last month, however, Mike proudly relinquished his youthful position to his brother, Bobby. Also an HLSS graduate and graduate of the engineer's upgrading program, Bob McKay is, at 19, the youngest licensed officer in the merchant marine. (See story page 3.)

Impressive though the accomplishments of engine department Seafarers may have been, their brothers above decks have distinguished themselves equally as well—as the following brief histories will show.

Alexios M. Moustakakis was born in Greece 26 years ago. From the moment he entered the SIU-MEBA, Dist. 2 School in October, 1967, Brother

year-old New Yorker's formal education amounted to only three grades of grammar school and he had never learned mathematics. He had, however, a determination to overcome his educational handicap and to earn his license. Brother Loizzi studied nightly until at least midnight and for entire weekends. This was in addition to meeting family obligations by holding down a parttime job.

Because of his obvious will to learn, Spencer and Senior Deck Instructor Nick Gullo worked a bit harder with Loizzi. Within a little over six months, they had helped Brother Loizzi to raise his educational level by seven grades. Spencer wrote in Loizzi's school file, "Rarely have I seen a man with so limited an advantage demonstrate such a desire to succeed." In September, 1968, Brother Loizzi did honor to himself and to the entire upgrading program by receiving his Third Mate's

APPLY NOW FOR SENIORITY UPGRADING



The seniority upgraders above are seen as they took the oath of obligation as full-book members of the SIU. Left to right are John Doran, FOWT, and AB's Erick Sorensen, Robert Hester and Arthur Wills. The group is pictured at left during a class session led by SIU Representative Bill Hall. All upgraders are graduates of the Harry Lundeberg School of Seamanship, have more than 12 months seetime, hold a rating in either the deck, engine or steward department and have a lifeboat endorsement.



All B Book Seafarers have the opportunity to upgrade their seniority at the SIU's Harry Lundeberg School of Seamanship at Piney Point, Maryland.

The Seniority Upgrading Program was established to provide Seafarers with additional training required for steady advancement up the seniority ladder.

The latest in modern training and teaching facilities are provided at the school for qualified Seafarers.

Free room and board plus an allowance of \$56 per week are given to each qualified man participating in the program. Transportation from all major SIU ports is also provided.

Applications have already been mailed to all B Book Seafarers, and are also available from any SIU port agent.

HOW TO QUALIFY

Seafarers who wish to enroll in the Seniority Upgrading Program should meet the Seafarers Appeals Board's qualifying standards which include the following:

- **RATING**—Each applicant must presently hold a Coast Guard endorsed rating such as AB, FOWT, etc.
- **PREVIOUS TRAINING**—Presentation of a certificate showing successful completion of training at either the Andrew Furuseth Training School or the Harry Lundeberg School of Seamanship.
- **SEATIME**—Seafarers must have a minimum of 12 months seetime with any SIU-contracted companies.
- **LIFEBOAT TICKET**—Applicant must have a valid lifeboat ticket.

The Seafarers Appeals Board may consider other qualifications or waive any of the above.

Completed application forms should be mailed as soon as possible to:

**The Harry Lundeberg School of Seamanship
Seniority Upgrading Program
Saint Mary's County
Piney Point, Maryland 20674**



← Joseph Simonetti, FWT on the Detroit, installs a burner as the vessel makes ready to sail. Simonetti completed training at Piney Point in June 1968, and got his upgrading at the Union's Q.M.E.D. engineering school in New York.



Lyle Sawyer, sailing as OS after graduating from Piney Point in May, works on a lifeboat on the Seatrain Delaware with veteran Seafarer Calixto Gonzalez, ship's bos'n. Sawyer plans to get his 12 month's of seetime as quickly as possible and then upgrade to A.B.



William King, wiper on the Asbury Victory, completed training at the Harry Lundeberg School of Seamanship at Piney Point in February, 1968, and plans to enter the SIU's engine upgrading school after this trip to obtain his FOWT endorsement.



George Gibbons, cook-baker and steward delegate on the Boston, makes a point at contract discussion.



SIU Representative Bill Hall holds a meeting with crewmembers of the Seatrain New York on the ship's fantail to discuss the new agreement.



Your New Contract

By Seafarers, For Seafarers



Thomas Anderson, A.B. and deck delegate on the Summit, expresses his views on the new SIU contract.

IN keeping with your Union's unbroken tradition of securing for its members the best possible agreement obtainable with the shipping companies contracted to the SIU-Atlantic, Gulf, Lakes and Inland Waters District, we, the undersigned committee, submit and recommend to our fellow Seafarers the Freightship and Tanker contracts printed on the following two pages.

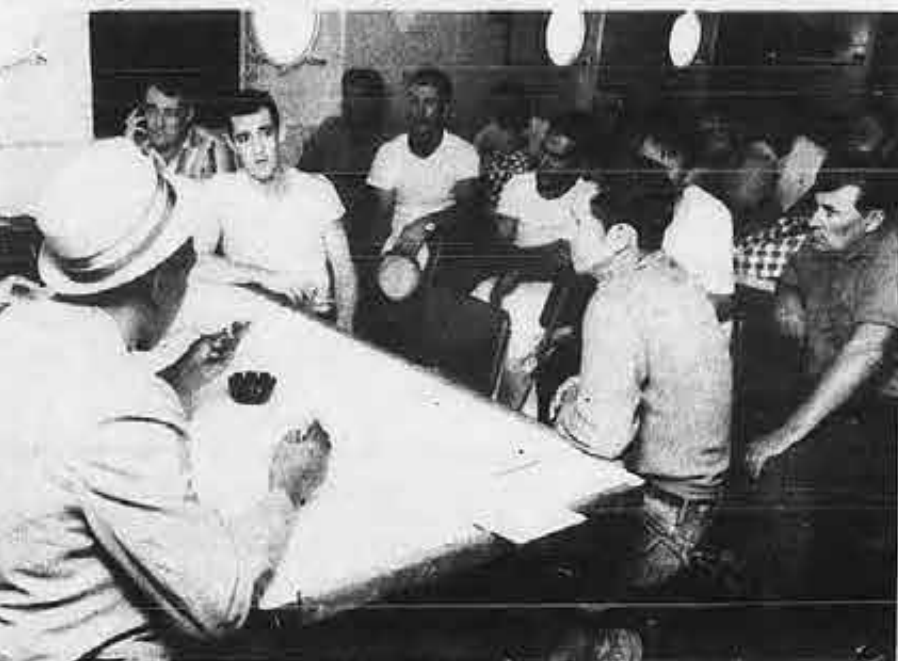
The basic wage gains reflected in these agreements represent gains for crewmembers in all shipboard departments—deck, engine and steward—which are unprecedented in U. S. maritime history.

In addition to this, we consider of particular significance the major breakthrough achieved in the Freightship agreement relating to overtime. The principle of overtime for all hours worked in port between 5 p.m. and 8 a.m. on Monday through Friday has been firmly established for the first time.

The membership will note that these agreements deal primarily with wages. Negotiations are continuing with the shipowners regarding welfare, pension and vacation improvements.

It will also be noted that under Additional Comments and Recommendations, your Headquarters Negotiating Committee has suggested a restructuring of membership representation aboard SIU-contracted vessels and recommends weekly Sunday meetings while at sea.

SIU Representative Leon Hall outlines provisions of the new agreement at a meeting on the Transontario.



After considerable discussion and consideration, it is felt that SIU crews can be most efficiently represented aboard ship by active Ship's Committees made up of one elected delegate each from the Deck, Engine and Steward departments, the Bos'n as permanent Ship's Chairman, and the Chief Steward as permanent Ship's Reporter and Secretary. The aim of the Ship's Committees should be the development and maintenance of stronger communications between Seafarers afloat and Union headquarters. In this way it will be better possible to implement SIU policies and programs and create a Union structure aboard ship which will allow greater participation by the entire membership in the Union's affairs.

Fraternally submitted,

Robert A. Matthews, Chmn.

William Hall, Deck

J. De Georgio, Eng.

Leon Hall, Stud.

Crewmembers of the Seattle study the special LOG supplement detailing the new one-year contract. Following discussion they voted 100% "Yes."



FREIGHTSHIP AGREEMENT

Your Headquarters' officers have reported to the membership over the past several monthly meetings regarding discussions with the shipowners relative to negotiations for a new Freightship Contract. These discussions and negotiations have in the main centered on monetary matters as well as welfare, pension and vacation matters. We have, subject to action by the membership, now reached agreement with the companies on wages, overtime and other monetary matters. Other issues which have not been finalized but which are now being negotiated are on welfare, pension and vacation matters. Printed below is a copy of the agreement reached as outlined above between your Union and the shipowners.

MEMORANDUM OF UNDERSTANDING

BETWEEN

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-

ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO
and _____

WHEREAS, the collective bargaining agreement between the Union and various companies expires on June 15, 1969, and

WHEREAS, the Union and the companies have been negotiating terms of a new contract,

NOW THEREFORE it is understood and agreed, as follows:

FREIGHTSHIP AGREEMENT

1. Article II, Section 21 shall be changed to read as follows:

Section 21. OVERTIME RATE. (a) The overtime rate of pay for members of the Unlicensed Personnel receiving a basic monthly wage of \$464.78 or below shall be \$2.73 per hour.

(b) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$464.79 or above, but not in excess of \$535.29 shall be \$3.44 per hour.

(c) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$535.30 or above shall be \$4.48 per hour.

2. Article III, Section 1 shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Deck Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Boatswain	\$52.74	\$618.01
* Carpenter	45.72	566.53
A.B. Maintenance	43.34	525.33
Quartermaster	37.75	470.33
Able Seaman	37.75	470.33
Ordinary Seaman	62.28	367.18
O.S. Maintenance	39.44	397.97

MARINER TYPE VESSEL

Boatswain	\$59.88	\$682.97
* Carpenter	58.79	593.24

* When the Carpenter is required in writing by the Company to furnish his own tools, he shall be paid twenty dollars (\$20.00) per month in addition to his base wage.

3. Article IV, Section 1 shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Engine Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Chief Electrician	\$63.83	\$727.20
Second Electrician	59.02	679.74
Unlicensed Jr Engineer (Day)	50.37	594.60
Unlicensed Jr Engineer (Watch)	44.35	535.31
Plumber/Machinist	53.00	622.93
Deck Engineer	48.54	576.59
Engine Utility	44.00	541.88
Evaporator Maintenance	40.56	497.99
Oiler	37.75	470.33
Oiler-Diesel	41.39	506.19
Watertender	37.75	470.33
Fireman/Watertender	37.75	470.33
Fireman	37.75	470.33
Wiper	69.35	436.82
Refrigerating Engineer (When (1) is carried)	59.02	679.74
Refrigerating Engineer (When (3) are carried)		
Chief	41.99	713.19
First Assistant	59.57	621.87
Second Assistant	47.20	572.73
Ship's Welder/Maintenance	50.37	594.60
Oiler/Maintenance Utility	44.29	535.25

MARINER TYPE VESSEL

Chief Electrician	\$66.48	\$753.37
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4. Article V, Section 1 shall be changed to read as follows:

Section 1. WAGES. The monthly rate of pay for the Unlicensed Personnel in the Steward Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Chief Steward	\$52.74	\$618.01
Steward/Cook	35.92	631.19
Chief Cook	45.76	549.22
Cook and Baker	44.35	535.30
Second Cook	24.18	470.33
* Third Cook	37.19	464.80
Messman	62.02	364.58
Utilityman	62.02	364.58

MARINER TYPE VESSEL

* When passengers are carried, the Third Cook will be re-rated as Second Cook and will be paid wages in accordance with the agreement.

5. The overtime rates set forth in Item one herein shall be paid for all work performed on Saturdays, Sundays, Holidays and for any work in excess of eight (8) hours in any one day.

The overtime rates set forth in Item one shall also apply to work performed in port between the hours of 5 P.M. and 8 A.M., Monday through Friday and for penalty work performed on watch and other penalty time payments provided for in the Agreement.

6. ROOM AND MEAL ALLOWANCE

Meal allowance shall be \$10.50 per day; room allowance shall be \$10.50 per day.

7. In order to partially defray the costs and expenses of the operation and maintenance of the hiring halls, as provided for in the collective bargaining agreement, the company agrees to the establishment of a fund, and the company further agrees to contribute to such fund the sum of fifteen (15) cents per man per day of covered employment.

8. PENSIONS, WELFARE AND VACATIONS

The parties hereto agree to continue negotiations with respect to improved pension, welfare and vacation. It is further understood and agreed that in the event agreement is not reached on improved pension, welfare and vacations, the Union shall have the right to take economic action upon seven (7) days notice.

9. SUBSIDIARY PROVISIONS

It is agreed that any agreements that are presently in effect covering War Risk Insurance and Area Bonuses be continued as is with no change. In addition, any and all addendums and/or supplementary agreements, the contents of which have not been incorporated into the collective bargaining contract shall be continued in effect. Except for the changes provided for in this Memorandum of Understanding all other terms and conditions of the collective bargaining contracts now in effect shall remain in effect. The changes provided in this Memorandum of Understanding shall be incorporated into and made a part of the full collective bargaining contract.

10. EFFECTIVE DATE

All changes provided for herein shall become effective at 12:01 A.M. on June 16, 1969.

11. The Collective Bargaining agreement between the parties hereto shall terminate on June 15, 1970 unless extended by the parties.

Dated June 12, 1969

For the Union

Robert A. Matthews, Chairman

William Hall, Deck

J. De Giorgio, Eng.

Leon Hall, Stud.

For the Companies

E. J. Prince

James J. Hayes

Daniel McSwift

J. [Signature]

COMMENTS AND RECOMMENDATIONS

COMMENTS:

Your committee feels that these contracts as presented to the membership represent not only a substantial gain on wages, overtime, etc., but also establishes a basis for finalizing in the near future new contract terms and benefits in the other areas such as welfare, pensions and vacations.

It is to be noted that the \$10.00 differential between the entry ratings and the middle ratings negotiated in the last contract have now been eliminated. The original intent of creating that differential was to encourage unrated men to go up for endorsements. This has now been accomplished and the differential will now cease.

A major achievement has been accomplished in the Freightship Agreement with the establishment of the principle of overtime in port for all hours worked between 5:00 P.M. and 8:00 A.M. Monday through Friday. This applies to all crew members who work during these hours.

Recommendation:

Your Committee recommends the ratification of the Freightship contract as presented herein.

TANKER AGREEMENT

Your Headquarters' officers have reported to the membership over the past several monthly meetings regarding discussions with the shipowners relative to negotiations for a new Tanker Contract. These discussions and negotiations have centered on monetary matters as well as on welfare, pension and vacation matters. We have, subject to action by the membership, now reached agreement with the companies on wages, overtime and other monetary matters. Other issues which have not been finalized but which are now being negotiated on are welfare, pensions and vacations.

Printed below is a copy of the agreement reached as outlined above between your Union and the shipowners.

MEMORANDUM OF UNDERSTANDING

Between

**SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-
ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO**

and

WHEREAS, the collective bargaining agreement between the Union and various companies expires on June 15, 1969, and

WHEREAS, the Union and the companies have been negotiating terms of a new contract,

NOW THEREFORE it is understood and agreed, as follows:

TANKER AGREEMENT

1. Article II, Section 21 shall be changed to read as follows:
Section 21. **OVERTIME RATE.** (a) The overtime rate of pay for members of the Unlicensed Personnel receiving a basic monthly wage of \$436.84 or below shall be \$2.73 per hour.
(b) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$436.85 or above, but not in excess of \$539.26, shall be \$3.44 per hour.
(c) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$539.27 or above shall be \$4.48 per hour.

2. Article III, Section 1 shall be changed to read as follows:
Section 2. **WAGES.** The monthly rate of pay for the Unlicensed Personnel in the Deck Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Boatswain (Tankers 25,500 D.W.T. or over)	\$52.74	\$654.93
Boatswain (Tankers under 25,500 D.W.T.)	52.74	632.70
A.B. Deck Maintenance	43.34	539.26
O.S. Deck Maintenance (when carried)	39.44	406.93
Able Seaman	37.75	475.29
Ordinary Seaman	62.28	376.14

3. Article IV, Section 1 shall be changed to read as follows:
Section 1. **WAGES.** The monthly rate of pay for the Unlicensed Personnel in the Engine Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Chief Pumpman	\$59.02	\$666.64
Second Pumpman/Engine Maintenance	59.02	666.64
Engine Utility	44.00	540.18
Oiler	37.75	475.29
Oiler/Maintenance Utility	44.29	535.25
Fireman/Watertender	37.75	475.29
Wiper	69.35	436.84

4. Article V, Section 1 shall be changed to read as follows:
Section 1. **WAGES.** The monthly rate of pay for the Unlicensed Personnel in the Steward Department, when the respective ratings are carried, shall be as follows:

RATING	AMOUNT OF INCREASE	NEW MONTHLY RATE
Chief Steward (Tankers 25,500 D.W.T. or over)	\$52.74	\$657.29
Chief Steward (Tankers under 25,500 D.W.T.)	52.74	635.06

Chief Cook	45.76	569.43
Cook and Baker	44.35	553.82
Third Cook	37.19	491.97
Galleyman (when carried)	62.02	373.50
Messman	62.02	364.57
Utilityman	62.02	364.57

5. The overtime rates set forth in item one herein shall be paid for all work performed on Saturdays, Sundays, Holidays and for any work in excess of eight (8) hours in any one day.

The Parties hereto shall continue to negotiate with respect to the rate of overtime to be paid for work performed in port between the hours of 5 P.M. and 8 A.M., Monday through Friday and for penalty work performed on watch and other penalty time payments provided for in the Agreement. Where Agreement presently provides for payment of overtime for work in port, after 5 P.M. and before 8 A.M. weekdays, those rates shall continue to be paid, subject to further negotiations.

6. ROOM AND MEAL ALLOWANCE

Meal allowance shall be \$10.50 per day; room allowance shall be \$10.50 per day.

7. In order to partially defray the costs and expenses of the operation and maintenance of the hiring halls, as provided for in the collective bargaining agreement, the company agrees to the establishment of a fund, and the company further agrees to contribute to such fund the sum of fifteen (15) cents per man per day of covered employment.

8. PENSIONS, WELFARE AND VACATIONS

The parties hereto agree to continue negotiations with respect to improved pension, welfare and vacation. It is further understood and agreed that in the event agreement is not reached on improved pension, welfare and vacations, the Union shall have the right to take economic action upon seven (7) days notice.

9. SUBSIDIARY PROVISIONS

It is agreed that any agreements that are presently in effect covering War Risk Insurance and Area Bonuses be continued as is with no change. In addition, any and all addendums and/or supplementary agreements, the contents of which have not been incorporated into the collective bargaining contract shall be continued in effect. Except for the changes provided for in this Memorandum of Understanding all other terms and conditions of the collective bargaining contracts now in effect shall remain in effect. The changes provided in this Memorandum of Understanding shall be incorporated into and made a part of the full collective bargaining contract.

10. EFFECTIVE DATE

All changes provided for herein shall become effective at 12:01 A.M. on June 16, 1969.

11. The Collective Bargaining agreement between the parties hereto shall terminate on June 15, 1970 unless extended by the parties.

Dated JUNE 12, 1969

For the Union

For the Companies

Robert A. Matthews, Chairman

J. J. Rigney

William Hall, Deck

M. W. Wilson

J. De Giorgio, Eng.

H. B. Burns

Leon Hall, Stud.

L. J. Brown

S. S. Unger

COMMENTS AND RECOMMENDATIONS

Comments:

Your committee feels that these contracts as presented to the membership represent not only a substantial gain on wages, overtime, etc., but also establishes a basis for finalizing in the near future new contract terms and benefits in the other areas such as welfare, pensions and vacations.

Recommendation:

Your committee recommends the ratification of the Tanker contract as presented herein.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

Comments:

Our immediate task now is to continue to work in the direction of improving our welfare plan, pensions and vacation. To do this, it is necessary to have full participation of all our membership in the discussions and recommendations on these matters so that the maximum number of members' feeling will be expressed. To do this, it is necessary that we have full participation in all shipboard meetings by all SIU crews. We are confronted with a situation whereby on a number of SIU ships there has not been complete union activity on the part of the crews. This is best illustrated by the fact that numerous ships have not elected a complete number of Ship Board Delegates. This, unless corrected, could hamper us in our desire for full expressions on the issues as contained in this report. Your committee has had considerable discussions on this matter and feels that positive action is required. This positive action should be aimed specifically in the direction of:

- a. Guaranteeing regular shipboard meetings.
- b. The communication of those meetings and their recommendations and comments to the Headquarters of the Union for consideration by the membership in the deliberation in coming negotiations.

Recommendations:

1. It is recommended: That the Bos'n shall act as permanent Ship's Chairman on board all SIU vessels.
2. That the members of the three departments on board all SIU ships elect from the members of their departments, the appropriate member to serve as Deck Department Delegate, Engine Department Delegate and Steward Department Delegate.
3. That the Chief Steward aboard all SIU ships act as a permanent Ship's Reporter and Secretary to all SIU meetings aboard ship.
4. That regular shipboard meetings be held each Sunday when the vessel is at sea.
5. It is further recommended that the Ship's Chairman, the three Departmental Delegates and the Ship's Reporter-Secretary shall constitute the SIU Ship's Committee on the vessels on which they serve.
6. It is finally recommended that the SIU Ship's Committee on board all SIU contracted vessels be responsible for the implementation of union policies and programs in addition to representing the members of the crew aboard ship.

CONCLUSION

The contracts as presented above represent significant monetary gains for all of our membership. It also represents a recognition of the necessity and desire to complete negotiations in the areas of certain working rules as desired by our membership, welfare, pensions and vacations. Of equal importance to the matters contained in the above report, is taking a step in the direction of creating a shipboard union structure which will allow for greater participation in the affairs of the union of all its members aboard all vessels. This program continues the policy of election by crew members of departmental delegates. In addition, the recommendations allow for the participation of SIU members sailing in the capacity of Bos'n to act as Chairman and thus guaranteeing a regular weekly meeting as recommended in this program. The participation of the Chief Steward, who as a rule is the most experienced SIU member aboard a vessel in the matter of records and communications, will guarantee that the appropriate records of shipboard meetings and functions will be kept and that communication will be developed and maintained between the crew and union headquarters.

Your Headquarters Negotiating Committee recommends that you adopt this report and all recommendations contained herein.

A RECORD HIGH FOR MARITIME DOLLAR GAINS—NEXT—PENSION, WELFARE & VACATION.

VOTING TALLY ON NEW CONTRACT

The proposed new contract presented in this section is now in process of being submitted to the membership for its approval or disapproval. As the LOG went to press, the following shipboard and membership meeting votes had been recorded. Additional voting results will be published in the LOG as they are received.



Vessel	Port	For	Against
AFOUNDRIA	San Fran.	18	0
ALCOA COMMANDER	N. O.	26	0
ALCOA MARKETER	N. O.	28	0
ALCOA TRADER	Tampa	26	0
ALCOA VOYAGER	N. O.	23	0
AMERICAN PRIDE	N. Carolina	24	0
AMERICAN VICT.	N. Y.	28	0
AMERIGO	San Fran.	23	0
ARIZPA	N. Y.	28	0
ASBURY VICT.	N. Y.	28	0
ACHILLES	San Fran.	29	0
BALTIMORE	Puerto Rico	29	0
BEATRICE VICT.	N. Y.	30	0
BELGIUM VICT.	Japan	21	0
BESSEMER VICT.	Norfolk	24	0
BETHFLOR	Balt.	19	0
BETHTEX	Balt.	21	2
BIENVILLE	N. Y.	27	0
BOSTON	N. Y.	29	0
BRIGHAM VICT.	San. Fran.	23	0
BUCKEYE ATLANTIC	Phila.	20	0
BURBANK VICT.	Mobile	21	0
C/S MIAMI	N. O.	19	0
CALMAR	Balt.	21	0
CAPE CATOCHE	Japan	22	0
CHARLESTON	Balt.	28	0
CITRUS PACKER	San Fran.	18	0
CITADEL VICT.	Seattle	22	0
CLAIRBORNE	Mobile	25	0
COLUMBIA	Phila.	26	0
BROOKLYN	N. Y.	29	0
COLUMBIA-I	Balt.	24	0
COLUMBIA BANKER	Japan	28	0
COLUMBIA EAGLE	San Fran.	29	0
COLUMBIA TIGER	San Fran.	24	0
COLUMBIA TRADER	Seattle	25	0
COMMANDER	Phila.	24	0
COSMOS TRADER	San Fran.	23	0
DEL ALBA	Japan	25	0
DEL MAR	N. O.	23	0
DEL ORO	N. O.	32	0
DELTA URUGUAY	Mobile	21	0
DETROIT	Puerto Rico	22	0
EAGLE VOYAGER	Boston	24	0
ELIZABETHPORT	San Fran.	29	0
ERICKSON	San Fran.	27	0
FAIRLAND	San Fran.	20	0
FAIRVIEW	San Fran.	22	0
FLORIDIAN	Puerto Rico	15	0
FORT HOSKINS	Boston	22	0
GALVESTON	N. Y.	27	0
GATEWAY CITY	N. Y.	25	0
GENEVA	Balt.	18	0
HALAULA VICT.	Jax.	29	0
HASTINGS	Japan	24	0
IBERVILLE	San. Fran.	20	0
JACKSONVILLE	N. Y.	28	0
JEFFERSON			
CITY VICT.	N. Y.	30	0
JEFF DAVIS	San Fran.	31	0
LAFAYETTE	Wilm.	21	0
LONG BEACH	San Fran.	26	0
LOS ANGELES	Japan	23	0
LYNN VICT.	Jax.	31	0
MANKATO VICT.	N. O.	26	0
MARYMAR	N. Y.	21	0
MAURY	San Fran.	20	0
MAYAGUEZ	N. Y.	24	0
MINOT VICT.	Japan	24	0
MOBILE	N. Y.	28	0
MOBILIAN	Japan	25	0
MO'AWK	Charleston	24	0
MC KING LIGHT	Seattle	25	0
MT. WASHINGTON	Singapore	31	0
NEWARK	N. Y.	26	0
NEW ORLEANS	Seattle	27	0
NEW YORKER	N. O.	13	0

Vessel	Port	For	Against	Vessel	Port	For	Against
OAKLAND	Japan	23	0	STEEL ENGINEER	Wilm.	25	0
OVERSEAS DINNY	San Fran.	23	0	STEEL FLYER	Houston	23	0
OVERSEAS EVA	Mobile	24	0	STEEL KING	San Fran.	29	0
OVERSEAS EVELYN	Japan	21	0	STEEL SCIENTIST	N. O.	20	0
OVERSEAS SUZANNE	San Fran.	12	0	STEEL SEAFARER	Balt.	19	0
OVERSEAS NATALIE	Wilm.	26	0	STEEL VOYAGER	Balt.	30	0
OVERSEAS REBECCA	Wilm.	30	1	SUMMIT	N. Y.	29	0
OVERSEAS TRAVELER	N. Y.	28	0	TRANSCOLORADO	Phila.	26	0
PANAMA	Japan	22	0	TRANSONTARIO	N. Y.	28	0
PHILADELPHIA	Seattle	21	0	TRANSENENCA	Seattle	28	0
PONCE	Puerto Rico	27	0	TRENTON	San Fran.	24	0
PORTLAND	N. Y.	26	1	VANTAGE PROGRESS	Wilm.	27	0
PORTMAR	Balt.	18	0	WACOSTA	N. Y.	26	0
PRINCETON VICT.	San Fran.	22	0	WARRIOR	N. Y.	29	0
RALEIGH	Japan	23	0	WESTERN COMET	Norfolk	29	0
RAMBAM	N. O.	19	0	WINGLESS VICT.	Japan	23	0
RICE VICT.	Norfolk	24	0	YORKMAR	Balt.	19	0
RICHWOOD	Japan	25	0	YUKON	Wilm.	8	0
ROBIN HOOD	N. O.	28	0	Totals		3,134	4
ROBIN TRENT	Mobile	27	0				
SACAL BORINCANO	Jax.	12	0				
SAN JUAN	N. Y.	29	0				
SEAMAR	San Fran.	26	0				
S.T. DELAWARE	Puerto Rico	29	0				
S.T. GEORGIA	San Fran.	27	0				
S.T. LOUISIANA	San Fran.	24	0				
S.T. MARYLAND	San Fran.	29	0				
S.T. NEW YORK	N. Y.	29	0				
S.T. PUERTO RICO	San Fran.	24	0				
S.T. SAN JUAN	N. Y.	28	0				
S.T. WASHINGTON	San Fran.	28	0				
SEATTLE	N. Y.	28	0				
SPITFIRE	N. O.	21	0				
STEEL DESIGNER	Seattle	28	0				

VOTE TAKEN AT REGULAR MEMBERSHIP MEETINGS			
Constitutional Port	For	Against	
BALTIMORE	144	0	
PHILADELPHIA	37	0	
NEW ORLEANS	285	0	
SAN FRANCISCO	160	0	
WILMINGTON	35	0	
SEATTLE	44	0	
NEW YORK	409	1	
HOUSTON	83	0	
MOBILE	152	0	
Totals	1,349	1	

The Score to Date		
	For	Against
On the Ships	3,134	4
In the Halls	1,349	1
Totals	4,483	5

Addition of 18 Seafarers Boosts Pension Roster Growth

The ever-growing SIU pension list has added to the roster the names of 18 additional Seafarers who have completed their long sailing careers.

Torolf J. Kismul, a native of Norway, is ending his sailing days after more than 20 years at sea. Brother Kismul joined the SIU in the Port of New York. His last ship was the John B. Waterman. Seafarer Kismul sailed as an AB in the deck department. He now makes his home in Seattle with his wife, Lilly.



Kismul Burgesser

Herbert F. Burgesser is stowing away his sea gear after almost 30 years at sea. Born in Smithsburg, Maryland, he joined the SIU in 1940 in the Port of Philadelphia. His last vessel was the Southwestern Victory on which he was chief steward. Brother Burgesser lives with his brother, Carroll, in New York City.

Lawson Evans, who was born in Washington, D.C., wound up 25 years at sea with a final trip on the Seatrain Georgia as FOW. He joined the SIU in the Port of New York in 1944. Brother Evans lives with his half-brother, Jerry Thomas, in Shippensburg, Pennsylvania.

John A. Witchen, Jr., who was born in Alabama, joined the SIU in the Port of New Orleans. His last trip was on the Delta Mexico as cook and baker. Sea-



Evans Witchen

farer Witchen makes his home in Mesa, Arizona, with his wife, Ora Josephine.

James MacGregor was born in Massachusetts and joined the Union in the Port of Baltimore. Brother MacGregor's last ship was the Portmar on which he sailed in the engine department as FOWT. Seafarer MacGregor makes his home in Baltimore.

Marvin P. Bennett, a native of Georgia, joined the SIU in Lake Charles, Louisiana. He last sailed on the Tamara Guilden in the deck department as AB. Seafarer Bennett now lives with his brother in Houston, Texas.

Pedro C. Esteban, who is 62, is a native of the Philippine Islands. He joined the SIU in the Port of Galveston. Brother Esteban made his last voyage on the Steel Worker, on which

he sailed as third cook. He makes his home in Brooklyn with his wife, Mae.



MacGregor Bennett

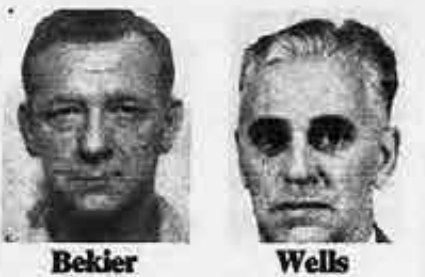
Arliss C. Johnson, who is a native of Michigan, joined the Union in Ann Arbor, Michigan. He last worked for the Ann Arbor Railroad Company in the steward department as a cabin watch. Seafarer Johnson lives with his father, Louis, in Frankfort, Mich.

Leon S. Bekier, a veteran of the U.S. Navy during World War II, was born in Providence, R.I. He joined the SIU in the Port of Detroit. Brother Bekier



Esteban Johnson

last sailed for the American Steamship Company in the engine department as fireman. He



Bekier Wells

makes his home in Johnston, R.I., where he lives with his wife, Lena.

John E. Wells who is 67 years old, was born in Warren, Rhode Island. Brother Wells joined the Union in the Port of Baltimore and last sailed as chief steward on the Hastings. His home is in Catonsville, Maryland, where he lives with his wife, Rena.

Leo Q. Strange, a native of Massachusetts, joined the SIU in the Port of Baltimore. He last sailed on the Gateway City as Steward. Brother Strange makes his home now in Ridgewood, N.J., where he lives with his wife, Margaret.



Strange Andrews

Carl B. Andrews, who was born in Alabama, joined the Union in the Port of Mobile. He has been sailing in the engine department, in all ratings and his last ship was the Claiborne, on which he sailed as

oiler. Brother Andrews now lives in Daphne, Alabama, with his wife, Sara.

Roy McCannon is closing out a sailing career that spans more than 25 years as a member of the steward department. A long time member of the SIU, he joined the Union in 1941. Brother McCannon was born in Oklahoma, and will spend his retirement at his home in Philadelphia. He last sailed on the Petrochem.

Ramon Irizarry, who has been going to sea for more than 30 years and sailed as chief



McCannon Irizarry

steward for the past 18 years, is also retiring on SIU pension. Born in Puerto Rico, he now makes his home in Chalmette, Louisiana, with his wife, Carmen. Seafarer Irizarry joined the SIU in the Port of New

York. His last vessel was the John B. Waterman.

Tonis Tonisson is calling it a career after 45 years at sea.



Tonisson Dario

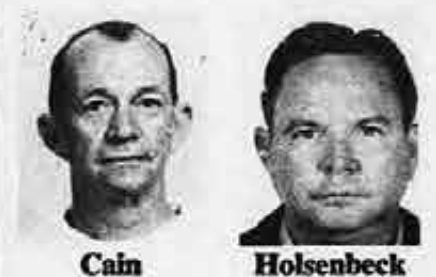
Sailing as FWT, his last ship was the Steel Seafarer in 1967. Brother Tonisson was born in Estonia 65 years ago, and now makes his home in Hoboken, New Jersey. He joined the Union in the Port of New York.

Pio Dario, an active SIU member since joining the Union in the Port of Philadelphia, is closing out a long sailing career in the steward department. Born in Catbalogan, Philippine Islands, in 1901, he plans to retire to his home in Quezon City. Seafarer Dario was a professional Seafarer who shipped year-round during nearly all of his sailing career. During the last four leap-years—1956, 1960, 1964 and 1968—he put in the

full 366 days at sea. Brother Dario's last ship was the Steel Artisan.

Earl Cain is retiring on SIU pension after completing his long career at sea. An active member of the Union since he first signed up in the Port of New York, Cain took part in the Robin Line beef in 1962. Brother Cain sailed as cook and baker and his last vessel was the Hermina. He now makes his home in Boaz, Alabama.

Joseph Holsenbeck, who holds ratings in all three depart-



Cain Holsenbeck

ments aboard ship, is closing out a sailing career of 25 years. He has shipped as AB, FWT and third cook. Brother Holsenbeck joined the SIU in the Port of Savannah. His last vessel was the Summit. He was born in Milledgeville, Georgia, where he continues to make his home.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 1, 1969 to June 30, 1969

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	6	6	2	1	3	15	9
New York	127	96	68	69	22	189	162
Philadelphia	24	1	5	2	1	27	2
Baltimore	53	36	23	23	7	96	65
Norfolk	24	26	21	13	5	29	49
Jacksonville	31	30	23	18	7	30	24
Tampa	9	23	6	17	4	8	14
Mobile	51	19	32	19	0	84	30
New Orleans	60	53	45	43	2	141	63
Houston	84	65	118	57	35	96	100
Wilmington	42	51	36	41	12	29	3
San Francisco	84	98	71	85	49	61	3
Seattle	43	33	34	25	16	55	26
Totals	638	537	484	413	163	860	550

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	5	3	3	4	4	5	2
New York	83	119	62	82	38	122	200
Philadelphia	24	23	14	17	3	3	24
Baltimore	32	36	19	26	7	43	53
Norfolk	9	30	18	12	6	19	42
Jacksonville	9	37	5	23	9	13	21
Tampa	6	12	6	12	2	3	8
Mobile	35	21	21	25	0	43	38
New Orleans	45	72	26	56	1	74	86
Houston	51	79	39	41	25	74	91
Wilmington	23	45	13	41	19	21	3
San Francisco	95	144	64	116	53	57	12
Seattle	33	47	22	32	14	37	7
Totals	400	598	312	487	181	512	407

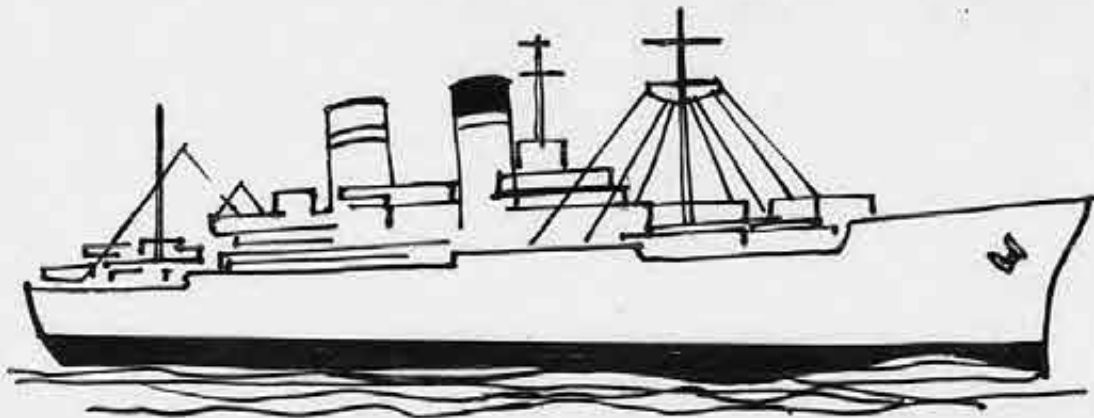
STEWARD DEPARTMENT

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	3	1	5	0	2	0	2
New York	95	44	56	34	40	128	73
Philadelphia	6	20	3	20	4	11	36
Baltimore	43	20	20	11	10	62	29
Norfolk	6	30	2	24	11	20	35
Jacksonville	17	19	11	8	24	11	13
Tampa	9	1	2	7	3	8	5
Mobile	36	19	24	18	0	55	18
New Orleans	55	36	42	17	1	122	67
Houston	50	44	26	39	33	100	65
Wilmington	24	26	22	17	15	20	7
San Francisco	71	125	52	104	55	48	11
Seattle	43	17	24	12	20	46	14
Totals	458	402	289	311	218	631	375



BIENVILLE—(l-r) Felipe Aponte, ship's delegate; Joseph Leyal, chairman; Frank Fadino, engine delegate; E. D. Strait, steward delegate; Ben Ladd, steward and ship secretary; and Tim Holt, deck delegate.

Meet Your Ships' Committees



OVERSEAS TRAVELER—(l-r) Ivar Anderson, ship's delegate; James McLiden, deck delegate; Calvin Sheridan, engine delegate; Antonio Lipari, the ship chairman.

ARIZPA—(l-r in photo below at left) Juan Guaris, engine delegate; Abraham Aragonés, ship secretary; Luis Rivera, deck delegate; L. A. Vila, steward delegate; William Doiley, ship's delegate, SIU Vice President Earl Shepard; and Alfonso Rivera, bos'n, who will act as ship chairman and conduct all meetings.

DETROIT—(l-r in photo below) George Burke, chairman; Alvero Vego, engine delegate; Pete Siems, steward delegate; Julio Colon, retiring ship's delegate, and John McLaughlin, deck delegate. Victor Perez, ship secretary was absent.



The crews of SIU-contracted ships at sea have always been encouraged to take an active part in the affairs of the Union. The fullest possible expression of ideas and opinions on issues affecting them as Seafarers is vital to the continued growth of the SIU as a viable, democratic trade union.

With a new contract providing the best wage gains in U.S. maritime history already negotiated, the Union is now moving ahead to improve the welfare plan, pensions and vacations. To do this, it is necessary to have the broadest participation of the entire membership—at sea as well as ashore—in discussions and recommendations, so that the feelings of a maximum number of members are expressed.

Regular shipboard meetings, and the communication of the comments and recommendations of these meetings to Union headquarters, is the key to this kind of democratic participation.

Out of 23 ships visited recently in ports along the Atlantic and Gulf coasts, 16 of the vessels did not have an elected ship's delegate—and only four of those 16 ships had held regular meetings at sea.

In an effort to improve this situation and to secure more active participation through shipboard meetings, the membership has concurred in a headquarters recommendation to establish a Ship's Committee on every SIU-contracted vessel and to hold weekly meetings while at sea.

The five-man committee will consist of the bos'n acting as chairman, the chief steward serving as secretary, and delegates elected from the deck, engine and steward departments.

The Ship's Committee is the vital link between SIU members at sea and the Union headquarters ashore. It is also the link between the crews of all other SIU-contracted ships throughout the world.

By establishing the bos'n as permanent ship's chairman and the steward as secretary, and charging them with the responsibility of conducting weekly shipboard meetings at sea, there will be an assurance of maximum participation and exchange of ideas on matters affecting the Union, its policies and its programs.

The bos'n will bring to the job of ship's chairman his experience as an SIU member, a seaman and a leader. The steward, with his long experience with the responsibilities of keeping records, will be best able to record shipboard meetings and maintain effective communication with Union headquarters.

The department delegates, whose function is vital in the enforcement of the contract, will play an important role in assuring the success of the program for shipboard Union activity.

The Seafarer at sea—like his brother on the beach—wants to know more about the Union and its policies. He has a right to know what these policies are, and he has both a right and an obligation to take part in formulating and carrying out those policies. The establishment of the Ship's Committee, and the requirement of regular weekly meetings, provides the opportunity and the forum to give every SIU member a voice in the affairs of his Union.



AMERICAN VICTORY—(l-r) Walter Czajkowski, bos'n and ship chairman; Claude Hollings, steward delegate; Sven Larson, deck delegate; Gerard Bellenoit (standing), engine; William Underwood, secretary.



MAYAGUEZ—(l-r) George McAlpine, retiring ship's delegate; Lucian Moore, secretary; Jack Rhodes, bos'n, chairman; Fred Boyne, deck; Louis Hernandez, engine.



ASBURY VICTORY—(l-r in photo above) Rex O'Connor, secretary; Charles Carr, steward delegate; Harold Stevens, deck delegate; Edward Wallace, chairman; SIU Vice President Earl Shepard; Juan Reyes, engine delegate. The ship's committee represents the Union at sea.

SEATRAN NEW YORK—(clockwise in photo at right) A. Pedrosa, secretary; E. Pantosa, retiring ship's delegate; Richard Williams, steward delegate; Pedro Garcia, deck delegate; Joseph Palmer, engine department delegate, and A. T. Ruiz, bos'n who will be ship chairman.



On Page One: SEATRAN SAN JUAN—(standing l-r) Juan Vega, chairman; Julio Fieueroa, steward delegate; (seated) Mike Salcedo, engine; Jose Pratt secretary; Joseph Ebbola, deck.

BOOK Reviews

THE THUNDERING VOICE OF JOHN L. LEWIS, by David F. Selvin. (Lothrop, Lee & Shephard. 224 pages. \$4.95.)

John L. Lewis, who marked his 89th birthday on February 12, died quietly, on June 11, as he had lived in recent years, while time and events passed him by—this same man who so much dominated time and events for almost one-half a century.

John L. Lewis, a huge, dramatic beetle-browed man, was a central figure in the labor movement and in the industry-labor revolution for some three decades.

It was more than 70 years ago that he first joined the United Mine Workers. He guided the nation's coal miners for more than 40 years. During this period he led the dramatic split in organized labor in forming the CIO and becoming its first president.

John L. Lewis had his devoted supporters and admirers and he had enemies both in and out of the labor movement. And even while he sat in his house in Arlington controversy raged about him.

Lewis carved a niche for himself in the history books. He slugged it out with Presidents of the United States, toe to toe. His powerful roar and penetrating speech captured the imagination.

The Mine Workers' leader's life is inseparable from labor history itself. To understand Lewis is to come closer to a better understanding of the modern American labor movement.

The story of this unusual man is the subject of another in a series of labor biographies by David F. Selvin. It is designed for young people and it helps to create for today's youth some of the deeper meaning of labor's fight.

Many of Lewis' words carry a meaningful bite today. Take the issue of occupational health and safety.

In 1946 coal mining was at its peak. Miners, though, were increasing their earnings only by working longer hours.

To achieve that peak production, Lewis declared "we killed in the coal mines outright an average of one thousand, nine hundred and eighty-one men a year. We crushed or injured in a year an average of sixty-six thousand, nine hundred and eighty-eight."

"By the record," he charged the operators, "through mismanagement, cupidity, stupidity and wanton neglect, made dead twenty-eight thousand mine workers . . . violently mangled, crushed and shattered the bodies of one million, four hundred thousand mine workers. . . ."

"We demand abatement of this slaughter. . . ."

It was after this that the miners negotiated their historic health and welfare fund based upon royalty payments for coal.

Lewis as a man, Lewis as a union leader, Lewis as a crusader makes fascinating reading. You may not agree with everything he stood for but he rarely made the error of being dull, and author Selvin captures all this.

BREADLESS BIAFRA by John R. Sullivan (Pflaum Press—\$1.50)

Tucked into a small part of Nigeria in the middle of a large continent, Biafra occasionally comes to our attention via the newspaper and television. We read of thousands starving and then all too often erase the thought from our minds with our morning ration of bacon and eggs.

John R. Sullivan warns that we cannot afford "to stare too long into the vacant eyes of starving children unless we intend to feed them." He sees "a public lynching of the nations involved" when "the scope of this international disaster" is known.

Sullivan went to Biafra late in 1968 to obtain an impartial view of this lingering war. He found "the fruits of cold observation" to be not enough because Biafra has "a smell, a taste, a spirit all its own."

Thousands have died of starvation and thousands more are expected to die—even if the war should end suddenly. The war promises to drag along, due in part to the pledge of the fierce Biafran Ibo tribe to continue fighting even if Biafra surrenders.

Experienced relief workers estimate that when the impending staple food shortage "fully grips the country, the monthly death toll will equal the population of St. Louis, Missouri." Sullivan sees this as a form of genocide reminiscent of World War II.

The effect of the war upon the rest of the world ranges from indifference to embarrassment to opportunity. Russia sees the opportunity to attempt to influence Black Africa. France sees a chance to gain control of rich Biafran oil fields and embarrass Britain at the same time.

Whether Sullivan is sounding a vital warning or crying "Wolf" only time will tell. It doesn't take much time to read this little book of one hundred pages. Memories of the forty pages of photographs may linger a little longer and if Sullivan is right, the aftermath of the war could be with us for a long time to come.

See You Later!



There is mounting evidence that Medicare and Medicaid, the two vital programs conceived to bring improved health care within the reach of all Americans, have become enveloped in increasingly widespread abuses which are milking the public funds more for the benefit of the medical profession than for the public.

Instead of extending their life-saving art to the poor and the aged, too many doctors have treated the programs as a shameless means of getting rich quick in which outright fraud has become a way of life.

Small wonder the cost of the programs now runs \$5 billion a year over previous estimates—with no end in sight.

Not only the physicians are guilty, either. Other providers of medical goods and services have also taken their turn at raping the program.

Big-name drug companies have been indicted for price-fixing so as to maintain a higher profit level. Skyrocketing hospital charges have come about mainly through cost-plus contracts with Blue Cross, as well as through mismanagement.

Apparently, the greedy thirst for wealth has become an unquenchable substitute for medical profession's traditional devotion to healing the sick.

The Senate Finance Committee has uncovered some shocking examples of abuse. One general practitioner, for instance, billed Medicare \$58,000 in 1968 for house calls to 49 patients. This works out to a visit every third day to each patient—plus one every other Sunday.

"Who says you can't get a doctor to make a house call anymore?" the committee chairman remarked in disgust.

In a move that would push costs still higher for millions, the doctor-dominated Blue Cross recently applied for a whopping 49.5 percent premium increase in New York State. Opposing this, the state AFL-CIO demanded instead "far-reaching changes in policies and operating methods aimed at bringing health care costs under control." Similar rate hikes sought by Blue Cross in other states have also been opposed by organized labor.

It becomes increasingly clear that the administration of medical programs must be divorced from the deeply entrenched medical profession which has been caught with its hands in the till. Stringent controls must be developed to curb outlandish fees and charges.

Equally necessary is the extension of group medical practice and an end to the artificially maintained doctor shortage by the establishment of more training facilities which are not controlled by the medical bureaucracy.

POLITICS IS PORKCHOPS!



Labor in politics?

That's hardly news.

For years, the American trade union movement has exercised its right to participate in the political process of this country.

It makes sense, too.

For generations, organized labor has known that the gains you make at the bargaining table can be taken away in State legislatures or in the Congress.

And so the labor movement has been active in politics . . . backing candidates who would vote for bills that would help working people . . . fighting candidates who were against the working man.

"Reward your friends and punish your enemies."

That's labor's view on politics.

Samuel Gompers said it—63 years ago—and it still holds true.

Seafarers in politics?

That's hardly news, either.

If we hadn't gotten into politics—back around the turn of the century—there would have been no Seaman's Act, and sailors might still be the "slaves" that they were for half a century after Lincoln had freed the black man.

It was maritime labor that fought to win passage of the Cargo Preference program—so that American ships would get at least some of the government cargo and so that American sailors would still have employment.

It was maritime labor that fought so hard for a share of the wheat that this country was shipping to Russia that the White House finally agreed to set up the Maritime Advisory Committee—a blue-ribbon body which recommended major improvements in the government's maritime program.

It's maritime labor that is fighting today to preserve the right of American ships to share in the carriage of government cargo . . . that is fighting for a maritime program that will mean more jobs for American seamen . . . that

is fighting against the efforts of the runaway-flag operators and the foreign-flag operators—the ones who would like to drive the U.S. flag from the high seas.

When you get into a scrap like this, you're bound to make enemies.

They're the ones who would like to sink the merchant marine.

But you make friends, too.

Those are the people who want to see a strong merchant marine—a fleet with more ships flying the U.S. flag . . . a fleet employing more U.S. seafarers.

If you go into politics, you want to win.

And you don't win elections by accident. It takes hard work . . . organization . . . manpower . . . and, most of all, money.

That's where the Seafarers' Political Activities Donations (SPAD) comes into the picture.

Voluntary contributions from SIU members are put to work for those candidates dedicated to a strong merchant marine. And they're put to work against those candidates who would short-change America's economy and defense by short-changing the merchant marine.

Like all labor political operations, SPAD operates on the basis of complete public disclosure of every dime and dollar collected and spent. SPAD reports regularly to the U.S. Department of Labor, and to the clerk of the House of Representatives and the Senate. Corporations, wealthy individuals and management front groups can use dozens of dodges to hide their political spending . . . the SIU and SPAD operate in full view of the members and the public.

And that's as it should be.

Seafarers in politics?

You bet we are—and proud of it, too.

As far as we're concerned, politics is porkchops!



Who Does The Wall Street

The Wall Street Journal for the past two years has been engaged in a continuing attack on the SIU for its political activity. The two articles reprinted below illustrate the tone and tactics of the Journal's attempt to distort the Union's role in the political arena. These articles attempt to convince the reader that the Wall Street Journal is the champion of the American seaman—and that the Journal's only concern is to protect the seaman from his Union.

THE WALL STREET JOURNAL. December 29, 1967

Maritime Muscle Seafarers Union Builds Fund Aimed at Winning Friends in Congress

Bigger Shipbuilding Subsidies Sought; One Congressman Got \$17,000 for 1966 Race

\$800 for an SIU Membership

By JERRY LANDAUER

Staff Reporter of THE WALL STREET JOURNAL

NEW YORK—Big, florid Paul Hall, who works in a black polo shirt at his Seafarers International Union headquarters in Brooklyn, is busily building one of the fastest-growing political war chests in the land. From it he is doling out goodies to politicians in a way that makes him a major power in shaping the nation's maritime legislation.

Mr. Hall is president of the SIU, a relatively small union claiming just 80,000 members, mostly common seamen. Yet these men are contributing more to their union for political purposes than the 1.4 million members give to Walter Reuther's United Auto Workers, biggest union in the AFL-CIO. The SIU insists that all contributions are entirely voluntary, as Federal law requires. But union dissidents say the occasional presence of what they term "goon squads" at collection time emphasizes Mr. Hall's desire to build up the union's political funds.

However it's obtained, the money does roll in. As of Sept. 1, the combined bank balance of the Seafarers Political Activity Donation Committee and the Seafarers Committee on Political Education totaled \$432,249. Monthly collections are averaging \$45,000. At this rate, labor leader Hall may control close to \$1 million for disbursement to cooperative office-holders and office-seekers in election-year 1968. "I don't know if we'll get that much, but we'll try," Mr. Hall says.

Seeking a New Subsidy

Whether he achieves that informal goal doesn't much matter: the SIU's kitty already represents a formidable political force. Working with allied unions, shipbuilders and certain shipowners, Mr. Hall will deploy it next year to help grease the ways on Capitol Hill for a big new maritime subsidy package; the plan could require spending \$2 billion over the next five years to rebuild the moribund U.S.-flag merchant fleet. This push will get under way when Congress reconvenes next month.

For Mr. Hall, whose union post pays \$40,000 a year, more U.S. merchant ships would mean more SIU members, each paying annual dues of \$120. New recruits also pay initiation fees of \$300. And strange though it may seem, the SIU requires new men to pay all special assessments levied for various nonpolitical union purposes since 1940—before some of the members were born.

The accumulation of close to 40 such assessments brings the price of SIU membership to almost \$800. "It's like joining a country club," one young seaman remarks. Another member displays a long white sheet showing the "total of all monies due" to his union. He still owes \$729, not including donations to Mr. Hall's political funds.

Considering the Federal Government's budget squeeze, prospects for bigger shipbuilding subsidies seem dim right now. But as a key operator in the maritime lobby, which former U.S. Maritime Administrator Nicholas Johnson describes as "one of Washington's most power-

ful subgovernments," Paul Hall at least packs sufficient punch to hold the line for now against unwelcome maritime-policy shifts, such as a cut in the present multimillion-dollar subsidies. Tickets to Dinners

In pursuit of its legislative goals, the union donates heavily to national political committees in Washington; prints campaign literature for friendly politicians in a union-owned shop; buys tickets to testimonial dinners for various office-holders, and finances an annual Congressional sightseeing junket to New York City (this year's trip cost \$4,201.70). Recently the union hired a public relations firm at \$2,000 a month.

But the SIU advances it aims, most of all, by heavy campaign contributions to the relatively few national lawmakers who take an interest in maritime matters—particularly those who disagree with Transportation Secretary Alan Boyd's belief that "you don't revitalize an industry by flooding it with Federal dollars and imprisoning it within a wall of protection."

Largely to thwart that notion, the Seafarers spent \$375,000 in the 1966 elections. At least \$17,000 helped chairman Edward Garmatz of the House Merchant Marine Committee scrape through a difficult Democratic primary in Baltimore; no other lawmaker got that much from any single source, according to records filed with Congress. House Democratic Whip Hale Boggs of Louisiana received \$7,000 from the Seafarers. Democrat E. L. Bartlett of Alaska, chairman of the Senate merchant marine subcommittee, got \$4,000. And Democratic Sen. Warren Magnuson of Washington, chairman of the parent Commerce Committee, can surely count on as much help as Rep. Garmatz got if he's pressed for reelection in 1968.

Demonstrating Union Power

Mr. Garmatz' victory (early polls suggested he might lose) was a particularly vivid display of union dollar power. In addition to the SIU's generous gifts, Garmatz campaign committees collected \$14,500 from a maritime reception heavily attended by labor and industry representatives; \$2,500 from the Marine Engineers Beneficial Association; \$2,450 from the National Maritime Union; \$2,000 from the International Organization of Masters, Mates & Pilots, and lesser sums from three other unions. A special Maritime Committee for Garmatz, to which the SIU alone contributed \$5,000, also worked in the Congressman's behalf.

Indeed, the SIU sends campaign contributions to candidates who haven't troubled to ask. Republican Jack Edwards of Alabama, a member of the House Merchant Marine Committee, promptly returned a \$4,000 SIU check last year. "I was astonished," Mr. Edwards says. "I wouldn't take that much from anybody." Rep. Thomas Downing of Virginia, who also serves on the House Merchant Marine Committee, received \$1,000 even though he wasn't opposed either in the Democratic primary or the general election; six other legislators who weren't opposed for reelection got \$250 or \$500 each.

On occasion, the SIU actually seeks out Congressmen who need money. Democrat Frank Thompson of New Jersey, a member of the House Labor Committee, was fretting about an unpaid \$2,200 campaign printing bill when he bumped into a Seafarers lobbyist not long ago. "As near as I can recall, I was talking to Paul Hall or one of his men who asked whether I needed assistance," Mr. Thompson relates, adding how the bill came to be paid. "The Seafarers have never asked me to do anything I can't think was right," he adds. "I'm glad they're my friends."

All told, the Seafarers ladled money into 150 Congressional races last year, either to "reward friends or punish our enemies," in Mr. Hall's phrase. SIU money also flowed into a dozen states to help elect governors, mayors, state legislators, judges or prosecutors; in New York State alone, the union spent \$45,000 in 1966 and 1967 to help elect friendly local candidates.

Mr. Hall tells a visitor that his union carefully records every penny spent for political

purposes. "If we were touchy about our spending, we wouldn't report it all," he says. Indeed, the SIU seems eager to display its political muscle by reporting even those contributions not required by the Federal Corrupt Practices Act—to local candidates, for example. (The rival National Maritime Union doesn't trouble to file the required Federal reports under the corrupt practices law, nor has the Justice Department taken steps to make the NMU identify recipients of \$40,850 that the union itself says it spent for political purposes in the year ended June 30, 1967.)

Despite the SIU's care in conforming with the Federal disclosure law, its reports seem somewhat puzzling. For one example, the union swears it contributed \$1,000 last year to the campaign of Republican Rep. John Byrnes of Wisconsin. Yet none of three Byrnes campaign committees reporting gifts to Wisconsin authorities as required by state law lists receipts from the SIU; a Byrnes spokesman says the Congressman didn't handle the campaign funds himself and so can't account for any discrepancy. Mr. Hall promises to find out what happened to the money.

Disclaimer From Mr. Ford

The union also reported contributing \$4,000 to reelect House GOP Leader Gerald Ford of Michigan, saying it gave \$2,000 to the Kent County, Mich., Republican Committee and \$2,000 to the Ford for Congress Committee. The Kent County group agrees that it got \$2,000, but no donation from the SIU appears on the report filed in Lansing by Mr. Ford, who acted as his own campaign treasurer. "If the Seafarers say they gave \$2,000 to the Ford for Congress Committee, their report must be in error," Rep. Ford asserts. "They did not make a contribution directly to me." The union also is rechecking its records to try to find out what went wrong.

In his office here, Mr. Hall scoffs at charges by John Cole, a union rebel, that SIU agents extract political funds from union members through "high-pressure shakedowns by muscular squads of collectors." In any case, Mr. Hall says, the importance of money in politics is vastly exaggerated; manpower is more important, he suggests.

"If there were 100 guys down there," he remarks, pointing to the union hiring hall, "I'd bet 50 would volunteer to punch doorbells or drive sound-trucks for our friends."

But the union leader agrees that cash can count. Probably more than any other union, the SIU supplements Congressional salaries by paying honorariums to lawmakers for attending legislative breakfasts, seminars and pep-rallies sponsored in Washington by the union or by the AFL-CIO Maritime Trades Department (MTD), of which Mr. Hall is president. Fees for an hour's work, which may include a short talk telling the assembled unionists what they like to hear, range from \$250 to \$500.

The SIU gladly pays such fees (nearly 40 this year) from its political fund because, as Mr. Hall bluntly puts it, "there's nothing like an honorarium to make a guy show up." For their part, the honorarium-collectors become acquainted with Mr. Hall's views. "The hardest salesmen for an American merchant marine on Capitol Hill . . . have been those people educated the MTD-SIU-Hall way," says one specialist in maritime matters.

Mr. Boyd Backs Down

As if to underscore the point, lawmakers who often accept SIU honorariums scuttled two key planks in Secretary Boyd's merchant marine rebuilding program (plain-spoken Paul Hall says the original Boyd ideas "stink") during hard behind-the-scenes bargaining this year. One would have permitted U.S. shipowners to build some vessels in lower-cost foreign yards, a proposition once considered "unnegotiable" by Mr. Boyd. Now the Secretary reluctantly accepts the subsidy package being pushed by the maritime lobby even though it would prohibit building abroad.

The maritime-minded legislators also forced Mr. Boyd to drop an effort to transfer the subsidy-dispensing Maritime Administration from

THE WALL STREET JOURNAL.

January 3, 1969

Feeding the Kitty

Union's Political Fund Is Swelled by Donations From Far East Seamen

Seafarers Use Money to Aid Democrats, but the Donors Don't Know Who Gets It

Some Give \$500 at a Crack

By JERRY LANDAUER

Staff Reporter of THE WALL STREET JOURNAL

WASHINGTON—The most ardent opponents of Richard Nixon's incoming Administration apparently are some Japanese and Filipino merchant seamen who have never even voted in an American election.

That, at any rate, is the case if dollar donations to election campaigns are a reliable guide to political convictions. For, month after month, these sailors have been contributing as much as a third of their wages to American political candidates, mostly Democrats. The sailors, hundreds and perhaps thousands of them, have given as much as \$500 each after a single sea voyage.

But the contributions—many of which violate Federal law by going unreported—aren't simple, direct gifts to candidates that the foreign seamen happen to admire. The sailors don't know to whom they are contributing, and the recipients don't know the source of their windfalls.

Ostensibly, the money comes in the form of voluntary donations, as the law requires, from members of the Seafarers International Union,

the Commerce Department to his own Transportation Department. A blizzard of SIU telegrams, which cost the union \$3,419.14, smothered the plan in House-floor voting: "The Seafarers beat the bill damn near single-handed," says Ralph E. Casey, president of the American Merchant Marine Institute, an industry group. Chairman Garmatz and his colleagues then pushed through the House a bill conferring independent status on the Maritime Administration; the Senate has not yet acted.

Mr. Hall's brand of political activism is winning praise in certain circles as the very model of labor statesmanship. "Paul Hall has used his influence wisely and skillfully on behalf of the overall good of the maritime industry," says admiring Democratic Sen. Daniel Brewster of Maryland. Mr. Hall's prestige within the AFL-CIO seems to be climbing at the expense of arch-foe Joseph Curran, NMU president. And there's continuing speculation that the Seafarers' chief may some day succeed AFL-CIO president George Meany.

Maritime men find part of the explanation for the SIU's lavish spending in this presumed ambition to succeed Mr. Meany. Mr. Hall disclaims the ambition but agrees that his union spends substantial sums promoting the political interests of other unions. "Often a contribution reflects requests from other unions," he says. "Where we can we like to do that," he adds, explaining that it's the duty of powerful unions to protect the weak.

Journal Really Bleed For?

When you read the *Wall Street Journal's* editorials, you discover where that newspaper's sympathies really lie. The editorials below show quite clearly that the *Journal*:

- Supports runaway-flag shipping.
- Opposes the free exercise of unions' rights.

The *Wall Street Journal*, in short, supports those positions which the SIU, through its political activities, has been fighting against. No wonder the *Journal* is upset by the SIU's vigorous political efforts.

an American maritime union affiliated with the AFL-CIO. In reality, though much of the union's contributions represent payments accepted—or exacted—from alien seamen who work on high-paying U.S.-flag ships bound for Vietnam. Most of these seamen are not even members of the union, which distributes the collected cash to favored political candidates.

The Secret, Circular Route

All told, several hundred thousand dollars have traveled this secret, circular route:

From the U.S. Treasury to operators of ships owned by the Government or chartered by the Pentagon's Military Sea Transportation Service; from the operators to foreign seamen in the form of premium wages; from the seamen to the union, and from the union to elected officeholders—some of whom try to tap the Treasury for more dollars in the form of maritime subsidies that tend to strengthen the union.

Officials of the union won't comment on allegations that the union takes political contributions from the foreign seamen. "We file all the necessary information in Washington, and that's all the information we give out," says a spokesman at the union's Brooklyn headquarters. But records the union files with the clerk of the House of Representatives do not name individual contributors of over \$100, as required by law.

In the most recent election, the union backed some winners and some losers. It put up at least \$185,000 for President Johnson, who withdrew, and Vice President Humphrey, who lost. It contributed \$20,000 to a voter-registration drive to help Daniel Brewster, Democratic Senator from Maryland, and it gave another \$7,000 to his campaign, but the Senator lost.

Backing Some Winners

However, it contributed \$15,000 to Washington state's Warren Magnuson, chairman of the Senate Commerce Committee; it had offered him even more. It gave \$10,000 to Brooklyn's Emmanuel Celler, chairman of the House Judiciary Committee. It gave \$7,800 in cash and kind (the union prints campaign literature for some politicians at its own plant) to New York Congressman Jacob Gilbert who was recently assigned to the House Merchant Marine Committee. And it contributed at least \$9,000 to Edward Garmatz of Maryland, chairman of that House committee. These men, all Democrats, all won.

With friends sprinkled through Congress, the union seems well protected on Capitol Hill, no matter who rules in the White House. Indeed, observers say that the Seafarers, together with other maritime unions and associations of ship owners and shipbuilders, probably are strong enough to strangle any Nixon Administration attempts to make the U.S. merchant marine less dependent on subsidies.

These observers say there is no reason to believe the shipping interests will fare worse in the 91st Congress than they have in the past. The 90th Congress, which was known for being economy-minded, didn't tamper with the Johnson Administration's suggested appropriations of \$119.8 million for ship-construction subsidies and \$206 million for ship operating subsidies in the fiscal year that started last July 1.

In fact, the maritime bloc nearly succeeded in persuading Congress to boost construction subsidies. And it helped persuade Congress to reject Johnson Administration proposals to stop subsidizing the operations of passenger liners and to build some subsidized ships in cheaper, foreign yards.

Helping 150 Congressmen

One major element in the maritime lobby's extraordinary strength is the secret payments from the alien seamen. Lacking these payments, the Seafarers Union couldn't keep doling out sizable campaign gifts to as many as 150 Congressmen, from ship-conscious Maine to landlocked Utah. Nor could the union so easily have raised the \$100,000 given to the Democrats last summer, a contribution that, perhaps coincidentally, followed the State Department's refusal to honor Canada's request for extradition of former Canadian Seafarers boss Hal Banks on a charge of perjury.

Generally, the foreign sailors who contribute so generously come aboard the American ships as replacements for American union members at Subic Bay in the Philippines, a stopping-off point for Vietnam-bound ships, and at Yokohama in Japan, terminus of a shuttle service to Vietnam.

The foreign seamen are needed because many of the original American crewmen get sick, yearn for home or jump ship for pleasure spots after months of strenuous, high-paying duty sailing in the Far East.

The unions, which handle hiring, have no difficulty signing up the foreigners. Wages are high, with seamen on Vietnam-bound ships getting \$700 a month against \$500 for other duty. With overtime and other extra pay, a foreign sailor can draw as much as \$1,000 a month working on a U.S. ship. "You can't imagine how eager those fellows are to sign on," says one Naval officer.

Frequently, however, the foreign sailors don't get to keep all they earn. Often, they must pay so-called service fees to union agents who control hiring, and if the agent is a Seafarer, he remits all or part of these fees to Brooklyn, where the money goes into a special fund for political activity. The fund is maintained by one district of the Seafarers, the Atlantic, Gulf, Lakes and Inland Waters District.

The fund is by far the lushest electioneering kitty maintained by any American union. Not all the money in the fund comes from foreigners, of course, but it is the aliens' payments that help explain how one union district, with just 12,800 men at sea, manages to raise more money for Federal candidates than the giant Steelworkers, Auto Workers or Teamsters unions.

If the American members were the only contributors to the district's fund, the average gift from the 12,800 men would have to top \$35 to yield the \$497,538 collected through Nov. 10 this year. In contrast, the average Steelworker or Auto Worker gives \$1 a year, at most, for union political activity. But the Seafarers Union sees nothing extraordinary in its members' munificence.

"For years our members have voluntarily contributed to our political activity funds and have thus expressed their right to participate in the American political process," says a statement issued from the union's headquarters in Brooklyn.

"Our political contributions to various candidates for public office are made openly. They are made legally. They are reported publicly. Any suggestion that the exercise of this right is linked to any other situation or circumstance is completely without justification."

Perhaps, as the union suggests, sailors are more interested in politics than land-based wage earners are. But it seems significant that only the Seafarers district headed by International Union President Paul Hall operates a political action arm of any size. None of the parent union's 32 other affiliates has reported any political activity to Federal authorities.

At any rate, the union's statement that its contributions are legal is at least partly right. In fact, in at least one respect the Seafarers exceed legal requirements to disclose political income and disbursements. The loosely enforced Federal Corrupt Practices Act requires public accounting of donations to candidates for only these posts: President, Senator and Representative. But the union, going beyond the law, this year reported \$20,000 in speaking fees paid to Congressmen and \$313,000 in campaign contributions to candidates for state and local offices.

At the same time, however, the union fails to comply with another—and more significant—legal requirement. It neglects to identify by name and address every individual whose contribution to the political fund exceeds \$100.

This is a requirement the union could meet only at the risk of exposing the undercover payments flowing in from Asia. If the donors' names were listed, of course, all would be legal. But a listing of hundreds of Asian contributors to American political campaigns might prompt investigations into whether the contributions were voluntary.

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The Cures and the Disease

Much of the danger of the long-running balance-of-payments deficit stems from the "solutions" it invites, such as Government controls on foreign investments and imports.

The curbs on U.S. business investment abroad already are impairing the competitiveness of American firms. Import quotas, besides being costly to U.S. consumers, encourage foreign retaliation and consequent damage to American exports.

Another "cure" that could be quite damaging is now being urged by maritime interests and their supporters. Their contention is that the payments deficit can be cut, if not eliminated, by a new program of Federal aid to the nation's ailing merchant marine.

In a speech the other day, for example, Rep. James J. Howard said he will introduce a bill in Congress next year to require that all foreign-aid cargoes travel in U.S.-flag vessels, which usually charge higher rates than foreign ships, whenever American vessels are available. At present the requirement is that 50% of the aid cargoes must be shipped in U.S. ships.

One trouble with the New Jersey Democrat's proposal—it amounts to an increased Federal subsidy—is that

Government officials say they cannot now find enough U.S. ships even to meet the present 50% rule. Another difficulty is that Mr. Howard's proposal, along with other anti-foreign ship changes he suggests, would almost surely spur other countries to new discrimination against U.S. shipping.

The major problem of American shipping is not inadequate Federal aid but its own excessive costs. These costs are inflated in part by the wage demands, and frequent strikes, of powerful, Government-encouraged labor unions.

The unions, moreover, insist on retention of outdated work practices and manning standards that largely thwart any efforts to increase the merchant marine's efficiency. Letting more cargoes go to American ships would at best only make it possible for U.S. shipping to continue somewhat longer along the same dismal course.

It's true that additional cargoes for U.S. ships might bring some short-term gains in the balance of payments. But if those gains must be purchased at the price of perpetuating an inefficient, noncompetitive merchant marine, it seems to us that sort of "cure" is no improvement over the disease.

THE WALL STREET JOURNAL.

May 23, 1969

Stealing Jobs

In a recent issue of *Maritime*, published by the AFL-CIO Maritime Trades Department, Rep. Jacob Gilbert was raising again the issue of "runaway" ships. "There is," said the New York Democrat, "no excuse for the moral and ethical perversity that impels a shipping company to register its vessels in another country, thus depriving American seafarers of jobs and paychecks that should belong to them."

Well, we don't know enough shipping magnates to testify as to their morals or ethics, but we do know some compelling reasons that lead many of them to register ships in countries such as Panama and Liberia. Prominent among them are the U.S. unions'

high and constantly rising wage rates, their make-work practices and resistance to innovation, their incessant strikes.

Rep. Gilbert implies that if the "runaways" were somehow forced back into U.S. registry there would be thousands more jobs for American seamen. The answer to that assumption is that a number of shipping companies are indeed operating under U.S. registry, and, even with Federal subsidies, are finding the going exceedingly hard.

If the so-called runaways could not operate abroad, in other words, some of them probably would not operate at all. And that surely raises the question of just who, exactly, is stealing American seamen's jobs.

The *Wall Street Journal's* attacks on American seamen make it clear that we're up against some powerful opposition. After all, the *Journal* is more than just a newspaper—it's the voice of big business interests who want to break unions, take away seamen's rights, and destroy seamen's jobs.

There's only one way to deal with this kind of an enemy of American seamen: By continuing to make those contributions to the Seafarers' Political Activities Donations . . . so that SPAD can continue to fight the seamen's battles wherever they have to be fought!

You Be The Judge!

Publication of the kind of letter printed below is not a normal procedure for the Seafarers Log. While the Log welcomes expressions of opinion from the members, it does not customarily reprint letters that deal in personalities. The Seafarers Log is making an exception in this case because of the fact that Brother Lipari's letter has been widely circulated throughout the Union, and is the subject of a letter submitted to the Log by another Brother. That being the case, it is appropriate that the full text be reproduced here, just as Brother Lipari has presented it.

As a Seafarers' International Union member, I ask a few simple questions.

After reading various papers and magazines, I am wondering what it takes to wake up Congress, the Senate, Labor Dept. and Justice Dept.

The SIU with about 8500 members declare donating \$1,000,000 for political purposes. How did they get the money? The SIU, about 8500 members and 6,000 jobs as a massive training program, equal only by the U.S. Maritime Commission during World War II at a time that the U.S. Maritime Commission was building one ship a day, there is not much training going on except for carrying picket, driving sound car and marching in demonstration.

What it costs to go through that course, the man after making a trip or two may be able to tell the article in the Wall Street Journal January 3rd, 1969, "Feeding the Kitty," explain to some extent.

What justified the difference in pay between a man that must sail the ship for \$89.00 a week of 56 hours and one that relieves him while the ship is in port at \$160 a week for the same job at 40 hours. Yet he goes home at night to the wife and kids. The men that hold these jobs are chosen by the big shot of the union. To keep these jobs, they must attend all the union meetings, irritate any rank and file member that takes the floor and steam roll the big shot policy.

John Bucci is relieving gang boss, watch dog and muscle man for the big shot. At all union meetings he is the cheer leader and gives the cue to his boy to start irritating or steam roll the policy of the big shot. He is there to see that his boys pay for their jobs or else they would find themselves back at the ship at sea. At most union meetings, these men outnumber the professional seamen and most of them have not been to sea for years.

Calucci, what is his standing, where did he get his union book? How much sea time does he have as an unlicensed personnel on an SIU ship? What's his job now? What gives him the privilege to hold the floor for 25 minutes at a union meeting when

a member with 25 years seniority was denied the floor?

Why does a man on physical or old age retirement receive \$40 a month more in the form of a meal book when he lives in the vicinity of an SIU union hall, than the one who does not live there?

These men are encouraged to be around the union hall in case of a special meeting to help the big shot of the union steam roll the policy; in return they received small favors on special committee.

Phillip Carlip bagman for Paul Hall at \$20,000 salary and \$20,000 expense. It is ridiculous to think that this man has a bigger salary and expense than the president of the union. This man is not a union member. He does not appear on ballot. He knows nothing about ship or the condition. He has never been to sea and don't give a damn about the seaman. There is a rumor that the generosity without discrimination of the SIU in Brooklyn put them a class with angels. Anyone knows that angels do no wrong.

At a time when elections are held by honest ballot committee under Federal supervision, the SIU print their own ballots, have their election run by men on their payroll for years.

For each day a member is employed, there is a contribution by the employer of \$11.04 that goes into various funds, of that we receive \$2.73 and a fraction. Where is the rest going?

There is big talk going around that Paul Hall put the SIU on the blocks to achieve his goal that of being called Mr. Labor. How big is our payroll and how much personnel do we need to run a union with about 8500 members and 6,000 jobs? Everything that the member learns about SIU action and policy, he gets by reading the newspaper and magazines. When we ask questions we are ridiculed or given a stall.

S.I.U. members pay \$52.00 a year more dues and assessments than the National Maritime Union. At a union meeting as a member with more than 25 years seniority, I ask that we go into negotiations to get priority with the NMU parity pay and pension.

This simple demand irritated

union officials to the extent that I was threatened bodily harm by union officials who have been living off our backs for 25 years and never appear on the ballot. Fifty percent of officials 20 years in office and 20% not on ballot, 75% had not spent time on ships for the last 15 years or more.

There is a rumor going around the union hall and vicinity that the word was out for a dumping. I am wondering if the condition that appears at the trial of Harold C. Bank in Can-

ada exists here in Brooklyn. I am wondering if by making these simple demands, I have put my livelihood and the bread and butter of my wife and five small children in danger.

Finally, I ask who runs the S.I.U., a Hitler, Castro, Mussolini or what? How long before he must render account?

Again I demand an investigation of all aspects, of this union. I am ready, willing, and able to appear before any tribunal to testify.

ANTONIO LIPARI

The circular letter, and some of the circumstances discussed in it, has prompted the following reply from another SIUNA member—William Funk—which is also being reproduced in its original form in the interests of fair play, and to assist members of the Union in making up their own minds on the matters under discussion.

To the Editor:

Recently, on the floor of the hiring hall in New York, I was given copies of literature by Anthony Lipari, who was in the company of Sid Rothman, who was on our last union ballot running for president. What both of these men had to say I think should be told to the entire membership for very important reasons.

First of all, they downgraded the union, its policies and a great number of its members in every possible way. They rapped individual SIU members by name who are oldtime SIU guys and who are good union men.

On top of all this, these guys passed out the business cards of a lawyer, who they suggested the men visit for discussions on union matters.

They said they had advising them a lawyer with whom they were very close who had been advising them for more than a year and that his name is Benjamin B. Sterling. Sterling is known as a seaman's personal injury lawyer, who is always looking for business.

Sterling's game is always to make a connection so he can lock up the business he's interested in. If he can't, as was the case when the SIU told him to get lost, he makes fixes with various types of prostitutes—members and non-members—to destroy the union and the union members and representatives who stand in his way.

I am enclosing a number of clippings from the daily newspapers which pretty well describe Sterling. The newspaper articles repeat, in his own words, how Sterling works, how he handles tens of thousands of dollars which finally are used to pay off these prostitutes to assassinate characters and confuse the members.

I was shipping out of New York during the period these articles refer to. I can remember it like it was yesterday, when a

couple of other people were talking along the same lines and passing out the same kind of phony literature then as Lipari and Rothman are now.

It seems to me that the Union should do something about this because many of our members today do not know the character of these two guys' advisor, Benjamin B. Sterling.

It is the same old game that Sterling played before. Sterling and the people he worked with back in those days were out to break the SIU and harm its membership. That is exactly what he is continuing to do today. I think the brothers should understand what it's all about. I hope you will print this letter and the clippings which I have enclosed on the activities of Ben Sterling and the group he worked with at that time.

Some of the things Lipari and Rothman were saying and passing out in the handbills about union representatives and members who had fought hard for this union were pretty raw.

Lipari and Rothman told me and others that Sterling had advised them they could say whatever they wanted to and that if any trouble started it could be a good thing for them. These two men also brag they are meeting with people from other groups who have for years been trying to destroy the SIU. They said these people have some good connections.

I am enclosing a copy of one piece of literature that Lipari had been putting out. I don't know whether Sterling has advised them to send it to the SEAFARERS LOG or not, but due to the fact that they are so busy talking these things up to our membership I think that it should be run in the SEAFARERS LOG and the whole matter be replied to so our members who are being contacted should know the full score in this case.

WILLIAM FUNK

Reprinted below is one of the newspaper clippings submitted by Brother Funk. This one is from the New York Daily Mirror of October 17, 1956.

Delivered 27G To Defeat Hall, Says Attorney

By CLARE CURRAN and WILFRED ALEXANDER

Labor attorney Benjamin Sterling testified Tuesday that he acted as "errand boy" and delivered a \$27,000 campaign fund to Ray White, a Seafarers' International Union official, to defeat the union's secretary, Paul Hall, but he denied knowledge of any scheme to murder Hall.

He was driven to the rendezvous, Sterling said, by Capt. William V. Bradley, head of the racket-ridden International Longshoremen's Assn., who is scheduled to testify today (Wednesday).

STERLING, counsel to several seamen's and waterfront unions, was a prosecution witness at White's trial in Hackensack, N.J., on charges of plotting the ambushing of Hall at latter's home in Montvale, N.J., on Dec. 23, 1954. The slaying was foiled when police were tipped off.

Sterling said the \$27,000 was put up by the Marine Engineers Beneficial Assn., for whom he was attorney, and that he delivered it to White, who at the time was port agent in Tampa, Fla., but was running his campaign from a New York hotel.

Sterling denied knowing whether any of the \$27,000 went to James E. Cobb, 35, confessed murder-for-hire convict who is serving time in New Jersey State Prison for his role in the abortive plot on Hall's life.

COBB, WHO testified just before Sterling, described how he ran into "carloads" of police when he drove up to Hall's home in Montvale, N.J., to ambush him. He said he had been promised \$15,000 for the murder by White, and had received a \$4,000 advance payment from the defendant.

Charles Fromhurst, former Bergen County investigator who was in the party which seized Cobb, said he later searched the home of Edward (One Eye) Taffe, 66, of West Milford, N.J., and found \$2,000 that Cobb told him was a "payment" to Taffe for providing Cobb with a hide-out.

Taffe, called to the stand, admitted he knew Cobb and that Cobb had come to his home Dec. 14, nine days before the attempted assassination, but he insisted he ordered Cobb out when he saw him carry a shotgun in from his car. Taffe was still testifying when court adjourned for the day.



Douglas Gregory 25, at right, accepts congratulations from SIU Vice President Earl Shepard on receiving his third assistant engineer's license. Brother Gregory attended the Harry Lundeberg School, the SIU seniority upgrading school, and the Union's school of engineering.

Sea-Land Expansion Continues

\$40 Million Conversion Job To Make 6 Ships Out of 3

A \$40 million conversion contract has been let out by the SIU-contracted Sea-Land Service, Inc., to Todd Shipyards Corporation for work which will increase the operator's fleet carrying capacity by 20 percent and make six ships out of three.

The big contract calls for construction of three new 533-foot-long forebodies which will then be joined to the upgraded stern sections of three of the present Sea-Land vessels, the shipbuilding company said.

In turn, the existing forebodies of the three ships will be joined to the sterns of three oil tankers bought by Sea-Land from the government. The presently operating ships which will be sharply increased in size are the Baltimore, the Seattle and the Anchorage—all C-4-type containerships. Sea-Land had spent some \$6 million in conversion costs on the Baltimore just two years ago at the Maryland

Shipbuilding and Drydock Company.

The Mission Delores, a former reserve fleet tanker, will also be converted to a containership at Todd under terms of the contract.

Scheduled for completion by the end of 1969, so as to keep "out of service" time to a minimum, the entire program will add four ships to Sea-Land's present fleet of 35 vessels. The total gain in the company's container capacity will be 2,350 of its 35-foot boxes.

Todd had previously contracted to rebuild two vessels for Sea-Land with similar jumboized forebodies, the company noted. The first of these—launched only 184 days after coming off the planning boards—will be joined to the stern of the former troopship General G. H. Muir and is scheduled to enter service on August 4.

Construction work under the new contract will be done in Todd's Los Angeles yard, with its Galveston, Houston, San Francisco and Seattle yards furnishing assistance in the tasks of severing, joining and upgrading.

Five More Seafarers Win Licenses; Engineer Upgraders Now Total 334

Five more Seafarers have passed Coast Guard examinations and were awarded their engineers licenses after completing a comprehensive training course at the School of Marine Engineering, sponsored jointly by the SIU and District 2, MEBA.

This latest listing of successful candidates brings to 334 the



Foster Killion

his third assistant engineer's license June 20 on his 19th birthday. (See story on page three.)

Douglas Gregory, who last shipped as oiler on the Seatrain Puerto Rico, entered the School of Marine Engineering in January and received his third assistant engineer license in June. Gregory, who was born and raised in Washington, D. C., first went to sea in 1965 as a wiper on the Fairport after completing training at the Harry Lundeberg School of Seamanship in San Francisco. In 1966, he attended the HLSS upgrading school and received a Q.M.E.D. endorsement as fireman, oiler, and water-tender. He last sailed as oiler on the Beauregard before enter-

ing engineer training in New York.

Jim Dixon, a native of England and former member of the British Seaman's Union, was awarded a second assistant engineer's license after completing training at the SIU-MEBA District 2 engineering school. Dixon presently lives in Elizabeth, New Jersey, with his wife, Joan. He last shipped as third engineer on the Rice Victory.

Frank Foster also received his second assistant engineer's license last month after completing training at the School. Born in Michigan, he now lives in Hesperia, California. Foster has been shipping out for more than 15 years, and joined the SIU in the Port of San Francisco.

Thomas Killion entered the engineering school in February, and received his third assistant engineer's license last month. Killion, who was born in Massachusetts, now lives there in the city of Dorchester. He joined the SIU in Boston. Killion last sailed as oiler on the Cabins.



McKay Dixon

total number of men who have passed their license examinations after completing the course of study offered by the school.

Included in this listing is Robert McKay who became the youngest man in the history of the U.S. merchant marine to hold a license when he received

SIU ARRIVALS

Rodney Daniel Ellis, born March 19, 1969, to Seafarer and Mrs. Fines A. Ellis, Pascagoula, Miss.

Jeannie Potter, born April 5, 1969, to Seafarer and Mrs. John N. Potter, Belhaven, North Carolina.

Maria Elena Sanchez, born May 13, 1969, to Seafarer and Mrs. Jose Sanchez, Tampa, Fla.

Helene Dixon, born May 22, 1969, to Seafarer and Mrs. Robert J. Dixon, Philadelphia, Pa.

Ronald Jones, born April 14, 1969, to Seafarer and Mrs. John E. Jones, Marquand, Mo.

Nellie Van Den Dungen, born April 3, 1969, to Seafarer and Mrs. John C. Van Den Dungen, Oakland, Calif.

Helen Dixon, born April 25, 1969, to Seafarer and Mrs. George B. Dixon, Philadelphia, Pa.

Terry McCarl, born March 31, 1969, to Seafarer and Mrs. Robert E. McCarl, Lansing, Ill.

Sonya Giddens, born April 13, 1969, to Seafarer and Mrs. Reginald L. Giddens, Mobile, Ala.

Ana Melissa Guerra, born April 18 1969, to Seafarer and Mrs. Cesar A. Guerra, New Orleans, La.

Robert White, born April 8, 1969, to Seafarer and Mrs. Melvin L. White, Jr., Mathews, Va.

Diana Duracher, born March 3, 1969, to Seafarer and Mrs. Louis B. Duracher, Metairie, La.

Arthur Elliott, Jr., born May 3, 1969, to Seafarer and Mrs. Arthur Elliott, Queens, N.Y.

Chester Raymond Wescott, born October 23, 1967, to Seafarer and Mrs. Raymond Wescott, Jr., Mantec, N.C.

Denise Pavolini, born February 18, 1969, to Seafarer and Mrs. Davey J. Pavolini, Long Beach, Miss.

Thomas Smith, born April 27, 1969, to Seafarer and Mrs. Raymond J. Smith, Lakewood, Ohio.

Erin Colleen Kennedy, born August 9, 1968, to Seafarer and Mrs. Gerald C. Kennedy, Jr., Fairfax, Calif.

Thomas James O'Connor, born August 5, 1968, to Seafarer and Mrs. Gerald J. O'Connor, Cleveland, Ohio.

Angelique Linnette, born February 22, 1969, to Seafarer and Mrs. Wayne Linnette, Norfolk, Va.

Rhonda Tuberville, born March 3, 1969, to Seafarer and Mrs. Ira L. Tuberville, Perdido, Ala.

Richard Austin Wilkerson, born May 1, 1969, to Seafarer and Mrs. Richard Ray Wilkerson, Orange, Texas.

Nebral Arnold, born April 27, 1969, to Seafarer and Mrs. Edward E. Arnold, Mobile, Ala.

Melvin Hsu, born May 20, 1969, to Seafarer and Mrs. Sung M. Hsu, New York, N.Y.

SEAFARERS LOG

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IT'S THE LAW!
NARCOTICS
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SEAMANS PAPERS REVOKED

Control of World's Seas Soviet Aim, International Experts Analysis Finds

BRUSSELS—The Soviet Union already surpasses the United States in certain important categories of sea power and is gaining in others, according to an analysis recently issued by a panel of American and European experts.

This is all part of a developing picture of a maritime strategy by the U.S.S.R. of challenging the United States, and other non-Communist sea powers for control of key waters around the Eurasian land mass, the findings of the study indicate.

A report on the study's conclusions was issued here by 14 analysts assembled by the Center for Strategic and International Studies of Georgetown University in Washington, D.C.

In furtherance of this Soviet policy, the group noted, a continuing expansion of the navy and merchant marine is taking place on an unprecedented scale, far beyond that of any other nation. The study said it was clear that the Soviet Union will "attempt to control the Baltic Sea, the Black Sea, and ultimately the Mediterranean."

"The policy also envisions Soviet predominance in the Sea of Japan to the east, the Greenland-Iceland-Faeroe Islands gap to the west, and the Indian Ocean to the south," it continued.

A probable objective cited was control of the Bosphorus and the Dardanelles, providing passage for the Soviet fleet to the Mediterranean.

"Beyond these goals the Soviets want to gain dominant influence at several major junctions of the world's seaways," the panel noted. These were

identified as the Suez Canal, the Bab el Mandeb—leading from the Red Sea to the Gulf of Aden—the Strait of Malacca between Malaysia and Sumatra, and the Strait of Gibraltar.

In pursuit of this policy, the U.S.S.R. will exert increasing pressure on non-Communist naval operations in areas which they consider of strategic importance, the report predicts.

Already the Russians have many more conventionally powered submarines than does the United States, it noted, as well as "unparalleled" long-range surface-to-surface cruise-missile systems on surface ships and submarines and a considerably-sized missile-equipped fleet of patrol boats.

Soviet submarines are presently capable of firing a total of some 200 ballistic missiles. While this is overshadowed by the Polaris broadside of 16 longer-range missiles from each of 41 submarines possessed by the United States, the U.S.S.R. has begun production of a submarine similar to the first Polaris vessels and may already have up to seven of these armed with 16 Serb missiles. The Serb missiles have an estimated range of 1,500 miles.

Submarine Surveillance Reported

The Soviet navy is reported to maintain one to three ballistic missile submarines between 800 and 1,000 miles off the United States coast for periods of from six to eight weeks. This number is expected to increase substantially as the new 16-missile vessels become operational.

In addition, the Soviet surface fleet includes two helicopter carriers, 20 to 24 cruisers,

110 to 120 destroyers and frigates, 92 ocean-going escorts, about 150 missile-armed patrol boats, 400 other patrol craft, 270 coastal escorts, 250 or more landing ships and craft plus a large number of minesweepers, support and auxiliary vessels.

Although still lagging in helicopter carriers, the Soviets are rapidly closing the gap, the report points out. The Soviet Union's modern fleet and land-based power in the Mediterranean is considered a "major political threat" to the United States Sixth Fleet.

At a recent meeting, the North Atlantic Alliance took measures to meet this threat when the Defense Planning Committee agreed to organize a Mediterranean emergency naval force. However, the six destroyers to be so assigned are considered to be no match for the Soviet forces already there.

Threat to U.S. Jobs Seen In Cheap Foreign Imports

CHICAGO—"We're not against free trade; we are against Americans losing their jobs because of cheap foreign-made goods imported into this country," Representative John H. Dent (D-Pa.) told 400 delegates to the 87th convention of the Flint Glass Workers.

Dent praised the union for its fight against cheap imports, noting that the glass industry was the first hit and still the most vulnerable in the "competition" against low-wage standards in other countries.

In the closing days of the two-week convention, delegates were preparing to debate and vote on a union policy on the import question. The convention also focused on craft problems and setting of contract goals for the next two years.

Dent said the American public has begun to awaken to the dangers of cheap-made foreign imports. "Anything you can name—boots, shoes, clothing, food, steel and machinery—is brought into this country. . . . We no longer have the exclusive knowledge and ability to produce goods; any finger—white, black, Asian or European—can push a button and turn out products."

The Pennsylvania congressman called on the nation's leaders to count job balances, not dollar balances, when making trade agreements. He said the economics of foreign trade should be taken away from the Tariff Commission and given to the Labor Department. When imports threaten American jobs, the flow of the goods into the country should be limited.

Dent also called for efforts to raise employment standards around the world so that workers are given the means to consume the goods produced in their own countries.

Bill Would Grant Unemployment Pay To Ohio Seafarers on Great Lakes

TOLEDO—A bill introduced in the Ohio State Legislature would make Great Lakes seamen who make their homes in that state eligible to collect unemployment benefits during the winter months.

At present, Ohio seamen are eligible for unemployment compensation only during the 40 weeks following the fourth Sunday in March, while other maritime workers—and all other Ohio workers—are not so restricted.

Co-sponsored by Ohio State

Senators Marigene Valiquette (D-Toledo) and David S. Holcomb (R-Dayton), the measure would correct a situation which singles out seafarers for discriminatory treatment by amending Section 4141.33 of the Revised Code by striking from it the provisions specifically applicable to seamen. It is known as Senate Bill 394.

Passage of the measure would permit the accrual of credits for unemployment purposes during the off-season months. Great Lakes ports are normally closed

beginning with the last Sunday in December and continuing until the fourth Sunday in March.

Donald Bensman, SIU Port Agent in Toledo and Melvin H. Pelfrey, Vice President of MEBA-District 2, made the initial requests for enactment of the bill and are continuing their efforts, with the backing of their Unions, to help its passage through the Legislature. The bill was assigned to the Election, Commerce and Labor Committee, of which Senator Holcomb is a member.

Similar legislation was introduced two years ago but failed to pass by a slender margin.

Bensman and Pelfrey have stated that prospects are brighter for passage of the bill in this session of the Assembly. Pointing out that Ohio is the only state in the nation which excludes seamen from unemployment compensation in the winter, they contend this discriminates against those Ohioans who work in the maritime industry.

Seamen, and their friends, who make their homes in Ohio are requested to write to their state senators urging their support for this legislation.

Among senators who should be contacted are: Douglas Applegate, D—Steubenville; Stanley J. Aronoff, R—Cincinnati; Howard C. Cook, R—Toledo; Paul E. Gillmor, R—Tiffin; David S. Holcomb, R—Dayton; James K. Leedy, R—Wooster; Ronald M. Mottl, D—Parma; William B. Nye, D—Akron; Oliver Ocasek, D—Akron; Walter E. Powell, R—Fairfield; and Marigene Valiquette, D—Toledo.

Rocket-Borne SOS Seen Boon to Ships

LONDON—An automatic "bleeper" invented by a British scientist may go a long way towards facilitating the transmittal of distress signals from a ship on the high seas.

Code named ROBERT—for "rocket-borne emergency transmitter"—the mechanism is designed to fit in the nose of a distress rocket and would replace the usual flares. It is capable of beaming signals over a 200-mile radius as it parachutes downward from its highest point.

Tapes which would broadcast the distressed vessel's position could be fitted within the transmitter.

Its designer is Harry Wolf, head of the biomedical engineering division at the National Institute of Medical Research Laboratories here.

Tradition of Service Lives On



The USS Samuel Gompers services warships in western Pacific. Named after founder and first president of the American Federation of Labor, the 20,000-ton destroyer tender has just returned to its home base in San Diego after six-and-a-half-month tour of duty, five of which were spent in Subic Bay, P.I.

IMPROVING THE PENSION PLAN



The Seafarers International Union, in forthcoming contract negotiations, will move for improvements in the pension plan.

The Union, as part of the preparation for these talks, has been surveying the features of various pension plans. Our purpose has been to consider every possible approach to the problem of assuring our members that they are properly protected in their retirement years.

A pension program must be a living document—capable of changing to meet the changing needs of the membership it safeguards. The Union's responsibility, therefore, is to know the members' attitudes on a variety of benefits—for a pension program is a complex thing.

There are many questions that must be answered:

- Do the members want a program geared solely to the monthly pension payment?
- Or do they also want adequate protection against the heavy cost of long illnesses?
- Do they want a pension that provides benefits only for themselves?
- Or do they also want assurances that their dependents, too, will be protected?
- Do they want to gamble on staying fit for duty until they reach retirement age?
- Or do they also want a program that provides adequate retirement pensions in case of disability?

To these questions, the Union must add one of its own:

How do we develop a plan with the broadest possible coverage—and at the same time that is financially sound—that protects the member, good times or bad?

In arriving at the answers to these questions, and many others, the membership will be deeply involved. Whatever proposals are made to management will come only after thorough discussion and action by the membership.

For that reason, this brochure puts at the disposal of the members factors that will aid them in their discussion and decision-making.

We have set down the features of the existing SIU plan—because every member should understand precisely what he has now, the benefits he derives from the present plan, and how it operates.

The Union thinks it would also be useful to the membership, in considering possible changes, that it review the features of a plan in the same industry, dealing with problems which are the same insofar as the individual is concerned. Therefore the brochure makes comparisons between the SIU plan and that of the National Maritime Union.

This is not to say that one is better than another—it is done only to make possible an objective study by the membership.

Each member is urged to study this document carefully, and to use it as the basis for continuing discussions aboard ship and in the union halls—because it is from these discussions that the ultimate contract proposal will come.

While these discussions are being held, the Union will continue its study—calling on the best-trained experts in the pension field for advice. To assist with this part of the preparation for the forthcoming contract negotiations, this brochure carries on the back page a Pension Data Questionnaire and a place for any comments which a member wishes to make. Each member should fill this out and forward it to Union Headquarters.

In addition to assisting the Union, this form will enable each member to know precisely where he stands in respect to his own pension credits.



BENEFIT

SIU-AGLIW DISTRICT

PENSION CREDITS (Applies to All Pensions)

Pension credits are given for each day worked under covered employment. Pension credits are also given for inpatient and outpatient hospital time and for sickness and accident time, not to exceed 1,825 days of the total pension credit requirements of 5,475 days. For purposes of the disability pension credit requirements 1,460 of the 4,380 days may be inpatient and outpatient hospital time and sickness and accident time.

BREAK IN SERVICE RULE (Applies to All Pensions)

Pension credits earned before October 1, 1967, cannot be lost by a break in service prior thereto.

After October 1, 1967, a seaman must have 90 days of covered employment in any one of 3 consecutive calendar years to avoid a break in service and loss of prior pension credits.

NORMAL AND/OR SERVICE PENSION

\$250.00 per month for deep-sea sailors.

Eligibility requirements: 15 years (5,475 days) of pension credits with no time limitation, is age 65 or over, has 90 days of covered employment during the calendar year preceding his date of application, and has one day of employment during the 6-month period immediately preceding such application.

Eligibility extended for military service, disability and certain non-sea time.

REDUCED AND EARLY RETIREMENT PENSIONS

SEE NORMAL PENSION ABOVE

DISABILITY PENSION

\$250.00 per month for deep-sea sailors.

Eligibility requirements: Permanent disability at any age, provided the employee has pension credits for 12 years (4,380 days) of qualifying time, and has accumulated at least 90 days of covered employment during the calendar year preceding his date of application, and at least one day of employment during the 6-month period immediately preceding his date of application.

*Years of
Pension Credit*

12 or Over

*Amount of Disability
Pension Regardless of Age*

\$250.00

Eligibility extended for military service, disability and certain non-sea time.

DEATH BENEFIT

\$4,000.00 if the designated beneficiary is a pensioner's wife, child, step-child, mother, father, brother, sister, grandchild, grandparent, step or half-brother and sister, step-mother or stepfather.

\$1,000.00 payable to any other class of beneficiaries not listed above.

PENSIONERS' WELFARE BENEFIT

Pensioners: Payment for life without limitation of all medical costs including surgery, hospitalization, drugs, nursing homes, dental care, artificial limbs, wheel chairs, hearing aids, glasses, crutches, etc.

Pensioner's Dependents: Eligible for schedule of dependent's benefits under Seafarers Welfare Plan which includes hospital room and board, hospital extras, blood transfusions, doctor's visits at hospitals, surgical, diagnostic, medical extras, optical, etc. These benefits shall continue during the pensioner's life and for six months thereafter.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text thereof.)

Pension credits are given as follows:

Periods commencing January 1, 1951:

200 days or more in covered employment, including certain disability time, counts as a year's credit (4 quarters). If less than 200 days are accumulated in any year, quarter-year unit credits are as follows:

Days of covered Employment in Calendar Year	Quarters to be Credited
Less than 50	0
50 to 99	1
100 to 149	2
150 to 199	3

Periods before January 1, 1951:

To receive pension credit for any employment before January 1, 1951, must have at least 200 days of covered employment, including certain disability time, in the three year period between January 1, 1951 and December 31, 1953 and have ten years of pension credits earned after January 1, 1951.

If a seaman does not work in covered employment for at least 200 days in any period of three consecutive calendar years after January 1, 1953, and for at least 300 days in any period of three consecutive calendar years after January 1, 1969, it shall constitute a break in employment and his previous pension credits shall be cancelled.

\$250.00 per month for deep-sea sailors.

Eligibility requirements: 20 years (80 quarters) of pension credit within 30 consecutive years, at any age, for those employees who must work past January 1, 1969 to earn the 20 years (80 quarters). The 30-year rule does not apply if 20 years (80 quarters) are earned before January 1, 1969.

Eligibility extended for military service, disability and certain non-sea-time.

REDUCED PENSION

\$187.50 to \$250.00 for seamen who are not entitled to a Normal Pension or a Service Pension.

Eligibility requirements: This pension available only to those seamen who were 65 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time in accordance with the following table of benefits:

Number of Years of Qualifying Time	Amount of Pension
15	\$187.50
16	200.00
17	212.50
18	225.00
19	237.50
20	250.00

EARLY RETIREMENT PENSION

\$131.25 to \$235.00 as a Percentage of Normal or Reduced Pension.

Eligibility requirements: This pension available only to the seamen who were 60 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time. Amount of pension is a percentage of the Normal or Reduced Pension he would have been entitled to if he were 65 years of age at the time when his Early Retirement Pension first becomes payable. The following table of benefits indicates the amount of benefit payable:

Age	Seatime-Years					
	15	16	17	18	19	20
	Benefit Amount					
60	\$131.25	\$140.00	\$148.75	\$157.50	\$166.25	\$175.00
61	142.50	152.00	161.50	171.00	180.50	190.00
62	153.75	164.00	174.25	184.50	194.75	205.00
63	165.00	176.00	187.00	198.00	219.00	220.00
64	176.25	188.00	199.75	211.50	223.25	235.00

\$50.00 to \$250.00 for deep-sea sailors.

Eligibility requirements: Permanent disability for those under age 65 provided they have credit for a least 15 years (60 quarters) of service.

Those over 65 must have actually been employed in covered employment for at least 200 days after December 31, 1960 and must have credit for at least 10 years of service (40 quarters).

The years of service on which a claim is based must be earned within a number of consecutive calendar years determined by adding 10 years to the actual years of service at time of filing.

Years of Pension Credit	Amount of Disability Pension	
	Over 65	Under 65
10 to 14	\$ 50.00	—0—
15	187.50	187.50
16	200.00	200.00
17	212.50	212.50
18	225.00	225.00
19	237.50	237.50
20	250.00	250.00

Eligibility extended for military service, disability and certain non-sea-time.

\$3,500.00, less any Pension payments received, but not less than \$1,500.00 payable to pensioner's wife, child, mother, father, brother or sister.

Pensioner and Pensioner's Dependents: The total amount of benefits payable to the pensioner and his dependents collectively shall not exceed a lifetime maximum of \$750.00.

In addition, a pensioner is entitled to a hearing aid benefit up to a maximum \$325.00 once every four years.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text thereof.)

A Guide to the Pension Data

In comparing the features of pension plans, it is important not only to consider the amount of the pension payment, or the period of time required for eligibility, but the provisions which govern how you become eligible, and how you maintain your eligibility.

Both the SIU and NMU full pensions provide for payment of \$250 monthly. However, each carries with it certain fringe benefits which differ as to the amounts payable, type of coverage and eligibility requirements.

Regular Pension

In both pension plans, the key is "pension credits," not necessarily years of service. Under the SIU plan, there is a simple formula—giving the seaman the broadest latitude in accumulating credits toward his pension. The NMU plan contains a more complex formula than the SIU plan with respect to past service in the industry, and a sliding scale with respect to future service.

As the comparison of the various features of the two plans in the adjoining columns shows, eligibility for the SIU normal pension is attained at age 65 with 15 years of pension credits. There is no limitation on time for attaining eligibility, which means that an SIU seaman's pension credits began with the time he first began sailing.

The NMU requires 20 years of pension credits within 30 consecutive years for retirement at any age. Obviously this is a very attractive feature; however, to achieve retirement at any age, the NMU plan, as of January 1, 1969, closed off pension credits earned prior to 1939 in computing future pensions.

Furthermore, in order to maintain the 20-year pension, the NMU found it necessary to tighten up the break-in-service rule by adding 100 days to the previous time required to be worked in any three-year period to maintain eligibility, bringing the new level to 300 days. Prior to that it was 200 days for the same period. Under the SIU plan, a seaman must have 90 days of covered employment in any one of three consecutive calendar years to avoid a break in service.

Disability Pension

The SIU's disability pension provides a monthly benefit of \$250 for a man disabled at any age, if he has had 12 years of service credits, one-third of which may be for in-patient and out-patient hospital time and sickness and accident time.

The NMU's disability pension provides a scale of benefits from \$50 to \$250 a month, depending on the sailor's age and years of service, and provides credits for hospital time. No disability pensions are payable to a man with less than 15 years of pension credits, unless he is over 65 at the time of disability. And the \$250-a-month maximum is available only to men with 20 years of pension credits—at which point they would be eligible, in any event, for full pension irrespective of disability.

Death Benefits

With respect to death benefits, the SIU's are paid to any beneficiary selected by the retiree, and remain constant throughout the years. The NMU death benefit is limited to fewer beneficiaries, is smaller to begin with, and is subject to being discounted by more than 50 percent as the years go by.

Medical Benefits

Medical benefits are an important element in a retirement plan because two factors come into play for the retiree:

- (1) As he advances in age, his medical costs go up; and
- (2) These higher costs are incurred at a time when his income is reduced.

Under the NMU plan, a \$750 ceiling is placed on all of the medical expenses ever incurred by the retiree and his dependents. This is an absolute maximum—no matter how long the pensioner lives, and no matter how many hospital bills he and his dependents, collectively, incur.

The pensioner in the SIU has unlimited medical coverage for himself. His dependents, meanwhile, are eligible for the same schedule of Seafarers Welfare Plan benefits that have been available to them during his days as an active seaman—plus the fact that these benefits continue for the pensioner's dependents for six months after his death.

Conclusion

Obviously, any pension plan review can carry only the highlights of the respective documents. These are lengthy, they have been amended several times, and they deal in great detail with each feature. Therefore, complete copies of both the SIU and NMU pension plans are being made available in all SIU ports so that members wishing to do so can examine them in detail.

The foregoing comments are offered to help the members evaluate the relative merits of the various elements that make up a complete pension program. This evaluation will make it easier for the members to express their views on the direction in which the SIU should now proceed with respect to the future.

(Now proceed to the next page and complete the Pension Data Questionnaire.)



PENSION DATA – QUESTIONNAIRE

In order to effect improvements in the current pension program, it is necessary that Seafarers submit the answers to the below listed questions, and fill in all seetime information in the place provided. Do not mail this questionnaire in until you have filled in all data. (Please print all answers.) Send to SIU Pension Study Committee, 675 Fourth Ave., Brooklyn, N. Y. 11232.

1. Name _____

2. Residence address _____
 Street _____ Apartment No. _____

City _____ State _____ Zip Code _____ (Area Code) _____ Telephone No. _____

3. Social Security No. _____ 4. Book No. _____ 5. Z No. _____

6. Date of Birth _____ 7. Age last birthday _____ 8. Height _____ Weight _____
 Mo. Day Year

9. Date of Joining SIUNA-AGLIWD _____

10. Type of book now held: "C" _____ "B" _____ "A" _____ When issued _____
 Month Year

11. Age when you first sailed deep-sea _____

12. Married _____ Single _____ Widowed _____ Divorced _____ Separated _____

13. Number of Dependents _____

Name	Date of Birth	Relationship	Living in your home?		Receiving Social Security?	
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()
_____	_____	_____	Yes ()	No ()	Yes ()	No ()

14. Are you presently on pension? _____ If yes, indicate as follows:
 Type: Disability _____ Normal _____ Other _____
 From whom: Seafarers Pension Plan _____ Social Security _____ Other _____
 Name of Entity _____

15. Are you eligible for supplemental Medicare? _____

16. Fill in numbers of days of seetime for each of the years listed below:

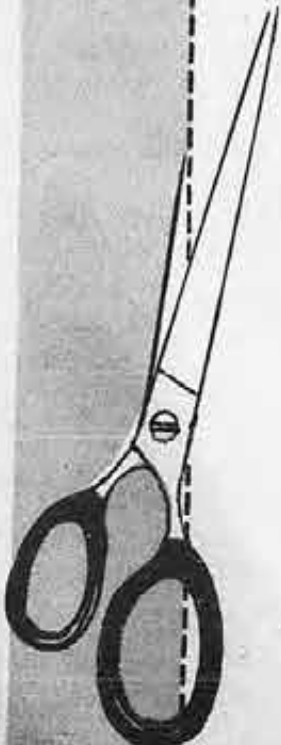
Year	Number of Days	For Pension Plan Office Use Only	Year	Number of Days	For Pension Plan Office Use Only	Year	Number of Days	Year	Number of Days
1969	_____	_____	1959	_____	_____	1949	_____	1940	_____
1968	_____	_____	1958	_____	_____	1948	_____	1939	_____
1967	_____	_____	1957	_____	_____	1947	_____	1938	_____
1966	_____	_____	1956	_____	_____	1946	_____	1937	_____
1965	_____	_____	1955	_____	_____	1945	_____	1936	_____
1964	_____	_____	1954	_____	_____	1944	_____	1935	_____
1963	_____	_____	1953	_____	_____	1943	_____	1934	_____
1962	_____	_____	1952	_____	_____	1942	_____	1933	_____
1961	_____	_____	1951	_____	_____	1941	_____	1932	_____
1960	_____	_____	1950	_____	_____				

I hereby authorize the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, its officers, employees or representatives, to obtain, on my behalf, any and all information as to my seetime from the United States Coast Guard.

Date _____ Sign your name here _____

Social Security Number _____

Comments: _____



From the Ships at Sea

SABINE (Ship Operators), May 5—Chairman, Howard Wheelus; Secretary, Raymond Perry. Few hours disputed OT in engine and steward department. No beefs were reported by department delegates.

SAGAMORE HILL (Victory Carriers), April 26—Chairman, J. M. Davis; Secretary, C. Dillman. Brother Myers Thomas, Jr. was elected to serve as ship's delegate. No major beefs were reported. No disputed OT.

HOUSTON (Sea-Land), May 18—Chairman, L. Covette; Secretary, V. Silva. Brother Covette was elected to serve as ship's delegate. No beefs and no disputed OT.

SACRAMENTO (Ogden), May 18—Chairman, W. P. Link; Secretary, D. B. Sacher. Brother W. MacDonald was elected to serve as new ship's delegate. Some disputed OT in each department.

AMERICAN VICTORY (Hudson Waterways), May 18—Chairman, Nels Larson; Secretary, John P. Fifer. No beefs were reported by department delegates. Vote of thanks was extended to the entire steward department for a job well done.

DELTA BRASIL (Delta), April 21—Chairman, Michael J. Dunn; Secretary, Willie Braggs. Ship's delegate reported that everything is in good shape. \$222.00 in movie fund. Vote of thanks was extended to the steward department for a job well done.

BRADFORD ISLAND (Stewart Tankers), May 6—Chairman, Louis P. Hagmann; Secretary, Charles L. Shirah. No beefs were reported by department delegates. Discussion held regarding retirement plan.

DIGEST of SIU SHIP MEETINGS

ANTINOUS (Waterman), May 4—Chairman, Allen Myrex; Secretary, Paul B. Adams, Jr. Some disputed OT in engine department, otherwise everything is running smoothly.

SEATRAN OHIO (Hudson Waterways), May 11—Chairman, T. E. Yablonsky; Secretary, W. F. Messenger. Beefs and disputed OT to be turned over to boarding patrolman. Vote of thanks to the entire steward department for a job well done. Special thanks to Brother W. F. Messenger, chief steward, for his efforts to please one and all.

ENID VICTORY (Columbia), May 10—Chairman, Primo Freling; Secretary, Lloyd Hull. Brother C. M. King was elected to serve as ship's delegate. No beefs and no disputed OT.

CALMAR (Calmar), May 11—Chairman, Richard H. Hufford; Secretary, M. Kaminski. No beefs and no disputed OT. Vote of thanks was extended to the entire steward department for a job well done.

OVERSEAS NATALIE (Maritime Overseas), May 4—Chairman, R. Knowles; Secretary, F. Hall. Brother P. Stonebridge was elected to serve as ship's delegate. No beefs and no disputed OT.

STEEL NAVIGATOR (Isthmian), May 11—Chairman, Artemio Vazquez; Secretary, Earl E. Gruber. \$57.00 in ship's fund. No beefs were reported by department delegates. Everything is running smoothly.

SABINE (Ship Operators), April 9—Chairman, Howard Wheelus; Secretary, Raymond Perry. No beefs and no disputed OT reported by department delegates.

ELIZABETHPORT (Sea-Land), April 25—Chairman, J. A. Rusheed; Secretary, Juan L. Pagan. Brother Rusheed was elected to serve as ship's delegate. \$44.00 in ship's fund. This has been a good trip with no beefs. Little disputed OT in engine department to be taken up with patrolman at payoff. Vote of thanks to the steward department for a job well done.

DAGAMA (Crest Overseas), May 21—Chairman, F. D. Carruthers; Secretary, Sherman Wright. Brother Jerry L. Wolfe was elected to serve as ship's delegate. Disputed OT in deck and engine departments. Crew's quarters, messrooms, heads and showers, pantry and galley should be painted. Matter to be referred to headquarters.

A full discussion on the special problems of containerships, including fast turnarounds, cargo lashing and reefer maintenance, was held at a meeting on



McConnell



Owens

board the **Trenton (Sea-Land)**. A motion was made by **Richard McConnell**, meeting chairman, and **John Owens**, meeting secretary, and was adopted unanimously, to have the SIU negotiating committee look into these problems. Among the recommendations included in the resolution, which was sent to Union headquarters, were: increasing pension contributions, increasing overtime rates for work performed in port between 1700 and 0800 hours, providing longer vacations on containerships because of fast turnarounds, and securing reefer engineering jobs for the unlicensed personnel. The resolution also called for drawing up a new tanker agreement covering ships on the west coast to Alaska run which would provide for premium pay for working tankers during the winter months.

A special ship's meeting was called by Bosun **Jack Nelson**,



Nelson

ship's delegate on the **Steel Scientist (Isthmian)**, to discuss the failure of some crewmembers to show up on time for the scheduled sailing of the vessel from **Durban**. He reported that most of the deck gang, including himself, were required to standby for seven hours waiting for six crewmembers to come aboard. **William Harrell**, chief electrician, suggested that the minutes of this meeting be recorded and given to the boarding patrolman when the ship arrives in **Houston**.

At the meeting aboard the **Yaka (Waterman)** the new contract was read, as well as the opinions and recommendations of the negotiating committee, reports **C. De Jesus**, meeting secretary. An open and frank discussion was reported between the new captain and Ship's Delegate **Walt Sibley**, and, based on that discussion, **Sibley** briefed the crew on the



De Jesus

OVERSEAS PROGRESS (Maritime Overseas), April 13—Chairman, James Sumpter; Secretary, Charles Scott. Few hours disputed OT in deck department. Vote of thanks was extended to the entire steward department for a job well done. The Steward, in return, thanked the crew for their fine co-operation.

DELTA BRASIL (Delta), May 11—Chairman, Mike Dunn; Secretary, Willie Braggs. \$269.00 in ship's fund. Brother Dunn was elected to serve as ship's delegate. Discussion held on pension plan.

BAYLOR VICTORY (Victory Carriers), May 30—Chairman, C. Walker; Secretary, E. C. Martin. Brother C. Walker was elected to serve as ship's delegate. No beefs and no disputed OT.

COMMANDER (Marine Carriers), May 31—Chairman, J. Hoggie; Secretary, K. Hatgimios. Motion was made to have wages paid on day for day basis, regardless of type of voyage. Long discussion held regarding pension plan. Vote of thanks was extended to the steward department for a job well done.

POTOMAC (Ogden Marine), May 18—Chairman, C. Bedell; Secretary, J. Brooks. No beefs and no disputed OT. Two men missed ship in Philadelphia.

LA SALLE (Waterman), May 21—Chairman, George Dakis; Secretary, Thom Shelton. No beefs and no disputed OT reported by department delegates.

OVERSEAS AUDREY (Maritime Overseas), May 31—Chairman, Lee Harvey; Secretary, Stanley Schuyler. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. Discussion held regarding safety equipment on deck. Matter to be taken up with the Captain.

MOBILIAN (Waterman), May 12—Chairman, J. J. DeCulty; Secretary, L. B. Kelly. Brother James P. Balderston, baker, was elected to serve as ship's delegate. Discussion held regarding ice machine. Some disputed OT in deck and steward departments, otherwise there were no beefs.

captain's likely methods of running the ship. The crew was advised that ship's meetings will be held each Sunday at sea and that all crew members are expected to participate. The chief steward requested that all crew members bring back all soiled linen.

Ship's Secretary **Timothy Gallagher** reports no beefs so far from the crew of the **Midlake (American Bulk)**. At a meeting held aboard ship on the run to **India**, a motion was made by Brother **Victor Bonura**, and adopted unanimously, that crew quarters be air conditioned on all vessels going to the Persian Gulf, Indian Ocean and other tropical waters. Ship's Chairman **Albert Wills** reports that the steward department has been doing an outstanding job during the voyage. The **Midlake** is due to pay off in **Houston** on August 10.



Gallagher

Steward **Phil Reyes**, ship's secretary-reporter on the **Spitfire (General Cargo)**, is sending out a challenge to all SIU-contracted ships to beat a record being set this trip on the **Spit-**

fire. The galley gang's four rated crewmembers are all over 60 years old—and their combined ages total 255 years! The "old-

timer" of the group is **Floyd Hillier**, 69, who sailed as baker. Steward **Reyes** is 63, Chief Cook **Arnie Glasscock** is 62, and Third Cook **William Caldara** is 61. The **Spitfire** is on a three-month run to **India**, and not one of these veteran Seafarers has been sick a day "except for their usual lumbagos, and, rheumatism," according to Seafarer **Reyes**, who first shipped as steward in 1929. The **Spitfire** is due to pay off in the **Houston** area this month.



Glasscock



Caldara

An "unexpected delay" occurred in the Port of **New York** when the **Steel Seafarer (Isthmian)** collided with a Greek ship in the **C and D Canal**, **Ira C. Brown**, meeting secretary reports. The **Steel Seafarer** ran aground for about three hours. Some damage was sustained by both ships, but no one was injured. As a result, the **Steel Seafarer** was diverted back to the States after sailing foreign. Additional cargo was loaded in the Port of **Baltimore**, and the ship is now headed for a Far East voyage of about four months. Copies of the new contracts were received and passed out to every member. One was also posted on the messroom bulletin board. A motion was made by Meeting Chairman **Roy Guild** and seconded by Brother **Brown** to concur in the new contract and to thank headquarters for the good coverage as well as copies of the new increase. The motion was passed unanimously by the meeting which was attended by all the members. Suggestion was made that every member fill out the questionnaire in the **LOG** concerning the Pension Plan and mail it from **Panama**. There was much discussion about the mail problem. Seafarer **Brown** reports that all repairs were taken care of except a fire hydrant leak near the stewards' room. The ship's fund contains no money now, but the crew will soon build it up. With good cooks and a good crew, a good trip is expected.

Steward **Phil Reyes**, ship's secretary-reporter on the **Spitfire (General Cargo)**, is sending out a challenge to all SIU-contracted ships to beat a record being set this trip on the **Spit-**



Brown

Steward **Phil Reyes**, ship's secretary-reporter on the **Spitfire (General Cargo)**, is sending out a challenge to all SIU-contracted ships to beat a record being set this trip on the **Spit-**

'Maru' May Mean Great Mariner

To the Editor:

The story in the May issue of the Seafarers LOG about the origin of the name "Maru" was interesting. I think I have about three suitcases full of reference material, and someplace I have material on the Japanese language. I'm sure that "Maru" probably relates to the sea. "Mare" means "sea" in Latin, and was used in Caesar's time.

As for the names of Japanese boys ending in "maru," it could be that the parents intended it to be coincident with the sea. Japan is a sea nation. They have a fondness for the sea, and are often romantic about it.

I recall that the Japanese language was adapted from many languages. Many words were corrupted, particularly the names of people and things. After many years, these corrupted terms were integrated into the Japanese language.

You might know that the idioms of seaport people in Asia, including India, got into their language over the years because of the bumboat peddlers and other traders who got a smattering of every language spoken around the docks. (Many Japanese girls can speak Greek, French and Spanish fluently, but can only speak broken English. This is especially true around Yawata.)

I have an idea—and this is only an opinion—that "Maru" means "Great Mariner." This definition may not be found in dictionaries, but I do know an old lady in Yokohama who certainly could give the answer, if you could get in touch with her. She is a teacher of classical music.

Your article sure was interesting, and I wanted to write to you about it. In closing, I want to say that the LOG and the *International* are looking good, and provide much interest and information.

William Calefato
Seattle, Wash.

Graduate Thanks SIU For Scholarship Aid

To the Editor:

I wish to express my sincere gratitude to the Seafarers International Union for the scholarship funds allotted to me over the past four years.

I graduated June 1 with a Bachelor of Science degree in mathematics from the University of Notre Dame.

It would not have been possible for me to pursue my course of studies at Notre Dame if not for the Seafarers International Union Scholarship. Thank you.

A. E. Cernosek
Galveston, Texas

Pensioner Proud Of SIU Membership

To the Editor:

Promptness — yes, this is always one excellent thing with our Union. The Union is always on the ball ready to give you a hand when help is needed. This is not only true when it comes to a member applying for retirement, vacation money, sick benefit, etc., but even in other matters where he is attended to promptly with no red tape at all. You are told what to do, where to go, and the office personnel will even go out of their way just to serve you.

I am really very fortunate as well as proud to be with the SIU from the beginning of my going to sea until I retired. I believe this should be the case with every member of our Union.

I would also give this as a hint (if they are wise) to those just beginning or starting to go to sea as SIU members. Stick with a Union like ours, for I assure you, you will never regret belonging to the SIU.

Let me thank the people of our Welfare plans, our Union officers, as well all those others who have made it possible to have a good Union like our SIU.

Sincerely,
P. C. Esteban
E-178

LETTERS To The Editor

Seafarer's Wife Grateful for Aid

To the Editor:

My husband is at sea and I had to enter the hospital, but was uncertain as to how to go about filing a benefit claim.

After contacting the SIU Hall in New Orleans, I was put in touch with the Welfare Plan and Jeanie LeBlanc.

Because of the wonderful understanding and help I received I was able to enter the hospital with my mind at ease. After all the information and bills were sent in, the checks were soon on their way.

Many thanks to everyone.

Sincerely,
Mrs. John Homen
Slidell, La.

Seafarer Thanks Shipmates for Help

To the Editor:

I would like to thank all the members of the crew of the SS Henry La Libertie who assisted me at the time of my accident aboard this vessel on May 2, 1969.

Sincerely,
Chester B. Kaiser
K-13117

Seafarer Praises SIU Pension Plan

To the Editor:

Mrs. Hill and myself want to thank the SIU for the wonderful service we received when I filed for my pension in March of this year.

The Seafarers Welfare Plan is one of the best that I know, and I am glad that I was able to be a part of it. I received my first check shortly after I filed my application, and again I want to thank you for the wonderful service.

Nickolai Hill
Brule, Wisconsin

1965 SIU Scholar Expresses 'Thanks'

To the Editor:

I received today a check for the \$187.50 which represents the May and final installment of my 1965 Seafarers Scholarship Award and felt a need to write and express my thanks through you to the entire Union for making this award available to me. Your generosity over the past four years has enabled me to pursue my undergraduate studies and to concentrate on them without undue concern for financing them. For this I am extremely grateful.

You might be interested in knowing that my future plans include obtaining an M.A. degree in Philosophy next year and then the possibility of studying Theology in Europe, leading to ordination to the Catholic priesthood. I hope eventually to teach on the university level.

Whatever the future may hold, you may be assured that your Scholarship Award has played an important part in my life—a part that I will never forget.

Thanking you again and asking you to convey my thanks to all the members of your organization, I am

Very truly yours,
Peter J. Bakarich

Welfare Plan Aids Seafarer and Wife

To the Editor:

Just a note to try and show my gratitude and appreciation for the help the SIU Welfare Plan has given us.

Without it, our present situation would be impossible to take care of. I have recently been plagued, or jinxed, by poor health. Here's hoping I will soon be back to my normal health which had been very good.

So as not to feel sorry for myself, things could be worse. God and the SIU have been good to us.

Mrs. P. H. Key
Houston, Texas

PERSONALS

Miguel Luis Medina

Please get in touch with your sister, Marina Reyes, Mrs. Justina Marrero, 288 Tenth Ave., Apt. 5-E, New York, N. Y. 10001, as soon as possible. The telephone number is (212) 564-3242.



Frank Wendall Collins

Please contact your daughter, Mrs. Pamela A. Blackwell, at Holiday Mobile Home Park, 433 Frances St., Jacksonville, North Carolina, as soon as possible.



Adolph P. DeMarco

Daniel J. DeMarco

Please write to your brother, Pasquale DeMarco, who is a patient at Central Islip State Hospital, Central Islip, New York 11722.



Robert Allen Ruffner

Please contact your mother, Mrs. Marion Locke, 371 Kern St., Winchester, Virginia 22601, concerning your tax papers.



Charles W. Thompson

Please contact Ross Bennett, Waldman & Smallwood, Attorneys-at-Law, 320 College, Beaumont, Texas, as soon as possible.



Emory Hughes

Fred Greathouse will be on the beach for the next three months. It is important that you contact him at the Sampan in New Orleans.



John Bertie Sr.

Please contact your sister, Lillian Spence, 149-11 117th Street, Ozone Park, New York; or John W. Helfrich, Attorney, 1527 Franklin Avenue, Mineola, L. I., regarding your deceased father's estate.



Oscar D. Johnson

Please contact your wife at 1705 Ursulines Ave., New Orleans, Louisiana 70116, as soon as possible.

Jerry L. Wolfe

Please contact Joseph P. Stahl, attorney. He is representing Brother August LeBlanc and needs your testimony. His address is 804 Baronne Bldg., 305 Baronne Street, New Orleans, Louisiana 70112 — or phone him at (504) 523-2910.



Richard D. Tapman

Please get in touch with your wife at 2000 Ramblewood Road, Baltimore, Maryland 21214, as soon as possible.



Abdulrah Saleh Abdulrehman

Please contact Al George & Associates, 227 Cleveland Avenue No., Canton, Ohio 44702, as soon as possible.



Merlin Frank May

Please contact Door County Department of Social Services, Court House, Sturgeon Bay, Wisconsin 54235.



Arthur Hiers

Ann Miller asks that you please call or write to her in New York.



James W. McFarlin

Please get in touch with your sister at 7220 Branch Street, Hollywood, Florida, as soon as possible. The telephone number is 961-5214.



Bobby Gene McMichael

Please get in touch with your sister, Mrs. June Deneen, 216 B., E. Mt. Street, No. 45, Worcester, Massachusetts 01606, as soon as possible.



Bill Clegg

It is urgent that you contact Mr. and Mrs. William L. Robinson, 114 West Garfield, Seattle, Washington, as soon as possible. The phone number is AT 3-1038.



Hugh V. Miles

Your family requests that you contact your home address immediately on a very urgent matter.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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'Effective Control' Vessels Declined Slightly Last Year

WASHINGTON—A slight decline in the number of ships, registered under foreign flags but considered under "effective U.S. control" for emergency use by the Defense Department, was reported by the Maritime Administration for the final quarter of 1968.

Shown in the latest report were 401 such vessels, with an aggregate total of 15,493,000 deadweight tons. As of September 30, 1968 there were 412 such ships and the end-of-1967 total was 422.

Liberian-flag registry showed the greatest decrease, from 288 as of September 30, 1968 to 274 as of December 31. At the end of 1967, the number of vessels was 309.

Panama on Increase

In contrast, Panamanian-flag registry has been increasing, from 104 at the end of 1967 to 115 on September 30, 1968 and 118 at the end of 1968.

The number of so-called "effectively controlled" vessels under the flag of Honduras has been holding at nine for some time.

At the end of 1968 the number of companies with "effective control" ships registered under the flags of these three countries was reported as 172—down from 191 the year before.

In types of ships, the number of tankers so registered was 270 at the close of 1968, up from 263 at the end of 1967. Bulk carriers were 87, down from 97 and freighters declined to 36 from 53 a year earlier.

The "effective control" theory

has been much disputed by many members of Congress, as well as by the SIU.

Congressman James M. Hanley (D-N.Y.), for example, has noted "the rather absurd concept . . . that we have some sort of magical 'effective control' over American-owned vessels flying foreign flags." He pointed to the Cuban and the Vietnam emergencies and the Middle Eastern crisis, when U.S.-flag ships were "busily trading" with enemies of this country or other undesirable nations and "thumbed their noses at our entreaties that they cease."

Congressman, Shipping Co. Executive Call for End of 'Double Subsidies'

WASHINGTON—An end to the unfair use of the federal government's maritime subsidy program for 14 American shipping lines, which are actually reaping "double subsidies," was demanded recently by a member of Congress and a shipping company executive.

Speaking before separate meetings of the AFL-CIO Maritime Trades Department, Representative William D. Ford (D-Michigan) and Edward A. Terres, vice president of the States Marine-Isthmian Agency, Inc., warned that the subsidies are wasting taxpayer's dollars as well as threatening to destroy a large part of the American fleet.

Retiring to the Beach



Seafarers Angel Burga, at left, an oiler, and Pio Dario, at right, a utilityman, are about to be presented with their first pension checks from SIU Welfare Director Al Bernstein, at New York headquarters. Both men spent many years aboard SIU ships and are looking forward to their well-earned leisure.

Ford emphatically pointed out that "this 'double subsidy' practice must be eliminated—by the federal agencies through their administrative practices, if they are willing to do it; by the Congress, through legislative action, if there is no other way."

He said, "We simply cannot afford to pour the taxpayers' dollars down a rat hole."

Speaking about the inequities of the subsidy program, Terres stated that "instead of building up our fleet, the subsidy destroys a part of our fleet."

Terres explained that the original purpose of the government subsidy program was to help American ships compete with foreign-flag carriers on a commercial level.

This practice has been misused, according to Ford, who noted that "these lines are not carrying as much commercial cargo as they could handle."

Subsidies Permit Underbidding

What is actually happening, he said, is that the lines are handling government shipments "at preferential rates, using their subsidies to underbid the unsubsidized lines."

This means that when federal agencies accept the lowest bid on a cargo shipment, they are in fact spending more money because another area of the government has given the shipping line a subsidy.

Ford had explained this by asking if a bid is really "low" if it is achieved through a subsidy that comes from another federal agency? "Of course not—yet the practice persists," he declared. "As long as the individual federal agency can show that it is operating on an 'economical' basis, apparently no one seems to care that, in the end, this practice is costing the government more money."

At an earlier MTD gathering, Congressman Mario Biaggi (D-

N.Y.) declared anew the need for an autonomous Maritime Administration, separate from the Department of Commerce.

Pointing to the worsening plight of the maritime and shipbuilding industries, Biaggi stated: "Frankly, I think we're kidding ourselves if we think we're ever going to get a meaningful maritime program—out of any Administration—until we have an agency of government capable of drawing up such a program."

Two-Part Program

Biaggi outlined a two-point program for implementing the separate department, "first, that we move with all possible speed to give maritime back its independence," and "second, that we follow this up with orderly, thoughtful consideration of the desirability of taking all of our ocean programs . . . and putting them into a single department whose sole responsibility would be the full development of the potential of the seas around us—and of our inland lakes and waterways, too."

Sea-Land Opens Modern Terminal In Puerto Rico

MAYAGUEZ, P. R.—Sea-Land's new port terminal, an ultra-modern facility geared to receive and handle a larger amount of the company's growing ocean cargo trade, was dedicated here recently by Mayaguez Mayor Benjamin Cole.

Part of the SIU-contracted company's \$2.2 million investment on the island which is scheduled for completion this year, the 41,000-square-foot structure is 410 feet long by 100 feet wide, with 45 loading-unloading doors, erected on a six-acre lot at an approximate cost of \$1.1 million. Sea-Land plans to double the Port of Mayaguez warehouse's capacity in the future.

A loading crane with a 55,000 pound capacity, giving the port complete containerized cargo facilities, is expected to be in operation by the end of this year, according to the company's Puerto Rico manager David Tolan.

In inaugurating the new terminal, Mayor Cole noted that Sea-Land's development of the Mayaguez area had begun in 1958 with a small warehouse and trailer parking area and had shown continuous growth.

For Seafarers 65 or Over:

Medicare Enrollment Vital For Welfare Plan Benefits

Seafarers who have reached, or are about to reach the age of 65, are cautioned to protect their benefits under the Seafarers Welfare Plan—as well as benefits for their qualified dependents—by making sure to enroll under Medicare (hospital) and Supplemental Medicare (medical). This applies to active members as well as pensioners.

Such enrollment is mandatory for continued benefits after the age of 65—and no cost to the Seafarer is involved.

Medicare enrollment is free. Supplemental Medicare, which provides medical coverage, costs \$4 per month for each enrollee. However, this cost will be reimbursed by the Plan, on a quarterly basis, upon receipt of a photocopy of the enrollment card for Supplemental Medicare for the Seafarer and each eligible dependent.

Failure to obtain such coverage will render the Seafarer and his dependent ineligible for any benefits from the Plan which would have been furnished by Medicare and supplemental protection.

Medicare normally affords greater benefits than does the Welfare Plan. However, medical expenses in excess of Medicare coverage will be covered by the Plan to subscribers, up to its schedule.

Following any medical expense, the subscriber should submit the bill to Medicare for payment up to the extent allowable. Any remaining balance should then be forwarded to the Plan for allowable reimbursement in accordance with the schedule.

SIU WELFARE, VACATION PLANS

May 1-May 30, 1969

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	731	\$ 15,349.73
Death Benefits (Welfare)	31	95,775.77
Disability Benefits (Welfare) . .	1,023	232,993.00
Maternity Benefits (Welfare) . .	32	6,400.00
Dependent Benefits (Welfare) . .	1,518	77,984.26
(Average: \$513.73)		
Optical Benefits (Welfare) . . .	779	9,065.73
Out-Patient Benefits (Welfare)	5,220	41,220.00
SUMMARY (Welfare)	9,334	478,788.49
Vacation Benefits	1,292	554,507.53
(Average: \$429.19)		
Total Welfare, Vacation Benefits Paid This Period . . .	10,626	\$1,033,296.02

Throwing In For a Berth



AB John Bradford, second from left, throws in for a berth on the Robin Sherwood which was sailing from Norfolk for a run to the Far East. Waiting to talk with Dispatcher Ted Babkowski in the New York hall are Henry Bursey, cook; Thomas Pastrano, cook; Louis Benmont, FWT; and Pedro Sanchez, an able seaman.

Measure Clears Congress:

Nixon to Act on One-Year Extension Of 55% Ship Construction Subsidies

WASHINGTON—A one-year extension of the existing 55 percent ceiling on construction subsidies for new ships has been passed by the Senate. The bill,

H.R. 265, had previously been approved by the House. The measure—which also includes a 60 percent subsidy ceiling for reconstruction or reconditioning of passenger vessels—is now on the desk of the President awaiting action.

Originally introduced in the House by Representative William S. Mailliard (R-Calif.), ranking minority member of the House Merchant Marine and Fisheries Committee, as a two-year extension, it was passed in the one-year form after word was received that this was the Administration's preference.

A new maritime program is expected to be sent to Capitol Hill by the White House shortly and such a program could contain other provisions affecting ship construction subsidies.

In its report accompanying the bill, the House committee pointed out that failure to pass the extension would cause the subsidy ceiling to revert to 50 percent, depriving ship operators "of the cost parity contemplated" in the Merchant Marine Act of 1936.

The construction subsidy ceiling was raised from 50 percent to 55 percent in 1960 because of the widening gap between United States and foreign shipbuilding costs. The increase was designed as a short-term measure but has been extended by successive sessions of Congress as each new expiration date approached.

Last year, the House passed the extension for a two-year period. However, when the measure reached the Senate, former Senator Frank J. Lausche (D-Ohio), a consistent opponent

of maritime legislation, teamed up with Senator John J. Williams (R-Del.), an economy advocate, to force through an amendment cutting the House-approved period in half.

Rather than risk the possibility of defeat by an anti-maritime minority which existed in the Senate at that time, Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, accepted the trimmed-down Senate version.

'Study Syndrome' Blamed for Decline Of Fleets in Both U.S. and Canada

VANCOUVER, B. C. — A "study syndrome" which has been substituted for both national policy and action in both countries was blamed recently by Edwin M. Hood, president of the Shipbuilders Council of America, for the striking similarity in government neglect of the respective merchant fleets in both the United States and Canada.

Speaking before the Canadian Shipbuilding and Ship Repairing Association here, Hood noted that, while the studies have been going on "in a vacuum", the U.S. fleet "has diminished by some 1,000 vessels in the past two decades and more than three quarters of the ships presently registered under the American flag are 20 years of age or older."

He pointed also to the dwindling of the Canadian-flag deep sea fleet from 170 ships to four—which he called an "incred-

MARAD Study Shows:

U.S. National Cargo Carriage Surpassed by Most Countries

WASHINGTON—Few countries have permitted their national merchant fleets to carry as little as 5.6 percent of their import and export cargoes—the amount carried by American-flag ships in 1967—a recent report released by the Federal Maritime Administration shows.

And those countries which do have so poor a record are all taking steps to improve the situation, MARAD's study shows.

Based recently on data for the years 1966 and 1967, the study involves the nature of the subsidies—both direct and indirect—that 49 non-Communist maritime nations with fleets of at least 50,000 gross tons use in support of their maritime industries.

Of the countries included only two receive no government assistance.

"This study clearly indicates," Andrew E. Gibson, maritime administrator, pointed out, "the types of competition with which the United States merchant marine must deal, and emphasizes the importance which maritime nations accord to the maintenance of their merchant fleets."

In furthering their merchant fleet effort, the countries examined employ a variety of construction subsidies, import and export controls, and tax advantages. The result is that the fleets of most maritime nations carry considerably more of their foreign commerce than does the United States, despite the direct and indirect subsidies applied in various ways to certain fa-

vored segments of the U.S.-flag merchant fleet.

Turkey, which the report describes as having a fleet which is in "relatively poor condition," carries some 25 to 30 percent of its trade, despite a "pressing need" for modern freighters.

Japan carries 46 percent of its trade in its own bottoms. Uruguay carries 18 percent, India 13 percent and the Philippines "only 17 percent," the report shows.

In comparing the various national efforts of maritime nations studied, MARAD discovered that the U.S. merchant marine now plays about as important a role in the foreign commerce of this nation as the 16 ships in the Moroccan commercial fleet play in that country's trade.

The chief difference, the agency points out, is that the African nation is pursuing a more aggressive policy to build up its merchant fleet. It is, for example, giving a construction bonus of 15 percent of the construction cost to shipbuilders.

Gildea Appointed Executive Ass't. To George Meany

WASHINGTON—AFL-CIO President George Meany has announced the appointment of James C. Gildea as his executive assistant.

Gildea, whose career in the labor movement spans nearly three decades of service both at the national and state levels, succeeds Lane Kirkland, who became secretary-treasurer of the AFL-CIO on July 1.

Born in Hazleton, Pa., in 1922, Gildea started in the labor movement as a member of the Textile Workers Union. He joined the staff of the CIO on July 23, 1941.

After serving with the armed forces from 1943 to 1946, Gildea studied labor economics and other labor subjects at George Washington University and American University here.

In November 1958, after serving as assistant to the secretary-treasurer of the AFL-CIO Industrial Union Department, he became special assistant to the president of the AFL-CIO, and in 1962 became assistant to the president.

Gildea is a former vice-president of the Maryland State and D. C. AFL-CIO and a former vice president of the Washington Central Labor Council, AFL-CIO. He has led a number of organizing campaigns for the International Union of Electrical, Radio and Machine Workers and, on occasion, has worked in organizational efforts for the Textile Workers Union.

Yugoslav Ship Put On Cuba Blacklist; 4 Others Dropped

WASHINGTON — The Yugoslav ship Cetinje of 8,299 gross tons has been added to the Cuba Blacklist, according to latest information from the Maritime Administration.

Four other vessels were removed from the blacklist at the same time because they had either been lost or were scrapped recently. They are three Cypriot-flag ships—the Acme of 7,173 tons, El Toro, 5,949 tons and the 7,257-ton Atticos—and also the 4,939-ton Panamanian-flag Yu Lee.

Established by MARAD on January 1, 1963, the Cuba blacklist now contains the names of 172 foreign-flag ships totalling 1,237,025 tons. Vessels are so listed because they have traded with Cuba, and, as a result are henceforth forbidden to haul U.S. government-generated or financed cargoes. The agency revises this list periodically.

Vessels may be removed from the blacklist whenever their owners or operators pledge to keep them—as well as any other ships under their control—away from Cuban ports so long as it remains United States policy to divert shipping from that country. A similar blacklist is maintained for North Vietnam.

Admiral Praises Seafarers For Quick Rescue of Flier

(Reprinted below is a letter of commendation from Rear Admiral Charles Tighe, U.S. Coast Guard Commander of the Eleventh District, praising the alert action and high degree of training displayed by Seafarers of the Overseas Alice in the rescue of a downed aviator earlier this year. Addressed to the master of the vessel, the letter recalls highlights of the dramatic rescue originally reported in the April issue of the Seafarers LOG.)

Captain James P. Osnes
SS OVERSEAS ALICE
c/o Maritime Overseas Corporation
New York, N. Y.

Dear Captain Osnes:

The District Commander notes with pleasure your rescue of the pilot of the ditched twin-engine De Haviland Dove on the early morning of 23 February 1969.

The pilot of the De Haviland Dove, Mr. Warren Bullock, running low on fuel, with the right engine feathered, saw lights through intermittent breaks in the clouds. Mistaking these lights for the island of San Clemente, he descended to about 300 feet. By the time he realized that the lights were from your vessel, he was unable to regain altitude and ditched alongside the SS OVERSEAS ALICE at approximately 0315 (PST) in position 33-45.5 N; 122-04 W. The aircraft sank at 0326, eleven minutes after ditching.

Due to the alertness of your crew, the No. 1 lifeboat was lowered and the pilot was recovered from the water at 0340 (PST), twenty-five minutes after the aircraft ditched. This rescue was made during adverse weather and sea conditions, and necessitated a co-ordinated effort between the vessel and the lifeboat by use of walkie-talkies to direct your rescue crew to the area of the downed pilot.

Accordingly, in behalf of the U.S. Coast Guard, I commend you and your crew for the alertness, excellent seamanship and high degree of readiness that was displayed in upholding the finest traditions of the sea in performing your rescue mission.

Sincerely,

CHARLES TIGHE,
Rear Admiral, U.S. Coast Guard,
Commander, Eleventh Coast Guard District

Maritime Authorization Bill Cleared By Senate Committee for Final Vote

WASHINGTON — Decks were cleared for action on the bill authorizing funds to be appropriated for Maritime Administration programs for the fiscal year 1970 last month when the Senate Commerce Committee reported the House-passed H.R. 4152 to the full Senate with two minor amendments.

Senator Russell B. Long (D-La.), chairman of the Subcommittee on Merchant Marine, filed the report which retains the major part of the House version.

Recommended by the committee was a reduction in the funds allocated for research and development from \$15 to \$12 million. Funds for aid to state marine schools were pegged at \$2,270,000 — an increase of \$230,000 over the House provisions.

As reported to the Senate, the over-all amount of funds authorized for maritime is \$384,608,000, an increase of \$121,612,000 over the amount requested by the Nixon Administration. The amount for operating subsidies is \$212 million and \$145 million is recommended for construction subsidies.

The report states that MARAD's research and development request for \$7.7 million is "totally inadequate in view of the . . . needs in the maritime field." Nevertheless, it lowered the House's sights in this regard because the Senate Committee concluded that "present staff and programming limitations" would prevent MARAD from

fully utilizing the larger sum.

Included in the financial assistance authorized to state marine schools are funds for the inauguration of a Great Lakes maritime academy at Northwestern Michigan College in Traverse City, Michigan. The Michigan State Legislature must first act on this.

In allocating an authorization of \$145 million in new funds for ship construction subsidies, to be used in conjunction with \$101,600,000 in carryover funds—an aggregate of \$246,600,000—the committee stated this would be "a lean but feasible amount to set into motion in fiscal year 1970 a merchant marine revitalization program."

Such a fund would permit subsidizing the construction of 18 to 22 new ships plus 17

major conversions.

Operating differential subsidy money included in the bill—a total of \$212 million—encompasses \$17 million to be available "in the event that it is possible for the Maritime Administration to initiate additional contracts during the coming fiscal year." This would envision enlarging the scope of such subsidization beyond the 14 operators who are presently included. However, this is a policy question which must await the presentation of the new maritime program promised by the Administration later this summer.

Completion of congressional action on the authorization bill is a necessary prerequisite to the actual appropriation of funds, which must be done under separate legislation.

104 U. S. Ships Scrapped in '68 Equals One-Fourth of World Total

WASHINGTON — Nearly one-fourth of all ships scrapped during 1968 because of age were U.S.-flag vessels — this country once again leading all other nations in the continuing depletion of its merchant fleet.

According to the Maritime Administration, 104 of the 463 ocean-going ships scrapped last year were American. This clearly indicates the progressive deterioration of the U.S. merchant marine, a process which is widely deplored, but about which, up to now, almost nothing has been done by the gov-

ernment.

The 97 freighters scrapped by this nation averaged 25 years in age. Also scrapped from the U.S. fleet were three combination ships with an average age of 21 years and four tankers, averaging 27 years old. A 20-year age mark is regarded as the limit for the economical operation of any ship.

Most of the vessels scrapped by the U.S. were built during the World War II period and had long outlived their usefulness, even in the federal reserve fleet. Two-thirds of the 1,000 ships which remain in the U.S. merchant fleet will be over 25 years old by 1972—if they last until then. This total includes all vessels now in reserve status.

Forty-one countries—including Communist-bloc nations—were covered by MARAD's report, which was limited to merchant ships of 1,000 tons or more.

Although no other nation approached the U.S. figure, Liberia scrapped 79 ships and Panama's figure was 52. Many of the vessels registered under those flags, however, were built in the U.S. during World War II and later sold.

Greece had a total of 47 ships scrapped, while the United Kingdom was next with 26.

World-wide scrappings last year included 409 freighters, 39 tankers and 15 combination ships. They averaged 24 years of age.

Oldest of the vessels disposed of was the Lido, an Italian-flag freighter built in 1889. Among the U.S. ships scrapped, the bulk carrier Edward Y. Townsend, built in 1906, was the most ancient.

In 1967 the number of ships scrapped was 532, with an aggregate total of 3,558,056 gross tons.

St. Onge Charges Lax Enforcement Of 50-50 Rule

WASHINGTON — Representative William St. Onge (D-Conn.) has charged federal agencies with failing to "rigidly enforce" the 50-50 cargo requirement. St. Onge told a meeting of the Maritime Trades Department of the AFL-CIO that there was "hanky-panky" in the carriage of surplus agricultural products under the Food-for-Peace program.

The Department of Agriculture was blamed for "juggling of shipping dates to coincide with the time when the least number of American ships are available," as well as "statistical juggling about what does or what does not constitute 50 percent carriage aboard American vessels."

St. Onge called for changing the cargo preference provisions of the Export-Import Act to encourage 100 percent carriage of government-generated shipments abroad American ships—just so long as they are available.

Ship Meeting on the Brooklyn



Ship's Delegate Frank Gaspar, right, who sails as AB on the Brooklyn (Sea-Land), talks with Oiler Frank Harris, left, and Bosun John Cabral after a meeting on board ship. Brother Gaspar reported a lot of rough weather on the recent coast-wise run to Puerto Rico. He claims you'll see more rough seas on this run than you would encounter in the Pacific in a year, but it gives the green OS's a chance to get their sea legs.

FINAL DEPARTURES

Robert Swords, 48: Brother Swords was lost overboard in the East China Sea on February 25 while sailing as AB on the American Pride. A native of Florida, he had been living with his wife, Anne, in Norfolk, Virginia. Brother Swords was a 19-year veteran of the U.S. Navy, serving from 1941 to 1960. He joined the SIU in the Port of Houston.



Clarence Gates, 50: An automobile accident claimed the life of Brother Gates on April 27 in Lorain, Ohio. He had been working as tug fireman for Great Lakes Towing Company since 1956, and joined the SIU in Lorain in 1961. Brother Gates is a native of Michigan, but had been residing in Lorain for a number of years. He is survived by his wife, Margaret. Burial services took place at Ridge Hill Memorial Park Cemetery in Lorain.



Harold Borup, 62: Brother Borup died at Memorial Hospital Southeast in Houston on April 14 following a heart attack. Born in Rockport, Texas, he had been living for many years in Houston with his wife, Margaret, and a son, Harold, Jr. Seafarer Borup had been working as tug captain for G&H Towing Company since 1957 and had previously worked for Intercoastal Towing. He joined the SIU in Houston in 1957. Burial services were held at Forest Park Cemetery in Houston.



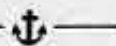
Clarence Oliver, 58: Brother Oliver passed away August 18, 1968, at the USPHS Hospital in San Francisco. A long-time member of the SIU, Brother Oliver joined the Union in Savannah in 1939. He had been going to sea for more than 35 years and last shipped as steward on the Northwest in 1968. Brother Oliver was born in Savannah but maintained his home in Newark, New Jersey, when he was not sailing. He is survived by his wife, Dorothy. Burial was in Savannah.



Evit Ardoin, 59: Brother Ardoin died January 4 at the Veterans Hospital in Houston after suffering a heart attack on board the Penn Sailor. Sailing as FWT, he had been shipping out for more than 20 years. Seafarer



Ardoin joined the SIU in the Port of New York in 1948. He was a lifelong resident of Ville Platte, Louisiana. Brother Ardoin is survived by a son, Lionel, and a sister, Mrs. Lillian Mullins. Burial took place at Tee Mamou Cemetery in Ville Platte.



Randy Adams, 17: Brother Adams died March 24 in his home town of Westwego, Louisiana. He had graduated from the Harry Lundberg School of Seamanship in New Orleans in June, 1968, and



shipped as crew pantryman on the Overseas Dinny. His last vessel was the Steel Vendor. Brother Adams is survived by his father, Robert J. Adams, and his mother, Alice. Burial services were held at Westwego Cemetery.



Manuel Meza, 40: Brother Meza died December 31, 1968, in San Francisco. He had been sailing since 1954, after serving three years with the U.S. Army. Rated FOWT, his last vessel was the Depauw Victory. Brother Meza joined the SIU in the Port of Seattle. Born in San Jose, he continued to make his home there throughout his life. Brother Meza is survived by a sister, Mrs. Jovita Flores. Burial was at Calvary Cemetery in San Jose.



Lee Biggs, 41: Brother Biggs succumbed to heart disease in an Army Field Hospital in Saigon after being stricken aboard the Del Alba. He had sailed as cook-baker, and joined the SIU in the Port of New Orleans. Brother Biggs, a native of Tennessee, had been making his home in New Orleans at the time of his death. He is survived by his wife, Helen, and a daughter, Theresa. Burial services were held in New Orleans.



Donovan Turner, 37: Brother Turner passed away at the USPHS Hospital in New Orleans on March 30 after a brief illness. Born in Brooklyn, New York, he had been living in New Orleans at the time of his



death. Brother Turner was a graduate of the Harry Lundberg School of Seamanship. After completing his training in 1967, he shipped as AB on the Topa Topa. His last vessel was the Loma Victory. Brother Turner is survived by his wife, Sylvia. Burial was at Rockfish Cemetery in Wallace, North Carolina.



John Kerschner, 49: Heart disease claimed the life of Brother Kerschner on December 17, 1968, in Wilmington, California. Born in Iowa, he had lived most of his life in Long Beach. Seafarer Kerschner had



been sailing for 23 years, and joined the SIU in the Port of Houston. He last sailed as oiler aboard the Afoundria. He served four years with the U.S. Army during World War II. Brother Kerschner is survived by his mother, Mrs. Della Kerschner. Burial was at Inglewood Park Cemetery.



Elizar Martell, 59: Brother Martell was lost at sea November 25, 1968, while sailing as cook aboard the Sagamore Hill. Born in Concord, Connecticut, he had been making his home in Port Henry, New York. Seafarer Martell had been sailing



for more than 23 years and joined the SIU in the Port of Boston in 1945. He is survived by a daughter, Mrs. Cynthia Durkin.



Earl Rivers, 65: A heart attack claimed the life of Brother Rivers on May 10 at the USPHS Hospital in San Francisco. Born in Grinnell, Iowa, he had been making his home in Long Beach, California, since retiring on an SIU disability pension in 1966. He had sailed as a member of the engine department for more than 17 years, and joined the Union



in Wilmington. He last shipped as electrician on the Ames Victory. Brother Rivers is survived by his wife, Theresia. Burial was at Westminster Memorial Park Cemetery in Westminster, California.



Paul Strickland, 63: Seafarer Strickland died May 16 at the USPHS Hospital in Baltimore after a brief illness. He was a veteran of 39 years at sea as a member of the steward department when he



retired on SIU pension in 1964. He last sailed as cook on the Losmar. Brother Strickland joined the Union in 1945 in Philadelphia. Born in North Carolina, he had made his home in Baltimore for many years. He is survived by his wife, Eleanor, and a son, William. Burial services took place at St. Stanislaus Cemetery in Baltimore.



Harold Rosencrans, 61: Heart failure claimed the life of Brother Rosencrans February 26 at the USPHS Hospital in Savannah, Georgia. He had been sailing since 1943, the same year he joined the SIU



in the Port of New York. He was rated bosun, and last shipped on the Steel Seafarer in 1968. Born in New York, he had been living in Riviera Beach, Florida, at the time of his death. Seafarer Rosencrans is survived by his stepmother, Mrs. Rhoda Rosencrans, and a brother, Nelson. Burial was at Harts Mortuary, Macon, Georgia.



Robert Statham, 61: Brother Statham died of a heart attack on board the Seattle March 17 while the vessel was tied up at Long Beach, California. Rated AB, he had been going to sea for more

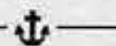


than 25 years. Brother Statham was one of the SIU old-timers, joining the Union in 1943 in the Port of New York. He had last sailed on the Columbia Banker. Born in New York, he had been making his home in Seattle. Seafarer Statham is survived by a brother, Arthur. Burial services were held at Oakdale Memorial Park Cemetery.

Michael Ray, 43: Brother Ray died October 7 while sailing aboard the Afoundria. Born in Brooklyn, he had maintained his residence in Kent, England, for a number of years. Seafarer Ray sailed as



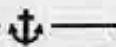
wiper, and had been going to sea for 21 years. He joined the SIU in the Port of New York in 1951. Brother Ray had served with the U.S. Army during World War II. He is survived by three brothers and two sisters, all living in England. Burial was at Long Island National Cemetery, New York.



Domingo Molina, 51: Brother Molina was lost when the tug Theresa F., Red Circle Transport, capsized in the Gulf of Mexico on January 9. Born in Texas, he had been living in New Orleans with his



wife, Consuelo. Seafarer Molina was rated AB and had been sailing for more than 30 years. His last ship was the Beloit Victory in 1968. A long-time member of the SIU, Molina joined the Union in the Port of New Orleans in 1940.



Francisco Rodriguez, 39: Brother Rodriguez passed away April 13 at St. Mary's Hospital in Hoboken, New Jersey. A native of Puerto Rico, he had made his home in Hoboken. Brother Rodriguez had sailed as messman,



and joined the SIU in the Port of San Francisco and his last ship was the Fanwood. Seafarer Rodriguez is survived by his mother, Maria, who lives in Puerto Rico. Burial took place at Puerto Real Cemetery in Cabo Roji.



Melvin Grant, 61: Brother Grant died May 22 at the Veterans Hospital in Chicago, following a brief illness. Born in Dundee, Illinois, he had been living in Elgin at the time of his death. Brother



Grant had sailed as steward, chief cook and baker. His last vessel was the Midlake. Brother Grant's wife, Marilyn, passed away several years ago. He is survived by a daughter, Mrs. Bernice Bradley. Burial services were held at Bluff City Cemetery in Elgin.

VANTAGE PROGRESS (Pioneer), May 4—Chairman, Jimmie Bartlett; Secretary, Kenneth Roberts. Brother G. A. Allen resigned as ship's delegate and Brother W. R. Maak was elected to serve in his place. There were no beefs and everything is running smoothly. \$20.00 in ship's fund.

PENN CARRIER (Penn Shipping), April 6—Chairman, J. J. Connors; Secretary, C. Robles. No beefs and no disputed OT. Long discussion held regarding improvement in pension plan. Vote of thanks was extended to the steward department for a job well done.

OVERSEAS REBECCA (Maritime Overseas), May 24 — Chairman, R. Byrd; Secretary, A. Arellano; Ship's Delegate, John R. Nelson. No beefs were reported by department delegates. Motion made that twenty years, dues paying members with twelve years S.L.U. sea time be eligible for retirement pension, regardless of age or physical condition. Vote of thanks was extended to the steward department for a job well done.

SEATRAN GEORGIA (Hudson Waterways), May 4—Chairman, William Douglas; Secretary, John Murphy; Ship's Delegate, Frank Smith; Deck Delegate, Rodger Swanson; Engine Delegate, A. B. Stevenson; Stewards' Delegate, John Murphy. No beefs were reported by department delegates.

STEEL APPRENTICE (Isthmian), April 13—Chairman, William W. Stevens; Secretary, Paul P. Lopez; Ship's Delegate, Pat Buceli; Deck Delegate, Thomas S. Kline; Engine Delegate, Marcelo Eimar; Stewards' Delegate, Macario Caarpuez. Motion was held to hold a safety meeting. No beefs were reported by department delegates.

PENN EXPORTER (Penn Shipping), June 1 — Chairman, Phillip Wagner; Secretary, Z. A. Markris; Ship's Delegate, Blackie Wagner; Deck Delegate, Claude S. Dick; Engine Delegate, Miguel Luis Medina; Stewards' Delegate, John R. Epperson. Some disputed OT in engine department to be taken up with boarding patrolman. Repair list was turned in and repairs have been started.

JOHN B. WATERMAN (Waterman), May 18—Chairman, Joseph D. Blanchard; Secretary, Frederick R. Sullivan; Ship's Delegate, Joseph D. Blanchard; Deck Delegate, Joseph D. Blanchard; Engine Delegate, Stanley Gansor; Stewards' Delegate, Leslie Sigler. No beefs were reported. Ship's delegate extended a vote of thanks to the entire crew for their fine co-operation.

DEL SUD (Delta), June 2—Chairman, Ewing A. Rihn; Secretary, Hans Spiegel; Ship's Delegate, Hans Spiegel; Deck Delegate, John H. Dahring; Engine Delegate, Alfred S. DeAgro; Stewards' Delegate, Paul S. Huseby. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to all delegates.

OVERSEAS SUZANNE (Maritime Overseas), May 11—Chairman, J. A. Stevens; Secretary, J. Olivari; Ship's Delegate, Herbert Archer; Deck Delegate, James H. Nests; Engine Delegate, Thomas A. Stubbs; Stewards' Delegate, J. A. Stevens. Vote of thanks was extended to Brother Archer for a job well done as ship's delegate. Some disputed OT in engine department.

BUCKEYE ATLANTIC (Buckeye), May 19—Chairman, P. Sornyk; Secretary, R. Westgate; Ship's Delegate, T. King; Deck Delegate, James Moore; Engine Delegate, Bill Ivay; Stewards' Delegate, J. Bucala. Discussion held regarding preparation of food.

MONTICELLO VICTORY (Victory Carriers), June 8 — Chairman, L. Reinchuck; Secretary, A. Rudnicki; Ship's Delegate, James J. Garner; Deck Delegate, V. Grima; Engine Delegate, William L. Sutton; Stewards' Delegate, C. D. Loche. \$31.00 in ship's fund. Few hours disputed OT in engine department.

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, Staffer Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)

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

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

Atlantic Products Sports Goods (Amalgamated Clothing Workers of America)

Jamestown Sterling Corp. (United Furniture Workers)

Richman Bros. and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

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 Drinks 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)

Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

Fisher Price Toys (Doll and Toy Workers)

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

Schedule of Membership Meetings

- SIU-AGLIWD Meetings: New Orleans Aug. 12—2:30 p.m., Mobile Aug. 13—2:30 p.m., Wilmington Aug. 18—2:00 p.m., San Francisco Aug. 20—2:00 p.m., Seattle Aug. 25—2:00 p.m., New York Aug. 4—2:30 p.m., Philadelphia Aug. 5—2:30 p.m., Baltimore Aug. 6—2:30 p.m., Detroit Aug. 8—2:30 p.m., Houston Aug. 11—2:30 p.m.

- United Industrial Workers: New Orleans Aug. 12—7:00 p.m., Mobile Aug. 13—7:00 p.m., New York Aug. 4—7:00 p.m., Philadelphia Aug. 5—7:00 p.m., Baltimore Aug. 6—7:00 p.m., Houston Aug. 11—7:00 p.m.

- Great Lakes SIU Meetings: Detroit Aug. 18—2:00 p.m., Alpena Aug. 18—7:00 p.m., Buffalo Aug. 18—7:00 p.m., Chicago Aug. 18—7:30 p.m., Duluth Aug. 18—7:00 p.m., Frankfort Aug. 18—7:00 p.m.

- Great Lakes Tug and Dredge Section: Chicago Aug. 12—7:30 p.m., Ste. Marie Aug. 14—7:30 p.m., Buffalo Aug. 13—7:30 p.m., Duluth Aug. 15—7:30 p.m., Cleveland Aug. 15—7:30 p.m., Toledo Aug. 15—7:30 p.m., Detroit Aug. 11—7:30 p.m., Milwaukee Aug. 11—7:30 p.m.

- SIU Inland Boatmen's Union: New Orleans Aug. 12—5:00 p.m., Mobile Aug. 13—5:00 p.m., Philadelphia Aug. 5—5:00 p.m., Baltimore (licensed and unlicensed) Aug. 6—5:00 p.m., Norfolk Aug. 7—5:00 p.m., Houston Aug. 11—5:00 p.m.

- Railway Marine Region: Philadelphia Aug. 12—10 a.m. & 8 p.m., Baltimore Aug. 13—10 a.m. & 8 p.m., *Norfolk Aug. 14—10 a.m. & 8 p.m., Jersey City Aug. 11—10 a.m. & 8 p.m.

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

DIRECTORY OF 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, Lindsey Williams, Al Tanner, Robert Matthews, SECRETARY-TREASURER Al Kerr, HEADQUARTERS 675 4th Ave., Bklyn. (212) HY 7-6400, ALPENA, MICH. 800 N. Second Ave. (517) EL 4-3414, BALTIMORE, Md. 1214 E. Baltimore St. (301) EA 7-4900, BOSTON, Mass. 663 Atlantic Avenue (617) 482-4716, BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 18U (716) TL 3-9259, CHICAGO, Ill. 9989 Ewing Ave. SIU (312) SA 1-0733 18U (312) ES 5-9570, CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450, DETROIT, Mich. 16225 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. (616) EL 7-2441, HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207, JACKSONVILLE, Fla. 2808 Pearl St. (904) EL 3-0987, JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424, MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754, NEW ORLEANS, La. 630 Jackson Ave. (504) 529-7544, NORFOLK, Va. 115 3rd St. (703) 622-1892, PHILADELPHIA, Pa. 2604 S. 4th St. (215) DE 4-3818, PORT ARTHUR, Tex. 1348 Seventh St., SAN FRANCISCO, Calif. 350 Fremont St. (415) DO 2-4401, SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848, SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334, ST. LOUIS, Mo. 4577 Gravois Blvd. (314) CE 1-1434, TAMPA, Fla. 312 Harrison St. (813) 229-2788, TOLEDO, Ohio 935 Summit St. (419) 248-3691, 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

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 Battery Place, Suite 1930, 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, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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.



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

Crew-Up on Steel Vendor

THE Steel Vendor (Isthmian) crewed-up and took on cargo at Erie Basin in New York recently as she prepared for a four-month voyage to India. The ship was scheduled to stop at other east coast ports to take on more cargo before beginning the long run around the Cape of Good Hope and up into the Indian Ocean. SIU representatives held a meeting aboard ship with the crew, and elected a ship's committee who will conduct weekly Union meetings at sea and represent Seafarers in all departments.



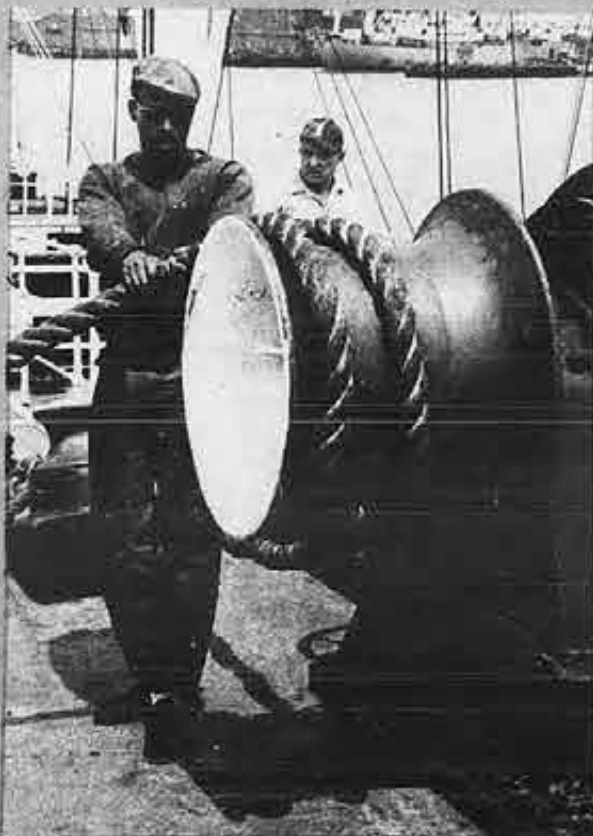
Charles Michaels, 2nd assistant engineer, at right, and Dale Chambers, oiler, make a final check on the boiler drum safety valve drain line before sailing. Michaels got his 3rd assistant's license in 1966 after training at the SIU-MEBA, District 2 Engineering School, and received his 2nd assistant's license through the school in 1968.



Frank Bakun, who sails as FWT, checks the readings at the boiler combustion control board as the Steel Vendor takes on cargo in Erie Basin. The vessel, a C-4, was preparing for a long voyage to India.



Jack Mayo Mundine, baker, checks the day's menu for the crew signing on the vessel for the long haul to India. Mundine is a veteran in the steward department so this ship should be a good feeder.



AB Richard Gibbons keeps a strain on the bow-line under the watchful eyes of veteran Seafarer Ivan Tarkov. Gibbons was making his third trip since graduating from SIU's Harry Lundberg School of Seamanship last Oct. Tarkov, who sails as carpenter, joined the SIU in the Port of New York 1939.



Parker Holt, chief steward, gets squared away with SIU Representative Bill Hall, after Hall and other Union representatives held a ship-board meeting to discuss the pension plan and other Union matters.



Thomas Shamblee writes a letter to mail home before the Steel Vendor gets under way. Shamblee graduated from the Harry Lundberg School of Seamanship in 1967. Sailing as OS, this is his first trip.