

JULY 1, 1970

CONGRESS OK's

MERCHANT

To amend the Merchant Marine Act, 1936.

1 *Be it enacted by the Senate and House of Representa-*

MARINE ACT

2 *ties of the United States of America in Congress assembled,*
3 *That section 101 of the Merchant Marine Act, 1936 (46*
4 *U.S.C. 1101), is amended as follows:*

OF 1970

5 *(1) by striking out or substituting (a) the words*
6 *"on all routes".*

Other Unions Criticize Indictment of SIU—See Page 11

Annual Report of UIWNA Welfare, Pension Funds—See Pages 28-29

Building Blocks for a Better Union—See Pages 13-24



Examining New Contract

All hands at the September membership meeting in New York study the memorandum of agreement between the SIU and its contracted companies before voting overwhelmingly to accept the new contract.

National Health Insurance Called Top Priority Issue

Washington

A national health insurance program for all Americans "no later than 1971" has been urged by labor leaders.

Two labor organizations—the AFL-CIO and the United Auto Workers—are pushing for a bill that would encompass the best of two differing measures introduced in the U.S. Senate.

Testifying before the Senate Labor Committee, AFL-CIO President George Meany said "there is general agreement in every sector of American life that action must be taken" to bring to the American people medical services that exist, but for one reason or another are not available to a great number of the people.

Meany and Leonard G. Woodcock, President of the UAW, both conceded that Congress would not act this year, but insisted that Congress must not delay action beyond 1971.

Meany disputed claims of the Nixon Administration, which is opposed to such legislation, that the program would be too costly. Meany said there was no reason for the American people to spend more on medical care than they do now. "It is a matter of correcting the abuses

that occur under today's system," he added.

He outlined six basic goals to be achieved:

- Enactment of a program that covers every man, woman and child in the nation.
- Comprehensive benefits taking in everything needed for the patient.
- Financing of the program like Social Security with the federal government and employers splitting the remaining payroll costs.
- All medical services on a pre-payment basis.
- Free choice of physicians and free choice of health delivery systems.
- Better organization and delivery of health care.

Woodcock, testifying for the UAW, said only national health insurance "can control skyrocketing medical costs and prevent the collapse of the American health care system."

He also countered Administration claims that the United States cannot afford medical insurance, declaring that today's health insurance industry is wasting more than \$1 billion annually through duplication of administration, useless advertising and general inefficiency.

Bowman Named to MARAD Position

Washington

Roy G. Bowman, general counsel for the Maritime Administration, has been appointed deputy administrator for program implementation.

He will assume control of the day-to-day process of get-

ting the recently enacted maritime program under way. In addition, Bowman will be in charge of the new active role in international affairs which Maritime Administrator Andrew Gibson envisions for the agency.

He also will have overall supervision of the agency's contract compliance program which will enforce federal employment opportunity standards in shipyards, among ship operators and on the docks throughout the country.

A First Step

THE PRESIDENT'S REPORT

by PAUL HALL



When Congress passed and sent to President Nixon the Merchant Marine Act of 1970, it took an enormous first step toward the long-overdue reconstruction of the American-flag merchant marine. Seafarers did their part—and more—during the years of battle that led to passage of the Act.

We can look to the bill and see the prospect of hundreds of new ships—each providing good jobs and decent living and working conditions for the future. We can see in it new strength for our fleets on the Great Lakes and in the Alaska-Hawaii-Puerto Rico-Guam routes. And visions of help for our antiquated fishing fleet are there, too.

After we have enjoyed the view, we can shake ourselves back to the reality of the fight that is yet to be won.

That fight involves cargo.

A thousand new ships anchored at every American port won't provide a single new job unless we do our share in the effort to put cargo in the holds.

It will take a minimum of two years for the ships called for in the Merchant Marine Act of 1970 to come down the ways. During that time, we must use all our energies to promote the use of American-flag ships by all who use oceanborne transportation—government as well as private industry.

We have some things going for us, including an ally in the U.S. Department of Commerce and its Maritime Administration (MARAD). MARAD has already opened a "ship-American" program on a national scale. And the SIU, as well as our sister unions in the AFL-CIO Maritime Trades Department's Port Councils, are involved in cooperative programs.

The Merchant Marine Act of 1970 provides an additional possibility of help. It gives the Secretary of Commerce the authority to police the Cargo Preference Laws that some federal agencies have been thumbing their noses at for years.

Congress, in passing these laws, ordered that not less than 50 percent of all federal cargo be shipped in American-flag vessels. With the exception of the Military Sealift Command, the will of Congress has been flagrantly violated time and again by agency upon agency.

The tramp fleet has all but been ignored by two major shippers of government cargo, the Department of Agriculture and the Agency for International Development. We now intend to use our full strength to persuade the Secretary of Commerce to nudge those who are reluctant to follow the law into providing American-flag ships—and especially the tramp fleet—with no less than 50 percent of government cargoes.

In addition, we will again be impressing upon all within range that the 50 percent figure is a *minimum* and that the federal government, if for no other reason than to set the example that it supports its own nation's merchant fleet, should be placing all of its cargo aboard American-flag vessels.

The Merchant Marine Act of 1970 contains additional help. The construction and operating subsidies, together with tax-deferment privileges for ship construction, all of which previously had been provided to only a handful of liner operators, will now be available to all.

This federal assistance in ship construction and operation will give many operators the edge they need to compete with foreign-flag operators in the battle for cargo, especially that cargo being shipped to and from the United States.

The new ships now programmed for construction will be swift, technologically modern and sufficiently large to provide the speed, service and reliability that attracts business from private industry.

Operators of these ships will have an additional advantage. They will have the skills of the American

Seafarer, the best-trained, most efficient craftsman to be found in all the world's fleets.

Our job is to see to it that this combination of manpower, ships and service is promoted so effectively that cargo will be generated in huge amounts. We must not only meet, but exceed President Nixon's goal of having 30 percent of all American imports and exports carried in American-flag vessels by the mid-1970s.

The Merchant Marine Act of 1970 has made a significant contribution toward our future success.

It closes out an era that began 34 years ago, and introduces a new set of rules designed to allow the U.S.-flag fleet to compete in the trade patterns of today.

While it does not bring instant relief to our severe problems, it does supply the hope that is always required to continue a tough job.

While it was the collective contribution of all Seafarers that brought us the Merchant Marine Act of 1970, we owe special recognition to Phil Carlip, our union's veteran legislative representative in Washington. Phil has for many years been front and center in persuading Congressmen to consider our goal. The votes for the bill in the House of Representatives—307-to-1 on the House version and 343-to-4 on the final measure—stand as a tribute to his ability and determination in representing the best interests of Seafarers. His performance has been truly outstanding.

On the Senate side, we were fortunate to have in our corner the dedicated skills of another SIU veteran, Bill Moody. Bill carried the SIU message to every Senator, and the vote reflects his work. The Senate approved the first version of the Act by a 68-to-1 count. When the measure was presented for final passage, not a single "nay" could be heard in the voice vote.

These men, and many others like them, are the stuff of which a strong Seafarers International Union is made.

Senate, House Give Maritime Bill Approval; Sent to Nixon

Washington

Congress has overwhelmingly approved the Merchant Marine Act of 1970 and sent it to President Nixon for his signature, climaxing the long struggle to bring new life to the dying American-flag merchant marine.

The House, in a roll call vote, approved the Act by a 343-to-4 count. The Senate, with nearly 70 senators on the floor, adopted the measure by a voice vote without a dissent being heard.

Many provisions of the Act have had the active support of the Seafarers International Union, including the massive ship-building program that will vastly expand and improve the nation's bulk-carrier fleet.

(Where was NMU President Joe Curran during the battle for passage of the Merchant Marine Act of 1970? He was leading the opposition. An editorial on page 10 sets the record straight.)

The measure, initiated by the Nixon Administration, is expected to have the greatest impact on the maritime industry of any legislation since the Merchant Marine Act of 1936, which first initiated federal subsidies for the merchant marine's liner trades.

Paul Hall, president of the SIU and the AFL-CIO Maritime Trades Department, a group of 42 national and international unions affected by maritime affairs, said the Act "offers the mechanisms to bring a new life of vigorous activity to an industry that has been nearly knocked to its knees."

He said the SIU, along with the MTD, will do "all they can to see to it that the opportunities provided by the Merchant Marine Act of 1970 are fulfilled. We see this Act as a means of developing for our nation a merchant marine that can effectively compete for the world's waterborne commerce."

Hall cautioned that passage of the measure "marks only the end of the first battle."

"We must now devote our full energies to aiding the Department of Commerce in its campaign to bring cargo to a fleet of modern, efficient American-flag vessels. A great increase in cargo is necessary if we are to reap the full benefits of the tool Congress has made available," he said.

"This will demand maximum cooperation between labor, management and the government," he said. "The Seafarers International Union will do its full share."

Maritime Administrator An-

drew E. Gibson has hailed the bill as "the most significant legislation affecting the American merchant marine industry since the Merchant Marine Act of 1936."

In rapid succession, the Senate made some significant changes in the House-approved version of the bill, the conferees of the two Houses of Congress reached agreement and both the Senate and the House of Representatives adopted the conference committee's report.

The final version contained nearly all of the additions adopted by the Senate, with the exception of exempting the historic Mississippi River paddle-wheeler, *Delta Queen*, from maritime safety regulations to allow it to continue to operate as an excursion vessel.

Here are the highlights of what the Merchant Marine Act of 1970 provides:

✓ An authorization to spend federal funds to finance a share of the construction cost of 300 new cargo vessels in the foreign trade in the next 10 years.

✓ A helping hand through tax deferment privileges for all American-flag operators. This will permit operators to use funds from profits that otherwise would have been paid in taxes for the construction of new vessels, resulting in reducing the amount of money that must be accumulated to pay for building a new ship by half.

The tax-deferment program has been limited to 14 liner companies operating on fixed routes since it was established in the Merchant Marine Act of 1936.

The new bill extends the privilege to all operators serving the foreign trade routes. In addition, it provides the tax-deferment program to operators serving the Great Lakes, the noncontiguous trades routes to, from and between Alaska, Hawaii, Puerto Rico and Guam, as well as the fishing industry.

✓ Extension of both construction and operating subsidies to bulk carriers. These subsidies, too, had been available only to the handful of liner operators since 1936.

✓ The Secretary of Commerce with the authority to administer and police Cargo Preference Laws. This gives the Secretary of Commerce the power to see to it that all federal agencies carry out the will



SEN. WARREN MAGNUSON
... chaired Senate committee



ANDREW E. GIBSON
... represented Administration



REP. EDWARD A. GARMATZ
... chaired House committee

of Congress when it passed laws ordering that no less than half of all federal government cargoes be shipped in American-flag vessels.

✓ Elimination of the interest on the construction debt owed by the St. Lawrence Seaway Development Corporation, as well as the future interest on the debt. This will end the threat of substantial toll increases which could have reduced shipping through the seaway. Income from the current toll schedule will be used to pay operating and maintenance costs, as well as the original construction cost over the next 39 years.

✓ A system to phase out the "runaway" fleets of the unsubsidized operators. The program allows those who operate both American-flag and foreign-flag fleets to qualify for subsidies for their American-flag ships only if they "freeze" their foreign-flag holdings as of April of this year.

These dual operators will not be allowed to add new ships to their foreign-flag holdings. Nor will they be permitted to replace any foreign-flag ship that is scrapped or lost. And they must totally end their foreign-flag operations within 20 years.

✓ That all components of all American-flag ships must be made and assembled in the United States. The Secretary of Commerce is granted the power to permit the purchase of minor vessel parts abroad, but only under special circumstances that would result in unreasonable delays in vessel deliveries.

The Senate vote on the bill was 68-to-1, with Senator John Williams (R-Del.) casting the lone "no" vote. The House had approved the Act by a 307-to-1 vote.

Chief spokesman for the bill on the Senate floor was Senator Russell Long (D-La.), chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee.

He characterized the measure as "a program to revitalize our Merchant Marine Act so that it will be viable and workable in wartime and in peace." In a statement distributed to all Senators, Long listed the benefits that the bill would provide. They are, he said:

• A modern merchant fleet capable of meeting the needs of our commerce and defense.

• An improvement in our balance of payments estimated at \$2.9 billion during the ves-

sel construction program and \$600 million annually thereafter.

• Generation of 444,000 man-years of employment for manufacturing employees (skilled and semi-skilled), much of which will be in poverty areas.

• An amelioration of the decline in seagoing jobs which otherwise would drop by 50 percent by 1980.

"There is little legislation that is so urgently needed or about the need for which there is such overwhelming agreement," Long asserted. "Our defense requires it. Our commerce requires it. Our balance of payments and the continued vitality of our nation require it."

"For the first time in many years we have before us a maritime program that has the full support of the Administration," he continued, "the overwhelming backing of the House of Representatives, and the near unanimous concurrence of those in the private sector whose cooperation will be required to make the program work."

Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee and one of the sponsors of the Act, told his fellow senators that:

"This bill represents the necessary governmental commitment to revitalize our merchant fleet. The bill lays the legislative groundwork for a long overdue rehabilitation of our maritime capability to meet the urgent needs of our commerce and defense."

He noted that the United States, which accounts for a third of all the world's commerce, has a fleet that ranks fifth in the world on a tonnage basis.

"Approximately three-quarters of our foreign-trade fleet consists of obsolete, over age vessels that will disappear within the next five years," he added. "We face a problem of massive block obsolescence that is reaching crisis proportions."

Magnuson said that the Merchant Marine Act of 1936 had ignored the bulk trades which, since that time, have "grown tremendously. Presently, our liner trade involves the carriage of about 46 millions tons annually while our bulk trades have grown to almost 350 million tons."

"This bill is designed to reduce our dependence on foreign-flag ships in the transportation of the raw materials our country needs for defense purposes and to keep our economy growing."

Senate Minority Leader Hugh Scott (R-Pa.) introduced the successful move to eliminate the interest debt and all future interest payments on the construction cost of the St. Lawrence Seaway.

Senator Walter Mondale (D-Minn.), a strong advocate of the move, said shipping on the Great Lakes was in great need of assistance, noting that "the lake ports are handling only 2.5 percent of the U.S. overseas waterborne trade."

"Virtually no U.S. government cargo is shipped abroad out of Great Lakes ports," he reported. "For example, the Department of Defense alone exports almost 30 million tons in a year and only 2,000 tons were shipped through Great Lakes ports in 1968. This amounts to less than 1/100th of 1 percent of the total Defense exports. In contrast, approximately 35 percent of the material exported by the Department of Defense originated in the Great Lakes area."

Senator Winston Prouty (R-Vt.) told his fellow senators that he supported the Act because it will "chart the course for the revitalization of the American maritime industry for which many of us have labored so arduously over the past several years."

Senator Daniel K. Inouye (D-Hawaii) said the measure was of particular importance to residents of his state because of the

(Continued on Page 10)

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Congressmen Stress Importance of New Merchant Marine Act

As the Merchant Marine Act of 1970 neared final passage in Congress, three members of the House of Representatives re-emphasized the vital importance of the legislation to the maritime industry in particular, and to the nation in general.

Rep. James J. Howard (D.-N.J.) said that final enactment of the bill could relieve an enormous economic problem which has been confronting the maritime industry for some 25 years.

An accelerated ship construction program is not enough in itself warned Rep. Otis G. Pike (D-N.Y.). He said that new ships will prove useless unless there is cargo for their holds.

Rep. Robert O. Tiernan (D.-N.J.) said that final passage of the act will be a history making event in that it would pave the way for a successful future for the entire maritime industry.

The Congressmen presented their views at recent weekly luncheons in Washington sponsored by the AFL-CIO Maritime Trades Department, with which the SIU is affiliated.

These luncheons provide the only continuing, educational forum dealing exclusively with maritime problems and legislation, and feature addresses on these issues by representatives of government, labor and business.

Seek 'Common Goal'

Congressman Howard said the maritime philosophy embodied in the act will achieve success only if government, industry and labor pool their resources "to meet a common goal."

If this is done, he said, the new philosophy could bring "a massive economic problem out of the corner where it has been allowed to mildew for over a quarter of a century."

With the scheduled phase-

out of 395 World War II-vintage ships in the next four years, Rep. Howard pointed out that the foreign-trade, American-flag fleet will be reduced to a mere 272 ships.

He also cautioned against any visions of immediate results once the act is signed into law.

"The fleet will not see solid results in the form of new ships until most of the vessels in the current fleet have been scrapped," Howard said. "This means that under the best of circumstances, our nation will be woefully weak in its carrying capacity in the near future."

However, Howard warned that the U.S. cannot allow itself to "become bait" for other nations by being dependent upon them to transport its trade.

"It is paramount that we not only provide ships under the American flag, but that we also follow through on a program that shows it pays to 'Ship American,'" he concluded.

Such action, he said, "is desperately needed and needed now. The proud old warhorses that make up the bulk of the current fleet are being cut up for scrap at a phenomenal rate. Scores of vessels are making their last profit for their owners as they fall before the shipbreakers' torch at a time when scrap metal prices are at an all-time high, particularly in Japan."

He said that statistics on the position of the U.S. merchant fleet in relation to the rest of the world were "dreary."

"There is to me—and I prefer to be an optimist—one lone advantage in these dreary facts. That advantage is that we have no place to go but up."

Cargo Needed

The necessity of supplying cargo for the holds of these proposed new ships was reiterated by Rep. Pike.

He said that while the gov-

ernment is taking steps to revitalize the fleet, "we must look to the private sector for any significant impact upon the ration of American imports and exports being delivered in American-flag ships."

"We can build ships, but unless we put cargo in their holds the ships we build will be useless," he said.

He acknowledged that the proposed new ships were necessary to replace the "old, inefficient ships in the fleet now."

"But no nation can long stand strong," he said, "when less than five percent of its imports and exports are carried in the holds of its own vessels."

Pike stressed that ship construction and cargo for their holds are mandatory "if we are to have a strong, vital merchant marine contributing to our nation's defense and economy."

And, he said, new construction is justified by the many years the merchant marine has given "us service beyond loyalty, service that has been truly loving in its nature."

As a way to clear the debt the nation owes its merchant fleet, "we must move strongly toward the successful implementation of the 'ship-American' program of the Commerce Department and the Maritime Administration."

Rep. Tiernan said passage of the bill is "a history making event" because "it will help others and contribute to a stronger America."

Thousands Benefit

The people it will help, he said, will be "thousands upon thousands of jobless men and women who will be needed in the shipyards to construct hundreds of new vessels, plus thousands upon thousands more who will make the components and provide the services that will be required by those ships."

He said that unemployment will not be the only area directly affected. "It will replace a rusting, slow and generally inefficient merchant marine with a fleet of swift, technologically-advanced ships . . . that will be able to take on all comers in the fiercely competitive world of oceanborne commerce," Tiernan said.

He pointed out that "fishermen look to the Merchant Marine Act of 1970 as a way to replenish their antiquated ships, as do those members of the Great Lakes fleet."

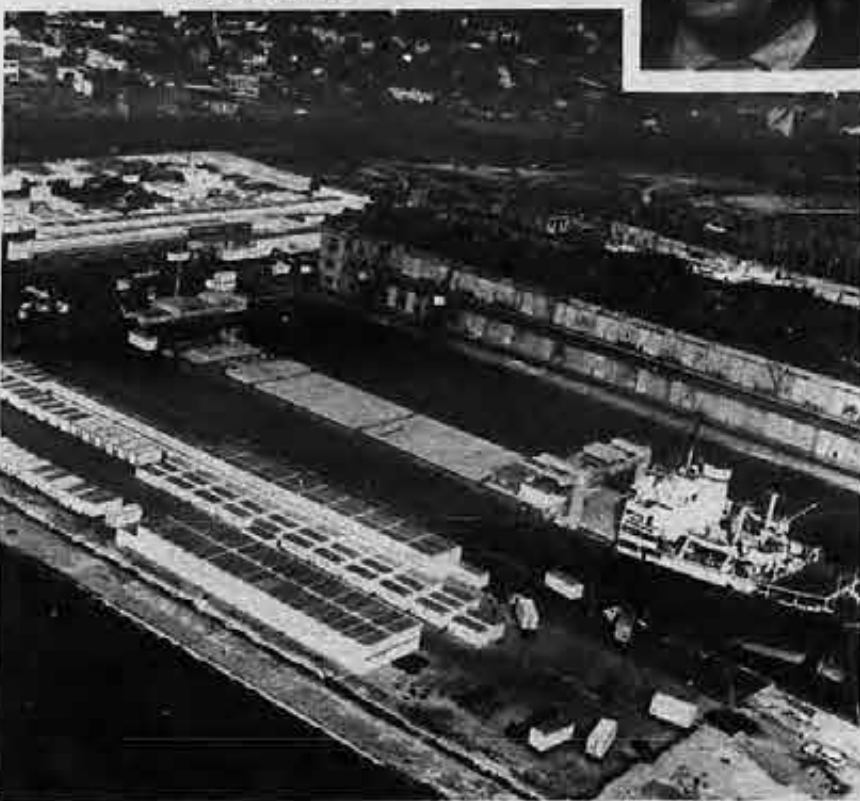
The passage of the bill should also prove to be a boon to the economies of the non-contiguous trade areas, according to the Congressman.

All in all, he said, the bill allows "the maritime industry to glow about the prospects for the future."

"This," the congressman said, "is a nice feeling."

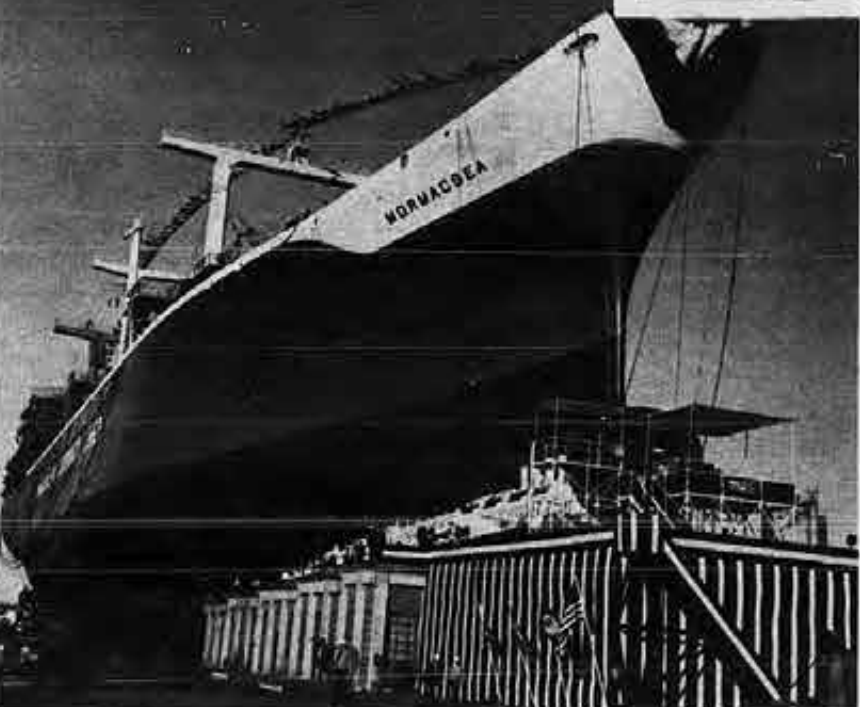
Rep. James J. Howard
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"This new philosophy could bring a massive economic problem out of the corner where it has been allowed to mildew."



Rep. Otis G. Pike
Democrat of New York

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Rep. Robert O. Tiernan
Democrat of Rhode Island

"(The Act) will replace a rusting, slow and generally inefficient merchant marine with a fleet of swift, technologically-advanced ships."



M. Weisberger Feted by MTD In Recognition of Long Service

San Francisco

Morris Weisberger, vice president of the Seafarers International Union of North America, was guest of honor at a testimonial dinner sponsored by the AFL-CIO Maritime Trades Department Port Council of the San Francisco Bay Area.

The dinner recognized Weisberger's service to the council, of which he is president, and his 40 years of involvement with the maritime labor movement.

Paul Hall, president of the SIU and president of the AFL-CIO Maritime Trades Department was toastmaster at the dinner. Frank Drozak, West Coast representative of the SIU, was dinner chairman. San Francisco Mayor Joseph Alioto

was the principal speaker.

Weisberger, whose career as a sailor began in 1926, helped organize the Sailors Union of the Pacific in 1936 and was the SUP's East Coast representative until 1957 when he succeeded the late Harry Lundeborg as secretary-treasurer of the SUP. He is also a vice president of the California Labor Federation.

Anti-Strikebreaker

Tacoma, Wash.

The city council here has passed an ordinance protecting strikers from the importation of strikebreakers. The ordinance came after employers used strikebreakers in a construction industry dispute last February.



Rep. Robert A. Giaimo
Democrat of Connecticut

"(Subsidies) for ship construction mean jobs, and jobs mean people off welfare; people paying taxes; people buying the products of our economy."



Rep. Charles H. Wilson
Democrat of California

"At a time when we should be taking measures to improve the supply of fish, competition is causing depletion . . . and is undercutting the domestic fisherman . . ."



Rep. Thomas P. O'Neill
Democrat of Massachusetts

"The marine insurance field is the only area of the insurance business not now subject to governmental regulation."



Economy, Insurance, Fishing Problems Hit By Three Congressmen

Three members of Congress who addressed the MTD luncheon gatherings in recent weeks spoke on topics not directly concerned with the Merchant Marine Act of 1970, but with a direct relationship to the maritime industry.

Rep. Robert N. Giaimo (D-Conn.) maintained that alleviation of the maritime industry's economic problems could serve as a model for getting the nation's economy out of the doldrums.

Rep. Charles H. Wilson (D-Calif.) outlined an eight-point plan designed to revitalize America's dying fishing fleet.

Congressman Thomas P. O'Neill (D-Mass.) took exception with current marine insurance programs and suggested a two-point program to solve insurance problems.

Maritime Model

The revitalization of America's merchant marine should not only help cure that industry's economic ills, according to Rep. Giaimo, but it also could be used as a "model for getting our nation's economy back on the right foot."

Pointing out that the program to build 300 new ships over the next 10 years will mean increased employment, the congressman said the government must be "willing to invest in America" to maintain "full employment and provide for the needs of all its citizens."

He said "there is no need for widespread unemployment or recession. There has been a recession in the maritime industry and finally there is action to revitalize the industry."

Noting that federal financial assistance will be given for the construction of new ships, Giaimo declared that these subsidies are an "investment," and "if applied right, a subsidy brings far more benefit to the government than it costs."

To verify his point, Giaimo said that "for ship construction they mean jobs, and jobs mean people off welfare; people paying taxes; people buying the products of our economy."

The revitalized fleet, he estimated, will contribute about \$600 million annually to the country's balance of payments.

"We should realize a healthy return on our investment instead of having a maritime industry which is a drag on the economy," he said.

He said the program "should serve as a model for the economy of the nation, to be applied elsewhere to prevent unemployment."

Help Fishermen

Rep. Wilson said it was sad that "at a time when we should be taking measures to improve the supply of fish, competition is causing depletion at even greater rates and is undercutting the domestic fisherman

whose role should be expanded rather than reduced."

In order to accomplish an expansion of the American fishing industry, he proposed:

1. Full restoration of a proposed cut of \$7.5 million in the budget of the Bureau of Fisheries, including a cut of \$2.8 million in construction aid for fishing vessels.

2. Increased research into the fishing industry and the effects of pollution on the industry.

3. An increase in the authorization for fishing vessel construction to \$20 million per year and an "elimination of some of the red tape that presently surrounds the boat building subsidy program."

4. Federal government assistance to help stem the soaring costs of maritime insurance.

5. Revamping the Interior Department's Fisheries Loan Fund by providing more capitalization than the present \$20 million and increasing the \$40,000 maximum.

6. A broad educational program to help the American housewife learn "the benefits of fish foods." This would include strengthening the Interior Department's "fish inspection program to increase consumer confidence in fish products."

7. Putting an end to all types of pollution of the world's waters.

8. Establishment of a comprehensive national and international policy for resource management to demonstrate that the American government considers fishing to be a "vital national industry."

According to Wilson this would include "careful cropping" or harvesting "of only surplus fish so that fisheries are not exhausted. While every attempt must be made at cooper-

ating with other nations, we must also be prepared to protect our rights."

Remodeled Insurance

Rep. O'Neill, an insurance executive himself, said there were a number of complex problems facing the marine insurance industry.

The congressman said it took the personal intervention of Maritime Administrator Andrew E. Gibson to roll back a proposed surcharge on cargoes carried by 25-year-old vessels. The surcharge finally was placed on cargoes in 30-year-old ships, but only after Gibson's intervention.

"Mr. Gibson knows, the maritime industry knows, Congress knows, we all know that one-third of the U.S. merchant fleet would have been forced out of action practically overnight if the surcharge on cargoes aboard 25-year-old ships was allowed to go into effect," O'Neill said.

Another problem he cited was that insurance practices "have been bypassed by technology." This is obvious, he said, in the industry's reluctance to give lower rates to cargoes carried in containers, "even though there are indications container losses are lower than standard break bulk."

If these problems continue, he warned, the marine insurance companies may "have to consider an insured bill of lading as an alternative to cargo insurance and secondly, a federal insurance program if builder's risk insurance rates remain at high levels as a result of hurricanes."

O'Neill concluded that these innovations may be unnecessary if the government pursues a policy "of research, information gathering and promotion of new ideas for the marine insurance industry."

Public Service Bill Awaits Senate Action

Washington

A bill that would create jobs — "not leaf raking or other so-called make work jobs" — in public service is awaiting action in the U.S. Senate.

The "Employment and Training Opportunities Act of 1970" would reorganize and strengthen present manpower training programs in an effort to alleviate unemployment and poverty.

It provides for new public service positions because, in the words of Andrew Biemiller, legislative director of the AFL-CIO, private business "cannot fill the job requirements of the nation."

The bill calls for additional "meaningful jobs to carry out such important community

needs as public protection, health, education, pollution and recreation."

The bill suggests that a shift away from present manpower training systems, which provide training for jobs that do not exist, is necessary. The newly created jobs, it is hoped, will help welfare recipients through their difficulties in finding placement in big business and industrial positions.

In a report accompanying the bill to the Senate floor, the Senate Labor Committee said, "a substantial public service employment program would ease the problems of joblessness and inadequate services in urban and rural poverty communities."

Jobs for Seafarers

Overseas Builds Five New Ships

Baltimore, Md.

Five sleek ships, meaning more jobs for Seafarers, have slid down the ways in the past two years and have been commissioned by Overseas Shipholding Group.

The new ships, built without subsidy at Bethlehem Steel Corp.'s Sparrows Point Yard, mean comfort as well as employment for Seafarers. Quarters consist of single, air conditioned cabins for each man. The company describes them as "the most modern design, with permanent prefinished plastic bulkheads."

First Launching

The *Overseas Alice* and her sister ship the *Overseas Vivian*, both weighing 37,800 deadweight tons, were launched in 1968. Another 37,800-ton ship, the *Overseas Audrey*, was launched in 1969.

This year the company launched the *Overseas Alaska* and the *Overseas Arctic*, both weighing 62,000 deadweight tons.

The ships were built to carry petroleum products. The *Alice*, *Audrey*, and *Vivian* each have 15 tanks with a capacity of 333,000 barrels. They also are flexible enough to carry 1,500,000 bushels of grain.

Though built specifically for the Alaska North Slope oil trade, the *Alaska* and *Arctic* are among the largest vessels capable of crossing the Panama Canal economically and fully loaded.

Both ships have a 524,000 barrel capacity.

All five ships can discharge a full liquid cargo in less than 15 hours.

The engine on each of the ships can be run from the bridge through a centralized control system based upon the remote operation of the main propulsion plant for all maneuvering conditions, including standby.

The *Alice*, *Audrey*, and *Vivian* operate at a normal speed of 16½ knots with a 15,000-shaft-horsepower turbine driving a single screw.



The *Alaska* and *Arctic* are expected to do 15½ knots with a 20,000 shaft horsepower turbine driving a single screw. These two ships measure 731 feet in length. Their molded breadth is 105 feet and they draw 43 feet, 3 inches of water.

The three older ships measure 660 feet, 2 inches in length, with a molded breadth of 90 feet. Their displacement is 36 feet, 5 inches.

When the *Overseas Alice* was built she was one of the few vessels being constructed for an independent owner in the U.S. without subsidy.

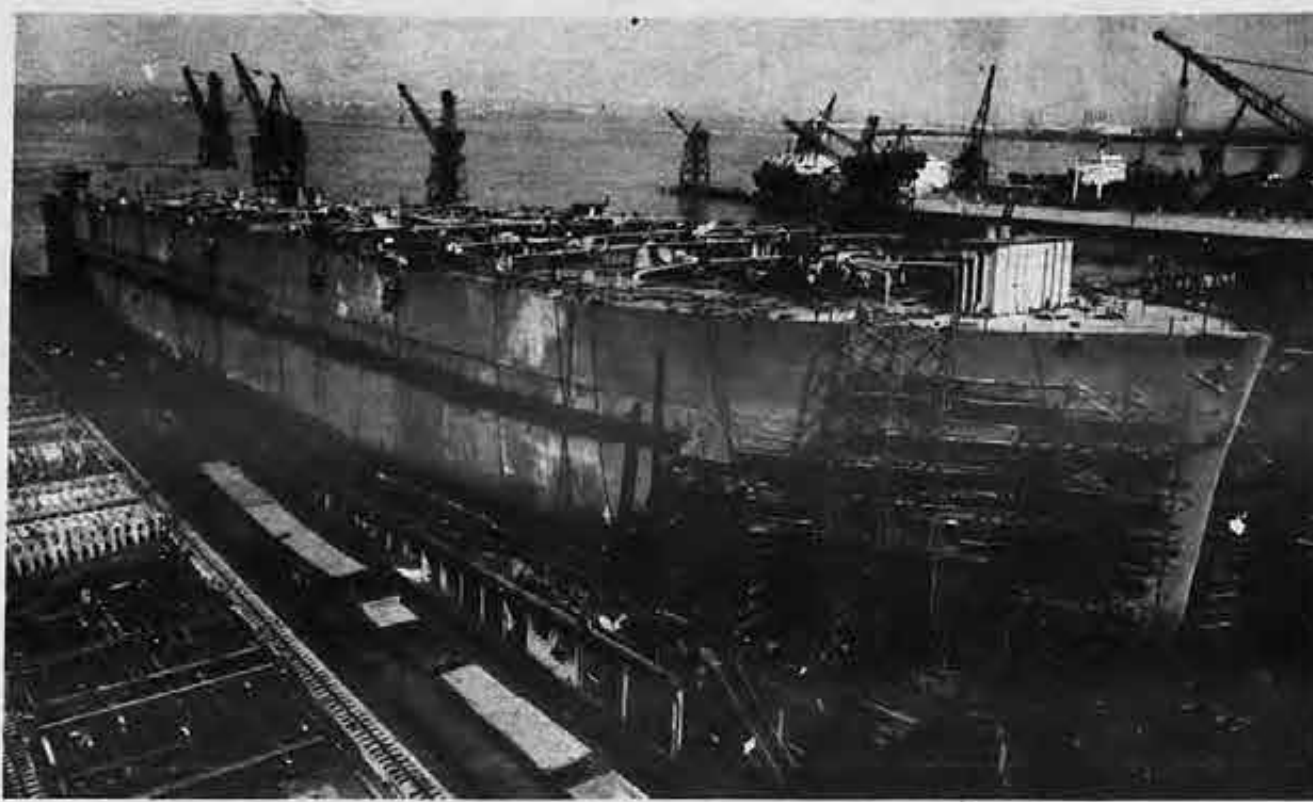
The upswing in shipbuilding is not occurring solely with one group.

At the launching of the *Overseas Alaska*, Ran Hettner, director of the Overseas Group, noted, "this occasion, then, gives me some pleasure, not only because we of Overseas Shipbuilding Group are launching one of our own ships . . . but because U.S. shipbuilding is showing many other signs of vitality."

Subsidy for Survival

He pointed to the numerous other ships "in various stages of construction" at the Sparrows Point yard.

Though he said that "it is clear that American-flag shipping could not survive—let alone prosper—in competition with lower world costs without some form of protection or subsidy," he added that "there already exists a vital and profitable role in U.S. commerce for private, unsubsidized shipping, notably, in our view, in the tanker trades."



Standing on ways is *Overseas Arctic* prior to recent launching.

Statistics on Economy Confusing

Figures Never Lie, but Whose?

It was another rocky month for workingmen trying to figure out what exactly was happening to the nation's economy.

Statistics dropped like snowflakes both from those who follow the official Administration line, and from those who forever believe the opposite.

Some things were clear, however:

- Prices rose by two-tenths of one percent in August. While this raised prices to a level 5.7 percent higher than last year, the Administration trumpeted the increase as a victory because it was the smallest monthly increase this year.

- Coupled with the small price increase was a continued decline in "real" wages as compared with wage levels a year ago. Anti-administration forces saw this as proof of their forecast that the Administration plan for economic recovery was failing.

- The Administration, albeit reluctantly, added four new major job centers to its list of "substantial unemployment" cities. These were Flint and Saginaw in Michigan; Anaheim-Santa Ana-Garden Grove, Calif., and Albuquerque, N.M.

- Seven smaller areas were also added to the list, bringing the total of major centers with more than 6 percent unemployment to 35 out of a possible 150 and small areas to a total of 574. Last September there were 60 major centers that reported "low" unemployment, and there are now but 19.

Generalized Unemployment

The increase in unemployment, which many experts see as a general national trend, led to charges of "planned recession" by three economists who spoke at a legislative conference of the Amalgamated Meat Cutters Union in Washington.

The three economic experts said the Nixon Administration has deliberately planned his

economic slowdown to hit hardest at workingmen while benefitting banks and credit corporations. One of the economists, Stanley Rutenberg, a former assistant secretary of labor, said that unemployment and rising prices form a combination something like, "having a flooded basement in a drought."

In support of that contention the economists noted that unemployment had risen to 5.1 percent nationally—the highest rate in six years.

Nat Goldfinger, AFL-CIO research director, said workingmen have been "the playthings of a vicious game of engineered recession created by the Administration."

Friedman Backs Labor

And, strangely enough, even as labor was lowering these guns against Nixon economic policies, a right-wing economist, Dr. Milton Friedman of the University of Chicago, said that the "wage-cost push" was not responsible for inflation.

Dr. Friedman, an adviser to Barry Goldwater during the 1964 presidential campaign, said that the wage gains of unionism have little effect on inflation. Inflation, he said, can occur when unions are weak as well as when they are strong.

"The common element in inflation," Dr. Friedman says, "is not strong unions but an increase in money demand accompanied by an increase in the supply of money."

That means, he said, that there are several factors—high cost of manufacturing materials, high interest rates, high competitive advertising costs—that enter into a recession picture at least as strongly as wage increases.

But, as nice as it is that Dr. Friedman says labor is not to blame for inflation, his words will be scant consolation to workingmen who have lost their jobs while the administration has fought a battle of statistics instead of a battle against inflation.

Metropolitan Centers Eyeing Regional Government

Washington

The nation is developing a rather pronounced disposition toward a central city with high population density, surrounded by a ring of bedroom suburbs.

One of the important questions raised by figures gathered in the 1970 census is whether the cities and suburbs will continue to be separate political entities, or whether they will become partners in the near future.

Some political connection between the working place and the dwelling place of this nation's urbanites seems nearly

inevitable. And slowly, ponderously, some areas seem to be accepting the trend.

Pittsburgh Only Loser

The census has shown that of the 30 largest metropolitan areas only Pittsburgh has had a population decline. In the other 29, the loss of people living in the geographical city limits has been more than matched by concomitant growth in the city's outskirts.

As the people go, so goes business and several industries and business offices—seeking, no doubt, to escape the prob-

lems of urban life—have fled to suburbia and exurbia.

This leaves cities in an untenable position. The tax base decreases as the city ages and the need for city services increases. For these reasons many cities have sought to combine duplicative municipal functions with nearby suburbs, who have the opposite problem—increasing population and a less rapidly advancing tax base.

Indianapolis Merger

In one notable case, the City of Indianapolis and its nearby Marion County suburbs have entered into a partial consolida-

tion to solve municipal problems. Other regional consolidation agreements have been reached around Baton Rouge, La.; Nashville, Tenn.; Virginia Beach, Va.; Jacksonville, Fla.; Carson City, Nev.; Juneau, Alaska; and Columbus, Ga.

This kind of consolidation has been rejected in several areas, basically due to suburban resistance. But the census of 1970 shows that people continue to move toward the unprepared suburbs, and that may presage a day when the suburbs will be forced to call on the cities for essential aid.



Pier Collapse Causes Damage

The pier leased by the Harry Lundberg School of Seamanship Lifeboat School in Brooklyn's Mill Basin collapsed last month causing extensive damage to lifeboats and other school equipment. A section of Brooklyn's famed Flatbush Avenue, bordering the pier, also was carried away into the basin. Six steel-hulled lifeboats were crushed and sunk by tons of falling earth and stone. A floating drydock and a lifeboat tender barge were heavily damaged. The pier was used to train Seafarers to qualify for U.S. Coast Guard lifeboat tickets.

'39 Law Restricts Barges in '70

Washington

A bill that would modernize cargo exemptions in barges on lakes and inland waterways is pending in the U.S. Senate. The measure has already been approved by the House of Representatives.

O. William Moody, SIU representative on the board of the AFL-CIO Maritime Trades Department, recently testified in favor of the bill at a hearing of the Surface Transportation Subcommittee of the Senate Commerce Committee.

Paul Drozak, SIU representative in Houston, Tex., appeared with Moody.

Moody said the bill will do three things:

- It will permit the mixing of regulated and exempt cargoes in a single towboat without loss of exemption.

- Require publication of rates on all dry bulk commodities and thereby correct some



Paul Drozak

Senate Asked To Update Regulations



Bill Moody

existing inequities in regulation between rail and water carriers.

- And provide a cutoff date for the legislation in order to force a thorough study of water carrier operations.

"If this bill is enacted," Moody said, "the inland waterways transportation industry will be able to make full use of its advanced technology to the benefit of the shippers and consumers."

This, in turn will allow the industry "to continue its important contribution to the movement of goods in this country, where the demand for transportation continues to outstrip our national capability to provide high-quality, low-cost facilities," Moody said.

He said that passage of the bill was of great concern to inland boatmen because, "the jobs of these inland boatmen and their economic future are tied to the economic future of this industry."

Further, according to Moody, "the inland boat industry is the one section of the entire American water transportation industry that has experienced growth in recent years."

He said that while the industry was growing by 50 percent it was advancing rapidly in technology. At present he said there are 18,611 non self-propelled barges in the nation that require towing for delivery of their cargoes.

Considerable Importance

"Some 80,000 workers are employed on the boats and barges operating on these waterways and another 80,000 are engaged in shoreside supporting capacities," Moody said. "Obviously we are dealing with an industry of considerable importance to the national economy."

Moody said however that time was running out on the cargo mixing provision of existing statutes, which in turn could cause stagnation in the inland waters transportation system.

"Time is so short," Moody told the senators, "that we earnestly urge you to give favorable consideration to (the bill) as passed by the House, without amendment so that completion of legislative action in this session hopefully will be assured."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

September 1, 1970 to September 30, 1970

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	10	5	2	5	5	10	1
New York	125	104	90	66	14	191	76
Philadelphia	14	18	7	7	1	27	28
Baltimore	49	23	22	5	0	134	61
Norfolk	26	24	20	20	4	40	40
Jacksonville	50	38	20	15	3	58	44
Tampa	10	9	9	9	0	15	18
Mobile	50	25	22	8	0	85	35
New Orleans	92	64	78	46	3	159	110
Houston	80	89	61	60	9	149	101
Wilmington	30	61	35	31	2	37	62
San Francisco	81	121	74	82	6	178	122
Seattle	40	32	31	23	11	42	15
Totals	657	613	471	377	58	1,125	713

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	4	5	7	5	7	2	7
New York	107	112	74	69	12	144	146
Philadelphia	7	11	6	2	0	15	22
Baltimore	37	37	21	11	9	87	44
Norfolk	24	26	16	22	6	88	44
Jacksonville	26	43	13	27	6	27	46
Tampa	3	8	5	9	0	8	14
Mobile	33	26	10	7	0	50	45
New Orleans	71	98	49	64	2	125	128
Houston	67	92	50	67	13	75	116
Wilmington	30	47	15	23	4	25	47
San Francisco	74	154	62	111	17	88	61
Seattle	32	37	18	37	11	34	18
Totals	515	696	346	453	87	768	738

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A	Class B	All Groups Class A	Class B	Class C	All Groups Class A	Class B
Boston	2	3	4	6	5	2	1
New York	69	59	49	40	12	95	34
Philadelphia	8	6	1	1	3	16	9
Baltimore	33	16	21	11	9	87	43
Norfolk	15	20	12	16	7	26	35
Jacksonville	21	25	8	9	11	27	32
Tampa	5	4	8	4	0	15	4
Mobile	32	14	9	6	1	70	33
New Orleans	81	42	57	36	1	123	79
Houston	45	46	34	35	29	110	71
Wilmington	17	13	9	16	0	31	28
San Francisco	75	86	48	47	23	81	44
Seattle	33	18	26	10	8	32	13
Totals	436	352	284	237	109	705	426

Proposed Tax Program Would Hurt Workers

Washington

A series of tax proposals by the Administration favors the wealthy, hurts the average worker and does nothing to combat air pollution, according to labor experts.

The Administration proposals would juggle excise and inheritance taxes to gain more revenue and would tax lead additives in gasoline for anti-pollution purposes.

An AFL-CIO representative told the House Ways and Means Committee that a better way to balance the budget is to eliminate tax loopholes which deprive the U.S. Treasury of billions of dollars annually.

Inequitable Extension

Andrew Biemiller, legislative director of the federation said extension of the current 7 percent excise tax on autos and 10 percent tax on telephone calls simply would "continue an inequitable tax for an additional year" and that would be "just as unfair as seeking new sales taxes or higher rates on old taxes."

It is labor's position, he added, "that the sooner the federal government gets out of the sales tax business, the better."

He pointed out that the proposal to accelerate gift and inheritance taxes as a means of gaining revenue would be a

one-time solution of doubtful value. He said the proposal benefits the wealthiest taxpayers at the expense of those not so wealthy.

This proposal represents "a tax policy of indifference toward low and middle income taxpayers and extreme caution when the realm of the wealthy is approached," he said.

Billions Lost

Biemiller said the "most glaring and costly tax dodges" now in the law involve property transferred at death without taxing appreciation in value. He said that loss in revenue attributable to this one tax loophole alone totaled more than \$4 billion.

"Just by closing this one loophole the Administration would gain more revenue than its whole package of tax increase, tax acceleration, and tax reduction postponements," he added.

As for the tax on leaded additives in gasoline, he called it "clearly a license to pollute, if you pay the price."

He suggested that the Administration should be supporting legislation that simply would ban lead from gasoline and thus force the auto industry to come up with a "virtually pollution-free automobile by 1975."



Towboat skipper Warren Fox stands on the *Western Comet* (Western Transportation) in Portland, Ore. Elevated pilot house permits Capt. Fox to see over barges *Comet* has in tow.

A very important part of the *Comet* crew is Eva Bender, a member of the IBU, who is the ship's cook.



Bob Callierate, a member of the SIU-affiliated Inland Boatmen's Union, hauls on a line, while mate Ray Baker stands by at the winch. The *Comet* has two watches made up of a captain, mate and boatman.

Barges Move Cargo Of the West

Barging is the prime source of cargo movement on the Columbia and Willamette Rivers in Oregon, and the widespread use of barges have brought the towboat industry into prominence in the Far West.

One typical towboat, the *Western Comet* (Western Transportation Co.) is manned by a crew from the Inland Boatmen's Union.

Watch standing is a 12-hour duty for the boatmen. IBU members work two weeks and get a week off. And those are seven-day work weeks.

The work is hard: tying and untying empty barges; lashing in full

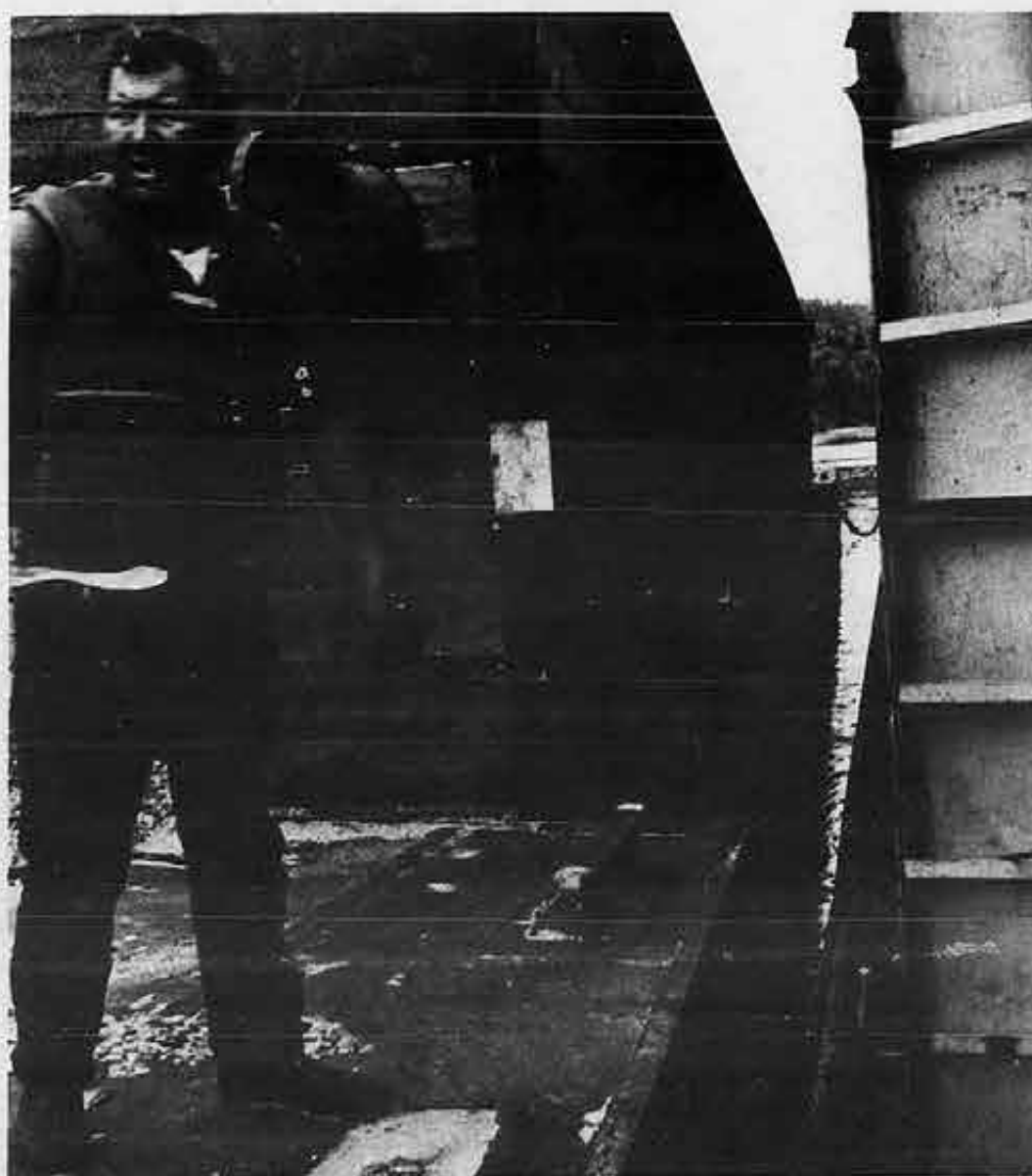
barges, and dropping cargoes off at river plants.

But crew quarters are comfortable and Cook Eva Bender provides good hearty food for the rugged boatmen, as the *Comet* continues its endless sweep up and down the river with barges in tow.

The odd-looking towboat, one of six in the Western Transportation fleet, with its elevated wheel house, provides a vital link between the sea and the interior of Oregon and Washington.

The *Comet* hauls the barges anywhere there is work to be done.

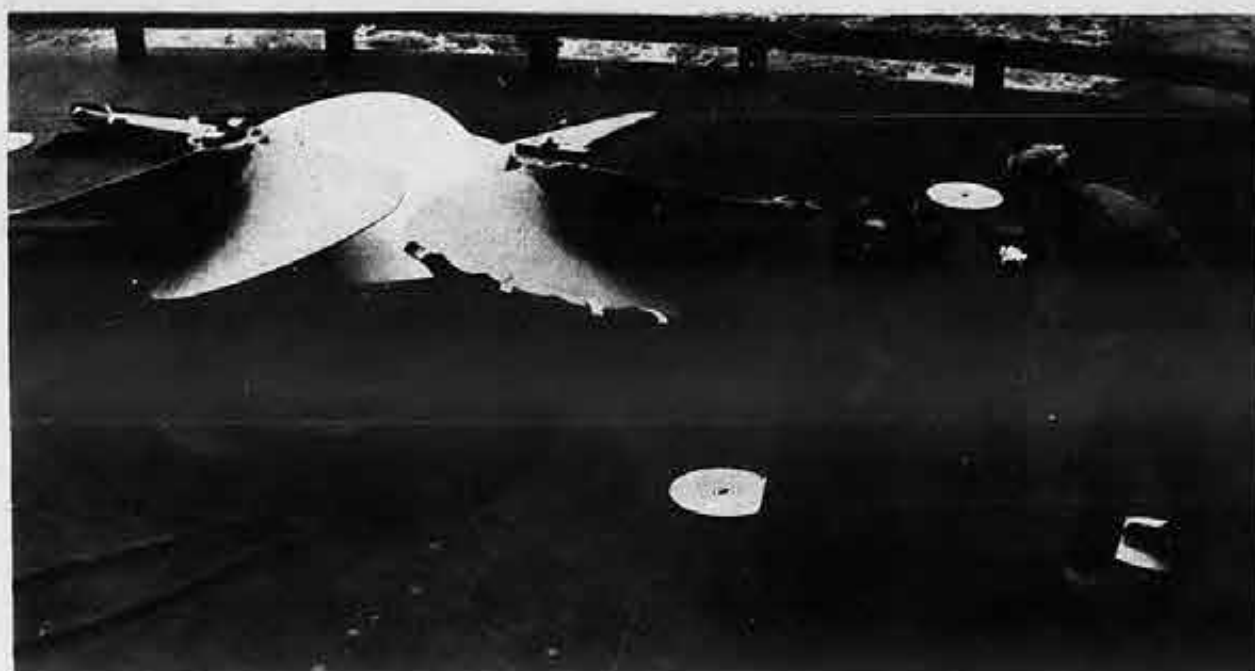
Captain Fox eases *Comet* around Portland Harbor to begin picking up barges for downriver trip. Crane in background is at Portland Public Docks.



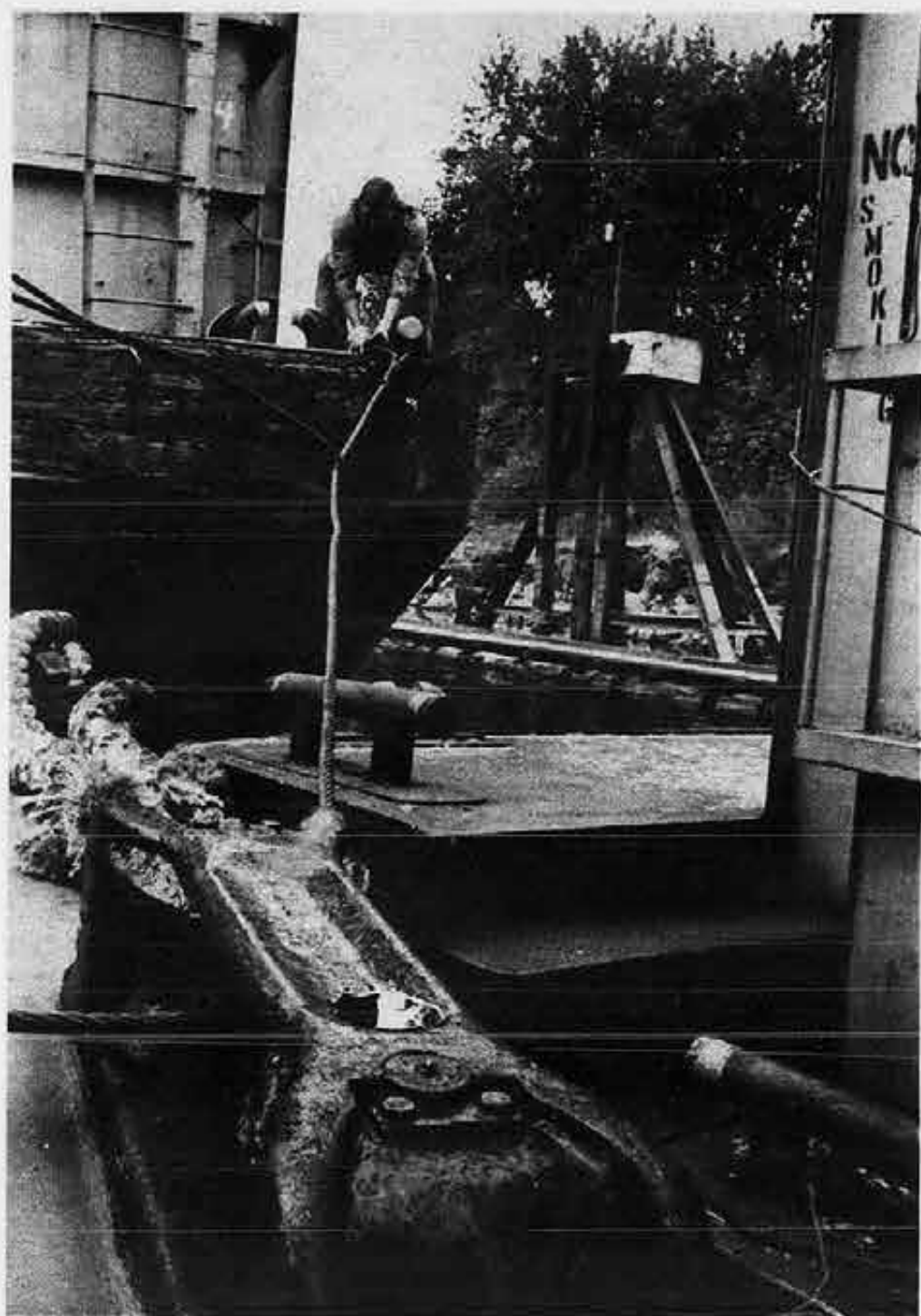
Mate Lester Hopper stands at the prow of a barge to be coupled with barge at right for trip to Lake Oswego. He wears microphone to keep in constant contact with bridge while crew is out of sight below pilot house.



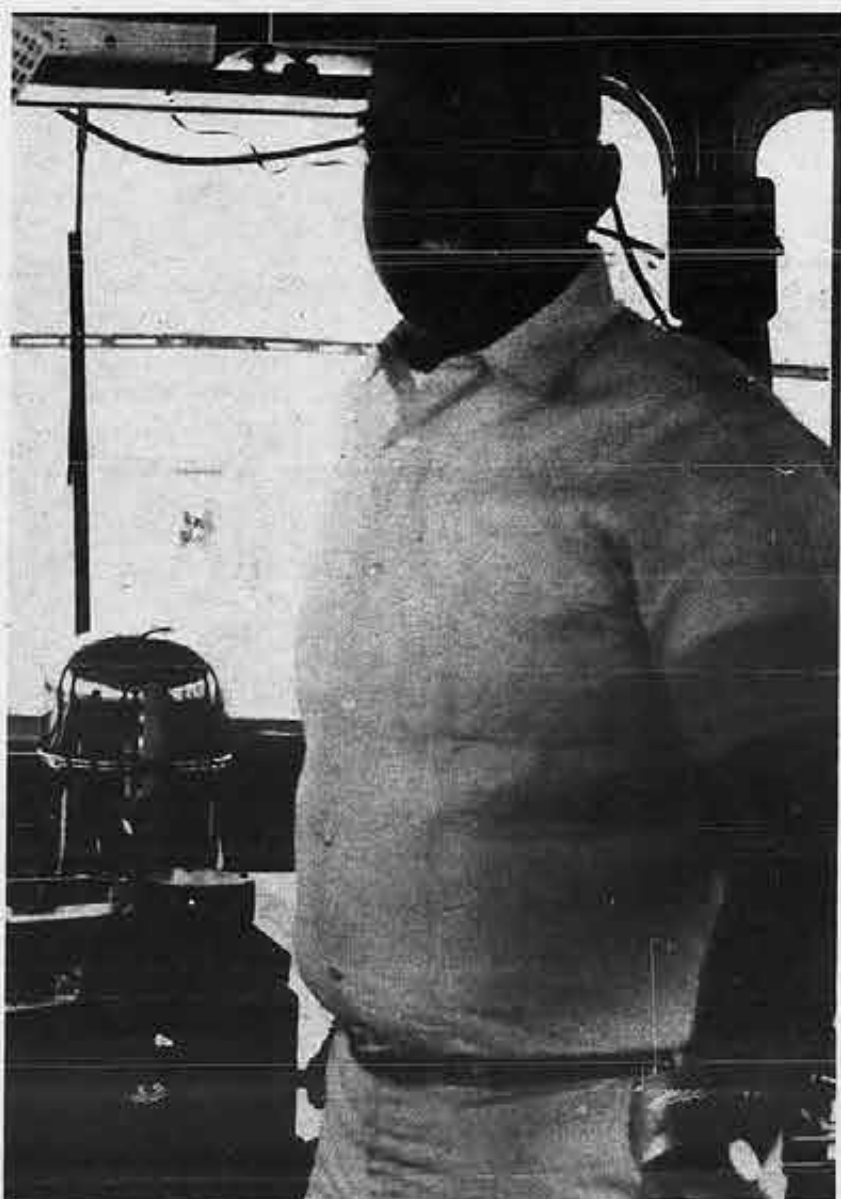
Machinery maintenance aboard *Comet* is done by Engineer Lester Fallon, who attends a winch while spare propeller lies on deck, ready in case of emergency.



Edward Roles, right, an IBU member, helps mate Lester Hopper lash new barge onto *Comet's* growing collection of empty tows. The towboat will later drop barges off at river ports and factory sites.

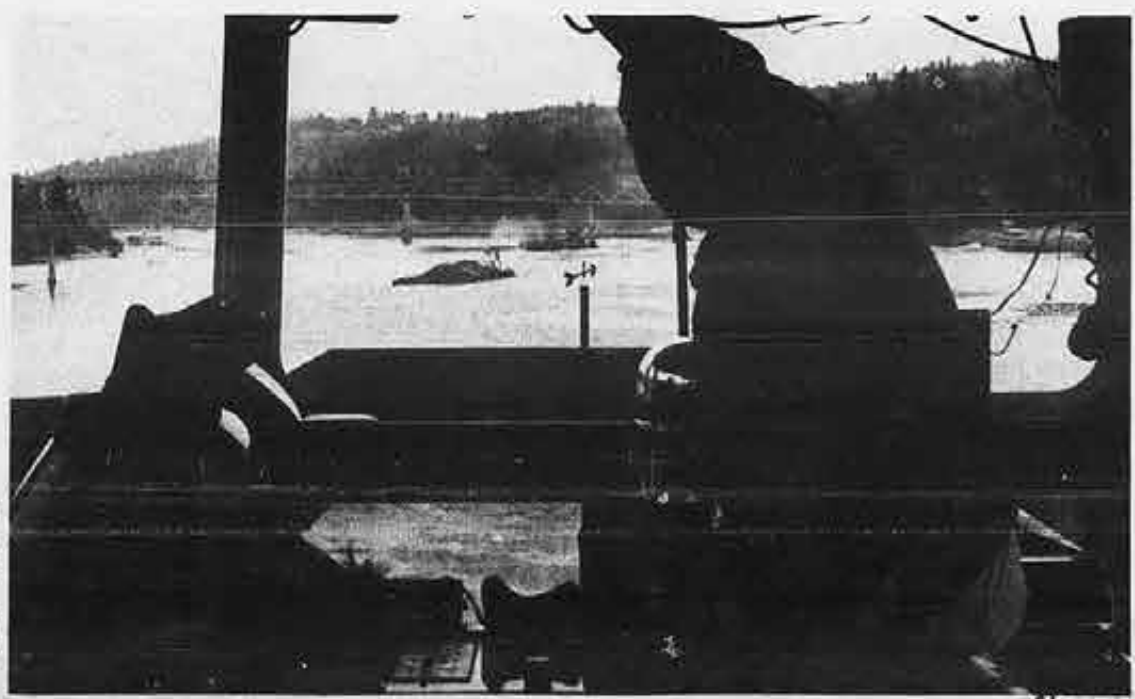


At Lake Oswego, Edward Roles frees empty barges from tow line. Wood chips from lumbering operations near lake will be towed to paper plants farther down river by *Comet* which is owned by subsidiary of paper company.



Capt. Bernard Lee takes over on the bridge from Capt. Fox. *Comet* will continue down Willamette and Columbia to Astoria where it will drop off wood chips at its parent company plant. *Comet* handles a variety of other cargoes as well.

Mate Lester Hopper signals a gravel barge that the *Comet* will pass to starboard. Hopper, steering towboat while Capt. Fox is off the bridge, will direct boat under the Selwood Bridge. Arrow on prow of the towboat is ship's wind vane.



First Class All the Way



Where Was Joe Curran?

While the Seafarers International Union and the 42 national and international unions affiliated with the AFL-CIO Maritime Trades Department have been working for years to promote many of the benefits encompassed in the Merchant Marine Act of 1970, National Maritime Union President Joseph Curran has been leading the ranks of the opposition.

Officials of Curran's organization, the Labor-Management Maritime Committee (LMCC), termed the Act a "grotesque bill" as it was presented by the House Merchant Marine and Fisheries Committee.

"We cannot and do not support the abortive provisions introduced into the legislation by the House Merchant Marine and Fisheries Committee," the LMCC's co-directors, Earl Clark and Hoyt Haddock, wrote in a letter to Senator Russell Long, chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee. Haddock is executive director of the AFL-CIO Maritime Committee, which is headed by Curran.

Curran's attacks took two rather ironic paths. First, he opposed the "buy-American" section of the Act which calls for all components of all American-flag vessels to be constructed in the United States. He plugged for giving American-flag subsidy privileges to ships constructed in foreign yards.

Second, he opposed the "grandfather clause" of the Act which provides a system under which American-flag ship owners who also operate ships under foreign flags would have the opportunity to receive the subsidy benefits of the new Act providing they immediately "freeze" their foreign fleets at their present level and then phase them out completely within 20 years.

Curran, in the *NMU Pilot*, attacked the SIU for supporting this grandfather clause in the Act.

The "grandfather clause," as adopted in the final bill, applies to all American-flag ship operators, except the liners. As a result of the grandfather clause, an inducement has been offered to the American ship owners to end their foreign-flag operations and expand their U.S.-flag business.

If this provision results in an increase in American-flag vessels, it will mean more jobs for American seamen—jobs that were not available before.

But Curran opposed the grandfather clause. He said in his column in the July, 1970, *NMU Pilot*:

"Our job will be to fight the grandfather clause all the way."

Curran was equally blunt in his demand that American-flag operators be allowed to build their ships in foreign yards.

"We can see no reason for the American shipbuilding industry to be allowed to play dog in the manger at the expense of the American merchant marine," he wrote in the May, 1970, *NMU Pilot*. "Shipbuilding can get all the protection it needs and all the work it can perform while still permitting American operators to get vessels built for American operation in foreign yards."

In arguing the case favoring foreign shipyards over American shipyards, Curran wrote: "The (American) shipbuilding industry has more work than it can handle."

Just a month later—on June 23—U.S. Maritime Administrator Andrew E. Gibson told members of the Seapower Subcommittee of the House Committee on Armed Services that of the 56 American shipways for 600-foot ships, 21—or more than a third—were unoccupied at the end of April, 1970.

"One year from now," he told the committee, "30 ways out of 56 or 54 percent are scheduled to be occupied." This means that nearly half will be empty.

Just as American-flag fleet will be modernized through the Merchant Marine Act of 1970, the American shipbuilding industry is increasing its capacity to produce quickly and effectively the new ships that will be constructed under the provisions of the Act.

To promote foreign construction of American-flag ships is to promote a "runaway" shipbuilding industry, a condition that would produce the same damaging effect upon the American maritime industry, and particularly shipyard workers, that the "runaway" flag fleet has inflicted over a period of a quarter of a century on American seamen.

As a union officer representing maritime workers, it seems that Curran's responsibility is to push for the protection and expansion of job opportunities for U.S. maritime workers.

Obviously his stand on the grandfather clause and on the building of ships for the American-flag fleet do not carry out this responsibility.

Maritime Bill Receives Resounding Approval

(Continued from Page 3)
extension of the tax-deferment construction program to operators in the noncontiguous trades.

"This bill is exciting to Hawaiians," he said. "It can

have the effect of halting the ever-rising cost of living for Hawaiians and help us revive the economy of a large portion of the state.

"And it means we will have done this without weakening the protection provided for our domestic shipbuilding industry," he added.

Senator William B. Spong (D-Va.) likened adoption of the Merchant Marine Act of 1970 to the launching of a new ship. "In this case," he said, "I am hopeful that the comprehensive legislation before us will lead to the launching of a whole new era in our merchant marine history."

"Years of neglect and a basic failure to understand the nature and requirements of our role as a major sea power has led to our present dismal status among the seafaring nations of the world."

Republican Senator Mark Hatfield of Oregon, in supporting the Act, said that "we must not let our ship repair yards wither and die, for they have made tremendous contributions to our economy."

And Senator Robert Griffin, Michigan Republican, summed up the feeling of many senators when he said:

"All of these provisions will result in the rebuilding of the fleet at the least cost to the government and to the ship operator."

Senators Long, Magnuson, Griffin, Norris Cotton (R-N.M.) and John O. Pastore (D-R.I.) served the Senate on the House-Senate Conference Committee. Representing the House were Congressmen Edward A. Garmatz (D-Md.), chairman of the House Committee on Merchant Marine and Fisheries; Thomas N. Downing (D-Va.); Frank M. Clark (D-Pa.); William S. Maillaird (R-Calif.), and Thomas M. Pelly (R-Wash.).

House OKs State Tax Limitation

Seafarers may soon discover they no longer face the possibility of paying payroll taxes to several more states than the state in which they live.

The Seafarer who lives in one state, works on a ship registered in another and loads cargo in still a third, now faces the threat of being taxed three times. Or, he may have to pay taxes to two states and file an information return with the third.

Legislation designed to correct this unfair situation of "taxation without representation" has recently been approved in the House. However, the bill doesn't eliminate entirely the prospect of paying income tax to several states.

Originally the House bill applied only to interstate transportation workers such as over-the-road drivers, airline pilots and railroad workers. Congressmen argued that Seafarers are already protected by other existing laws.

Rep. Thomas M. Pelly (R-Wash.) however, insisted that Seafarers are not fully protected by any other laws and should be included under the law.

The Pelly Amendment was accepted by two committees reviewing the proposed legislation and was included in the bill the House passed. It now goes to the Senate.

A similar bill has been introduced in the Senate and has been endorsed by the SIU and other concerned unions.

The Senate bill clarifies the basic power of states to tax nonresidents. It eliminates loopholes by stating that only two states can claim any form of income or withholding taxes from interstate transportation workers—the state of residence and the state in which the employee earns 50 percent or more of his annual income.

Letters

Thanks for Help

To the Editor:

I want to thank the SIU for the letter expressing your sympathies and condolences on the death of my husband William Thiemonge. I sincerely appreciate your kind words and the help and assistance given to me by the Baltimore office during this period.

Sincerely,
Winifred M. Thiemonge
Baltimore, Md.

Arabic Stops Log

Neither rain, nor snow, nor sleet, nor gloom of night can stop the mails, but they may have a little trouble with Arabic.

A package of copies of the July 1968 Seafarers Log recently arrived at the Log office with notations written in Arabic. They had been destined for the crew of the Penn Carrier which was to dock in Kharg Island, Saudi Arabia.

Whatever those Arabic markings say, they mean that the crew of the Penn Carrier didn't receive the July 1968 Log, and they mean that it took postal authorities more than two years to return them to the point of origin.

Saudi Arabia doesn't get much rain, snow or sleet so it must have been a gloomy night that caused the slip-up in the mail.

ILLEGAL DONATIONS

Seafarers to Fight Federal Indictment

WASHINGTON (AP) — The AFL-CIO Seafarers' International Union vowed today to wage an all-out fight, "financially and morally," against federal indictments charging the union and its officers with illegal political donations.

"We know that if the Seafarers have no voice in the halls of Congress that we will very soon lose all the things that we have fought so hard to obtain over the years," said the union's secretary-treasurer, Al Kerr, one of the indicted officials.

LABOR San Francisco, Calif.

Seafarers target of attack on political

The Seafarers International Union, indicted by a Federal Grand Jury in Brooklyn for making allegedly illegal political contributions to both Democrats and Republicans, is aggressively fighting the charges.

As the first step, The Seafarers Log, official Union publication, carries a four-page dealing with the charges and including the entire 17-count indictment.

The indictment is based upon allegations made by the Department of Justice, under Attorney General John Mitchell. It is contended that the SIU conspired to make political donations in violation of Federal rules covering campaign contributions.

APPROXIMATELY 1200 Seafarers at the general membership meeting in Brooklyn voted without dissent to "fight the action through all legal methods with all the strength at the Union's disposal."

The 17-count indictment, which the Justice Department took to the Grand Jury after 18 months, charges that the Seafarers' Political Activities Donations (SPAD) gave \$20,000 to various groups supporting the Humphrey-Muskie ticket in the 1968 Presidential election year, and another \$20,000 contributed to Republican campaign committees, were in violation of Federal law.

It also accuses the Union and many of its officers of conspiring to spend \$750,000 for political action in Presidential, Senatorial and Con-

UNION Springfield, Mass.

POLITICAL DONATIONS

Seafarers Vow All-Out Fight On Indictments

WASHINGTON (AP) — The AFL-CIO Seafarers' International Union has vowed to wage an all-out fight, "financially and

flag merchant fleet," the union said.

"When you get into the scrap like this, you're bound to make enemies. They're the ones who would like to sink the merchant marine," it said.

The union has long lobbied for legislation for federal subsidies for American-built and operated merchant ships, and sought federal rules restricting the practice of some U.S. firms of registering and operating their ships under foreign flags in order to escape higher U.S. wages and

dues are obtained from foreign seamen on U.S. vessels.

ALL of the contributions cited in the indictment, SIU says, were reported to the Department of Labor and to the clerk of the House and Senate as required by law.

However, the indictment alleges that receipts and documents were submitted to seal the contributions.

Among the nine defendants named in the charges: President Paul Hall, Secretary-Treasurer Al Kerr, Philip Carlip, the Union's legislative representative in Washington.

The Log, in reporting the indictments, declared: "We believe the case poses to all political activities segments of the trade movement."

A YEAR AGO when time labor was driven to bring modern ships, in

LABOR REVIEW Minneapolis, Minn.

Council Hits Move by Mitchell to 'Silence' AFL-CIO Politically

CHICAGO — U.S. Attorney General John Mitchell "is seeking to silence the American trade union movement for purely political purposes," the AFL-CIO declared.

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federal grand jury in Brooklyn, last month handed

Unions Continue to Criticize Political Indictment of SIU

Trade unions are continuing their attacks upon the Justice Department in support of the SIU in actions stemming from grand jury indictments accusing the SIU of making contributions to both Republican and Democratic campaigns in 1968 in violation of federal regulations.

The International Executive Board of the 500,000-member American Federation of State, County and Municipal Workers (AFSCME) adopted and distributed a resolution in which they held that:

"The grand jury indictments of the Seafarers International Union, AFL-CIO, on allegations of irregularities in the union's political action expenditures should stand more as an indictment of the Department of Justice than of the Seafarers Union."

The AFSCME leaders expressed "firm belief in the integrity and probity of the SIU, its officers and its political action policies," and condemned the Justice Department action as "reflecting more interest on the part of the Attorney General in persecution rather than prosecution." AFSCME pledged "all possible support" to assist the SIU against the "unjustified and politically-motivated charges."

Owen P. Kelly, assistant general secretary-treasurer of the Plumbers Union, cited AFL-CIO President George Meany's recent declaration that Attorney

Labor Attacks Mitchell On Its Political Rights

CHICAGO—The executive council of the AFL-CIO accused Attorney General John N. Mitchell on Aug. 4 of seeking to silence the American trade union movement for purely political purposes.

The council's charge was contained in a statement in defense of the Seafarers International Union, which, along with eight other unions, was indicted in June by a Federal grand jury in Brooklyn for an alleged conspiracy to make political contributions in violation of Federal law.

The indictment, the council noted, charged, among other things that in the national election 1968 the seafarers union, through its Political Activity Donations account, contributed a total of \$200,000 to Republican campaign

in connection with Federal elections. As a result, it said, many national and international unions have formed separate committees to collect voluntary dollars from members and supporters to be used

AMERICAN LABOR

Intimidating of Basic Rights Seen In Seafarers' Indictment

Calling the recent indictment of the Seafarers' International Union of North America "a device to coerce working men and women and their unions to forego their basic Constitutional rights," the AFL-CIO Executive Council declared that the Justice Department is attempting to "silence" the trade union movement in this country.

General John Mitchell is attempting "to silence the American trade union movement for purely political purposes" through the attack on the SIU.

Kelly, in his column in the union's official publication, the *UA Journal*, wrote that Meany's words "focused attention on a major onslaught being pressed against the constitutional rights of unions and working people."

"The ultimate shame of our nation would be to have an Attorney General who makes speeches about 'law and order' and the need to respect our judicial processes, while carefully choosing who will be harassed, who will be indicted, and who will be allowed to act with impunity. It is something for all of America to worry about."

The indictments against the SIU were based on records of contributions and distributions of funds of the Seafarers Political Activities Donations (SPAD) which have been publicly reported to the clerks of both the House of Representatives and the Senate, as well as the Department of Labor.

As shown on this page, both the public and the labor press have been reporting the story of the SIU's battle against the Justice Department action.

The SIU and its president, Paul Hall, pleaded innocent this month to the charges. Lawyers in the case were given 60 days to file pretrial motions.

SUMMIT COUNTY LABOR NEWS Akron, Ohio

SIU Indictment Assailed As Move To Gag Labor

Atty. Gen. John Mitchell "is seeking to silence the American trade union movement for purely political purposes," the AFL-CIO declared.

In an unanimously adopted statement the federation's Executive Council asserted "we will not be cowed. We are going to continue to exercise our basic rights and we are going to the defense of those labor organizations which become the chosen target of the Justice Dept."

At a press conference, AFL-CIO Pres. George Meany said the labor movement "won't be intimidated," by

women and their unions to forego their basic constitutional rights." It said the reasons of Mitchell, Administration's "key politician," were "not hard to discern."

Labor's involvement in the 1968 presidential campaign, its fight to

violate the prohibition against using union dues monies for contributions to federal candidates."

American workers have the right "to associate together to make their voice heard in federal elections," they have the right to make voluntary contributions to political activity funds, and their unions have the right to convince the members that such contributions are vital to safeguard their interests, the council declared.

AFL-CIO Assails Appointees

Washington

Lane Kirkland, secretary-treasurer of the AFL-CIO, has assailed the Nixon Administration's removal of Frank McCulloch from the chairmanship of the National Labor Relations Board.

At a testimonial luncheon for McCulloch, Kirkland pointed out that the AFL-CIO was extremely unhappy at the manner in which the Nixon Administration relieved McCulloch only a few months before he was due to retire and put in his place a management-oriented labor relations lawyer, Edward B. Miller, who already has given a conservative flavor to NLRB decisions.

"We feel deep regret and some apprehension at the way in which this was done," Kirkland said. He added there "was concern for the consequences of McCulloch's replacement," consequences which, he said, "may be painful to American workers."

Management Careerist

The AFL-CIO has opposed Miller's appointment to the NLRB.

President George Meany said that organized labor did not believe the board should be composed of men with close ties either to management or unions. Miller, Meany said, has spent his entire professional career in the service of management.

President Nixon followed the appointment of Miller by nominating another Republican,

Ralph E. Kennedy, to fill the fifth spot on the Board. Kennedy has been described by labor lawyers as "exceptionally poor." His expected confirmation will give Republicans a three to two majority over the Democrats on the board.

Labor's concern over the composition of the board comes at a time when the NLRB is handling a record number of cases every quarter.

Record Caseload

The board reported that during the April-June period this year, it received 9,452 cases of all types—the highest ever for a three month period in its 35-year history.

The record number resulted largely from the high number of unfair labor practice complaints, numbering 1,060 more than were received in the same period last year.

Complaints against employers reached a total of 4,070 of which 1,763 were filed by AFL-CIO affiliates. Complaints against unions totalled 2,164, one-fourth of which were secondary boycott charges.

During the same three month period the NLRB conducted 2,100 collective bargaining elections in which 57 percent were won by unions. AFL-CIO unions won a majority in 661 elections and lost 586.

As a result of the heavy inflow of cases, the NLRB had over 11,500 cases pending at the end of June.

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 list carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

BARBER EQUIPMENT—Wahl Clipper Corp., producers of home barber sets. (International Association of Machinists)

CIGARETTES—R. J. Reynolds Tobacco Co., makers of Camels,

Winston, Salem, Tempo, Brandon, Doral and Cavalier cigarettes. (Tobacco Workers)

CLOTHING—Siegel (H.I.S. brand) suits and sports jackets, Kaynee boyswear, Richman Brothers mens' clothing, Swell suits, Wing shirts, Metro Pants Co. products, and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing Workers)

Judy Bond Blouses. (Ladies Garment Workers)

FLOUR MILL PRODUCTS—Pioneer Products, San Antonio, Tex. (Brewery and Flour Workers)

FURNITURE—James Sterling White Furniture Co., Brown Furniture Co. (Furniture Workers)

Economy Furniture—Bilt-Rite, Western Provincial and Smithtown Maple. (Upholsters)

LIQUORS—Stitzel-Weller Distilleries products—Old Fitzgerald,

Cabin Still, Old Elk and W. L. Weller brands. (Distillery Workers)

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved—covering 2,000 workers)

PRINTING—Kingsport Press, "World Book" and "Childcraft." (Six unions involved) Britannica Junior Encyclopedia. (Allied Printing Trades)

RANGES—Magic Chef, Pan Pacific Division. (Appliance Workers)

SHOES—Genesco Shoe Mfg. Co., shoes by Sentry, Cedar Chest, Staler, Jarman, Johnson & Murphy and Crestworth. (Boot and Shoe Workers)

SPECIAL—All West Virginia camping and vacation spots. (Laborers)

TOYS—Fisher-Price toys (Doll and Toy Workers)

VALVES—Stockham Valves and Fittings Co., Inc. Birmingham, Ala. (Steelworkers)

seafarers



ACTION LINE

The following question dealing with the Vietnam War Zone Bonus was referred to union headquarters by Seafarer Samuel W. McDonald, ship's secretary-reporter aboard the Seatrain Maine (Seatrain Lines).

Question:

"We would like to have an official clarification of the tax status of the war bonus paid to Seafarers sailing in the Vietnam area."

Answer:

The war area bonus received by merchant marine personnel serving on ships operating in the Vietnam bonus zone is taxable.

Reference:

Executive Order 11216, April 26, 1965; and official U.S. Treasury Department report.

In response to Brother McDonald's question, the Union contacted the U.S. Internal Revenue Service, Office of International Operations. The Union was informed by the IRS that Executive Order 11216, April 24, 1965, limits the tax exemption on combat pay only to active duty members of the armed forces of the United States.

Since members of the U.S. merchant marine are not active members of the armed forces of the United States there is no provision for extending the tax exemption on war zone pay to them, even if they are sailing aboard ships operating in a combat zone.

Therefore, it is the official position of the Internal Revenue Service that the 100% wage bonus paid to Seafarers sailing in the Vietnam combat zone must be reported in full on a Seafarer's income tax return.

Any Seafarer who has not reported wages received in the form of the war zone bonus can still file an amended income tax return and report the gross amount he received.

Failure to report the war area bonus on an income tax return may subject the Seafarer to fines and or other penalties.

It is suggested that if any SIU member needs assistance in the filing of an amended tax return, he should contact the nearest office of the U.S. Internal Revenue Service.

House Votes Help to Service

Washington

The House of Representatives has passed a bill providing government assistance to the United Seamen's Service.

The assistance will be provided in the form of government paid travel for USS employees and establishment of facilities for the use of American merchant seamen in foreign ports.

Rep. Edward A. Garmatz, sponsor of the bill, said the measure will provide the same benefit to USS which is presently given the USO, an agency which restricts its accommodations to military personnel.

Congressional action was needed, Rep. Garmatz said, because an executive order providing the same assistance had expired.



The Brotherhood of the Sea is illustrated by the Bonefont brothers aboard the Overseas Ulla. Raphael, left, and David are graduates of the Harry Lundberg School of Seamanship. Other union brothers in their family are their father Felix, brothers Joey and Felix, Jr., and "about 45" cousins and uncles. (Left photo)

Aboard the Overseas Ulla

Luis Martinez, pours coffee for Peter Pantoja as they await their first trip aboard the Overseas Ulla. Martinez, 18, is sailing as a third cook and Pantoja, 18, as a BR. Both graduated from the Harry Lundberg School of Seamanship at Piney Point a week before shipping out.



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SEAFARERS LOG

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



**New Course
To Assist
Bad Readers**
See Next Page



**To Get Young
Men Ready
To Go To Sea**
See Page 22

Building Blocks For A Better Union



**SIU Members
Learn About
Their Union**
See Page 17



New Program Helps Increase Reading Skills

by Charles Svenson
Log Staff Writer

A recent national survey revealed this jarring statistic: At least 13 percent of the population over the age of 16 "lacks the reading ability necessary for survival."

That estimate may be conservative. An earlier study conducted by Harvard University suggested that as many as half the adults of this country "do not read well enough to master ordinary reading materials."

Whatever the figure, the problem is a serious one. There is no way to estimate the loss of national productivity that can be blamed directly on functional illiteracy. And there is no way to measure the individual pain and discomfort of the nonreader. But the loss must be enormous, and the pain very real.

Recognizing the problem, the Harry Lundeberg School of Seamanship at Piney Point has set out to do something about it.

Experience over the past three years has shown that about one out of every six trainees has some reading problem serious enough to affect his ability to understand the training materials used at the school.

Until recently, instructors in the various areas of training have worked with these trainees with the immediate objective of helping them to pass the written Coast Guard examination for their lifeboat endorsement.

Preparing for Advancement

This was not enough. If the trainee was to be given a sense of self-responsibility, if he was to be given the tools to prepare him for advancement to more responsible jobs aboard ship, something more was needed.

That something is a remedial reading program, staffed and under the direction of professional college-trained reading counsellors who are provided with the most up-to-date teaching aids and classroom facilities.

The program at the Harry Lundeberg School of Seamanship is under the direction of Miss Hazel Brown, who is also director of the overall academic program at the school. Miss Brown earned graduate and post-graduate degrees from the University of Pennsylvania and has extensive experience as a remedial reading specialist.

Trainees are given a reading examination on their arrival at the school. Those who score below a fifth-grade level are assigned to the remedial reading program for their entire stay at the school.

The major objective of the program is to improve reading achievement of the trainees commensurate with their individual levels of reading expectancy. This broader objective envisions a program which will improve the skills of trainees at all reading levels, not merely those who have serious problems.

Improving Reading Attitudes

Secondary goals include improving attitudes toward reading, broadening the trainees' horizons of interest, and developing an awareness for personal growth through reading.

Each trainee entering the school is unique in many ways. Not only does he differ in age, size, race and background, but he also differs in learning potential.

He has his own rate of learning as well as his own peculiar accumulation of experiences. He differs in his understanding of his own world and how to deal with it. He has his own set of values, and his own understanding of what is important to him, and how he fits into his environment. He differs in his understanding of himself, his self-confidence, and his self-esteem. And he has a distinct way of communicating and relating to others.

Miss Brown believes this individual uniqueness suggests that learning situations should be designed to capitalize on individual differences, rather than ignoring them.

"Learning is unique and extremely personal; one learns from living," she said. "I believe that effective learning is possible only when the learner can relate concepts, ideas and content to his own experiences. He must be able to see the learning process as being meaningful to life situations."

Relating New Ideas

She also recognizes the importance of encouraging the student to deal with familiar concepts and procedures before confronting him with challenges. She explained:

"We want the student to feel comfortable and acceptable. If challenges are too severe, he may feel threatened and insecure, and this can lead to frustration and an inability to learn. When the individual student can relate new ideas and experiences to those with which he is already familiar, he will learn more readily. He will also see himself as a more apt person—a person who can learn and does learn with a minimum of difficulty."

"Motivating the individual to first tolerate the reading situation, and then grow to enjoy it, is a major objective of our program."

There is no evidence that any one method of instruction is uniquely suited to overcome all deficiencies which may occur in reading. Indeed, evidence seems



Reading Instructor Mrs. Eva Nail gives special attention to each of the trainees enrolled in her class. All trainees are given a reading test on their arrival at Piney Point. Those who score a sixth-grade level are provided intensive remedial instruction to improve reading skills.

to indicate that combinations of methods are superior to any one single approach.

The type of reading program used at the Harry Lundeberg School is one in which there is constant selecting and choosing from various sources, approaches and media to meet individual needs.

Using the Dictionary

Word study skills, for instance, are being systematically taught—regardless of the method used—with the aim being to teach functionally. Use of the dictionary is considered essential. Linguistic and phonetic approaches are used when applicable.

Miss Brown considers cooperation between her staff and the librarian necessary to achieve concrete results.

The school library, which is housed aboard the HLSS school ship *Charles S. Zimmerman*, maintains a continuing supply of a wide variety of paperback books and magazines which are available to the trainees.

Miss Brown is convinced that the use of relevant material is important to excite the interest of the trainee and to motivate him. Every trainee must pass a written Coast Guard examination before he will graduate from the school. The trainees understand the importance of passing this examination, and those in the reading class readily accept the idea of using this study material.

Training materials on the duties of seamen in the deck, engine and steward departments are favorably received by the students, as are materials on union education, which is a part of the trainees' curriculum. Letter writing is also used as a reading-spelling device.

How well is the program working? Miss Brown is optimistic:

"In the past six weeks we have observed an improvement in the reading attitudes of our students. Those with a fifth grade reading level have shown great interest and marked improvement. We are on the right track."

Another encouraging sign is the acceptance of the program by the trainees themselves. A number of them, those who scored above the sixth grade level but who feel inadequate in their reading skills, have volunteered for the course.

"What we are doing here," Miss Brown said, "is something previously untried. We are taking young men, most of them school drop-outs, many of them who have lost their motivation, and we are giving them an opportunity to become useful members of our society. We are also giving them the chance to make something of themselves, to achieve a sense of individual pride and accomplishment. The union, through the school, has made available every facility to assure success."



Hazel Brown, director of academic training at the Harry Lundeberg School of Seamanship, works with a student on the reading scanner. Every effort is made to bring the trainee's reading up to the sixth-grade level, the national norm.



SIU members attending a Crew Conference at Piney Point are all business as they ponder a test designed to judge ability to comprehend and utilize English.



The purpose of the testing is to determine reading levels of the members so that instruction materials and publications can be geared to needs of the membership.



A group of Seafarers attending a Crew Conference at the Harry Lundeberg School of Seamanship take part in a reading comprehension test. Administered by the school's department of academic education, the test is designed to evaluate the individual's ability not only to read the English language, but also to understand what he reads. Since the testing program was initiated, Seafarers have consistently shown reading skills far above the national average. Professional educators at the school attribute this to the fact that most seagoing men are voracious readers by nature, and thus improve their comprehension abilities through this process.

Readers at Sea

It shouldn't come as any surprise, but Seafarers seem to have a significantly higher reading level than the national average.

Recent surveys have indicated that the national reading level of the adult population is somewhere between the fifth and sixth grades.

Seafarers attending the SIU Crew Conferences at Piney Point have been given a comprehensive reading test during their stay at the school. Results based on the first 135 tested show an average reading level of somewhere between the eighth and ninth grades.

Experts agree that formal education is no guide to reading levels. College and university officials have been dismayed at the low reading scores of many college applicants. The experts also agree that reading is the key to improving reading and comprehension skills.

Seafarers have always been voracious readers, partly from being so long at sea and partly because of a curiosity nurtured by new experiences. This reading skill explains why seamen, with as little as only four or five grades of formal education, can come out of the forecabin and fireroom and master the complicated examinations for upgrading to licensed officers.



Although Seafarers on the average have less formal education than most Americans, they generally score higher on reading tests designed to judge their ability to comprehend what they read. Recent studies show the national reading level of the adult population is somewhere between the fifth and sixth grades. Those Seafarers participating in the testing program while attending Crew Conferences at the Harry Lundeberg School of Seamanship have averaged a reading level of somewhere between the eighth and ninth grades. Education experts agree formal education is no guide to reading levels and the results produced so far by participating Seafarers would seem to bear this theory out.

High School Program Planned at Piney Point

As part of an ever-widening program of benefits for its members, the SIU has hopes of soon establishing an official General Educational Development (GED) testing center and, eventually, a four-year accredited high school at the Harry Lundeberg School of Seamanship at Piney Point, Md.

GED tests are used by school drop-outs to earn high school equivalency certificates. The comprehensive, five-part test is designed to measure the level of educational achievement through comparison with results on the test of students about to graduate from high school. Emphasis is placed on intellectual power—the ability to comprehend—and critical evaluation.

Application for recognition as an official testing center already has been filed with Maryland officials. The State Board of Education will meet with HLSS officers Oct. 28 before a final decision is reached. The application stressed that the GED center would be available to all residents of the Southern Maryland area as well to Seafarers.

Realizing that many of its members have never finished their formal high school education, the SIU is seeking to provide an opportunity for those interested to attain the equivalent of a diploma.

After studying various programs, it was decided that the GED program was the best offered. However, a few obstacles have yet to be overcome. A Seafarer, by the very nature of his work, is so transient that he would not meet most states' residency requirements for taking the test. Although there are Seafarers 16 years of age who might want to take the test, most states require a candidate to be at least 17 years old. The SIU has petitioned the Maryland State Board of Education to waive the age and residency requirements for Seafarers.

Professional Staff Ready

If approval to establish the center is granted, a professional staff of educators at HLSS, headed by Director of Academic Studies Hazel Brown, is geared to launch a thorough training and testing program.

Facilities, including an impressive, still-expanding library, are ready for use.

A big plus for the Seafarer will be the training and guidance that will be available to him before he even takes the test. The test itself is very demanding. Over 30 percent of those who take it fail. This high failure rate led the SIU to initiate a training program at HLSS for all interested candidates. Through a series of interviews and tests, the professional staff personnel will be able to determine in what areas a prospect may be weak. They can then suggest means of correcting these deficiencies and offer individual and group instruction and guidance. All this will be done to insure that the SIU member has the best possible opportunity to attain the GED certificate.



Mrs. Susan Carey, a member of the academic education faculty at Piney Point, prepares materials which will be used to assist trainees to secure a high school equivalency diploma.

The GED program is not like the "Earn a High School Diploma at Home in Your Spare Time" advertised on matchbooks. The SIU's GED program is operated by the Commission on Accreditation, appointed by the American Council on Education, and composed of leading educators from across the country.

Throughout the U.S., the GED certificate is recognized by employers and accredited universities in the same way as a regular high school diploma.

Accredited High School

The SIU also hopes to receive in the not-too-distant future permission from the State Superintendent of Schools to establish an accredited four-year high school. Officials at HLSS currently are discussing a possible working agreement with the St. Mary's County School District. Projected plans also call for the inclusion of evening courses of study so that adults can brush up on their education.

Support and advice for implementing the two proposals have been received from many quarters. Nearby St. Mary's College and Charles County Community College have extended guidance and expertise in laying the groundwork for the GED center and the high school. Encyclopedia Britannica and its special consultant, former Vice President Hubert Humphrey, have encouraged both ideas and provided guidance. The Superintendent of St. Mary's County Public Schools, Dr. King, has lent his cooperation and encouragement.

The groundwork has been laid, facilities prepared, the program outlined, and the staff assembled. Only approval is needed to get the GED center into operation and the high school well on its way to reality.



Pension and Welfare Director Al Bernstein discusses benefits under the Medicare program with retired SIU members attending the Pensioners' Conference at Piney Point.

All too often when a person retires he is forgotten by the company he served faithfully for many years. He may receive a monthly pension check, but that is usually his only contact with his former employer.

The SIU doesn't feel that way about its retired Seafarers and is doing something about it. To the SIU, a pensioner is more than just a punch card placed in a computer once a month when the pension checks are made out. He is an individual. A man who had to toil long years at a strenuous, often lonely job to be able to enjoy his retirement. As far as the SIU is concerned, retirement is not a phasing out—an Auld Lang Syne. It is a hard-earned right, which carries with it certain benefits.

For this reason the union has initiated a series of week-long Pensioners' Conferences at the Harry Lundeberg School of Seamanship at Piney Point. The conferences are designed to inform pensioners of their rights as retirees and how to get them.

Utilizing lectures, slide presentations and movies, the pensioners are given a thorough breakdown of the benefits they have earned under the SIU's Pension and Welfare Plan. For instance, they are informed that they qualify for unlimited medical aid for the rest of their lives; that their heirs will receive a \$4,000 death benefit; that their dependents still qualify for surgical and hospitalization benefits just as they did when the retiree was an active Seafarer, and that this coverage will continue for six months after his death.

Retirees' Conferences Provide Special Help

They are given a detailed explanation of the requirements and workings of Medicare, Medicaid and Social Security. They are shown where to go and what to do if a problem arises in any of these areas.

Above and beyond this basic educational purpose, the conferences serve as a forum for information and guidance that can help make retired life more pleasant. Caution and safety in everyday living habits are stressed. Simple reminders like gripping a bannister when descending stairs, which may seem facetious to some younger people, can mean a saving of months in bed with an injury to an oldtimer.

The conferences cite the importance of being active in community work. Helping "to get out the vote" for a particular candidate, as an example, can relieve boredom. Retirement, it is explained, is not the time to retreat into a protective shell, but the time to do some of those things there wasn't time to do when working.

Probably just as important as these educational and informative forums, the conferences allow the old salts an opportunity to get together with their brothers in the union and discuss that which they know and love best—seafaring. They also have a chance to keep in touch with SIU activities, to see the tremendous progress being made in the training of young Seafarers, and to witness the growth of their union.

They come from all over the country to attend these Pensioners' Conferences as of their union.

Perhaps the best way to get the feel of any program is to ask one of the participants:

"I'm very enthused and impressed by this program they set up for us here. I've learned some things I didn't realize before and wouldn't have known where to go to find out about. I still can't tell you all about Medicare and stuff like that, but now I at least know where to find out. I'm a sailor from way back—having served in the Navy before joining the SIU. That has been my life. So, I enjoy this quite a bit. I'm especially impressed by what we have down here. Piney Point was . . . well, just Piney Point to me before this trip. It's good to see what the union is doing," said Jim McCloud of Philadelphia.



SIU Members Learn About Their Union

A program unique in the history of maritime unions is underway at the Harry Lundeberg School of Seamanship, and has already proved to be highly successful.

The program is the SIU Crew Conferences. Its purpose is to provide the membership an opportunity to learn more about their union and the maritime industry. Its goal is to make the SIU member the best informed union member anywhere.

The conferences are being held at the union's training center at Piney Point in Southern Maryland, where the Potomac River empties into Chesapeake



Members checking into the motel for the SIU Crew Conferences get a warm and friendly welcome from everyone, including this lovely young lady behind the desk.

Bay. The school combines modern classroom and lecture facilities with a wide variety of recreational activities.

Since the first SIU Conference opened September 14, nearly 200 members from the East Coast, the West Coast and Gulf have attended. Typical of the comments from those members who have taken part in the first five conferences is that made by Felix Van Looy:

"We have gained a whole new insight into our union, its aims and its problems, and we will all be the better for it. I don't see how anyone can come away from Piney Point without an overwhelming sense of button-bursting pride in the accomplishments of our union, and a glowing reassurance for our future."

Members attending the conferences spend ten days at Piney Point, arriving Friday evening and leaving the next following Sunday morning. Saturday and Sunday are devoted to relaxation and recreation, and to becoming acquainted with the facilities of the school.

Conference sessions are held Monday through Friday, four hours each morning, on five basic subjects: labor union history; the SIU contract; pension, welfare and vacation benefits; the SIU constitution; union meetings and shipboard behavior.

Sessions are held aboard the *S.S. Charles S. Zimmerman*, which has been completely refitted as a modern, fully-equipped education facility with classrooms, lecture halls, auditorium and library.

Labor History

Labor union history in the United States is traced from the early Colonial period through the present time, and includes discussions on the Knights of Labor, formation of the AF of L, merger of the AFL-CIO, the International Seaman's Union, birth of the SIU and major SIU organizing drives.

SIU Contract

Discussion on the SIU contract has been geared to provide the members with a thorough working knowledge of the provisions of the Standard Freightship and Tanker Agreements, and to give members an understanding of the problems of negotiating agreements in the maritime industry.

Included in the session on contracts is an examina-

tion of the employment provisions of the Standard Agreement, general rules, department rules and shipping rules.

In addition, facts are presented on the economics of the shipping industry, the legislative efforts of the SIU, and the impact that passage of the Merchant Marine Act of 1970 will have on the union and the ship owners.

Pension, Welfare & Vacation

Discussions on this topic detail the benefits that have been won over the years through collective bargaining. Included is a survey of SIU welfare benefits, the pension program, vacation plan, the SIU clinic, medicare, the U.S. Public Health Service and the scholarship plan.

SIU Constitution

Full discussions are held on the SIU constitution, and there is plenty of time for question and answer periods.

This session is also used for a study of the union's involvement in political activity, including the function of the Seafarers Political Activities Donation, and the implications of the present indictment against the SIU and several top officials for political activity.

Union Meetings

Both shoreside and shipboard meetings are reviewed during these sessions, with special emphasis on the importance of the Ship's Committee.

* * *

But it's not all work for Seafarers who take part in the conferences. There's plenty of time for relaxation and recreation, and there is a wide variety of facilities to please just about everyone.

Every afternoon, members have a choice of boats for a cruise on the waters around the Chesapeake Bay. Available to them are the 65-foot cruiser *Sea Duchess* or the 66-foot yawl *Manitou*, which was used by President John F. Kennedy during his years in the White House. Or, members can take one of the smaller sail or power boats out for cruising or fishing.

"This has been a great experience to me, something I will never forget and something I will pass along to my fellow seamen. I have learned a lot, but I have also enjoyed myself very much."

Jose Lopez, Baltimore

Swimming, card-playing, pool, bowling and other sports and recreational activities are also available. Movies are shown every night on the big Cinemascope screen in the auditorium aboard the school ship *Charles S. Zimmerman*. After the movies, entertainment is furnished in the Anchor Lounge.

Saturday night features an open-air barbecue in the pine forest, followed by a boxing smoker in the recreation building.

The concept of the SIU Crew Conferences is to provide the members of our union with an opportunity to learn as much as they want about their union so that they will be better able to take an active part in continuing to build the SIU to make it still stronger and more effective.

How is the program working? Bobby Lister, who sails in the steward department out of Houston, summed it up for many of the members who have attended the first five conferences:

"My first thoughts on coming to Piney Point were a lot different than they are now. I learned a lot about the history of the SIU and the hardships my brother seamen had trying to build the union we now have. I have learned a great deal about our constitution, and how to really participate in meetings aboard ship. I really enjoyed my stay at Piney Point, and I really think that any of my brothers who miss the chance to come here are going to be missing out on something really worthwhile."



During a tour of the school's library, HLSS President Bob Matthews (second from left) points out to participants in one of the Crew Conferences a valued, age-old manuscript donated to the library.

"After spending ten days at Piney Point, and five of them at school aboard the *Zimmerman*, I found out what the union is really trying to accomplish, especially in regard to the pension plan and the need to train new young seamen."

Charles Hamilton, New York

SIU President Paul Hall talked with members attending the SIU Crew Conferences and discussed the significance of the Merchant Marine Act of 1970. He also discussed the importance of political activity in securing the future of the merchant marine and the job security of members of the Seafarers International Union.



Attending the second conference from New York were: Thomas Howell, James Doren, Abe Botelho, George Yeachle, Joe Blatchford, James Hassel, Neal Van Derlinde, James Hastings, Harold Lowry, Eric Sorenson, Keith Williams and Stephen Jones. From New Orleans: Thomas Lyles, George Anderson, Roland Herbert, Bill Eckert and Gill Dandin. From San Francisco: Kenneth Lynch, John Vorchack, Richard Theiss, Don Thompson, R. Garrett and J. Pollard. From Philadelphia: Tom Reim, Paul Stein, John Wheeler, David Rich and James McHugh. From Mobile: B. Locke, W. Showers, Ruel Moffett, Robert Malone Jr., Darry Sanders and George McCraney.

Paul Stein and Curley Liles take time for a chat during the coffee break at the morning's session on the SIU constitution. The conferences are held in the seminar room aboard the *S.S. Charles S. Zimmerman*.



"Piney Point is a place I have never seen before, but now that I have had the good fortune to come here I can only say that I am proud to be a part of it. Many an oldtimer like myself will be more than proud when they see what I have seen."

Ed Toner, Philadelphia



Crew Conference members listen attentively during a session on the union contract held in the seminar room aboard the *Charles S. Zimmerman*. Five general subjects are discussed during the week-long conferences: labor union history; the SIU contract; union constitution; pension, welfare and vacation benefits, and union meetings.



Members of the first SIU Crew Conferences were: John Ashley, John Black, Paul Honeycutt, Donald Leight, Robert Leight, Oscar Ozer, Harreld Reed, Russell Schwertzer, Richard Smith, Torberg Tonnessen, Francis Warren, Paul Wolf, Jake Levin, Tommy Lynch, Stephen Bergeria, J. C. Woods and George Evans.



Bike riding is another favorite pastime for members attending the Crew Conferences—and it's a good way to get to see the school's facilities located on 54 acres. Here, Torberg Tonnessen and Paul Honeycutt stop to talk with Bob Davis, instructor at the school.



Members attending an SIU Crew Conference line up to make a draw after their arrival at Piney Point. Bill Hall, director of trade union education at the Harry Lundeberg School of Seamanship, is the man with money.



John Vorchack, who sails in the deck department, and R. Garrett, steward department, discuss the morning's subject during a coffee break at the SIU Crew Conference. The two Seafarers from San Francisco attended the second conference.



Charts, slide projections and movies are used by Bill Hall, director of trade union education, and other instructors to provide members attending the SIU Crew Conferences with the most complete picture possible of the programs and problems of the union and the maritime industry.

"I was amazed at the installations, the training facilities and the conduct of the trainees. This is something we have badly needed for a long time. It is a total credit to the Seafarers International Union."

Morris Siegel, New Orleans



Tommy Lynch and Paul Wolf spend a few quiet moments relaxing by the pond during the late afternoon. There is lots of time after the morning conference to take part in recreational activities or to just sit around and talk and take it easy.

Members listen closely during a discussion on pension and welfare benefits. Members attending the Crew Conferences are provided with a wide range of useful information.



"I have heard many things, bad and good, about the HLSS at Piney Point. I am glad I came here. I must admit I made the right decision in coming to the crew conference. Otherwise I would know very little about the organization I am in."

C. Modellas, San Francisco



Members of Crew Conference 3 were: from Houston, J. Brown, P. Ellis, G. Jarvis, B. Lister, J. White and K. Howland. From Baltimore: T. Aleck, C. Jackson, T. Koroke, J. Lopez, J. Markley, W. Stevens and E. Willis. From Mobile: C. Constantine, C. Davis, L. Kyser, N. Steadham, J. McCants and J. Johns. From New Orleans: D. Busby, J. Gorji Jr., M. Siegel, S. Strickland, J. Walan and F. Wall. From Boston: F. Connell. From Philadelphia: E. Kresz, E. Toner, E. Mahoney and I. Concepcion. From San Francisco: H. Spillane, M. Holder, C. Modellas, M. Culp, H. Levine and J. Mitchell. From New York: J. Cronin, C. Hamilton, W. McCallum, W. Matthews, R. O. Mills, B. Simmons, R. Wallace, W. Wilson, E. Sekelle, F. Van Looy and C. McCue.

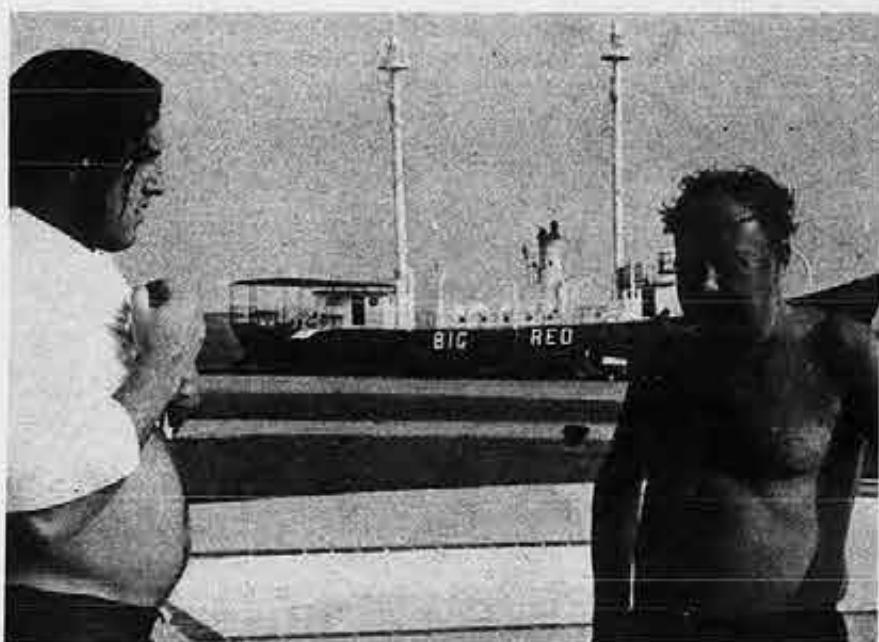


Scouting around the 54 acres of the Harry Lundberg School of Seamanship is a lot easier with these little electric golfcarts as Thomas Howell, Eric Sorenson, W. Showers and George McCraney discovered.

"I have learned many things I did not know before. I have learned about the history of the union; the strikes we have been through; what our contract and constitution are really all about. I think the school here at Piney Point is one of the best things the union has done."
Norwood Steadham, Mobile



Stormy weather never kept a good Seafarer from putting to sea and these members attending a SIU Crew Conference at Piney Point are no exception. They put in a little sailing time on the wind-swept waters of Chesapeake Bay.



Tommy Lynch and Francis Warren relax at poolside on a warm afternoon after attending the SIU Crew Conference during the morning.

A Saturday evening barbeque caps off the week's activities for members attending the SIU Crew Conferences. After the barbeque, there's boxing matches and a movie.



Bob Foster, light-heavyweight champion of the world, who is scheduled to meet Joe Frazier for the heavy-weight title next month, visits with SIU members at the regular Saturday night barbeque. Standing with Foster is Robert "Pappy" Gault, HLSS athletic director and U.S. Olympic boxing coach.

"Piney Point is certainly one of the most advanced seamen's schools anywhere. The conference meetings were very enlightening to me. What I was most interested in was the history of our union from 1938 to now. I never knew how much sweat went into building this union to get what we have now."
Bruce Simmons, New York



Gill Dandiin of Mobile takes careful aim in friendly game of "eight-ball" with Harry Lowry of New York in the recreation hall at the Piney Point training school.

"On the last day of our conference, I found myself wishing it could go on for a few more weeks. I never realized how important Piney Point is to us as Seafarers. It was a home away from home, and we were treated that way."

Frank Connell, Boston



Two Crew Conference members make ready to get under sail for an afternoon's cruise around the waters of the Chesapeake Bay after attending the morning's session.



One of the more popular recreation activities at Piney Point is fishing in the waters around the St. Mary's River. Boats and fishing gear are available for Crew Conference members during the afternoons after they have attended the educational sessions.



"One of the things that really impressed me about the school was the recreational facilities. I made a point of trying as many kinds of boats as I could, but even with going out every afternoon, I still didn't manage to use every one."

Riley Mills, New York

Powerboating in the waters around Piney Point is a popular pastime for members attending the SIU Crew Conferences. A number of small boats, both sail and power, are kept ready for the recreational use of the members.



The Saturday night boxing smoker is one of the highlights of the entertainment schedule for SIU Crew Conference members. The all-pro card is put together by Robert "Pappy" Gault, HLSS physical education director.



Members attending the Crew Conferences and Pensioner Conferences, as well as the staff and students at HLSS, enjoy the all-pro boxing card put together each Saturday night by "Pappy" Gault.



To Get Young Men Ready To Go To Sea

Education is the key word at the Harry Lundeberg School of Seamanship.

Located on the Chesapeake Bay at Piney Point, Md., the school provides professional instruction and practical training to novices in the art of seafaring, as well as providing help to those already in the industry to achieve higher ratings through greater skills.

The school is one of a kind in the maritime industry in the United States. No where else is there a maritime organization that offers professional training for entry ratings.

Operated by the Seafarers International Union, the school annually graduates about 1,000 young men between the ages of 16 and 21 into careers aboard American-flag ships.

For many of these young men, the school is an avenue to a life as a craftsman that was otherwise unattainable. Many come from broken homes or from economically disadvantaged urban and rural areas across the country. The HLSS program, by providing the opportunity for a career at sea, gives these youths a sense of stability and a way to get out of poverty.

They arrive inexperienced. After three months of intensive training they leave as qualified Seafarers.

This has all been made possible by the recent initiation of the HLSS Vocational Training Program, directed by Nick Gullo, an alumnus of the Merchant Marine Academy at King's Point, N.Y.

The first prerequisite for any course of instruction is a suitable classroom. So, the *Claude "Sonny" Simmons*, a former Chesapeake Bay fishing vessel, was converted into a floating school. Her innards were completely remodeled and separate classrooms established.

An audio-visual master control booth was set up. By the flick of a switch, tapes or movies can be broadcast in any particular room.

Closed circuit television is being installed to aid in the classroom instruction. Individual rooms are replete with visual aids and mock-ups of the various components and gear found aboard ship. The latest in machinery and tools have been added as training devices.

The *Simmons*, like HLSS itself, became the first of its kind—a ship designed to provide the beginner with a practical knowledge of the profession he is about to enter.

The vocational program was broken into three distinct courses: the Deck Department, the Engine Department and the Steward Department.



Third cook trainees get individual attention from experienced cooks and bakers during their 12-week training program. When they graduate, the trainees are rated as third cook.



HLSS Engine Instructor Bob Kalmus briefs his class on the importance of staying alert and taking every opportunity to learn while shipping as a wiper.

The courses are administered by professionals in the respective fields—a senior able seaman and two bosuns in the Deck Department class; a chief engineer in the Engine Department class and a chief cook in the Steward Department class. The courses each run for two weeks.

Each trainee gets the chance to try his hand at all different aspects of seafaring, assess his ability and adaptability in each area, and then make an educated choice on the future career that will best suit his talents.

After completing this vocational program, a young Seafarer knows that when he boards his first ship, he will be able to pull his own share of the load.

Also Aids Veterans

The vocational training program also means a break for the veteran Seafarer. No longer will he have to worry that when he sends a new man after an Allen wrench, he'll return with a monkey wrench; or that he will have to take him by the hand to the lathing machine and then teach him how to use it.

No longer will a youngster go aboard his first ship and have to spend the first voyage "learning the ropes." True, he will have to build upon his basic knowledge before he becomes an accomplished Seafarer, but he will have a vast headstart on his counterpart who never went through the HLSS Vocational Training Program. The program has been so designed so that a young man can effectively work as he goes, not learn as he goes.

The training program is comprehensive, encompassing virtually all aspects of seafaring. One recurrent theme in all lectures and presentations is that of safety. Every Seafarer knows the value of following proper safety procedures, just as he knows the tragic results that occur when they are ignored.

Deck Department

The Deck Department course is designed to orient the novice in the basic responsibilities required for the entry rating of Ordinary Seaman.

The subject matter ranges from shipboard organization through the proper method of chipping paint.

Each young trainee, upon completing the course, will be versed in fire fighting, standing watch, docking and unloading, cargo operations and first aid, along with countless other subjects.

This course is supplemented by practical training in safety standards, using fire fighting equipment, tying the wide variety of knots used aboard ship, mooring a vessel, application of first aid techniques and so on.

In short, the next HLSS graduate going aboard a ship as an ordinary seaman will have earned his chance.

Engine Department

The Engine Department course provides the young trainee with a breakdown of the entire engine room of a typical ship, as well as the proper use and care of the machinery.

To help the student identify what makes the ship run, detailed schematics—detailed drawings—of the various engine room components are distributed for permanent reference.

The classroom is bordered on both sides by showcases containing every possible tool found aboard ship. The student is shown each one and instructed in its use.

He is shown how to repair parts and how to "jury rig"—make do—when repairs are not possible.

When he goes aboard his first ship as a wiper, he will have a basic knowledge of that engine room.

Steward Department

The Steward Department course is designed to teach the young men the proper preparation of food and handling of food. He learns the right way to serve meals, is taught how to order supplies.

Practical on-the-job training is experienced in their own mess hall at the Harry Lundeberg School of Seamanship, where every trainee gets the opportunity to serve his fellow classmates. Many also get experience as cooks on training voyages aboard one of the school's vessels.

Other Training

Nor is the vocational program the only training young men receive at HLSS. There are also courses in remedial reading, the working of the SIU, the manning of life boats, and the importance of working as part of a team—which is what a ship's crew is all about.

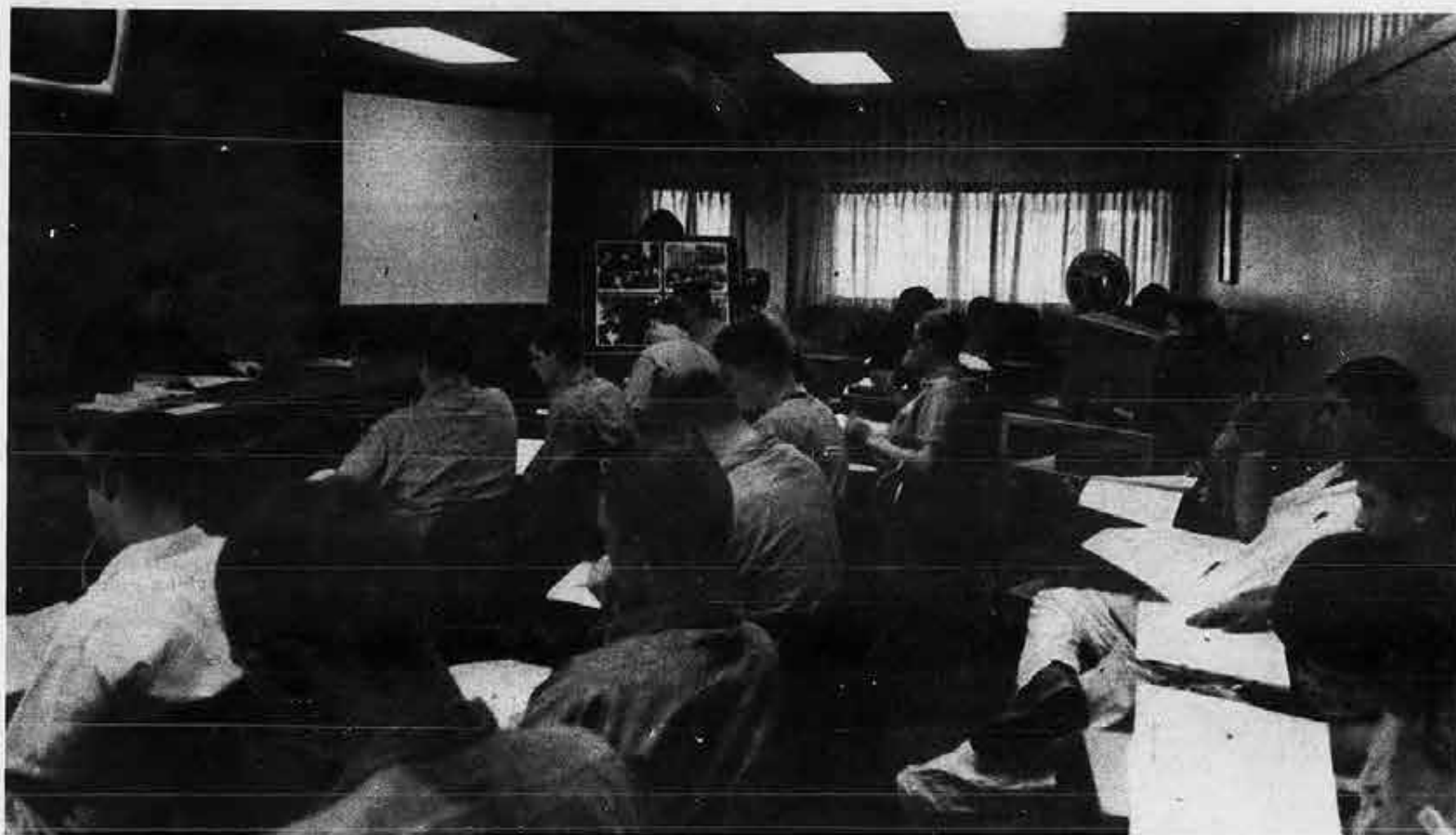
The individual programs are geared to making the young man going to sea for the first time a more qualified Seafarer.



Trainees spend two hours a day in the deck training classroom under the guidance of Instructor Chuck James, who holds a second mate's license.



Trainees study a mock-up of a reefer system as part of their two-week course in basic engine department training. Equipment includes all machines and tools that the new seamen will encounter when they board their first ship.



Trade union education is an important part of the curriculum at the school. Paul McGaharn, deputy director of union education at HLSS, is seen here instructing a class on the meaning and importance of the SIU constitution.

During their two-week training period in engine department instruction, trainees are required to construct a simple tool, such as a clamp vice, using all of the machine tools they will be required to use on board ship.

Deck Instructor Chuck James explains the use of various extinguishers during a class in firefighting. The trainees become thoroughly familiar with all firefighting techniques during their time in the deck training classes.



Lifeboat Instructor James Doran shows trainees in the lifeboat class the proper method for releasing grips. Trainees receive two weeks of intensive instruction in all phases of lifeboat and emergency procedures, including launching and recovery of boats.



Trainees lower away the number one boat from the boat deck of the Claude "Sonny" Simmons during a regular daily lifeboat drill. Lifeboat training at HLSS includes all emergency procedures as well as firefighting techniques.



Trainees View Piney Point

For many young men the Harry Lundeberg School of Seamanship is an escape—an escape to a rewarding career. It is a fight from disrupted homes or financially-poor backgrounds.

For many others it is the fulfillment of a long-time desire—the opportunity for a career at sea.

They come from all over the nation, from all types of backgrounds, from all segments of society.

But they all have one thing in common—the realization of the value of the opportunity afforded them through HLSS.

A number of students attending the vocational training classes were asked their views on the program. This is what they said:

- "I never had any real idea of what going to sea involved. This school really opened my eyes. At least now I won't have to be afraid of not being able to do my job. This school taught me the beginnings anyhow. I guess the rest is up to me."

- "I like the idea of these classes. I used to think I wanted to work in the engine department, but these classes showed me I couldn't hack it there no way. I think I'm going for deck."

- "Heck, I didn't know nothing about being a sailor. This was my chance, so I took it. Now, these classes have taught me something. I think I'm gonna' like it."

- "I was in the Navy for a few years and these classes are as good as any I ever got in the service."

- "I don't think I'll really appreciate what I'm learning here until I get aboard my first ship. Then I know I'll appreciate it, because I'll at least know what I'm doing."

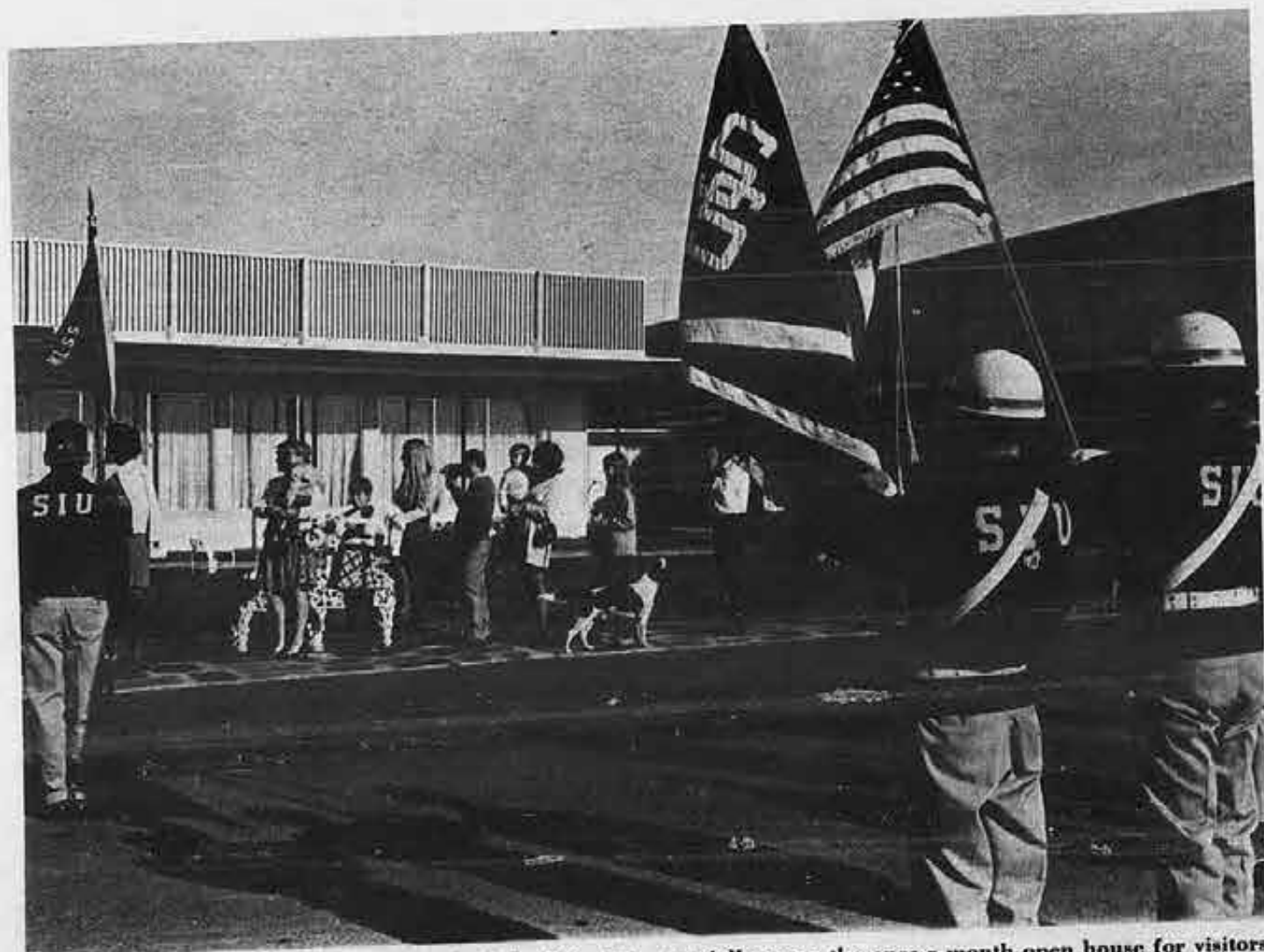
- "My father was a Seafarer and he never had anything like this. He told me so."

- "Well, I kinda' like this idea of learning about the different departments. I didn't know anything about them until now. I still don't know what I'm gonna' sail as, but at least now I got a pretty good idea of what to expect no matter what I go as."

- "I never finished high school so I find these lessons a little tough, but at least I'm learning something."

- "I'm not really sure if these classes are any good at all. But, I guess they are, because I know a lot more about ships than I knew before."

- "It ain't making me the smartest guy to go to sea, but it sure ain't leaving me the dumbest like I used to be."



Flag-lowering ceremony is always a colorful affair, but especially so on the once-a-month open house for visitors. Trainees put a little extra snap into their marching when relatives and friends come down for the day.

Costs of Medicare

by A. A. BERNSTEIN
SIU Social Security Director

The Golden Years ought to be just that. They ought to be a time when people can lean back and find treasures of the past both warm and comforting.

One of the things that can contribute to a comfortable state of mind is knowledge that assistance is available in times of sickness under the nation's Medicare and other Social Security programs. But assurance of assistance brings with it a knowledge of the limitations of the programs and the ways that beneficiaries can contribute to its strong development.

If Seafarers and their families have questions about Medicare or Medicaid or any part of the Social Security program, the SIU Social Security Staff is anxious to answer them, and thus perhaps polish the gold in the Golden years.

If Seafarers have questions they would like answered the questions should be sent to A. A. Bernstein, director of Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Q: What can I do about the rise in costs for Medicare?

A: If you're over 65, you're more likely to get sick than when you were younger. Medicare helps pay the costs of an illness, but you can help keep those costs down. When you see your doctor, listen to what he tells you. If he prescribes a course of treatment, take his advice. It just might keep a minor problem from becoming a major one—physically and financially.

Second, check your copy of the statement sent to Medicare by your doctor or hospital to make

certain it contains no clerical errors or other mistakes.

Third, remember that there's a limit to the benefits payable by Medicare. Like any valuable resource, they should be used wisely and without waste.

Q: If I decide to work for another year or two beyond my 65th birthday, must I wait until I stop work to be eligible for Medicare coverage?

A: No. You became eligible for Medicare as soon as you become 65, whether you are retired or still working. But to make sure your full Medicare protection begins the month you reach 65, you should check with your social security office 2 or 3 months before your 65th birthday.

Q: I've heard that more than 20 million people have the protection of Medicare. How many of them are being helped by it?

A: More than 4 million people were admitted to hospitals last year and had most of their bills paid by Medicare. About 500,000 of them were admitted to "extended care facilities" for post-hospital skilled nursing care. About 290,000 received home health services after a hospital stay. In 1969, Medicare paid an estimated \$4.7 billion in hospital insurance benefits and \$1.9 billion in medical insurance benefits.

Q: How much are the premiums?

A: The basic rate is now \$5.30 a month.

Q: What is the reason for the recent increase in the rate from \$4?

A: Experience now shows that the rate should have gone up to about \$4.70 in July 1969, and the program has had to draw on its reserves. About half of the increase is needed to finance the insurance program as it is now working. The rest of the increase is to cover higher costs during the 1970-71 premium period.



**Retirees Meet
New Full-Book
Seafarers**

Graduates of the full-book upgrading school, rear, are pictured with newly retired pensioners at the September membership meeting at SIU headquarters in New York. The pensioners, front row from left, are Milton Awall, Frank Fandino, Claudio Anavitate and Richard Broomhead. The new full-book members are, from left, Paul Honeycutt, Ramon Ali, J. C. Woods, Willie Grant, Ronnie Henderson and John Trent.



**Endorsed
Lifeboatmen**

Eight seafarers have received Coast Guard endorsements as qualified lifeboatmen after completing the course of instruction at New York's Harry Lundberg School of Seamanship. Front row from left: Joe Rogalski, Jerry Dunham, Carlos Dominguez, and Joe Cuoco. Back row: Ed Skorupski, Michael Ventry, Robert L. Taylor, and Larry Jordan.

Know
Your

Rights

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
275-20th Street, Brooklyn, N.Y. 11215

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

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

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

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

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

is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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 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.

Hearing Fades While Din Goes On

Early Deafness Result of Noise

City dwellers may face premature deafness by the year 2000 if city noise continues to rise at the current rate of approximately one decibel a year.

Noise pollution is a fact of urban life—a dangerous fact. Many environment-conscious citizens, congressmen and even the President have given small consideration to this harmful pollutant.

Congress seems to think that noise pollution can be brought under control solely by curbing the annoying roar and screech of jumbo jets. Thus, for fiscal 1970, the government is spending \$29 million towards aircraft noise control and a meager \$3 million for other noise problems.

Far Reaching Effects

Like air and water pollution, the effects of noise upon man's physical wellbeing can be far reaching. Permanent hearing damage will occur when a person is exposed to unusually high sound level—85 decibels or more—over an extended period of time.

In addition, constant high sound levels can lead to ulcers, high blood pressure and even heart attacks.

Noise pollution might even cause neurosis or seizures in epileptics. And, doctors claim, noise can evoke severe nervous strain—provoking aggressive and quarrelsome moods.

Unfortunately, thousands of workers are put upon by the strains of noise every day at work.

More noise hits workers on land once they leave work and face the rush-hour traffic—the trucks, buses, motorcycles and the subway trains.

Sound on Top of Sound

At home, housewives are busy using their noisy time-saving appliances—the vacuum, food blender, dishwasher, washing machine and dryer. Many listen to the hi-fi or TV while they work, keeping them tuned up quite high so they are audible above the sounds of all the appliances. There just is no protection from noise.

The fact is, eliminating harmful noises from our everyday life wouldn't be as difficult as curbing air pollution. The sounds of motor vehicles could be easily muffled—and who likes to be disturbed by the churning sounds of a garbage truck at 4 a.m.

The same holds true for air conditioners, lawn mowers and other appliances. Surely these can be silenced.

Yet for some reason the government has been slow in effecting noise standards to protect the people. In May 1969, the Labor Department finally set down some noise standards affecting companies supplying products to the government.

No Federal Laws

The newly established Department of Transportation is also presently involved in noise research and has created an Office of Noise Abatement. Similar plans have been charted by the Department of Housing, Education and Welfare.

But as yet there are no federal laws or regulations that would effect control of surface transportation noise. Such action must come from Congress. And then local authorities would have the task of enforcing these regulations.

Commerce Under Secretary Rocco Siciliano has proposed that the government spend \$30 million a year to curb noise pollution created by motor vehicles, appliances, construction machinery and other sources of noise approaching the danger zone.

In addition, he said, Congress should appropriate additional funds for aircraft noise control.

Right now, as is the case with other pollutants, there is little tangible government action to control sound levels. But there is a lot of research taking place.

Research, in itself, is not a cure for the problem. And inadequately-funded research is virtually no help at all. Research takes time. While studies are being made and reports submitted,

the general public continues to suffer the consequences of the lack of concrete action. And only concrete action to control this type of pollution will afford relief to the public.

Strain of Sound

Meanwhile, people continue to suffer the strains of high sound level and the sounds of city life.

To bring about action a group of cities have founded NOISE, the National Organization to Insure a Sound-Conditioned Environment. Plans are being made to open a Washington lobbying office.

Politicians are also under pressure to press for cooperation from manufacturers in building aircraft, appliances, and even buildings that will dull some of the normal noises of daily activity.

Pollution of any kind is harmful to man. Noise pollution is clearly no exception. Unless action is taken now, within 30 years we may not have to worry about the sounds of garbage trucks, jumbo jets, or the like.

We won't be able to hear at all.



CFA Ignores White House To Avoid 'Wasted Time'

The Consumer Federation of America has bypassed the White House and its Advisor on Consumer Affairs and gone directly to Congress with a plea for help for the consumer.

Officers of the CFA, a broad coalition of labor, farmer and consumer organizations, protested recently when President Nixon and Mrs. Knauer failed to consult with them in the selection of the new head of the Federal Trade Commission.

As a result, the federation sent its adopted convention resolutions directly to Congress calling on it to "adequately fund

a program designed to promote consumer protection and understanding," and to urge regulatory agencies to develop "a new sense of commitment in fairly and openly promulgating the realization of the full objective of consumer legislation."

A CFA member said delegates "just seemed to feel it was a waste of time to address President Nixon or Mrs. Knauer."

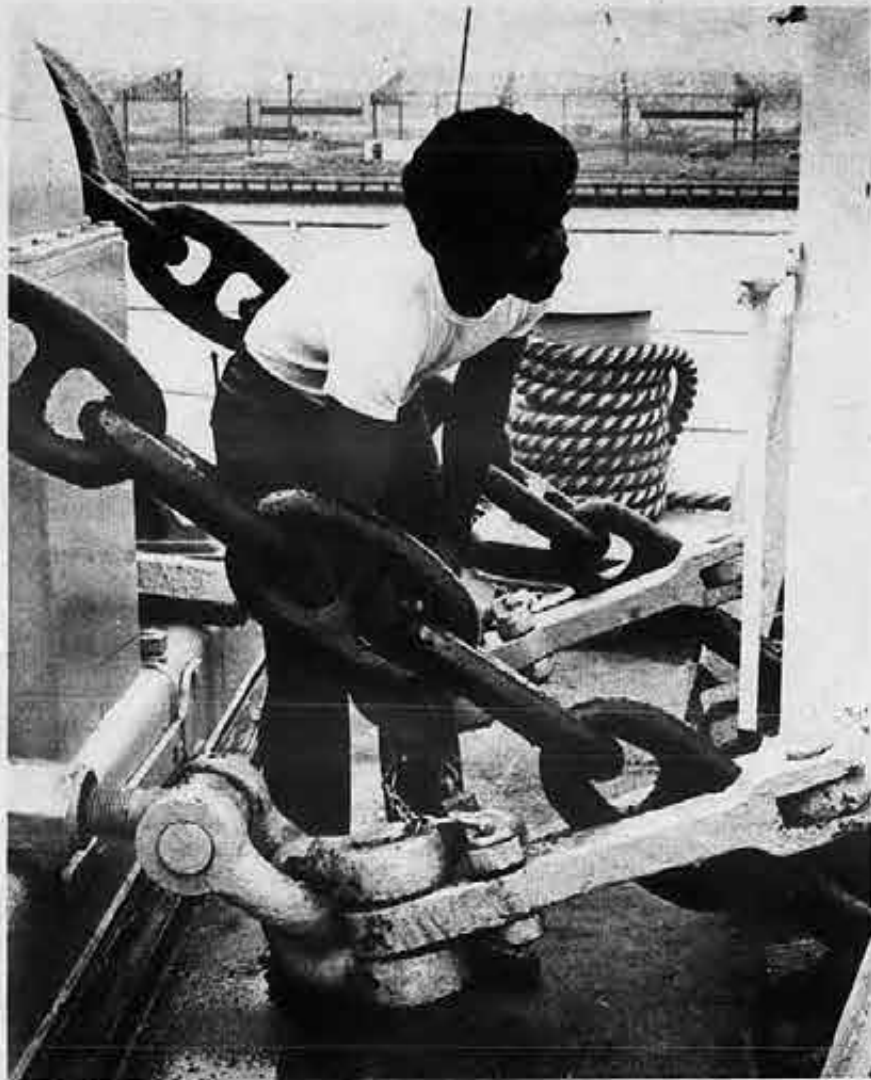
In general the convention demanded increasing consumer representation on all regulatory panels and careful control of utility profits and development.

Portland — Part of Sea-Land's Quick Puerto Rico Service

The *Portland* (Sea-Land) recently returned to Port Elizabeth, N.J., following a trip to Puerto Rico. A containerized cargo ship, she carried food and coffee on the 9-day return voyage.

Crew members reported all went smoothly on the trip and extended a "well done" to the steward department. Many had a special word of thanks to Chief Cook Teodoro Diangson for the "great meals" he served up during the voyage.

The *Portland* is one of a number of Sea-Land container ships serving Puerto Rico. Sea-Land vessels now call on the island's major ports with containership service every 13.4 hours.



Ordinary Seaman Guillernio Quionones stands by to lift pin which will release the claw holding the ship's anchor in place.



Steward Ralph Hernandez studies a bill for stores just delivered aboard ship.



Relaxing before hitting shore are: (standing from left) Henry G. Bentz and Joseph Badyk; (sitting) Pedro Sanchez, Osvaldo Delgado and Ralph Hernandez.



Wiper Pedro Figueroa checks the pressure on the air register in the engine room aboard the *Portland*.



"A watched pot never boils," but Domingo Herrera, third cook, keeps a close watch anyway.



SIU Patrolman "Red" Campbell briefed crew members on pension and welfare plans at a meeting in Port Elizabeth, N.J.



Rafael Ramos, an oiler in the engine department, is shown adjusting the temperature of the ship's generator.

22

Annual Report of UIWNA Pension Fund

ANNUAL REPORT

For the fiscal year ended April 30, 1970

United Industrial Workers of North America
Pension Fund

275 220th Street, Brooklyn, N.Y. 11215

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

NOTES: (1) All data in the Annual Report is to be copied from the Annual Statement. Where a copy of U.S. Department of Labor Form D-2 has been filed in lieu of pages 7 to 14 of the New York Annual Statement, Part IV-Section A of Form D-2 may be substituted for Page 8 herein.

(2) The Annual Report is required to be filed, in duplicate, not later than five months after end of fiscal year. Address replies to New York State Insurance Department, 55 John Street, New York, New York 10038.

(3) The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

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

Additions to Fund Balance	
Item	
1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1)	\$103,959.06
(b) Employee	
(c) Other (Specify)	
(d) Total Contributions	\$103,959.06
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	1,300.27
(b) Dividends	67.25
(c) Rents	
(d) Other (Specify)	1,367.52
(e) Total Income from Investments	1,367.52
4. Profit on disposal of investments	-0-
5. Increase by adjustment in asset values of investments	
6. Other Additions: (Itemize)	
(a) Refund of tabulating expense	5,756.53
(b)	
(c) Total Other Additions	5,756.53
7. Total Additions	\$111,083.11
Deductions From Fund Balance	
8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund.	\$ 6,883.00
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	

11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	\$ 10,019.79
(b) Allowances, Expenses, etc. (Schedule 2)	3,655.07
(c) Taxes	493.62
(d) Fees and Commissions (Schedule 3)	5,728.14
(e) Rent	1,226.59
(f) Insurance Premiums	154.43
(g) Fidelity Bond Premiums	-0-
(h) Other Administrative Expenses (Specify) See attachment	4,809.00
(i) Total Administrative Expenses	26,086.64
13. Loss on disposal of investments	
14. Decrease by adjustment in asset values of investments	
15. Other Deductions: (Itemize)	
(a)	
(b)	
(c) Total Other Deductions	
16. Total Deductions	\$ 32,969.64
Reconciliation of Fund Balance	
17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$ 17,748.33
18. Total Additions During Year (Item 7)	\$111,083.11
19. Total Deductions During Year (Item 16)	32,969.64
20. Total Net Increase (Decrease)	78,113.47
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	95,861.80

Part IV

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

Part IV-Section A

Statement of Assets and Liabilities

File No. WP-222 427

Name of Plan: United Industrial Workers of North America Pension Plan
For Year Beginning: May 1, 1969 and Ending April 30, 1970.

ASSETS

Item	End of Prior Year	End of Reporting Year
1. Cash	\$17,789.33	\$13,619.10
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify)		
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		

(1) Preferred	2,858.13
(2) Common	12,485.45
c. Bonds and debentures:	
(1) Government obligations:	
(a) Federal	56,889.12
(b) State and municipal	
(2) Foreign government obligations	
(3) Nongovernment obligations	10,000.00
d. Common Trusts:	
(1) (Identify)	
(2) (Identify)	
e. Subsidiary organizations (See Instructions)	
(Identify and indicate percentage of ownership by this Plan in the subsidiary)	
(1) %	
(2) %	
4. Real estate loans and mortgages	
5. Loans and Notes Receivable: (Other than real estate)	
a. Secured	
b. Unsecured	
6. Real Estate:	
a. Operated	
b. Other real estate	
7. Other Assets:	
a. Accrued income	
b. Prepaid expenses	
c. Other (Specify) Accrued interest receivable	10.00
8. Total Assets	\$17,789.33 \$95,861.80

LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Exchanges	41.00	
14. Reserve for future benefits	17,748.33	95,861.80
15. Total Liabilities and Reserves	\$17,789.33	\$95,861.80

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

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND

Attachment to the Annual Statement to the Superintendent of Insurance of the State of New York
For the year ended April 30, 1970

Item 12h-Other Administrative Expenses:	
Stationery, supplies and printing	\$2,586.96
Postage, express and freight	148.66
Telephone and telegraph	224.47
Equipment rental	410.03
Employee benefits	638.73
Miscellaneous	488.73
Repairs and maintenance	74.77
Dues and subscriptions	11.96
Microfilm	99.80
Outside temporary office help	87.93
Miscellaneous Trustees meeting expenses	36.96
	\$4,809.00

ANNUAL REPORT OF THE
UNITED INDUSTRIAL WORKERS OF NORTH AMERICA
PENSION FUND
STATE OF _____ }
COUNTY OF _____ }
Trustees of the Fund and _____
affirm, under the penalties of perjury, that the contents of this Annual Report are true and hereby subscribe the same.

Employee trustee: _____
Employee trustee: _____
Others (Indicate titles): _____

Personals

Ray P. Kane
Please contact Mr. Cisek of Alcoa Steamship Co. regarding your suitcase. His telephone number is 212-344-3400.
Patrick W. (Bill) Thompson
Please contact Mrs. T. A.

Thompson, Jr., Route 1, Box 101A, Hillsborough, N.C. 27278 or Sgt. T. A. Thompson, Jr., Btry. C, 2d Bn., 52d Arty., Hialeah, Fla. 33015.

Clyde T. Clark
Please get in touch with William A. Lang at 3326 Spaulding Ave., Baltimore, Md. 21215. His telephone number is 301-367-8014.

George D. Brady
Your mother, Mrs. Marie J.

Brady, asks that you contact her in regard to an urgent family matter. Her address is P.O. Box 173, Grand Island, Neb. 68801.

Carroll E. Harper
Jesse Spector, attorney at law, asks that you contact him as soon as possible at 612 Court Square Building, Lexington and Calvert Sts., Baltimore, Md. 21202. His telephone number is 301-752-4610.

America's Sea Tradition Portrayed by Ships

America's maritime industry has a history of innovation and leadership on the world's oceans. During the infant days of the colonial fleet, Americans relied on ships to bring European manufactured goods to our shores and carry out exports to commercial centers across the oceans.

America used hand-hewn boats to harvest the fish to feed our growing population.

Because of this seagoing heritage, American ship designers and shipbuilders experimented with new hull designs and new riggings to enhance ship speed and cargo capacity.

Their experiments resulted in ships that soon outclassed the best that the established European yards could produce. The efforts of American shipyards produced the privateers that outmaneuvered and outfought larger vessels during the Revolution and the War of 1812.

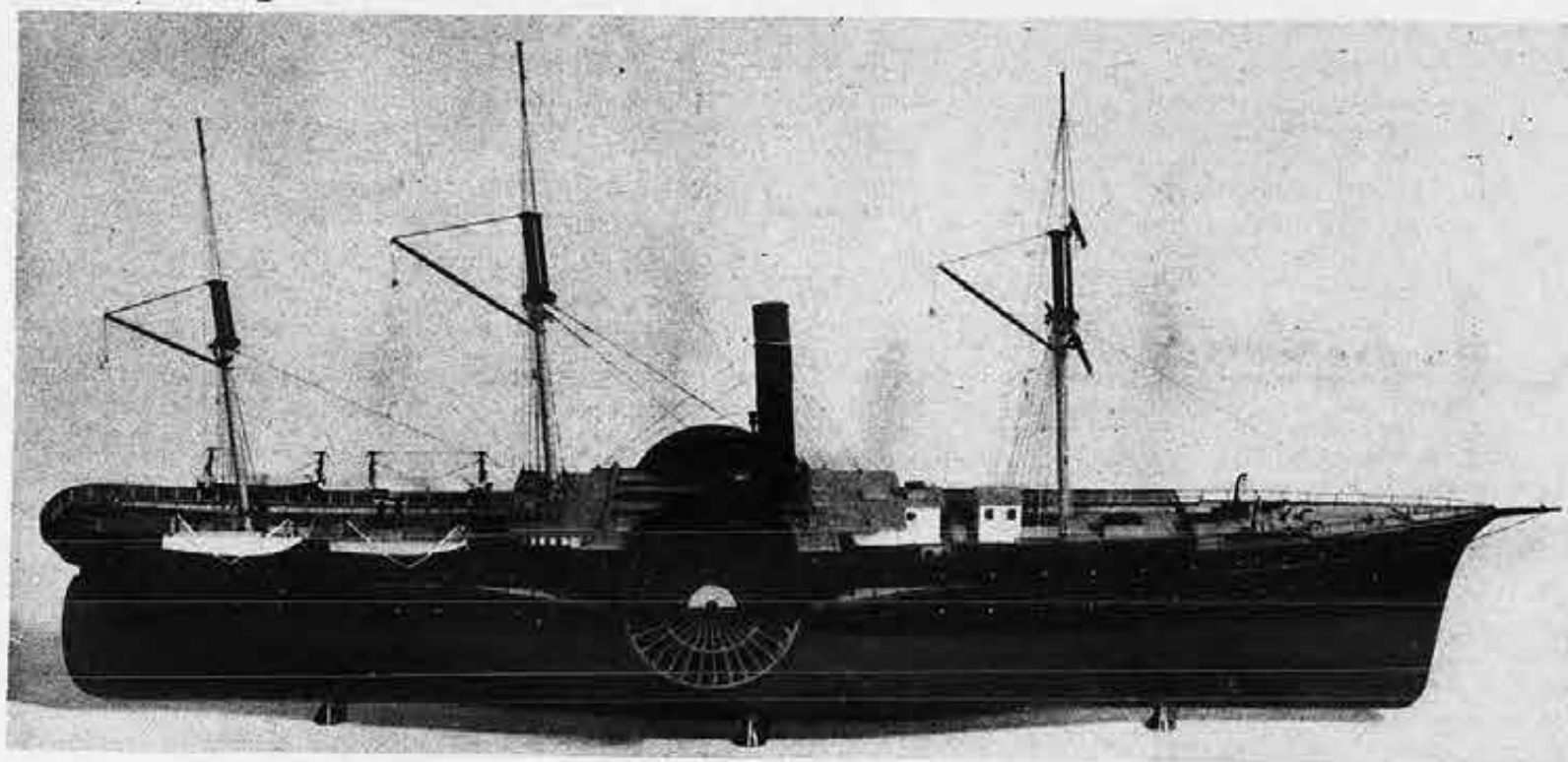
The Smithsonian Institute in Washington, D.C., has provided these photos of its ship models to provide a pictorial history of some of the ships that pioneered American greatness on the high seas.

Anna Maria



By 1810 the requirements for pilot boats in the harbors of New York, Boston and Philadelphia were such that speedier vessels capable of staying at sea longer were needed. The *Anna Maria*, built at New York about 1812 was a typical pilot schooner of her time. After short service in New York, she was purchased by the British Admiralty as a dispatch boat.

S.S. George Law

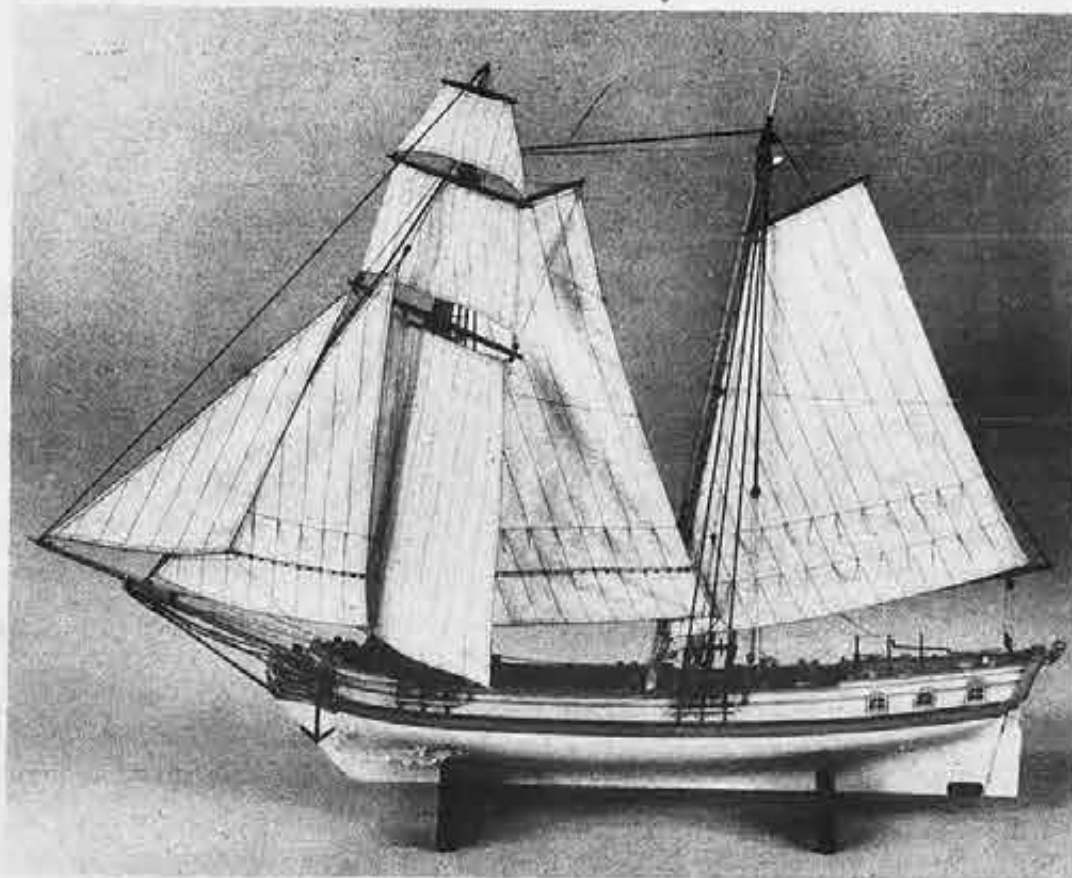


The *George Law* was built in 1852 by William H. Webb in New York. Between 1852 and 1857, the steamship made the New York to Panama run, transporting passengers headed for the California gold fields. In 1857, she sank off Cuba while carrying 593 passengers and \$1,590,000 in gold. A total of 420 persons died in one of history's worst sea tragedies.

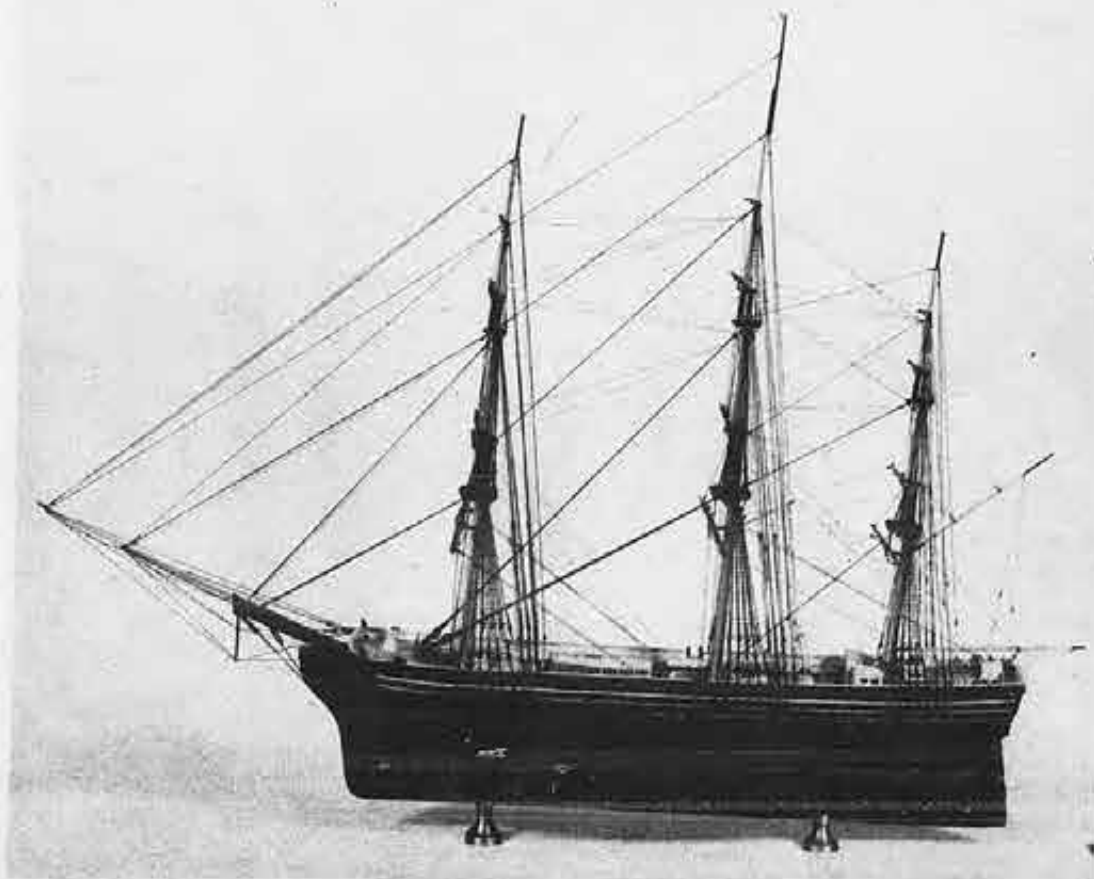
Shenandoah

The *Shenandoah* is an example of the small North Atlantic packet ship of the 1835-50 period that transported cargo along the coast. Built in Philadelphia in 1840 by John Vaughn of the Cape Line, the *Shenandoah* and ships of her class were, despite the blunt bow, some of the fastest ships of their day.

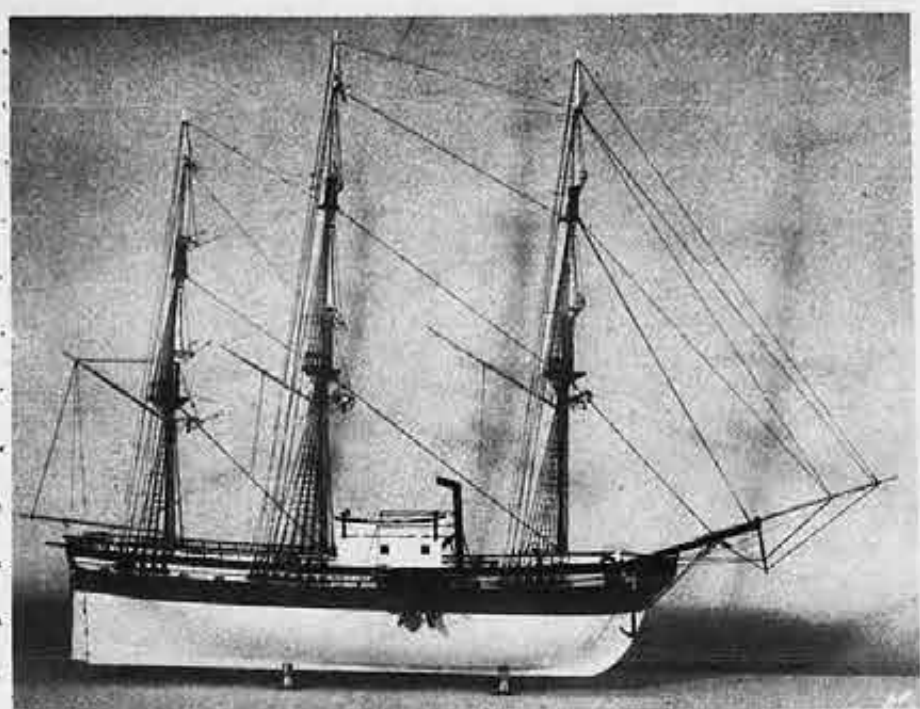
St. Ann



This model is of the *St. Ann*, one of the earliest American-built merchant ships. Built possibly as a yacht, she served as a Portuguese dispatch boat. In 1736 she arrived at Portsmouth, England, and was taken into the Royal Navy dockyard where a plan was made of her. This plan was given to the renowned 18th Century Swedish ship designer, Frederick Henrik Chapman, and placed in the Swedish Maritime Museum.



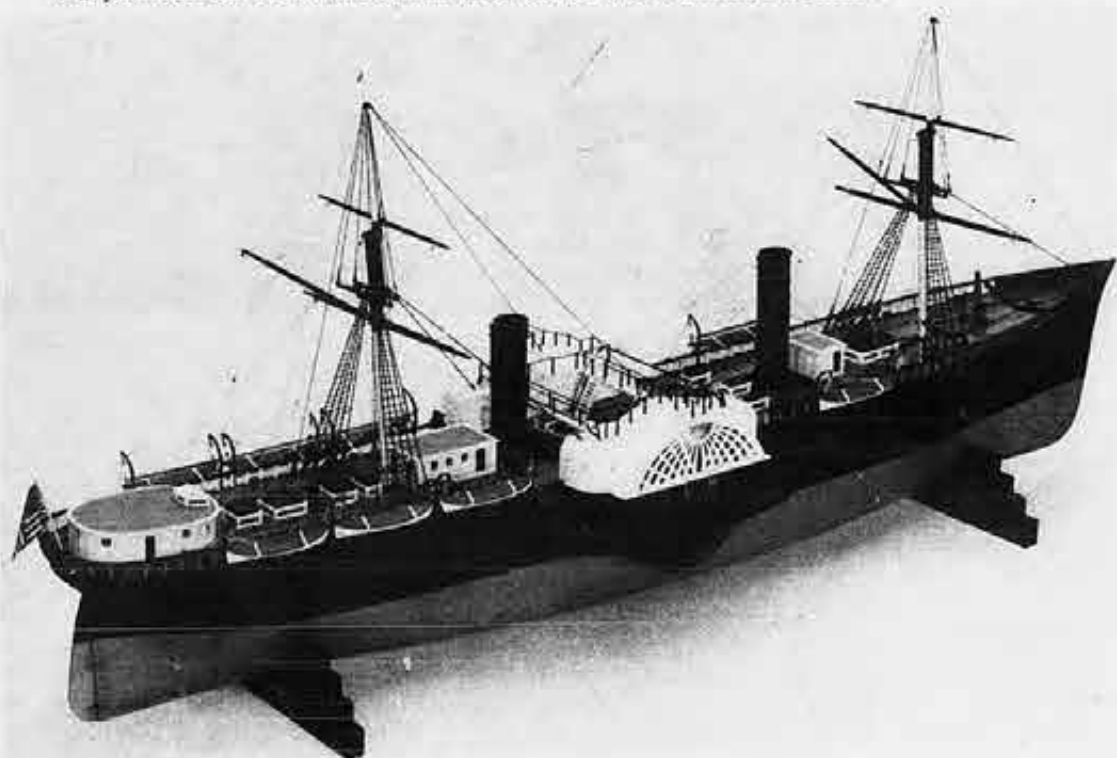
Savannah



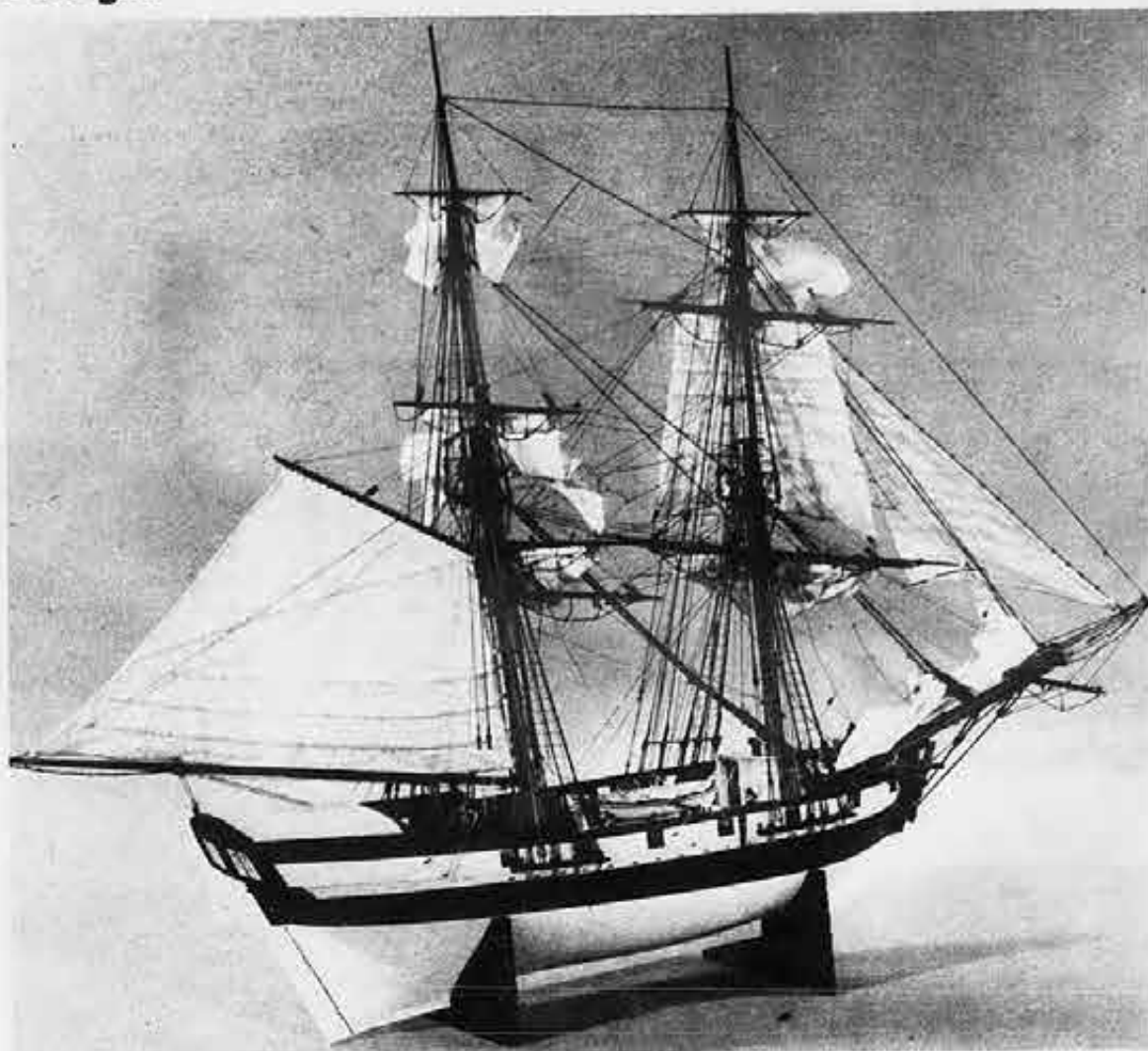
The *Savannah* was the first steampowered ship to cross the Atlantic, running in 1819 from Savannah, Ga., to Liverpool, England. The ship—originally planned as a sailing packet and converted during construction—used steam for only about 92 hours of her 29-day crossing. The boiler and engine were removed after her transatlantic trip and the *Savannah* ended her days as a sailing packet.

S.S. Arago

Built by Jacob Westervelt in 1855, the *Arago* left New York in 1856 for LeHavre, France, as a U.S. mail carrier and remained on that run until the outbreak of the Civil War. The steam side-wheeler was chartered by the Union Navy in 1862 for an unsuccessful attempt to ram the Confederate Navy's ironclad *Merrimac* after the standoff battle with the *Monitor*.



Badger



Built in an American shipyard, the brig *Badger* was commissioned for service in the British Royal Navy in 1776. For a while she was used as a merchant ship for trade with the West Indies. During the Revolutionary War, she intercepted and captured 27 French and American vessels trying to run the blockade. She was decommissioned in 1778. Her rigging marked the transition from brigantine to brig.

Challenge

The Clipper Ship was an active trader in the American merchant marine as early as the Revolution. However, in the 1850's a new type was developed akin to the China traders. This new clipper ship, of which the *Challenge* is an example, was designed with elements of the Baltimore Clipper, the packet and the China trader. The new design was aimed at producing maximum capacity and speed. This model at the Smithsonian is considered to be one of the finest in the world.



Lynx



Built in Baltimore harbor in 1812 as a privateer, the *Lynx* was captured by the British in 1813 on the Rappahannock River in Virginia. She was taken over by the Royal Navy and renamed the *Musquidobet* during the War of 1812. Schooners of her type were used as privateers, blockade runners and merchant vessels. The name "Baltimore Clipper" was given to this class of ships after the war. They were modified and improved and, because of their speed, became a favored cargo ship between ports all over the world.

Digest of SIU Ships Meetings

MIDLAKE (American Bulk Carriers), May 25—Chairman, Herst G. Treddin; Secretary, Orville Payne. No beefs reported by department delegates.

MIDLAKE (American Bulk Carriers), July 5—Chairman Herst G. Treddin; Secretary, Orville Payne. No beefs reported by department delegates. Vote of thanks extended cooks in steward department for job well done.

TRANSIDAHO (Hudson Waterways), Aug. 29—Chairman, Robert F. Mackert; Secretary, William T. Rose; Deck Delegate, John Wilson; Engine Delegate, F. A. Lee; Steward Delegate, Ralph Nay. Everything running smoothly with no beefs.

CITY OF ALMA (Waterman), Aug. 2—Chairman, C. J. Frey; Secretary, R. W. Elliott; Deck Delegate, Burton R. Churchill; Secretary, David A. Norris; Steward Delegate, Lionel W. Antoine. Discussion held regarding pension plan. No beefs and no disputed OT.

OAKLAND (Sea-Land), Aug. 17—Chairman, Albert Ahin; Secretary, J. Doyle; Deck Delegate, H. Muller; Engine Delegate, C. L. Elliott; Steward Delegate, O. L. Arndt. \$3.80 in ship's fund and \$57 in movie fund. All repairs taken care of. No beefs reported by department delegates.

SEATRAN SAN JUAN (Seatrains), Sept. 6—Chairman, Lonnie Cole; Secretary, William Anderson. No beefs and no disputed OT. Vote of thanks extended to steward department for job well done.

OVERSEAS TRAVELER (Maritime Overseas), Aug. 23—Chairman, H. B. Butts; Secretary, Floyd Mitchell, Jr.; Deck Delegate, Lotus Stone; Engine Delegate, William D. Johns; Steward Delegate, James W. Barnett. Some disputed OT and minor beefs to be taken up with boarding patrolman.

PENN CHAMPION (Penn Shipping), Aug. 30—Chairman, T. R. Sanford; Secretary, Z. A. Markris; Deck Delegate, S. A. DiMaggio; Engine Delegate, J. J. Kulas; Steward Delegate, G. P. John. No major beefs or any disputed OT. A fine crew aboard. Vote of thanks to steward department for fine food and service. In turn, steward department extended vote of thanks to fine crew.

OVERSEAS JOYCE (Maritime Overseas), Sept. 2—Chairman, Malcolm Cross; Secretary, Michael Dunn. Discussion held regarding pension plan. Few beefs and some disputed OT in engine department.

MANKATO VICTORY (Victory Carriers), Aug. 30—Chairman, Carl L. Francum; Secretary, E. Sylvester; Deck Delegate, James J. Moran; Engine Delegate, Daniel T. Blackman; Steward Delegate, John McCree, Jr. No beefs and no disputed OT.

INGER (Reynolds Metals), Aug. 30—Chairman, James T. Mann; Secretary, Percival L. Shauger; Deck Delegate, Pete Scroggins; Engine Delegate, Frank Taylor; Steward Delegate, J. T. Spiny, Jr. No beefs and no disputed OT. Vote of thanks to steward department for job well done.

WALTER RICE (Reynolds Metals), Aug. 30—Chairman, Tom A. Martineau; Secretary, Felipe Quintayo; Deck Delegate, Charlie C. Brown; Engine Delegate, Walter Ballou, Jr.; Steward Delegate, Guillermo Martinez. \$16.94 in ship's fund. No beefs reported by department delegates.

TRANSPANAMA (Hudson Waterways), Aug. 23—Chairman, Allen M. Myres; Deck Delegate, Everett Klopp; Engine Delegate, L. V. Springer; Steward Delegate, P. A. Lazaropoulos. Discussion held regarding retirement plan and new wage scale. No beefs reported by

department delegates. Everything running smoothly. Vote of thanks to all departments.

TAMARA GULDEN (Transport Commercial), Aug. 16—Chairman, George P. Libby; Secretary, Charles W. Pelen; Deck Delegate, N. W. DuBois; Engine Delegate, J. J. McCarthy; Steward Delegate, Jerome D. Smith. \$18.35 in ship's fund and \$763.70 in movie fund. No beefs and no disputed OT.

STEEL DIRECTOR (Isthmian), Aug. 23—Chairman, R. C. Melot; Secretary, J. P. Baliday; Deck Delegate, J. Statchen; Engine Delegate, D. McLeod; Steward Delegate, P. Swing. \$103 in ship's fund. No beefs. Everything running smoothly.

PANAMA (Sea-Land), Aug. 26—Chairman, C. Pereira; Secretary, F. Hall; Deck Delegate, M. Johnson; Engine Delegate, George Byoff; Steward Delegate, L. Dunkins. Some disputed OT in steward department. Resolutions submitted to negotiating committee.

CHICAGO (Sea Land), Aug. 15—Chairman, Walt Sibley; Secretary, R. H. Simpson; Deck Delegate, Dan H. McKinney; Engine Delegate, J. Korwardas; Steward Delegate, Lawrence Schofield. \$46 in ship's fund. All repairs being taken care of. No beefs, no disputed OT.

STEEL ADVOCATE (Isthmian), Sept. 7—Chairman, J. V. McClintock; Secretary, W. J. McNeeley; Deck Delegate, George F. J. Allen; Engine Delegate, George P. Sancier; Steward Delegate, Arthur Rubinstein. No beefs reported. Everything running smoothly.

COMMANDER (Marine Carriers), Sept. 13—Chairman, A. R. Sawyer; Secretary, Fred R. Hicks, Jr.; Deck Delegate, Edward T. Brinn; Engine Delegate, W. H. Pine; Steward Delegate, L. E. Price. Good ship and good crew. Everything running smoothly. Hearty thanks to steward department.

PITTSBURGH (Sea-Land), Aug. 30—Chairman, Lee deParlier; Secretary, Lee deParlier; Deck Delegate, F. Sperry; Engine Delegate, Andrew C. Stortom; Steward Delegate, Elmer R. Hawcroft. Beef on lack of AC outlets in quarters.

ROBIN GRAY (Moore-McCormack), Sept. 13—Chairman, W. M. Wallace; Secretary, W. H. Deskins; Deck Delegate, E. U. Crum; Engine Delegate, Thomas J. Thomas; Steward Delegate, James D. Gillian. No beefs reported by delegates.

TRANSLOBE (Hudson Waterways), Sept. 6—Chairman, A. Larson; Secretary, W. C. Sink; Deck Delegate, B. Koflowitch; Steward Delegate, F. P. Pappone. No disputed OT; no beefs. Everything running smoothly. Vote of thanks to steward department for job well done. Nothing done about repairs, although ship was in shipyard.

OVERSEAS ULLA (Maritime Overseas), Sept. 6—Chairman, Tom Maher; Secretary, John Kelly; Deck Delegate, Romolo DeVirgilio; Engine Delegate, Tom Maher; Steward Delegate, Steward Delegate W. Datzko. General discussion held.

FAIRISLE (Pan Oceanic Tankers) Sept. 5—Chairman, A. Anderson; Secretary, S. Davis; Deck Delegate, N. McKenver; Engine Delegate, M. H. Schwall; Steward Delegate, Quenton Braun. Beef in deck department to be taken up with patrolman in Yokohama at payoff.

OVERSEAS NATALIE (Maritime Overseas), Aug. 9—Chairman, James B. Dixon; Secretary, S. A. Solomon, Sr.; Deck Delegate, Nicholas Malette; Engine Delegate, Francis F. Gomez; Steward Delegate, Eddie Howard. No beefs, no disputed OT. Quite a few repairs to be done. Discussion held regard-

ing manning sale and working agreement with Company.

STEEL TRAVELER (Isthmian), Aug. 23—Chairman C. Jordan; Secretary, Iluminado R. Llenos; Deck Delegate, Dan Hendrix; Engine Delegate, Arnoldo Aleman; Steward Delegate, Alvin A. Selico. \$12 in Ship's fund. Few hours disputed OT in deck department, otherwise everything running smoothly.

SAN PEDRO (Sea-Land), Aug. 23—Chairman, Anthony Vilanova; Secretary, E. C. Caudill; Deck Delegate, G. H. Atcheson; Engine Delegate, Steve Kakoveil; Steward Delegate, W. R. Stewart. Disputed OT in deck department; everything else okay.

COLUMBIA OWL (Columbia), Sept. 6—Chairman, T. J. Hilburn; Secretary, J. W. Thomas; Deck Delegate, Hans M. A. Schmidt; Engine Delegate, Oscar Figueroa; Steward Delegate, Henry Jones, Jr. All repairs taken care of. No disputed OT. Everything running smoothly.

ELIZABETHPORT (Sea-Land), Sept. 13—Chairman, W. Slayton; Secretary, M. Bugawan; Deck Delegate, B. Maxwell. Some disputed OT in engine department. Vote of thanks to steward department for job well done.

SEATRAN GEORGIA (Seatrains), Sept. 13—Chairman, E. J. Hagan; Secretary, R. C. Mills; Deck Delegate, H. K. Nakea; Engine Delegate, Leonard R. Bailey; Steward Delegate, Earl Pippens. Discussion held regarding retirement plan. No beefs reported by delegates.

LOS ANGELES (Sea-Land), Aug. 23—Chairman, John E. Martello; Secretary, G. P. Thlu; Deck Delegate, O. E. Olsen; Engine Delegate, David E. Davis; Steward Delegate, Louis Pinilla. \$61.67 in ship's fund. No beefs, no disputed OT.

HALYCON TIGER (Halycon), Aug. 9—Chairman, Berthall Winborne; Secretary, C. J. Nall. No beefs reported by delegates. Everything running smoothly.

TRANSCOLORADO (Hudson Waterways), Sept. 16—Chairman, S. E. Mehringer; Secretary, Alipio Trujillo. \$66 in ship's fund. Some disputed OT in deck department. No beefs.

OVERSEAS SUZANNE (Maritime Overseas), Aug. 28—Chairman, Clifford R. Dammeyer; Secretary, Lawrence A. Banks. Some disputed OT in engine department. Vote of thanks extended to steward department for job well done.

TRANSINDIANA (Hudson Waterways), Sept. 20—Chairman, J. Tarkov; Secretary, J. Rodriguez; Deck Delegate, Charles J. Clemens. No beefs reported by delegates. Vote of thanks to steward department for job well done.

NORTHWESTERN VICTORY (Victory Carriers), Sept. 13—Chairman, R. E. Darville; Secretary, J. R. Prestwood; Deck Delegate, C. S. Dick; Engine Delegate; Carter Lane; Steward Delegate, Domingo G. Garcia. Some disputed OT in engine department, otherwise everything running smoothly.

STEEL EXECUTIVE (Isthmian), Aug. 30—Chairman, J. Robinson; Secretary, Tony Gaspar; Deck Delegate, A. L. Klein; Engine Delegate, Marcello Eimar; Steward Delegate, J. W. Craft. \$12 in ship's fund. Few hours disputed OT in deck department. No beefs. Everything running smoothly. Vote of thanks to steward department for job well done.

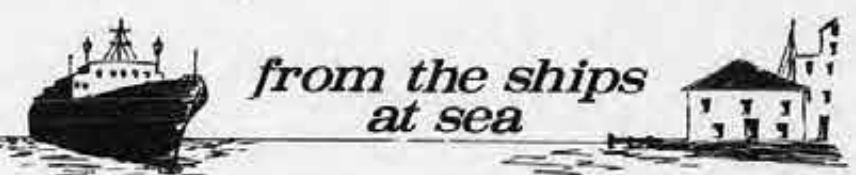
SAN FRANCISCO (Sea-Land), Sept. 21—Chairman, M. Woods; Secretary, H. A. Galick; Deck Delegate, Harry J. Celkos; Engine Delegate, Alexander Gega; Steward Delegate, C. G. Gain. \$13.69 in movie fund. No beefs reported by department delegates. Everything running smoothly. Vote of thanks to Radio Operator, James Feick, for putting daily news out to crew. Vote of thanks to steward department for job well done.

NATIONAL DEFENDER (National Transport), Sept. 8—Chairman, R. Johnson; Secretary, L. A. Behm; Engine Delegate, W. Cafat; Steward Delegate, L. Behm. Everything running smoothly with no beefs.

COUNCIL GROVE (Cities Service), Sept. 13—Chairman and Deck Delegate, Stanley Krawczynski; Secretary, John Leppa; Engine Delegate, Herbert E. Atkinson; Steward Delegate, G. R. Gonzales. No beefs reported by delegates. Vote of thanks extended to steward department.

CHICAGO (Sea-Land), Sept. 20—Chairman, Walter Sibley; Secretary, R. Simpson; Deck Delegate, Don H. McKinney; Engine Delegate, James Kowardas; Steward Delegate, Lawrence Schofield. \$35 in ship's fund. Few hours disputed OT in deck department.

CITIES SERVICE MIAMI (Cities Service), Sept. 20—Chairman, Charles H. Fox; Secretary, Horace LaFrage. Motion made to have ship air-conditioned. \$14 in ship's fund. No beefs reported.



E. E. Harris, ship's secretary-reporter aboard the *Columbia Star* (Columbia Steamship Co.) reports that the crew voted unanimously to send a telegram to SIU headquarters pledging their support to the union and its officers in fighting the recent federal indictment.

All present volunteered to donate money to the ship's fund to pay for the telegram.

The meeting was held while enroute from San Francisco to the Solomon Islands, with a scheduled stop at Guam.

In other business, Robert Sullivan of the engine department was elected ship's treasurer. There were no beefs reported from the engine, deck or steward departments.

Jose Ortiguerra is ship's committee chairman; Lee Snodgrass, deck delegate; Robert Sullivan, engine delegate and Jevinal Fernandes, steward delegate. The meeting was attended by every SIU man not standing watch.

Brother Harris anticipates the *Columbia Star* will return to San Francisco by the middle of November.

R. H. Simpson, ship's secretary-reporter aboard the *Chicago* (Sea-Land), reports that everything is running smoothly as the vessel makes its way home to Oakland, Calif., after leaving Cam Ranh Bay, Vietnam. She will be making stopovers in Kobe and Yokohama, Japan before reaching Seattle and Oakland.

During the *Chicago's* regular shipboard union meeting, newly signed-on members of the crew were welcomed aboard by the ship's "oldtimers." The vessel's last two voyages were very smooth, and with the fine crew aboard now, the present voyage is also expected to go well.

Every member of the crew was asked to help build up the *Chicago's* shipboard library by donating books. The vessel has been having some trouble receiving mail and this has been referred to union headquarters. The crew has been asked to work closely with department delegates.

Donald H. McKinney is deck delegate; James Kouvardas, engine delegate; Lawrence Schofield, steward delegate, and Walter Sibley, ship's chairman.

SIU Welfare, Pension and Vacation Plans		
CASH BENEFITS PAID		
REPORT PERIOD		
AUGUST 1, 1970 to AUGUST 31, 1970		
SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship		
Hospital Benefits	1,910	46,053.74
Death Benefits	27	70,500.00
Medicare Benefits	669	2,674.80
Maternity Benefits	38	7,500.00
Medical Examination Program	396	11,849.30
Dependent Benefits (Average \$478.33)	2,068	98,918.60
Optical Benefits	464	6,884.59
Meal Book Benefits	340	3,397.85
Out-Patients Benefits	3,547	28,204.00
Summary of Welfare Benefits Paid	9,459	275,982.88
Seafarers' Pension Plan—Benefits Paid	1,607	380,895.95
Seafarers' Vacation Plan—Benefits Paid (Average \$491.50)	1,508	741,175.42
Total Welfare, Pension & Vacation Benefits Paid This Period	12,574	\$1,398,054.25

Ships' Committees Serve Union Men at Sea



BIENVILLE (Sea-Land)—The *Bienville's* committee pauses during ship's payoff to have their photo taken. From left are: Tony Palino, chairman; Teddy Neilson, secretary-reporter; J. C. Anderson, steward delegate; James Browne, deck delegate, and John Ryan, engine delegate.

While at sea, SIU members can participate as fully in the affairs of their union as they can while ashore. The opportunity to do this is provided by a five-man ship's committee aboard every SIU-contracted vessel.

The committee consists of one elected delegate from each of the shipboard departments, a ship's secretary-reporter, and a ship's chairman.

It is the responsibility of the ship's chairman to call a meeting of the unlicensed crew every Sunday during a voyage. At these meetings, all subjects relating to the union, its programs and activities may be discussed.

With the assistance of the elected delegates, shipboard beefs can also be handled at the meetings.

The ship's secretary-reporter has the responsibility of keeping in touch with union headquarters by mail, and passing on to the crew any communications received from headquarters. At the conclusion of each Sunday shipboard meeting, he forwards a copy of the meeting minutes to union headquarters.

During every shipboard meeting, every SIU member has the right to hit the deck and express himself on any matter connected with union business.

Every Seafarer should take an active part in shipboard meetings and serve if elected to the committee. He will be serving not just his shipmates, but himself.



JACKSONVILLE (Sea-Land)—While awaiting payoff in Port Elizabeth, N.J., the committee of the *Jacksonville* got together on deck. From left are: Perry Konis, chairman; Ray Lavoine, deck delegate; Donald Oyola, engine delegate; Robert Thomas, secretary-reporter and Wilson Torres, steward delegate.



OVERSEAS AUDREY (Maritime Overseas)—The oil tanker *Overseas Audrey*, recently placed in service, docked in New Haven, Conn. The ship's committee, relaxing in the crew's recreation room, is, from left: Luis Guadamud, deck delegate; Richard Chiasson, chairman; Robert Tims, engine delegate; Stanley Schuyler, secretary-reporter, and Tobor Vanyi, steward delegate. The five-member committee reported a peaceful voyage.



ARIZPA (Sea-Land)—Home after a smooth voyage, the *Arizpa* dropped anchor in Port Elizabeth, N.J. Members of the ship's committee from left are: D. B. Fitzpatrick, chairman; Ronald Simmons, deck department delegate; M. Berlowitz, steward department delegate; W. Lescovich, secretary-reporter, and Clem Slater, engine department delegate. The committee is the SIU's way of keeping in touch with working Seafarers around the globe.



STEEL SEAFARER (Isthmian)—The *Steel Seafarer* docked at Brooklyn's Erie Basin with a cargo of twelve thousand tons of sugar from the port of Nawiliwili, Hawaii. Committeemen are: M. Delaney, deck delegate; Kenneth Price, chairman; Isidoro Valles, engine delegate; Ira Brown, secretary-reporter and Mike Anzalone, steward delegate.

Keeping a Sharp Eye For Passing Ships

Peering from his aerie at Quarantine Station on Staten Island, John Brown watches for approaching vessels. He is one of a vanishing breed known as "ship spotters." Brown and two other bachelors work round-the-clock in the Western Union station, working much the same way as their predecessors did 109 years ago when WU founded the service.

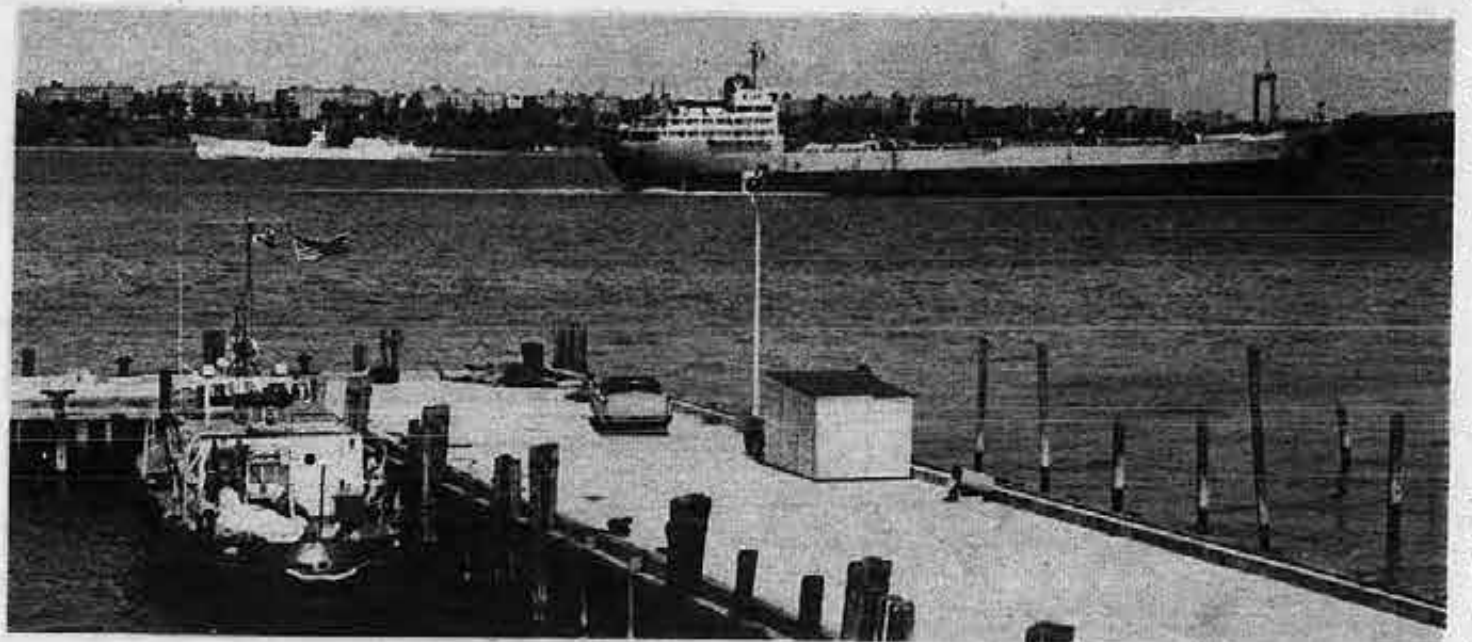
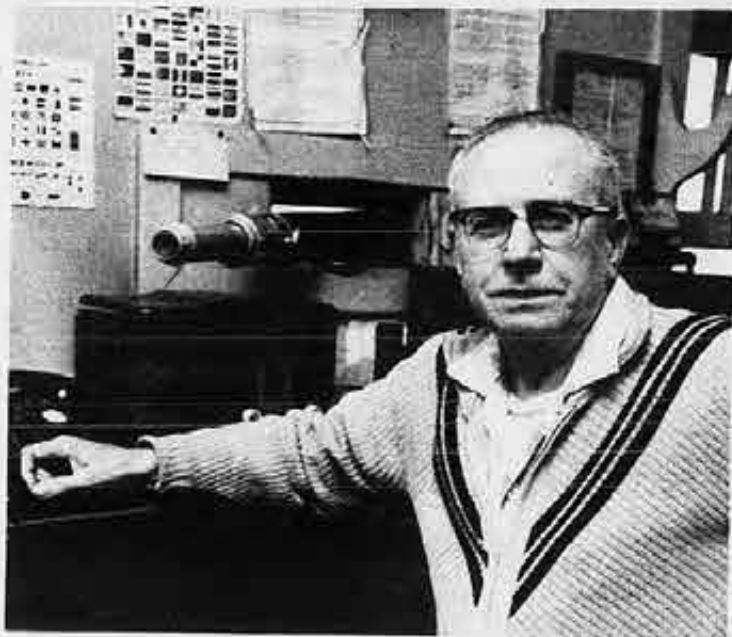
A telescope that's been there since 1861 is still the prime spotting device. Once spotted, a ship must be identified and the information wired to WU subscribers — tugboat and steamship companies, shipyards, federal and news agencies. What you see from that telescope, John Brown will tell you, is varied. The most memorable sight were the convoys limping home during World War II, and battered ships with gaping holes.

Brown worked for the Postal Telegraph in the 1920's while his brother

worked in the nearby WU tower. The competition was keen. When the Postal Telegraph folded, John Brown joined WU, and the Brown brothers worked side by side, carrying on the traditional vigil.

For many years the spotters used a card file of 20,000 ship silhouettes to identify approaching vessels. But during World War II, when many warships were built from the same mold, positive identification by silhouette was impossible.

It's noisy where the ship spotters work because of the clatter of the high-speed teleprinters inside, and steel workers building government piers outside on the coast. It's also very ocean-oriented. So, when Brown gets vacation time, he heads for the mountains. It's quiet, it's solid land, and it's a welcome diversion. But vacations are for diversion—and not a way of life. Ship spotting is a way of life for John Brown.



24 Choose Retirement Life

The good life of the SIU pensioner has beckoned 24 men to shore. They are:

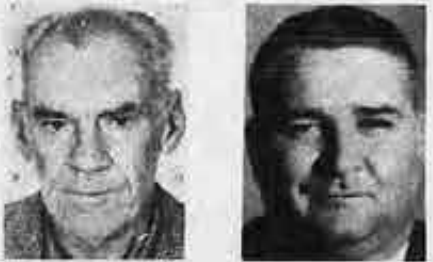
Egbert C. Palmer, 65, joined the SIU in 1951 at the Port of New Orleans and sailed in the engine department. He signed up for picket duty during the 1961 strike. Brother Palmer now lives in Savannah, Ga. He served in the U.S. Marine Corps from 1923 to 1927.



Palmer

Claude H. Fowler, 63, joined the SIU in 1939 at the Port of Baltimore. During his 31-year sailing career he shipped out as an able seaman and bosun. He served with the U.S. Coast Guard from 1923 to 1926. Brother Fowler now lives in New Orleans.

James P. Conley, 72, has served as a ship's delegate and on rank and file committees since joining the SIU in 1952 at the Port of Wilmington. He sailed in the deck department as an able seaman. Brother Conley, a veteran of the U.S. Coast Guard, now lives in Artesia, Calif.



Conley

Ivey M. Peacock, 55, joined the SIU in 1944 at the Port of Savannah and sailed in the steward department as chief steward. Brother Peacock, a native of Georgia, now resides in Portsmouth, Va. He served in the U.S. Army from 1928 to 1932.

Florencio S. Omega, 69, a native of the Philippine Islands, has retired to Brooklyn, N.Y. He joined the union in the port of New York and sailed in the steward department. He also served the SIU as department delegate.



Omega

Damon Russell Dean, 65, joined the union in the Port of New Orleans and sailed as a master for the affiliated IBU. A native of Poetry, Tex., Seafarer Dean now makes his home in Houston.

Ashly Taylor Harrison, 65, joined the SIU in the Port of Baltimore in 1939 and sailed in the deck department. A native of Kansas, Seafarer Harrison now makes his home in Baltimore, Md. Brother Harrison retired after 43 years at sea.



Harrison

Emanuel Vlodek, 56, was an early member of the SIU, having joined in 1938 in the Port of Boston. He sailed in the deck department as a bosun. A native of Pennsylvania, Seafarer Vlodek is spending his retirement in Terra Alta, West Va. He retired after a sailing career of 40 years.

Jerry F. Pontiff, 60, retired after 26 years with the SIU. He joined the union in 1944 at the Port of New Orleans and sailed in the steward department. He is spending his retirement at his home in Marrero, La.



Pontiff

Earl H. C. Poe, 62, is a native of Michigan and now lives in Miami, Fla. He joined the SIU in the Port of New York and sailed in the deck department as a bosun. Brother Poe is a naval veteran of World War II.

William Sylvester Carrow, 65, is a native of Delaware City, Del., and now lives in Camden, N.J. He joined the union in the Port of Philadelphia and sailed in the affiliated IBU as a tugboat mate.



Carrow

Wesley O. Reed, 62, joined the union in Elberta, Mich., and sailed as a wheelman in the Great Lakes region. A native of Benzie County, Mich., Seafarer Reed is spending his retirement in Elberta.



Reed

Paul Rittiner III, born July 6, 1970, to Seafarer and Mrs. Paul C. Rittiner, Jr., Savannah, Ga.

Joseph Timmons, born July 13, 1970, to Seafarer and Mrs. Frank A. Timmons, Kent, Wash.

Megan Harsche, born Aug. 7, 1970, to Seafarer and Mrs. Walter H. Harsche, Willingboro, N.J.

Samuel Santos, born July 15, 1970, to Seafarer and Mrs. Manuel B. Santos, New York, N.Y.

Charles Eagleson, born Aug. 7, 1970, to Seafarer and Mrs. Charles B. Eagleson, Houston, Tex.

Jo Ann Marcial, born June 24, 1970, to Seafarer and Mrs. Pedro Marcial, Bayamon, P.R.

Johnny O'Ferrell, born Aug. 19, 1970, to Seafarer and Mrs. Johnny W. O'Ferrell, Prichard, Ala.

Jeffrey Maskell, born July 20, 1970, to Seafarer and Mrs. Donald L. Maskell, Alpena, Mich.

Valena Bailey, born July 10, 1970, to Seafarer and Mrs. Ronald S. Bailey, Mobile, Ala.

Arjean White, born July 2, 1970, to Seafarer and Mrs. Arnold J. White, Jacksonville, Fla.

Laura Stanley, born July 15, 1970, to Seafarer and Mrs. Terry L. Stanley, Martinsburg, W.Va.

Alicia Ayala, born Sept. 8, 1970, to Seafarer and Mrs. Ramon Ayala, Rio Piedras, P.R.

Kristie Bolton, born Sept. 1, 1970, to Seafarer and Mrs. Wayne Bolton, Pensacola, Fla.

Peter A. McDuffie, born Aug. 23, 1970, to Seafarer and Mrs. Teddy

R. McDuffie, Channelview, Tex.

Jodi Stevens, born Aug. 5, 1970, to Seafarer and Mrs. Robert E. Stevens, Gloversville, N.Y.

Anita Grove, born Aug. 5, 1970, to Seafarer and Mrs. Leonard C. Grove, Shamokin, Pa.

Michelle Hearn, born Aug. 5, 1970, to Seafarer and Mrs. Daniel F. Hearn, Parma, O.

Johnny O'Neill, born Sept. 6, 1970, to Seafarer and Mrs. Johnny O'Neill, Country Club Carolina, P.R.

Wilbur Taylor, 65, is a native of New Jersey and now makes his home in New York City. He joined the SIU in the Port of New in 1944 and sailed in the deck department. While sailing, Brother Taylor served the union as a department delegate. When he retired, Seafarer Taylor ended a sailing career of 38 years.



Taylor

Frank Fandino, 70, joined the union in the Port of New York and sailed in the engine department. He served the SIU while sailing as a department delegate. Brother Fandino was also issued two picket duty cards in 1961. A native of Spain, Seafarer Fandino now makes his home in Brooklyn, N.Y. His retirement ends a 43-year career on the sea.

John Pastrano, 65, is a native of the Philippine Islands and now lives in San Francisco, Calif. He joined the SIU in the Port of New York and sailed in the steward department. He retired after spending 42 years sailing the world's waterways.



Pastrano

Carl Harold Anderson, 51, joined the union in the Port of Frankfort and sailed on the Great Lakes as an oiler. A native of Frankfort, Mich., Brother Anderson continues to make his home there. He is a Navy veteran of World War II.



Anderson

Lawrence E. Eiland, 60, joined the SIU in 1947 at the Port of New York and sailed as a chief electrician. A native of Alabama, Brother Eiland now makes his home in New Orleans.



Eiland

Felix L. Serrano, 64, joined the SIU in 1955 at the Port of New York and sailed in the steward department as a chief cook. Brother Serrano is a World War II veteran of the U.S. Navy. A native of the Philippine Islands, he now lives in San Francisco.

Rudolf Karner, 51, joined the SIU in 1951 at the Port of New York and sailed in the engine department. A native of Estonia, Brother Karner will spend his retirement at his home in Bergenfield, N.J.



Karner

Clarence E. Roney, 65, is a 23-year veteran of the SIU. He joined the union in the Port of Mobile in 1947 and sailed in the engine department. He will spend his retirement at his home in Mobile.

Stanley Sokol, 65, a member of the SIU Railway Marine Region since 1960, sailed as a tug deckhand out of the Port of New York. He will spend his retirement at his home in Jersey City, N.J.



Sokol

Clinton Mason, 65, retired after 29 years in the SIU. He joined in the Port of Norfolk in 1941 and sailed in the engine department. A native of North Carolina, Brother Mason now lives in Day, Fla. He was issued a picket duty card during the 1961 Greater New York Harbor strike.

Dale L. Barton, 56, joined the union in 1961 at the Port of Detroit and sailed in the engine department. Brother Barton, a U.S. Navy veteran of World War II, lives in Macinaw City, Mich.



Barton

Robert E. Weeks, 61, has been an SIU member since joining at the Port of New York in 1944. He sailed as a chief cook in the steward department. He will spend his retirement at his home in Magnolia Springs, Ala.



Weeks



Receiving his first pension check at the union hall in Frankfort, Mich. is 65-year-old Seafarer Carl Jensen, right. Port Agent Harold Rathbun hands the check to Jensen who began sailing in 1929.

Labor Calls Aged Aid Insufficient

A House-passed Social Security bill has drawn the description of "totally inadequate" and the Senate has been urged to make wholesale revisions in the bill's proposals.

The House version calls for a 5 percent across the board increase in benefits; a 3 percent cost of living increase and an increase in minimum benefits to \$67.20 per month.

The bill also increases the amount of benefits available to widows and equalizes computation of benefits for men and women.

According to labor experts, what is lacking is a program "to overcome want and deprivation" among the nation's senior citizens.

Labor organizations have suggested a program of greatly increased benefits to be funded by "general revenue financing" instead of by the current employer and employee joint contribution.

Among the new benefits such financing could provide, experts say, are a 10 percent raise this year followed by a 20 percent increase in 1972; an increase in the minimum benefit to \$90 a month, a figure above the poverty line; reimbursement for prescription drugs and increasing the maximum wage computation level from the \$9,000 per year approved by the House to a maximum of \$15,000 per year.

High Costs Force 3 Library Closings

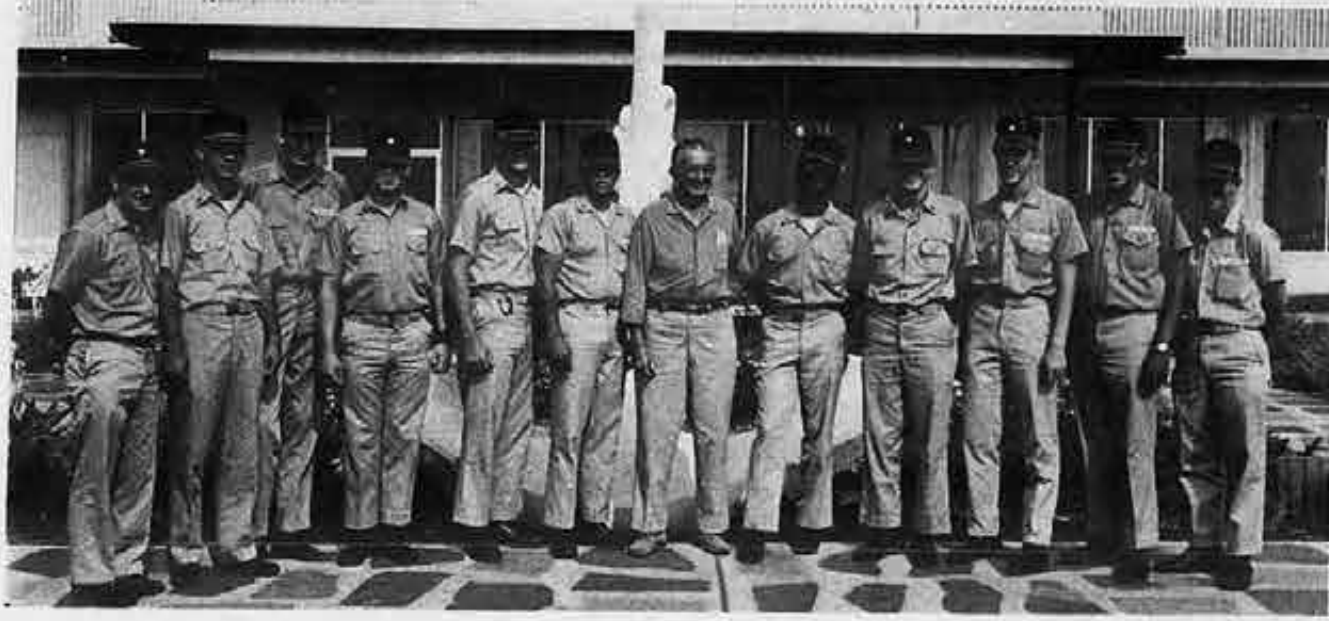
The American Merchant Marine Library Association, which last year distributed more than a half million books to 1,038 ships, has announced the closing of branches in Boston, Norfolk, Va., and San Pedro, Calif.

Mrs. George Emlen Roosevelt, library board chairman, said the group's income last year was \$126,365 and its expenses were \$131,974. She said the association was forced to use reserve funds to continue operating.

The three branch closings leave the association with offices in New York, New Orleans, San Francisco, Seattle and Sault Ste. Marie, Mich.

SIU Arrivals

Young Men Pass Through Piney Point



Graduating members of Class 49 pose for their class photo with Robert Matthews, president of the Harry Lundeberg School of Seamanship, as the group makes ready to leave for New York to ship out. Left to right are Bobby Trainor, Jack Stein, Walt Ingram, William Hanna, Alexander Berlin, Marcelo Gomez, Matthews, Morris Hawkins, Barry Parsons, Mike Crockett, Peter Pantoja and Ken McCarver.

Ronald McKinnie, left gets wristwatch and congratulations from Instructor John Shields after McKinnie was selected by the staff of the Harry Lundeberg School of Seamanship as the outstanding graduate of Lifeboat Class 54.



Graduates of Lifeboat Class 54 at the Harry Lundeberg School of Seamanship line up for their class photo alongside the schooner Richard Henry Dana. Kneeling left to right are David Orr, Charles Peterson, Ronald McKinnie and Rodger Smith. Second row, Instructor John Shields, Mike Smith, John Cavanagh, Jimmy Jackson, Tommy Barnes, Larry Harrison and Anthony Brown. In the back row are Robert King, Billy Spellman, Kerry Moravec, Vernon Chandler, Jerry Davis and Richard Henze.



William Berulis, named outstanding graduate of Lifeboat Class 55, is congratulated by SIU Instructor John Shields as J. C. Woods, a 1968 graduate of the Harry Lundeberg School of Seamanship looks on.



Lifeboat Class 55—members were, kneeling from left, Glen MacDonald, Jim Robak, Pat Mattingly, Ron Brown, Jim Cooper, Ralph Mills, Dave Park and Bill Berulis. Second row, Instructor John Shields, Dave Doherty, Tom Bakos, Leigh Rockwell, John Gilliam, Jim Collins, Chris Devonish, Bill Cahill, Mike Hootor, Bob Long and Danny Griffin. Back row, Lee Cohen, Pete Wojciuk, Eddie White, Frank O'Gara, Sandy McKeithan, Rick Juzang, Ron Cancel, Jim Watson, Dave Henderson, Bob Hawley and Jim Welsheimer.



Graduates of Class 51-B line up for a class photo as they prepare to leave the Harry Lundeberg School of Seamanship after their 12-week training period to go aboard their first ship. Kneeling from left are: Bill Cook, Bob Cecala, Percy Payton and James Kutcha. Standing are John Wells, Mike Wall, Raul Santana, Clement Colgano, Ron Shaw, Jeff Rash, James Kerrigan, Bob Koezian and Deputy Education Director Paul McGahern.



Bill Hall, director of trade union education at the Harry Lundeberg School of Seamanship at Piney Point, bids good wishes to graduating trainees of Class 50-A as they prepare to leave for New York and their first ship. Left to right are Simon Hickey, Ronald Burdette, Charles Kirksey, Hall, Tommy Davis, Mark Stenson, and Bruce Kelley.



SIU Representative Frank Mongelli congratulates the graduates of Class 48 as they prepare to go aboard their first ship. Left to right are John Kapustin, Tom Basile, Tom McQuay, Harry Macon, Tim Hurley, Mongelli, Greg Fuller, Lottery Flemming, Lee Buford, Richard Macon, and Richard Kirkland.

Tap, Poke, Listen—Physicals for Trainees



Bill Smoot, 20, of Charleston, W.Va., reads off the letters on a vision testing chart.

Doctors tap on them with little hammers, poke at them, take pictures of their insides, listen to heartbeats—prospective trainees for the Harry Lundeberg School of Seamanship at Piney Point, Md., are given a head-to-toe physical.

These potential trainees receive their physicals at the SIU Clinic in Brooklyn to assure them a sound start toward a career at sea.

A good physical examination is preventive medicine and one of the reasons the SIU operates its clinics. Not only trainees, but all Seafarers and their families can receive complete examinations or treatment of specific ailments.

Periodic examinations can reveal illnesses which when treated early can be cured before becoming serious.

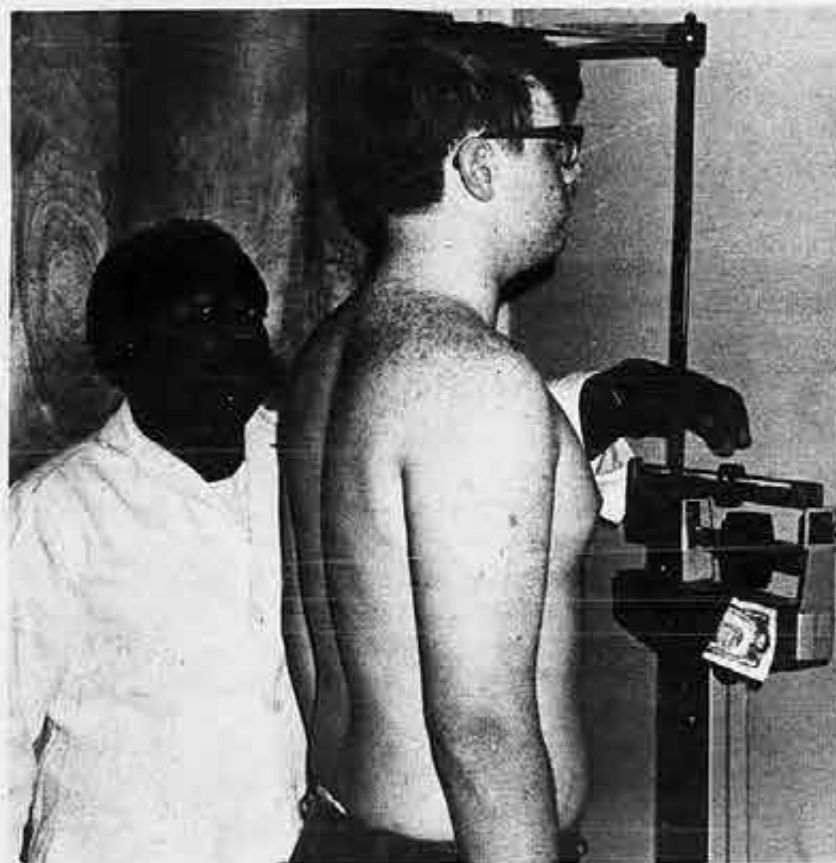


Technician Roland Darbonne examines a blood slide under a microscope looking for signs of illness.



Ben Iannotti, L.X.T., positions Freddie Moomaw, 19, of St. Albans, W. Va., for a chest X-ray.

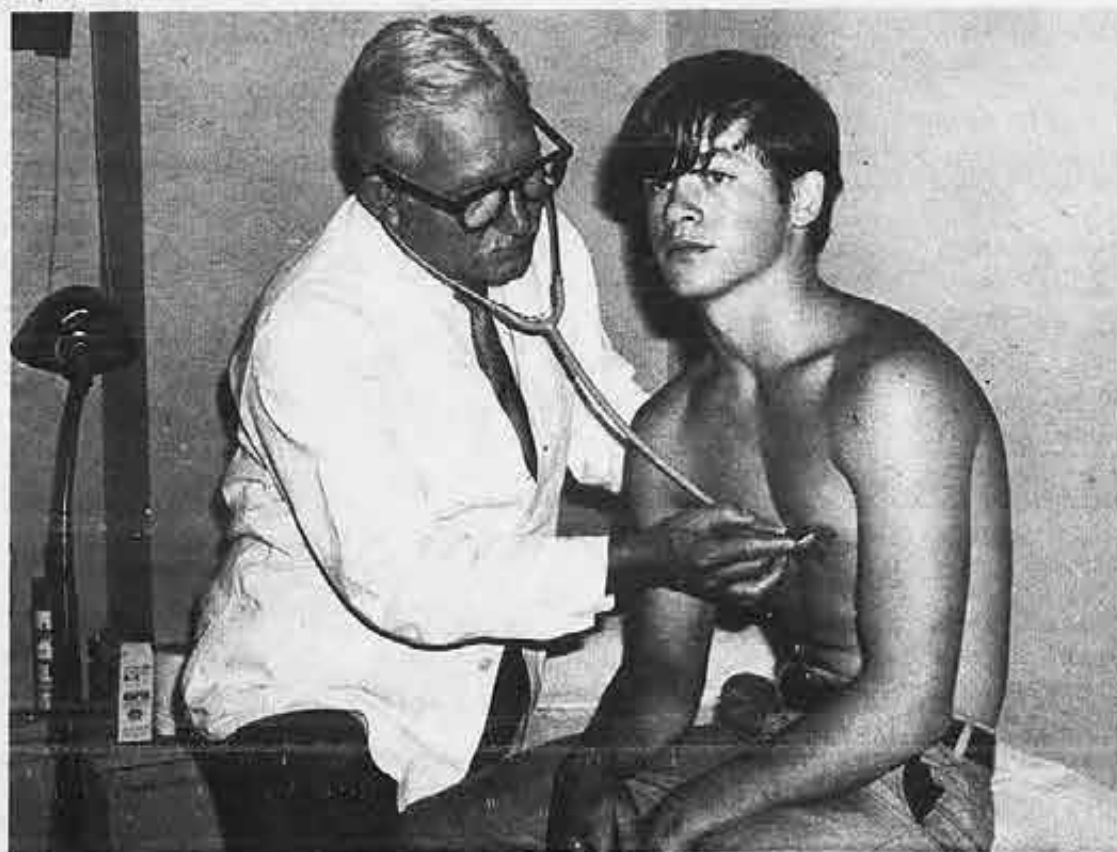
Technician Richard Brigham checks the weight of Kenneth Keeling, 18, of Charleston, W. Va., during a physical examination at the SIU clinic before departing for Piney Point.



Dr. Joseph A. San Filippo, M.D. uses a stethoscope to check the heartbeat of Mark Wood, 17, of Charleston, W. Va.



Keeping a thermometer in place under his tongue while answering questions about his medical history is a tricky chore for anyone. This time it is Melvin Ivey, 17, of Warrenton, Ga., who performs the balancing act for an interested medical staff.



Final Departures

Carl G. Pedersen

Carl George Pedersen, 76, died July 9 in Boynton Beach, Fla. He was an old-timer in the SIU, joining the union in 1938 in the Port of Mobile. Mr. Pedersen sailed in the deck department as a bosun. When he retired, Mr. Pedersen had logged more than 60 years of sailing. A native of Denmark, he was a resident of Boynton Beach. Among his survivors are his wife, Maria. Mr. Pedersen's body was taken to Greenwood Cemetery in New Orleans, La., for burial.

Benjamin C. Bengert

Benjamin C. Bengert, 56, a pensioner since 1969, died July 18 in New Orleans, La., after a long illness. He joined the SIU in 1947 at the Port of New York and sailed in the engine department. Among the survivors is a son, Benjamin C., Jr., of Savannah, Ga. Burial was in St. Vincent de Paul Cemetery, New Orleans.

Carle C. Harris

Carle C. Harris, 69, passed away July 11 in his home in McComb, Miss. He joined the SIU in 1947 and sailed in the engine department. A widower, Brother Harris is survived by his sister, Mrs. Ethel Rayborn of McComb. Burial was in Hollywood Cemetery in McComb.

James P. Creel

James P. Creel, 69, died July 17 in McComb, Miss., after a long illness. He had been an SIU pensioner since 1964. Brother Creel joined the union at the Port of Mobile in 1938 and sailed as a deck engineer. Among his survivors in his wife, Betty Jo. Burial was in Walker Cemetery, Pike County, Miss.

Walter P. Ehrhardt

Walter P. Ehrhardt, 45, died July 3 in Two Rivers, Wis., Municipal Hospital after an apparent heart attack. He joined the Great Lakes Tug and Dredge District in 1967 and sailed as a cook. Brother Ehrhardt made his home in Sturgeon Bay, Wis. He is survived by his wife, Edith, and three sons, Jeffrey, Kurt and David. He was buried in Eastbrook Cemetery, Fond du Lac, Wis.

Remigio Figueroa

Remigio Figueroa, 36, drowned Dec. 30, 1969, while serving as a crewman aboard the S.S. *Merrimac*, docked in Amsterdam harbor. He joined the SIU in 1967 at New York and sailed in the steward department. Among his survivors is his mother, Mrs. Eulogia Figueroa, at his home in Yabucoa, P.R. Burial was in the Yabucoa Municipal Cemetery.

James D. Cartledge

James D. Cartledge, 30, of Augusta, Ga., was lost overboard May 23 in the South China Sea. Brother Cartledge was sailing in the engine department aboard the S.S. *Rambam*. He was a graduate of the Harry Lundeberg School of Seamanship Engineers School in New York and was a second assistant engineer. He joined the SIU at New York in 1967 after serving 11 years in the U.S. Coast Guard. He is survived by his mother, Mrs. B. A. Bailey of Aiken, S.C.

James A. Crawford, Jr.

James A. Crawford, Jr., 49, died of an apparent heart attack June 16 while aboard the S.S. *Overseas Daphne* off the coast of Charleston, S.C. Brother Crawford served as a U.S. Army paratrooper during World War II and was wounded in action in 1943. He joined the SIU in 1956 at New York and sailed in the steward department. Among his survivors are his wife, Thelma and his mother Mrs. Clara Hight both of New Orleans. Burial was in Greenwood Cemetery, New Orleans.

Eduardo S. Toro

Eduardo S. Toro, 60, an SIU pensioner since 1963, died Aug. 1 near his home in Mayaguez, P.R. Brother Toro joined the SIU in 1943 at the Port of San Juan and sailed in the steward and engine departments. Among his survivors is his daughter Mrs. Lillian Segarra Betancourt of New York City. Burial was in Puerto Rico.

William D. Thiemonge

William D. Thiemonge, 72, an SIU pensioner since 1967, died Aug. 7 of heart disease in Mercy Hospital, Baltimore. Brother Thiemonge joined the SIU in 1948 at New Orleans and sailed in the steward department. Among his survivors is his wife, Winifred, at their home in Baltimore. Burial was in Mt. Carmel Cemetery, Baltimore.

Personals

William E. Richardson
Your family asks that you contact them by calling 919-453-8144 or writing to Rt. 1—Box 167, Mayock, N.C.

T. Arnold Lehto
Please contact Darlene Lehto, 714 Ann Ave., Everett, Wash. 98201.

Julian Sawyer
The San Mateo County Sheriff's Office, Redwood City, Calif. 94063, asks that you contact them as soon as possible.

Ebenezer Telemaque

Ebenezer Telemaque, 56, died July 23 while aboard the S.S. *Rachael V* off the coast of Bitung, Indonesia. He joined the SIU in 1946 at the Port of New York and sailed in the steward department. He is survived by his wife, Margery, at their home in New Orleans. Burial was in Surabaya, Indonesia.

Jesse E. Brooks

Jesse E. Brooks, 72, a pensioner since 1964, passed away May 3 in San Antonio, Tex., after a long illness. Brother Brooks joined IBU in 1957. He served 30 years in the U.S. Army during World Wars I and II and was wounded in action. Among the survivors is his daughter, Mrs. Theresa Diane Anders, at his home in San Antonio. Burial services were conducted at the Fort Sam Houston, Tex., National Cemetery.

Olaf A. Olson

Olaf A. Olson, 76, died of an apparent heart attack Aug. 22 in Kenmore Mercy Hospital, Kenmore, N.Y. He is survived by his wife Anna at their home in Tonawanda, N.Y. Brother Olson joined the SIU in 1960 at the Port of Buffalo and sailed as a dredgeman. A native of Sweden, he came to the United States and served in the U.S. armed forces during World War I. Burial was in Mount Olivet Cemetery, Tonawanda.

Leo S. Kervinen

Leo S. Kervinen, 60, died May 25 in Duluth, Minn., after a short illness. A native of Finland, he was a resident of Virginia, Minn. Brother Kervinen had been a member of the Great Lakes Tug and Dredge Region since 1968. He sailed as a fireman-watertender in the engine department. Among his survivors is a sister, Mrs. Aura Kale of Paramount, Calif. Burial was in East Pike Cemetery, Virginia, Minn.

George W. Elbourn

George W. Elbourn, 65, died on August 12 in the USPHS Hospital in Baltimore after a short illness. He became a member of the Inland Boatmen's Union at the Port of Baltimore in 1958 and sailed as a barge captain. Among his survivors is his son, George E., of Rock Hill, Md. Burial services were held at the Wesley Chapel Cemetery, Kent, Md.

Arthur W. Kowles

Arthur W. Kowles, 23, drowned July 23 after falling overboard from the tug *New York* off the Louisiana coast. Brother Kowles joined the IBU in 1969 and sailed as a tugboat captain. Among the survivors are his wife Linda, daughter Sheri Lynn and mother Mrs. R. O. Webb, all of Pasadena, Tex. Burial was in Forest Park Cemetery, Houston.

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Schedule of Membership Meetings

SIU-AGLIWD Meetings
New Orleans Nov. 10—2:30 p.m.
Mobile Nov. 12—2:30 p.m.
Wilmington Nov. 16—2:30 p.m.
San Fran. Nov. 18—2:30 p.m.
Seattle Nov. 20—2:30 p.m.
New York Nov. 2—2:30 p.m.
Philadelphia Nov. 3—2:30 p.m.
Baltimore Nov. 4—2:30 p.m.
Detroit Nov. 13—2:30 p.m.
Houston Nov. 9—2:30 p.m.

United Industrial Workers
New Orleans Nov. 10—7:00 p.m.
Mobile Nov. 12—7:00 p.m.
New York Nov. 2—7:00 p.m.
Philadelphia Nov. 3—7:00 p.m.
Baltimore Nov. 4—7:00 p.m.
†Houston Nov. 9—7:00 p.m.

Great Lakes SIU Meetings
Detroit Nov. 2—2:00 p.m.
Buffalo Nov. 2—7:00 p.m.
Alpena Nov. 2—7:00 p.m.
Chicago Nov. 2—7:00 p.m.
Duluth Nov. 2—7:00 p.m.
Frankfort Nov. 2—7:30 p.m.

Great Lakes Tug and Dredge Section
Chicago Nov. 10—7:30 p.m.
†Sault Ste. Marie Nov. 12—7:30 p.m.

Buffalo Nov. 16—7:30 p.m.
Duluth Nov. 13—7:30 p.m.
Cleveland Nov. 13—7:30 p.m.
Toledo Nov. 13—7:30 p.m.
Detroit Nov. 9—7:30 p.m.
Milwaukee Nov. 9—7:30 p.m.

SIU Inland Boatmen's Union
New Orleans Nov. 10—5:00 p.m.
Mobile Nov. 12—5:00 p.m.
Philadelphia Nov. 3—5:00 p.m.
Baltimore (licensed and unlicensed) Nov. 4—5:00 p.m.
Norfolk Nov. 5—5:00 p.m.
Houston Nov. 9—5:00 p.m.

Railway Marine Region
Philadelphia Nov. 10—10 a.m. & 8 p.m.
Baltimore Nov. 12—10 a.m. & 8 p.m.
*Norfolk Nov. 12—10 a.m. & 8 p.m.
Jersey City Nov. 9—10 a.m. & 8 p.m.

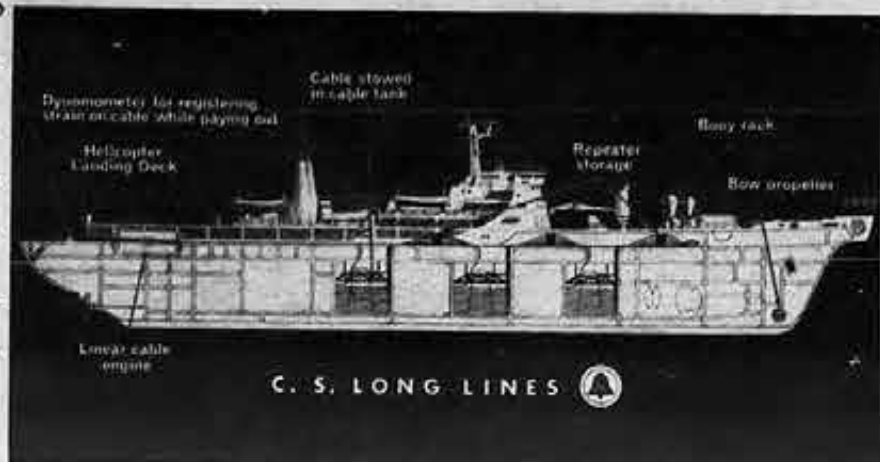
†Meeting held at Galveston wharves.
†Meeting held in Labor Temple, Sault Ste. Marie, Mich.
*Meeting held in Labor Temple, Newport News.

Directory of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters
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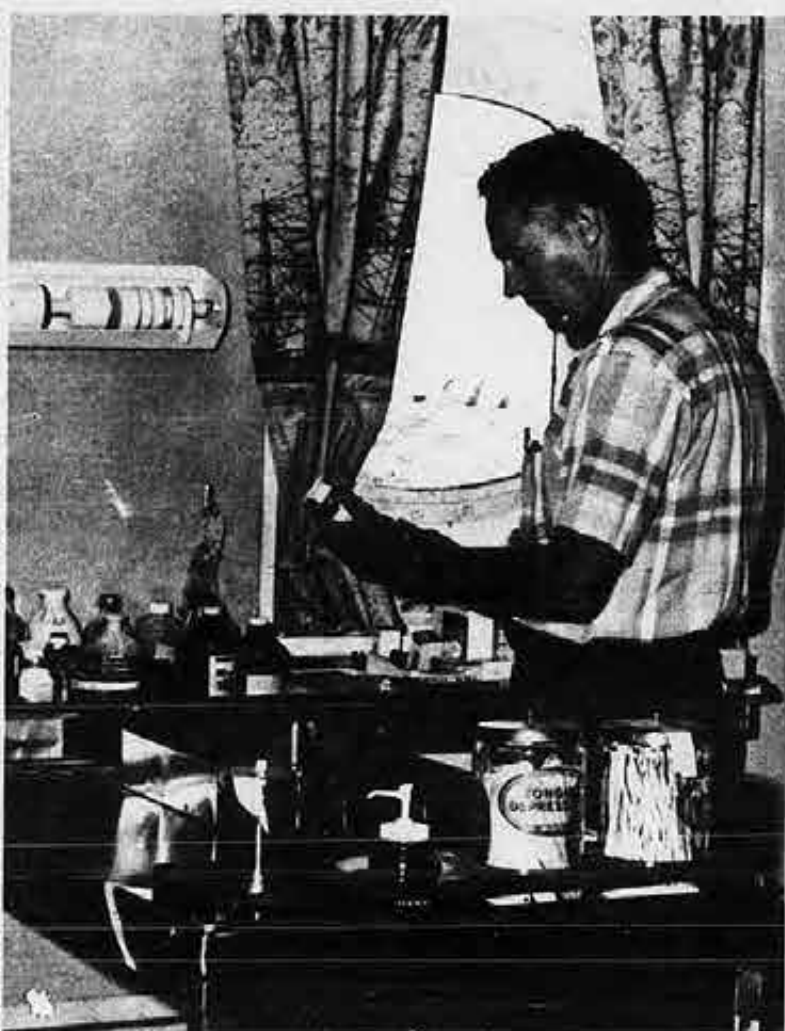


Making a Smaller World

A cross-section diagram of the C.S. Long Lines, a \$19-million vessel incorporating the latest developments in design, navigation and cable-laying technology.



J. L. Harris, first aid instructor, checks medical supplies in the dispensary. The Long Lines is capable of evacuating sick crewmen or technicians by a helicopter landing area on the afterdeck.



Telephone calls from New York to London are becoming more and more commonplace with the help of an SIU crew manning the modern cable ship, the C.S. Long Lines. Owned by Transoceanic Cable Ship Co., a subsidiary of American Telephone and Telegraph Corp., the ship is operated by Isthmian Lines Inc.

The \$19-million vessel has laid more than 23,000 nautical miles of underwater cable—a world record, which is a distance that virtually spans the globe. The cable links people in the U.S. with those in many foreign countries.

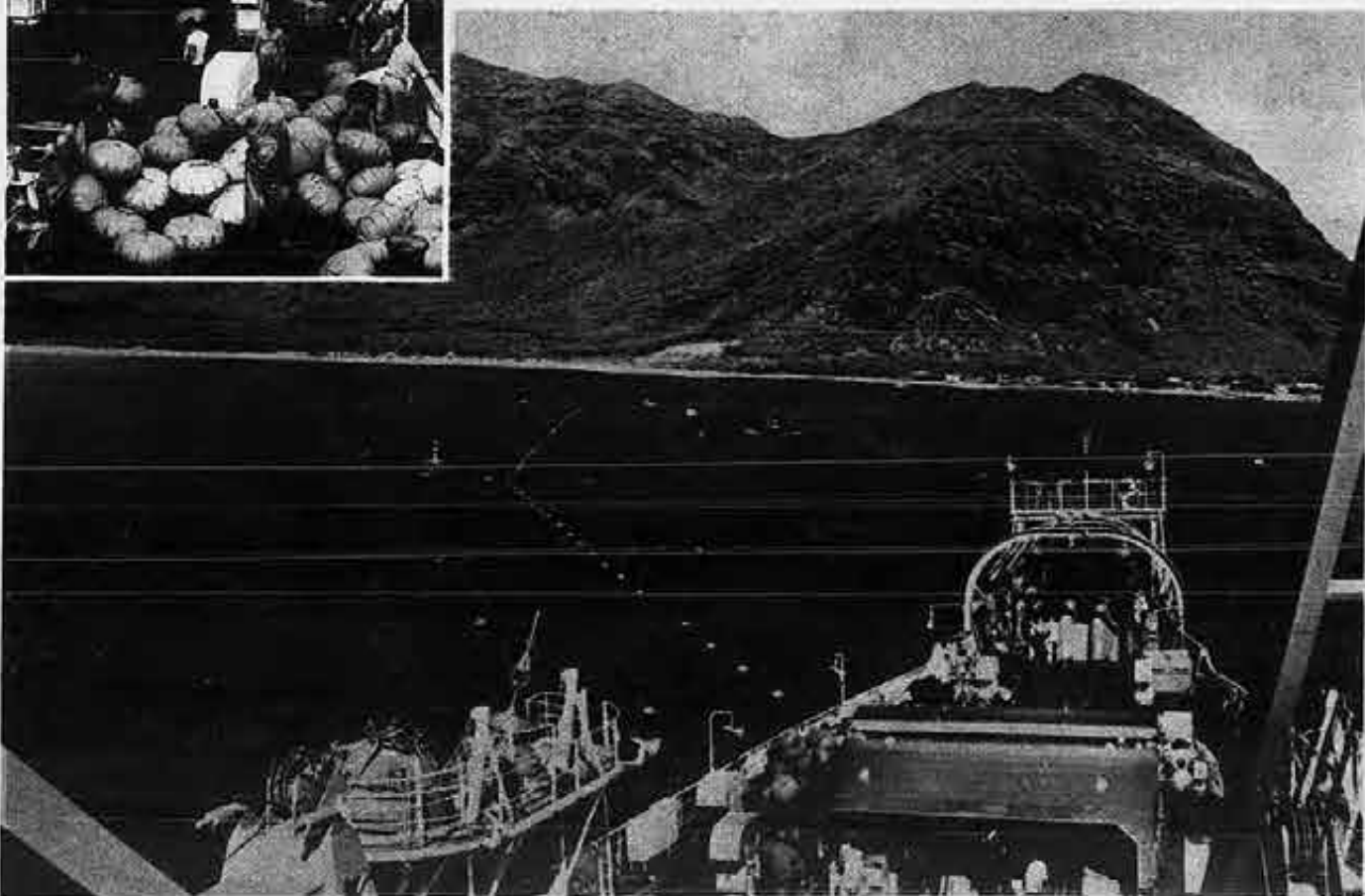
Extreme accuracy in navigation is required for laying cable, so the 90-man crew utilizes the most modern navigational aids—including navigating by satellite to insure a "true course."

During cable-laying operations the crew is supplemented by AT&T technicians. Cable is fed through a stern slot while the 17,000-ton vessel maintains speeds up to 8 knots.

A "sea plow" buries cable under the ocean bottom within 100 miles of a coast line to protect against damage caused by trawlers or dredgers.

The world gets smaller with each length of cable laid by the Long Lines.

Off the coast of Hawaii, the Long Lines prepares to connect cables laid from Japan. The flotation buoys (foreground of picture at left) will be used to mark connections in coastal waters (picture below). The Hawaii to Japan cable cost \$80 million.



The final splice is made in the Transatlantic cable-laying operation from Green Hill, R.I., to San Fernando, Spain. Technicians and crewmen cooperate for the accuracy in navigation needed for telephone cable-laying operations.



Cable technicians wind a durable outer covering onto the telephone cable. The one and a half inch inner core is capable of carrying 720 two-way simultaneous conversations. This picture was taken off the coast of Hawaii.

SIU Blood Bank Can Mean Difference Between Life and Death



The availability of blood often can be the difference between life and death.

A Seafarer, after undergoing major emergency surgery in a New Orleans hospital, was in desperate need of blood transfusions. One phone call produced 30 pints of blood which started the patient on his way to recovery.

A Seafarer who was stricken in Chicago with bleeding ulcers, had 12 pints rushed to him in time to save his life.

Where did this blood come from? It came from the Seafarers International Union's Blood Bank.

Since the Blood Bank was established on January 6, 1959 in New York, 8,342 pints of blood have been donated.

Because of this a Seafarer and his loved ones do not have to fret over the high cost or availability of blood when the need arises. He knows that this supply of blood can be drawn upon anytime by himself or any member of his family.

However, this ready supply of blood can be assured only if Seafarers continue to donate to the Blood Bank. Only through the generosity of its members and their families can the SIU continue this priceless benefit.

Eleven Seafarers already have donated a gallon or more of blood and have become members of the Blood Bank's Gallon Club. One Seafarer, Arthur Sankovidt, has given 19 pints of blood.

Because of the sacrifices of these men and others like them, the SIU has been able to ensure all its members and their dependents that they do not have to fear the lack of or price of blood when it is needed.

Any Seafarer or member of his family who wishes to give blood to the bank need only make an appointment. Those who can should make an appointment at their convenience with the SIU Brooklyn clinic. In other SIU ports, arrangements for donations can be made through the respective port agents.

Wherever there is a port agent, there is a local blood bank. If a situation arises when the demand is greater than the supply, the remainder can be supplied from New York. This blood can be delivered anywhere in the United States.

Remember: Its for you.