



SEAFARERS LOG

Vol. XXXIV No. 3

March 1972



PHS Struggle Moves to Seattle (See Page 4)

Members of the bill and other maritime groups have been working hard to keep the PHS hospital open and have been successful in getting the bill passed by the House of Representatives. The bill is now in the Senate and will be voted on in the near future.

NMC—Promoting the U.S. Maritime Industry

This is the emblem of the National Maritime Council, an organization composed of all segments of the maritime industry—management, labor and government—united in the pursuit of two common goals.

First, the rebuilding of a strong, competitive, viable U.S. merchant marine, privately owned and operated.

And, the finding of means to provide importers and exporters alike, shippers, consignees and their agents, the most efficient, economical and dependable ocean transportation system possible.

The Seafarers International Union is an active member of the National Maritime Council.

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**MTD Seeks Minimum
50% of Oil Imports
For U.S.-Flag Ships**
(See Page 3)

**Official Report:
Union Tallying
Committee**
(See Pages 19-25)

MARAD Dedicates New Center

Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson has announced the establishment of a National Maritime Research Center. The facility will be located at Todd Shipyards Corporation's Galveston, Tex. Division.

The MARAD-sponsored research center will be devoted to increasing the productivity of American-flag shipping. Gibson said "the center will initially concentrate on conducting full-scale tests of tug-barge linkage systems to determine their utility in the ocean environment; developing techniques to improve protective hull coatings and alternative ways to carrying out underwater repairs during normal stays in port; and developing oil-water separators and sewage treatment systems to eliminate polluted discharges from ships.

"Testing components, such as pipeline systems, necessary for building deepwater terminal facilities in the U.S. and administering maritime's liquefied natural gas transportation research program will also be performed at the center," Gibson said.

Gibson pointed out that Galveston



A National Maritime Research Center has been dedicated at the Todd Shipyards Corporation's Galveston facility. Sponsored by MARAD, the new center will help to develop the productivity of American-flag shipping. In the photo

inset above, Andrew E. Gibson, assistant secretary of commerce for maritime affairs, performs the ceremonial ribbon-cutting at the new building preceding his remarks.

was chosen as the site for the center because of "the proximity of much marine-related activity to it—the port, the shipyards, the offshore petroleum industry, and the excellent marine-oriented educational and research institutions here."

He said that the new center will work closely with the Gulf Coast maritime industry and expressed his

confidence that the two, working together closely, "will add substantially to the future growth and development of the American merchant marine."

The Galveston center is the second of its kind in the U.S. The first was established at the U.S. Merchant Marine Academy, Kings Point, N.Y. last year.

The two will serve as testing centers

for technological advances developed for the maritime industry before installation aboard ship.

Gibson said that the creation of these centers is part of the new emphasis on research and development at MARAD which derives from the Merchant Marine Act of 1970 designed to revitalize the American merchant marine.

U.S. NEEDS-STRONGER SUPPLY

A Bill to Strengthen America

A vital piece of legislation now is being considered by Congress. It is a bill to require that at least half of all the nation's oil imports be carried on American-flag ships.

The bill is vital because it would strengthen the merchant marine, our national security and the nation's economy. It is also significant because it brings into sharp focus those who are seeking to keep our merchant fleet in a weakened state in order to benefit foreign-flag and runaway-flag shipping.

The reason for the legislation is clear.

The United States is facing a growing shortage of domestic energy fuels—primarily oil and natural gas. We must greatly increase our energy fuel imports between now and 1985 if we are to prevent our nation from being strangled by a lack of power supplies. The only places that have sufficient resources of oil and natural gas are located overseas, primarily in the Persian Gulf area.

This means that we will have to depend on foreign nations for the oil and natural gas that we must have to keep our homes heated, our factories operating, our entire network of transportation moving.

Those fuels must be imported on ships. The measure introduced by the chairman of the House Merchant Marine and Fisheries Committee, Congressman Edward Garmatz, would guarantee that our country could depend on its own fleet to transport at least half of the oil that we will demand. A similar bill now is pending in the Senate.

The measure would prevent the United States from being placed in a position where it would be dependent upon foreign nations not only for our source of energy fuel, but for the transportation of it as well.

Yet our consistent enemies, the operators of foreign-flag ships in the American market, are hammering hard to defeat it.

Of the multitude of phony arguments they have assembled, the most hypocritical involves their cry of "retaliation."

It goes this way: If American-flag ships are used to carry at least half of the oil we must have, other nations will build barriers to prevent American-flag ships from carrying commodities to and from their ports.

Here are the facts:

- American-flag ships now carry only 5 percent of all our imports and exports. Nearly every maritime country in the world, either through legislation or administrative policy, reserves 30 percent or more of its trade for home-nation ships.

- Third-nation ships—the American-owned runaways

who fly the colors of Liberia, Panama and other countries who rent their flags for a quick dollar—now are used to carry 41 percent of our oil imports.

- The U.S.-flag tanker fleet, which had been limited largely to the carriage of oil from one domestic port to another under Jones Act protection, is being laid up because of the increased use of pipelines to transport oil.

- France guarantees the French fleet two-thirds of all oil import carriage. Japan reserves more than half of its oil import carriage to its own fleet. Peru, Chili and Spain reserve all oil imports for their own tankers.

- The Soviet Union and other Iron Curtain countries see to it that ships of other nations are permitted into their trade only after their own fleets have been used to capacity.

- Arab nations have taken the first steps toward developing a tanker fleet to export their oil. It can be safely assumed that when that fleet is developed, if you want Arab oil, you'll be forced to carry a share of it on Arab tankers.

So the question is: Who can retaliate against the United States for enacting policies to protect its own merchant fleet when the practice is now followed throughout the world?

And secondly: How could they retaliate? What could they take from us?

We have precious little cargo in the foreign trade now. Our ships are being scrapped faster than new ones are being built. Construction has dwindled because of a lack of cargo.

It is proper and right for the United States to protect its own merchant marine in the same way that other nations protect theirs. And his bill represents a major step in that direction.

Success in this struggle can mean jobs and job security for Seafarers for many years to come. We can reach that goal only by continuing our campaign to knock down the phony "free trade" and "retaliation" arguments used by those who would destroy the American-flag fleet.



Paul Hall

MTD Urges at Least 50% of Nation's Oil Be Imported Aboard American-flag Ships

O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department, told the House Merchant Marine and Fisheries Committee that the union and the department strongly favor the requirement that at least 50 percent of oil imports be carried in U.S.-flag ships.

In response to a question, Moody said, "we have looked at this problem over many months and we know of no other way to insure a petroleum transportation capability than the bill that is before you."

He testified at hearing on H.R. 12324, a bill which would amend the Cargo Preference Act of 1954 and require that at least half of all oil imports be carried in U.S. bottoms.

Moody said the bill would provide a starting point for the rebuilding of the merchant marine and would help assure a solution to the nation's approaching energy crisis.

"Mankind," Moody said, "has consumed more energy in the past 30 years than in all previous history. In the next 30 years, we will exceed even that record."

"Six per cent of the world's population is in the United States. Yet the United States, with a total energy demand equivalent to 33 million barrels of oil each day, consumes 32 percent of the world's energy production. More gas, oil, coal and nuclear power are used in this country than in the Soviet Union, Britain, West Germany and Japan combined."

"Today our own resources are no longer sufficient to meet our demand. In 1960 this country imported 1.8 million barrels of oil per day, or 18 percent of our demand. In 1970 imports of oil had risen to 3.3 million barrels per day, or 23 percent of our demand of 15 million barrels."

Consumption to Double

"By 1985 it is estimated that the United States' energy consumption will nearly double to the equivalent of 63 million barrels of oil each day. We will have to import nearly 60 percent of our petroleum and almost 25 percent of our natural gas. This country will, at that time, be importing enough oil and gas to provide nearly 30 percent of our energy demand."

"As our demand for energy increases, our supply of desirable domestic energy will not be able to keep pace, necessitating our becoming more dependent on foreign sources for our energy supplies. However, we have it within our power to prevent a dual dependency; that is, becoming dependent on foreign sources not only to supply our energy, but also to transport it to our shores. We agree with Hollis M. Dole, Assistant Secretary of the Interior, who said: 'There are certain things about a nation's life that are simply too important to be left to the control of others. One is ocean transport. Another is energy. These, and a handful of other truly strategic services constitute the irreducible minimum of capabilities which the nation must have under its own control at all times.'"

Fears Dependency

Moody said the United States would run a great risk of being cutoff from vital oil supplies at the whim of any of the producing nations. He said the possible pitfalls would include economic and political disputes between the U.S. and producing nations, or between the producing nations and U.S. allies.

He pointed out that "to supply the U.S. with the oil and gas it must import in 1985 will require as much tanker tonnage as now exists in the world—about 153 million deadweight tons."

Moody contended that a large portion of that future tonnage must be of U.S. registry, because only U.S.-flag ships can prevent the dual dependency of the nation.

Moody said that the benefits he saw for the industry could be written in terms of jobs. With enactment of the bill he said, shipboard jobs on tankers would begin with 2,500 in 1973 and rise to 17,000 in 1985.

"Without the bill, these jobs will not be forthcoming," Moody said, "because at this time in history U.S.-flag ships carry virtually none of the oil we import."

Provisions of Bill

With enactment of the bill, he said, "statistics developed by the shipbuilding experts indicate that the construction of an American-flag fleet capable of carrying at least 50 percent of our oil imports by 1985 would involve 364,000 man-years of work in our shipyards."

"And economists tell us that an additional million man-years of work would be generated in related industries in the construction and operation of this fleet."

"So when we discuss construction



O. William Moody, Jr.

of a fleet of hundreds of modern, efficient tankers, we are talking about tens of thousands of jobs for skilled and semi-skilled Americans who are now unemployed."

"Our shipyards and shipping industry would become once again productive, profitable ventures with the infusions of billions of dollars of private capital investments."

Other Benefits

Other benefits that would accrue to the nation through passage of the bill, according to Moody, are a definite contribution on the plus side of the balance of payments and continuing contributions to the national security through dependable delivery of petroleum.

"There is but one alternative to developing an American-flag fleet of

energy fuel carriers. And that alternative is to hand over to foreign powers the rights to build, operate and control the fleet that we must depend on to keep our nation equipped with heat and power—literally our source of life," Moody cautioned the committee.

Dispute Opposition

He rebuffed opponents of the bill, saying they represented interests in competition with the U.S. fleet and he said their argument that nations would retaliate against the U.S. was entirely wrong.

He told the committee that France requires two-thirds of their oil imports to be shipped under their flag and that nations such as Spain, Chile and Peru require 100 percent.

"Nobody has retaliated against France that I know of," Moody said. "And nobody has retaliated against Spain or Peru or Chile either."

That, he said, made those arguments "a complete fiction."

He commented that those who have testified against the bill—the Committee for a National Trade Policy, the European National Shipowners Committee, and the American Committee for Flags of Necessity—all have vested interests in the destruction of the U.S.-flag fleet.

He said, "they have opposed every effort of this nation to put itself back into the forefront of maritime nations."

He said that in the case of the European group it was the "height of ingratitude" for them to do it since the United States had rebuilt their

maritime industries after World War II.

Questioned by Rep. Thomas Pelly (R-Wash.) about the significance of foreign-flag operators intervening in the hearings, Moody agreed with Pelly that this constituted a "sinister attack" to U.S.-flag vessels.

Moody said there is evidence that operators in other nations "would be delighted to see the Jones Act collapse and that is why we are strongly in favor of all efforts to strengthen it."

The merchant marine contributes about \$1 billion annually to the credit side of our balance of payments.

Constructing the required vessels in American yards would provide needed employment for shipyard workers; American seamen would find employment aboard these vessels. In both cases, their wages would return in part to the nation's economy in the form of income taxes and expenditures for domestic goods and services.

State of Crisis

In conclusion, Moody said the tanker industry in the United States was in a state of crisis.

"We need the help of this committee to rebuild it and we need that help soon. Without it we will be unable to keep the nucleus of the industry and we will have nothing later on which to build anew," Moody said.

"H.R. 12324 gives us the chance to strengthen the American merchant marine through an imaginative, effective legislative approach that will have a major beneficial impact upon our industry, our economy and our national security."

U.S. Oil Import Bill Is Introduced in Senate

Legislation stipulating that at least 50 percent of all U.S. oil imports be carried in American merchant marine vessels has been introduced in the Senate. The amendment to the Cargo Preference Act of 1954 was co-sponsored by Sen. William B. Spong, Jr. (D-Va.) and Sen. J. Glenn Beall (R-Md.).

"While we probably cannot help but become more dependent on foreign oil, we can and should prevent total dependency on foreign sources for the carriage of this energy," Sen. Spong said.

Presently, the U.S. imports more than 3.3 million barrels of oil daily and it is estimated that by 1985, this figure will more than triple, Sen Spong added.

"We cannot allow our merchant marine—our nation's fourth arm of defense—to deteriorate to such a point that in time of crisis it will be unable to meet our needs. We must maintain ourselves. We cannot place our fate in the hands of nations who may not desire to or be able to help us in time of trouble," Sen. Beall said.

Both pointed out that the passage of this amendment would automatically increase and strengthen the U.S.-flag tanker fleet; insure more reliable national security; spur the nation's economy by providing thousands of

new jobs for Americans in the shipbuilding industries; and offer the safest and most ecologically conscious manner possible for shipping oil.

Hearings on a similar measure are now concluded in the House Merchant Marine and Fisheries Committee chaired by Edward Garmatz (D-Md.). Testimony in his committee shows that there should be no increase of oil cost passed on to the consumer as a result of the proposed legislation.

Weisberger Is Honored by PHS

SIUNA Vice President Morris Weisberger has been presented a certificate of appreciation for his service on the National Advisory Council on Health Professional Educational Assistance by Dr. Robert Q. Marston, director of the U.S. Public Health Service.

In a letter, Dr. Marston offered his "sincere appreciation for your most helpful service," to the commission. The Council assisted the commission in the development of health career programs.

The commission was terminated by changes in the law under the Comprehensive Health Manpower Training Act of 1971.

SIU Provides Impetus in Struggle to Save U.S. Public Health Hospitals



Various community groups and local officials united with SIU and other maritime labor groups in urging the retention of Seattle's U.S. Public Health Service Hospital when members of the House Subcommittee on Public Health and Environment held open hearings in that city earlier this month.

During the one-day session, several civic leaders, health officials, interested citizens and beneficiaries presented testimony and statements favoring the continuation of the federally-financed hospital.

"We developed some interesting testimony and it shows that the people really want that PHS hospital to continue operating," said Rep. Paul Rogers (D-Fla.), chairman of the subcommittee. He added he was impressed with the wide range of local support on the issue.

The three-man congressional subcommittee included Rep. William Roy (D-Kan.) and Rep. John Schmitz (R-Calif.). Stewart Lawton, assistant to the chairman and counsel to the subcommittee, and Rep. Brock Adams (D-Wash.), who represents the Seattle district, also accompanied the subcommittee from Washington, D.C.

An estimated crowd of more than 200 listened to the numerous speakers during the four-hour hearings which were conducted in the Seattle Science Center's Eames Theater.

Among those testifying was Dr. Willard Johnson, former director of the Seattle PHS hospital. He was transferred to a research position last September when he protested HEW's plans to close the hospital. In doing so, Dr. Johnson violated a directive issued by Dr. Vernon E. Wilson, chief of HEW's Health Service and Mental Health Administration.

According to Dr. Wilson, Dr. Johnson's signature on a letter sent to groups representing PHS beneficiaries opposing the hospital closure was "inappropriate for a senior program official of the service."

At that time, Rep. Thomas S. Foley (D-Wash.) said that Dr. Johnson's action means "that anyone who steps out of line in any way, is likely to be fired for using his rights as an American."

Chairman Rogers called HEW's policy of allowing officials to only speak as individuals when discussing the PHS situation "a very dangerous policy," and one that should be reviewed.

Dr. Johnson told the subcommittee of the conditions at the PHS hospital he had formerly directed and of the conditions surrounding his dismissal. "He was under no compulsion to testify and there were no penalties against him afterward," said Rep. Rogers.

Present hospital director, Dr. Louis Gall said that a recent evaluation of the Seattle facility by a

national commission showed the hospital meeting all the standards necessary to deliver adequate health care.

The prospect of transferring control of the Seattle hospital to the community was also mentioned during the hearings. Dr. Melvin K. DuVal, assistant secretary for Health and Scientific Affairs of HEW, said that "more work remains to be done before we would be prepared to make a recommendation."

To date, the Public Health Care Coalition has offered the only viable proposal to HEW for the transfer of the Seattle PHS facility.

Under a congressional resolution, HEW is committed to maintain the eight PHS hospitals until July 1, 1973. Congress has also appropriated \$85.7 million for the hospitals and clinics.

Dr. DuVal explained efforts to place National Health Service Corps personnel in the PHS hospitals. To this plan, subcommittee member Rep. Roy retorted, "I detect a gap between rhetoric and accomplishment. Fifteen months after the (enabling) law was enacted, we have only 19 people assigned to hospitals."

With such a law, Rep. Rogers also questioned why the PHS nursing staff consisted of only .8 nurses per

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The former director of the Seattle PHS hospital, Dr. Willard Johnson, offers testimony on his reassignment to a research position following his protest of HEW's plans to close the Seattle health facility.



Rep. Brock Adams (D-Wash.) voices an opinion during the special hearings of the House Subcommittee on Public Health and Environment concerning the Seattle PHS hospital. Adams represents the district where it is located.

Carey Suggests Cure for Nation's Energy Problems

The solution to the dual problem of the nation's energy shortage and control over the transport of imported energy resources lies in "strong bilateral or multilateral agreements with the nations whose ships visit our shores."

This was the main thrust of speeches to luncheon meetings sponsored by the AFL-CIO Maritime Trades Department, by Rep. Hugh L. Carey (D-N.Y.).

Suggesting that the United States should have a more active labor representation in many kinds of international negotiations, Rep. Carey pointed out that American labor represents millions of people, and should have the opportunity to "contribute its experience, knowledge and judgment" on matters that involve workers so deeply and permanently.

Reverse True

Instead, he observed diplomats and bureaucrats are thrashing out treaties and agreements affecting the lives and livelihood of millions of workers.

Two such examples, he said, are State Department talks with nations which claim 200-mile territorial limits at sea, and voluntary textile agreements with Japan, Taiwan, Hong Kong and South Korea.

"Let me make it clear that I am not suggesting

that labor take over the role of diplomatic negotiators for the nation," he emphasized, "but there is no sense to the persistent habit of excluding labor," from these and similar important negotiations.

Carey noted that "there is plenty of management thinking in the Department of Commerce," which sends trade missions to the far corners of the earth. He proposed a greater labor voice in these international negotiations.

Discusses Energy Crisis

In regard to maintaining control over the transportation of fuels such as natural gas and petroleum, the Congressman indicated that labor's help was particularly vital. "After all," he said, "who knows more about shipping standards and the environment problems involved in shipping than the men who man the ships, who build them, who load and unload them."

Discussing the hard realities of the energy crisis, he acknowledged that "we can and must give the green light to the importation of necessary energy supplies," if we are to maintain our standard of living. But importing oil and gas "does not, of itself, solve or end this crisis," he added.

The truly appalling aspect of the energy crisis in America, Carey stressed, is that "virtually all" the imported oil and gas has been coming to our shores on foreign-flag ships. "We allow other nations—and not even the nations which sell us the oil and gas, but third-party nations—to literally control the transport of energy supplies . . ." he said.

Solution Offered

There is a proposal presently before the Congress which, if passed, would give us somewhat more con-

trol of our energy sources, he declared, "a proposal to change our Cargo Preference Laws so that at least 50 percent of our oil imports will be transported on the American-flag ships of our own merchant marine."

"The need for this change . . . is great," he said, since it means more jobs for Americans. But the "overriding reason" a change in the law is needed is for our national defense.

"Can you imagine," Carey asked the audience of labor, management and government representatives, "this nation in time of war or national emergency totally dependent for its sources of energy on nations which may not agree with our international policies or even with our way of life?"

This could result in a national position of "being unable to control our own destiny," he warned.

Other Problems Listed

But a number of other related problems must be considered along with a change in cargo preference laws, he said: Problems of setting standards for ship operations—"standards which will help prevent spills from desecrating our beaches, our inland waterways, our port cities," must be resolved, and they must be enforced through strong bilateral and multilateral agreements.

Noting that the area of standards for shipping and handling energy imports is one in which "labor's counsel could be useful," he concluded that in order to make certain that foreign-flag standards "are equal to our own," we must meet across the bargaining table.

"The planning must begin immediately, . . ." he said. ". . . we will act soon because we must."



HLS student Michael Bagley, Jamaica, N.Y., (second from the left) meets Congressman Hugh Carey (D-N.Y.), while another Carey, Thomas (no relation), Brooklyn, N.Y. looks on. Other classmates who attended the luncheon are at the Congressman's side, (left to right), Emile Seibert, New Orleans, La.; Charles Meeks, Talking Rock, Ga.; and Ronald Huffman, Biggs, Calif. Garrett Clark, HLS instructor accompanied the group to Washington.



It was a "fine top o' the mornin'," even if it wasn't quite St. Patrick's Day, when Ireland visitor E. P. Kearney, administrator of the Convention Bureau of Ireland, (left) shared a bit of the blarney with Congressman Hugh Carey (D-N.Y.), (center), while another Dublin visitor John F. Carroll, general vice president of the Irish Transport & General Workers' Union (right), offers still another familiar Irish saying to the conversation.

U.S. Public Health Hospital Battle Continues in Seattle

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patient when community hospitals averaged twice that figure.

Others present at the hearings included: Pacific Science Center Director, Dr. Dixy Lee Ray; Director of the Seattle Indian Health Clinic, Bernie Whitebear; and Vice President for Health Affairs at the University of Washington, Dr. Thomas Grayston.

The Seattle hospital is one of the eight PHS hospitals and 30 clinics across the country which is protesting HEW's plans to close or transfer the facilities to community hands. Since HEW's plans for the facilities have been publicly known (December, 1970) congressional opposition and community interest groups have joined in methods to halt the action.

These hospitals, originally designed to serve merchant seamen and later Coast Guardsmen, injured government workers and other groups have been part of the American health heritage

for more than 170 years. Other PHS hospitals are located in Baltimore, Galveston, New Orleans, Norfolk, Staten Island, San Francisco and Boston.

Similar Protests

Earlier this year, in San Francisco, SIUNA Vice President Frank Drozak led an informational picket line of 500 maritime union members and concerned citizens in a demonstration against the HEW policy.

The SIU and other maritime labor groups are also supporting expanded community involvement in those cities where the PHS hospitals are located.

In closing the Seattle hearings, Chairman Rogers said, "I think the best statement was made by the assistant secretary (DuVal) that if the people want the hospital, HEW would try to go along with them."

The subcommittee will take the testimony from the Seattle meeting under advisement with other hearings on the subject.

HEW Stand Still the Same

HEW's intention to close or transfer the eight remaining U.S. Public Health Service Hospitals was again reiterated in a letter written by Department Secretary Elliott Richardson.

Sen. Charles McC Mathias, Jr. (R-Md.) wrote to Richardson requesting information concerning the current status of the Baltimore PHS hospital in Wyman Park, Md., at the request of Baltimore Port Council Secretary-Treasurer and SIU Port Agent, Warren Leader.

Sec. Richardson's reply to Sen. McC Mathias follows:

"The Regional Planning Council in Baltimore, in an exhaustive study, identified the North Central Baltimore Health Corporation for the potential management of the Baltimore Public Health Service Hospital as a community health facility. However, much work is still needed by this community corporation to fully document a proposal responsive to all Department of Health, Education, and Welfare guidelines.

"As you may know, it is our goal to convert the PHS hospitals to community use as soon as feasible. Our target is to accomplish this by June 30, 1973, not this year as you indicated in your letter. However, if in any instance we are not able to develop a feasible plan by that time, the status of the hospital will not be changed. We will continue to operate the facility as a federal institution until we are able to develop a workable plan for its conversion to community use."

Rep. Garmatz Claims Subsidies, Cargoes Key to Survival of U.S. Merchant Fleet

The U.S. Merchant Marine needs both subsidies and cargo if it is to regain its prominence on the oceans of the world, according to Rep. Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, in remarks delivered to the Institute on Foreign Transportation and Port Operations at New Orleans.

"The time has come," he said, "to promote the use of bilateral agreements with other nations" if we are to insure sufficient cargo for American ships.

The speech, delivered for Rep. Garmatz by Committee Counsel Ralph E. Casey, surveyed the recent history of U.S. shipping, the ac-



Ralph E. Casey

complishments of the Merchant Marine Act of 1970, and noted the continuing need for bold "new approaches."

Here are highlights of the address:

While the 1970 Act was a giant step forward, there are some important things yet to be accomplished, particularly in the cargo field. To that end, the House Committee on Merchant Marine and Fisheries opened hearings last October on ways to attract more cargo for the fleet. Certainly it would be unreasonable to expect American operators to build ships unless the business is there.

In an uncertain world where friendly nations can turn unfriendly overnight, this nation cannot afford to depend on the fleets of other nations to bring strategic imports to our shores. This is a cold, political fact of life.

As Hollis Dole, Assistant Secretary of the U.S. Department of the Interior, recently said in a speech concerning the nation's energy crisis, "there are certain things about a nation's life that are simply too important to be left to the control of others. One is ocean transport. Another is energy."

Most Fleets Government-Controlled

The truth is, there are practically no truly "private" merchant fleets in any nation anymore. More than half the world's commercial fleets are either totally or partially owned by their governments.

Competition with government-owned fleets, such as that of the Soviet Union, is tough—very tough. In many nations, there are discriminations against foreign fleets in the carriage of commercial cargo . . . it is sometimes difficult, if not

impossible, to tell where private enterprise ends and government control begins.

To meet the energy crisis of the years ahead, we will need strong new legislation. Late last year, I introduced a bill to require that at least 50 percent of our vital oil imports be brought to our shores in American-flag ships.

Another bill now pending before the Committee would require that we send 100 percent—not 50 percent as present law mandates—of our government-generated exports abroad in our ships whenever the freight rates—American vis-a-vis foreign—are equal.

Today, as never before, the Jones Act is under attack. As soon as the discovery of oil on the North Slope of Alaska was announced, the attack intensified . . . there are those who would decimate the Jones Act by allowing Alaskan oil to be carried to U.S. ports in foreign ships. We cannot allow this to happen.

The time has come I believe, for us to promote the use of bilateral agreements with other nations as a practical means of securing employment for U.S.-flag ships. I am not a protectionist; I am a realist. Inflation in our domestic economy has forced us to wage and price controls. The deficits in our foreign trade balance have forced us to measures which conflict with our traditional free trade principles.

The evidence . . . seems now to point out the need for still further measures to insure cargoes for our ships. Reluctantly, I have come to the conclusion that we must deal in this regard with what had been heretofore considered to be purely commercial cargoes. Nothing less, in my opinion, will insure the fulfillment of the new maritime program.

Maritime Unity Is Central Theme of Tulane Conference

Two events which underlined current efforts toward rebuilding the American-flag merchant marine occurred in New Orleans in early March.

The events were the annual Tulane University Institute of Foreign Transportation and Port Operations and a maritime unity dinner jointly sponsored by the Propeller Club of New Orleans and the Central Region Action Group of the National Maritime Council.

SIU President Paul Hall participated in both events.

Hall was one of the speakers at the unity dinner and was a member of a panel on "Our Maritime Status Today and Tomorrow" which concluded the week-long Tulane institute.

Cooperation Keynote

In both appearances Hall stressed that all maritime unions were joining in every effort to promote and develop a viable merchant marine for this nation.

Hall stressed labor's concern for the nation's security and the role of the merchant marine in the defense posture. He also stressed the role of the merchant marine and maritime's potential help in solving the growing energy crisis in the United States.

To make sure we have a viable fleet, he said, we must recognize that "the name of the game is commerce and the name of the game in delivering commerce is going to be ships—and that means cargo for our ships."

"We have to do all that we can to attract investments to this industry," he said.

Hall cited the dangers of a declin-

ing merchant fleet in both economic terms and, again, in the light of national defense. "The Russians have recognized that the way to do business is through maritime power—whether merchant or naval," he declared.

He said that the Merchant Marine Act of 1970 was legislation "whose time had come" and reiterated labor's determination to achieve its purposes through joint efforts with management and government in organizations like the National Maritime Council.

Underscoring those words were the other speakers at the unity dinner: W. J. Usery, assistant secretary of labor and Joseph T. Lykes, president of Lykes Brothers Steamship Lines.

Council Commended

Usery said the dinner was testimony that "there is a recognition that the whole industry must pull together." He said that government would do its share to assure realization of the goals of the 1970 Act.

Lykes said such joint efforts as the National Maritime Council were intended to bear fruit in the form of continuous, inexpensive service to shippers. The alternative, he said, was that the maritime industry would "die on the vine."

While unity was the theme of the dinner, the Tulane program covered a wide range of topics in its seminars and speeches.

At one session on "Shipping and Shippers' Problems" three spokesmen for foreign nations attacked Federal Maritime Commission control of ships entering American ports and were stoutly rebuffed by Emanuel L. Rouvelas, counsel to the U.S. Senate Commerce Committee.

Rouvelas point-by-point disputed the

contentions of shipping attaches from the German, French and British embassies that "Ship American" promotions were bad, that the U.S. could rely on ships sailing under flags of convenience and that the merchant marine is overregulated.

Rouvelas said it was the firm opinion of the Senate committee that "a viable and vigorous American Merchant Marine is an urgent national necessity."

He said that the Senate committee would continue its efforts to make the U.S.-flag fleet responsive to the needs of the American shipping community.

America's Merchant Marine 'Will Speak With One Voice'

SIUNA Vice President Frank Drozak, speaking to a National Maritime Council unity dinner in Boise, Idaho, voiced what he termed "a message of deep concern" over the fate of the U.S. Merchant Marine.

Drozak said that maritime unions were concerned because they have seen the fleet reduced to about 600 ships and because they have seen the amount of cargo the fleet receives slip lower and lower.

That concern, he said, has led to the unanimous involvement of maritime unions in the council, since the council offers labor a chance to participate in the achievement of the "vital goal of generating more cargo for U.S.-flag ships."

He said the council reflects "a de-

termination that the American merchant marine will speak with one voice on this important issue."

"The problem is so great that individual effort cannot solve it," Drozak said.

He urged his audience, composed of executives of shipping companies in the Northwest, to join with the National Maritime Council in urging shipment of cargo in U.S.-flag ships.

Other speakers at the Boise dinner were Charles Hiltzheimer, vice president, Pacific Group, Sea-Land Services Inc. representing management and Harold J. Romain, chief of market development for the Western regional office of the Federal Maritime Administration.

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AFL-CIO, UAW Resign from Pay Board

The AFL-CIO and the UAW have resigned from the Administration's Phase II Pay Board.

The AFL-CIO action came at a special meeting of the Federation's Executive Council.

The resignation includes all three Federation representatives on the Board—AFL-CIO President George Meany, President Floyd Smith of the Machinists and President J. W. Abel of the Steelworkers.

UAW President Leonard Woodcock announced a few days later that he also was resigning from the Pay Board, terming its workings an "abomination."

Here are excerpts from the statement issued by the AFL-CIO following the Council meeting:

"We joined the Pay Board in good faith, desiring—despite our misgivings—to give it a fair chance, and with the hope that we could bring the voice of workers into the decision-making process of an autonomous and genuinely tripartite wage stabilization effort.

"A few weeks after the Pay Board was created, we reported to the Ninth Constitutional Convention of the AFL-CIO on Nov. 18, 1971: 'The trade union movement joined the Pay Board on the basis of a commitment from the President that it would be tripartite and independent. . . .'

Not Quite So Neutral

"The so-called public members are neither neutral nor independent. They are tools of the Administration, and imbued with its viewpoint that all of the nation's economic ills are caused by high wages.

"As a result, the Pay Board has been completely dominated and run, from the very start, by a coalition of the business and so-called public members. All major Board decisions have been concocted by this coalition, with its mechanical majority of the vote. The trade union movement's representatives on the Board have been treated as outsiders—merely as a facade to maintain the pretense of a tripartite body.

Contempt for Collective Bargaining

"The Board's business and so-called public member majority has continuously revealed a contempt for free collective bargaining and freely negotiated labor-management agreements. They have shown an utter lack of understanding or sympathy for workers and the realities of industrial life.

"In a supposedly free country, in time of peace, with no national emergency defined or like sacrifices required of the affluent elements of society, it is not tolerable to subject free American workers to control at such hands."

The lone labor member remaining on the Pay Board is Frank Fitzsimmons, president of the Teamsters. Fitzsimmons has indicated that he will continue to serve on the Board.

'Phase II a Device'

The Council statement also contained criticism of the Administration's entire Phase II program, declaring that "it is nothing more than a device to make the average worker and consumer both the victim and the goat, while the banks and big business pile up increasing profits."

In the guise of an anti-inflation policy, the Council said, "the American people are being gouged at the supermarket and squeezed in the paycheck." The statement concluded:

"It is now very clear that the Administration's 'new' economic policy is nothing more nor less than a means of shifting to the average working man and his family the burden and the blame for the dismal failure of its former economic policy.

"It is an effort, at the expense of personal and institutional freedom in this country, to avoid the measure, resisted by big business and other selfish interests—such as constructive tax reform—most needed to correct the consequences of that failure."

GIVE TO

S P A D

For both unions and individuals, political activity is not something you do to while away the idle hours.

You do it because you are committed to a goal. Because you feel the need to get something accomplished.

And finally you do it because it is your right and duty as a good citizen of a democracy.

For maritime unions and for Seafarers there is another very good reason to be involved in politics: Survival.

Ours is a highly regulated industry, and the power to regulate, if left unchecked, can also be the power to destroy. And the power to regulate comes through laws passed in Congress.

That makes the Congress, and the Executive Branch of government of great concern to us, a concern that involves the continuation of the professional sailor's livelihood and his way of life.

There is a great deal of work to be done with Congress and with the Executive Branch, such as watching bills that affect the industry. And there is a great deal to do at election time.

For the men and women we send to Congress can either help us or hurt us, either lift us up or tear us down.

During the election season, we must follow the words of the old-time labor leader Samuel Gompers:

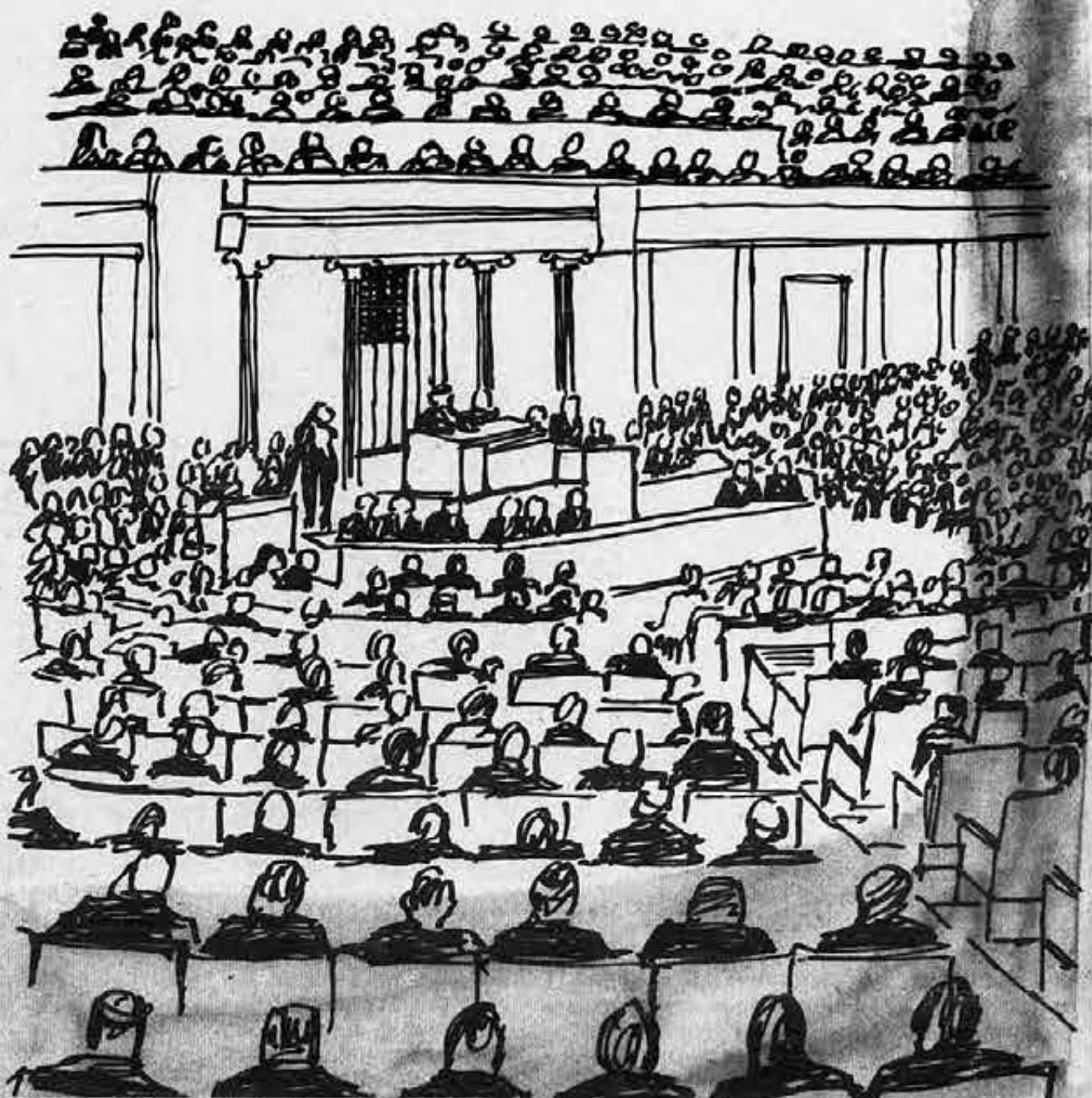
"Labor must reward its friends and defeat its enemies."

That is basic political science: Work for those who can and will help you, and against those that seek to hurt you.

One way that work can be accomplished is through voluntary contributions to the Seafarers Political Activity Donation.

There is no substitute for support of the right candidate, and SPAD is our way of giving that support where it will do the most good.

It is less than a year until the next Presidential election, and a new Congress will be elected at the same time. It is not too early to make sure that SPAD will be working for you.



LEGISLATIVE REPORT



Hearings have concluded before the House Merchant Marine and Fisheries Committee on legislation to require that at least 50 percent of all oil imports be carried on U.S.-flag ships.

One of the final witnesses to testify was O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department.

Speaking for members of the SIU and 43 other maritime-oriented unions, Moody declared that the measure "gives us the chance to strengthen the American Merchant Marine through an imaginative, effective legislative approach that will have a major beneficial impact upon our industry, our economy and our national security."

Highlights of his testimony begin on Page 3 of this issue of the *Seafarers Log*.

Senate Bill Introduced

While hearings were drawing to a close on the House side, a companion bill was introduced in the Senate by Sens. William B. Spong, Jr. (D-Va.) and J. Glenn Beall, Jr. (R-Md.)

In introducing this version of the bill, both legislators stressed the need for the nation to maintain some effective controls over how energy products are imported to our shores.

At present, virtually all petroleum products are imported on foreign-flag ships and oil imports have increased at an amazing rate over the past few years.

In 1960, for example, this nation imported 1.8 million barrels of oil per day—about 18 percent of our demand. In 1970, however, imports of oil has gone up to 3.3 million barrels per day—23 percent of our demand of 15 million barrels.

Rep. Edward Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, has called this ever increasing foreign-flag carriage of oil a "drastic danger to the nation."

Transport Industry Disputes Bills

The Senate Labor and Public Welfare Committee is presently considering 13 bills which deal with disputes in the transportation industry. They generally call for some form of compulsory arbitration to deal with strikes in all phases of transportation.

One of the bills sets some interesting procedures. After the initial 80-day cooling off period already required by law, this bill includes another 15-day cooling-off wait, appointment of a Presidential panel to investigate, and submission by both parties of a "final offer" to the Secretary of Labor.

SIU President Paul Hall testified in opposition to similar measures before the House Interstate and Foreign Commerce Committee last fall. He told the committee: "We are totally committed to our opposition to any legislation that would erode the tradition of free collective bargaining that has made our nation strong, has kept her free, and protected each of us against the tyranny of economic repression through government regulation."

The Committee failed to report a bill to the House floor.



Propeller Club Honors HLS

Milton G. Nottingham, Jr., president, Propeller Club of the United States, Port of Washington, D.C. (left) presents Miss Hazel Brown, director of education at the Harry Lundeberg School, with a special plaque. Congressman James Howard (D-N.J.), at her right, reads the citation which notes the Port's "appreciation for a memorable visit enjoyed by military patients from the Walter Reed Army Medical Center and the Bethesda Naval Medical Center."

Compulsory Arbitration Called 'Anti-democratic'

Labor-management relations expert Theodore W. Kheel has called the Administration's sweeping compulsory arbitration legislation applying to the transportation industry "anti-democratic in the extreme."

Under the Administration's proposals, the President would be empowered to end strikes in the railroad, airline, longshore, maritime and trucking industries through a series of permanent options.

One of these options is the "final offer selection," Kheel said. It authorizes the President to appoint a three-man panel that would impose a settlement by picking between the final offers of labor and management without modification, he added.

Not a Solution

Since this panel must make a choice and that choice must be final, Kheel said, the final offer "may not be the most reasonable but the least reasonable." He added, "this is compulsory arbitration at its worst" because rank-and-file union members would have no voice in the final settlement.

Issues are never so simple as to be solved with an either/or position, he said. At least three parts prevail: Should any change take place?; if so, what should it be?; and, what measures should be taken to ameliorate the adverse impact on the employees?

The well-known mediator told the Senate Subcommittee on Labor and Public Welfare that this plan is "not the way . . . to promote industrial peace. Nor is it the cure for what the Administration identifies as our current dilemma: What to do about "emergency" strikes in transportation."

The nation's first concern should be in finding ways to make the collective bargaining process more workable. "Instead of wasting time in ingenious but unworkable devices that substitute compulsive for collective bargaining," Kheel said.

"Let us concentrate our efforts on how to make the bargaining process work better; there is much room for improvement," Kheel concluded, as

he called the "final offer selection" similar to Russian roulette—"you take your chance on who is going to make the least unreasonable offer."

Study Reveals Pipeline Is Vital

The long-awaited study by the Interior Department reveals that a pipeline to tap Alaska's oil resources is vital to the nation and to the nation's security despite some environmental risks.

The massive study of the impact on the environment of the proposed pipeline said that development of Alaska's vast oil potential was a matter of national security in order to decrease the nation's dependence on foreign oil imports.

The nine-volume, \$9 million study was undertaken after three environmental organizations charged that the Interior Department failed to prepare an adequate environmental impact statement on the project in accordance with the National Environmental Policy Act.

Involves Risks

The resulting study, which makes no recommendations concerning the project, examines all possible delivery systems and concluded that each involved some environmental risks.

The major threat of a delivery system across Alaska and combined with tanker delivery of oil to the West Coast would be oil spillage, the report said. However, it noted that "the whole system is being designed to provide a secure and virtually leak-proof conveyance of oil across Alaska."

In addition to the national security aspects of the pipeline, the SIU and other maritime unions favor a delivery system involving shipping since it will mean more jobs in shipyards to build the needed tankers, more jobs aboard ships, and more jobs in West Coast port cities.

Interior Department spokesmen said that no decision on the pipeline would be made for at least 45 days.

HLS' Hazel Brown Named To National Training Boards

Hazel Brown, director of education at the Harry Lundeberg School, has been named to the National Transportation Apprenticeship and Training Conference.

The conference is the only broad-based educational program in the transportation industry. The purpose of the conference, according to Miss Brown, is "to promote and develop training and apprenticeship programs in the industry, to develop and update upgrading programs, and to serve as a forum where management and labor can freely exchange ideas on training and develop solutions to problems which will encourage the growth of our nation's transportation industry."

The conference, which was formed by President Kennedy in 1964, is made up of business and labor leaders representing all modes of transportation, including rail, airlines, trucking, and the maritime industry.

The conference meets annually to share ideas and discuss training programs relating to the nation's transportation complex. The next conference meeting will take place in Chicago in October.

Other Appointment

Miss Brown was also appointed to the Maritime Training Advisory Board, which will meet at the Lundeberg School later this spring.

The Maritime Training Advisory Board serves as a focal point for the interchange of ideas on maritime training programs.

The Advisory Board, which includes officials of the Federal Maritime Administration and the U.S. Coast Guard, reviews and makes recommendations to the Coast Guard, the Maritime Administration and the Labor Department for improvements in maritime training programs.

National Health Security Bill Discussed by Leading Proponent

By Sen. Edward M. Kennedy

Editor's note: The following article was written by Sen. Kennedy especially for the labor press. He is the co-author of the Kennedy-Griffiths Health Security Bill, which is staunchly supported by the SIU, as well as all organized labor. The article is timely and relevant in view of the nation's current health system crisis and especially at a time when the government is contemplating shutting down the remaining PHS hospitals (See Page 4). This article was distributed to labor publications by Press Associates, Inc.

Most Americans do not need to travel across the nation to know there is a health care crisis. Every workingman knows it when he looks at the increasing amounts taken from his pay check to cover the cost of his health insurance plan.

He also knows it when he sees his doctor and hospital bills and realizes how much fees have gone up since last time.

Hospital charges have tripled in the last decade, while physician fees have risen by 150 percent. Inflation in hospital costs outstrips even the inflation in construction costs.

From the purely economic standpoint alone, this serious inflation in a \$71 billion industry indicates a system that is out of control. But there are other signs of the loss of control as well. There is gross waste and inefficiency in the way health services are provided.

Personal Observations

I have walked through emergency rooms packed with patients waiting long hours for routine health care. In the same city, I have also walked through empty emergency rooms. I have walked through crowded hospital wards, and I have also walked through hospitals with empty padlocked wings and half-filled wards.

We have heard from areas of the country with too many surgeons and too much surgery, and we have heard from areas where there are no doctors at all.

In short, behind the soaring costs of health care, we see a health system riddled with inefficiencies—a system that attracts physicians where they are needed least, treats patients where it costs the most, and overloads one facility only to leave neighboring facilities empty.

If we are to succeed in our goal of achieving health reform, we must break the trap that binds us and free the hospitals and the doctors to create a health care system worthy of our nation.

I believe the Health Security Bill will do the job. Only the health insurance industry stands to lose if the bill is passed—and I believe we have already witnessed the failure of that industry to serve the people.

The Alternative

At the outset, I believe that a nation as affluent as ours cannot afford not to offer comprehensive health care to all of our people, whatever the cost. But that is not the issue. I am convinced that the Health Security Bill can be put into operation for the same amount of money we are now spending on the current system, and give us better care in the bargain.

You have heard enormous figures quoted as the "cost" of the Health Security Act, but the figures are meaningless unless we compare them with the cost of other programs.

The amount of money that will be spent under the existing system in 1974 is the same amount of money that would be spent under the Health Security Act. The crucial difference is that the major part of the funds will flow through the federal government, instead of through the private insurance industry. The cost to the nation, however, remains the same. The higher federal payment is offset by a reduction of equal amount in spending for private insurance and out-of-pocket payments.

The key question in this and all national health insurance proposals is who should have the responsibility for administering the enormous funds being spent on health care in America. I believe that the federal government should have this responsibility.

I would make the federal government the health insurance carrier for all Americans.

Under the Health Security Act, the doctors, the nurses, and the hospitals would not be owned by the government any more than they are currently owned by the private insurance industry. They remain free to organize themselves and charge for their services in a variety of ways. In fact, they would be freer than they are now, because more options would be open to them.

As insurance agent for the nation, the federal government would effect controls on costs, as well as incentives for efficiency and quality of care. It would also undertake to increase the resources available to supply care.

Offers 'Positive' System

Of all the bills before Congress, only the Health Security Bill places positive and firm controls on costs. It does this by prospectively budgeting the amount of money available to cover all health care services for the population. The budget would be based on the previous year's expenditures for health care, plus a reasonable increase to cover inflation and new demand.

The budget would be broken down for various regions and areas of the country. Within a particular service area, the budget would be allocated among hospitals and other facilities, as well as among pre-paid medical groups, foundations and other organizations of physicians. A pool would be left for physicians in private practice who choose to offer care on a fee-for-service basis.

These budgets would be absolute—and hospitals and physicians would have to live within the ceiling. In effect, the budgeting will place a lid on how much money can be spent to cover health services in the nation.

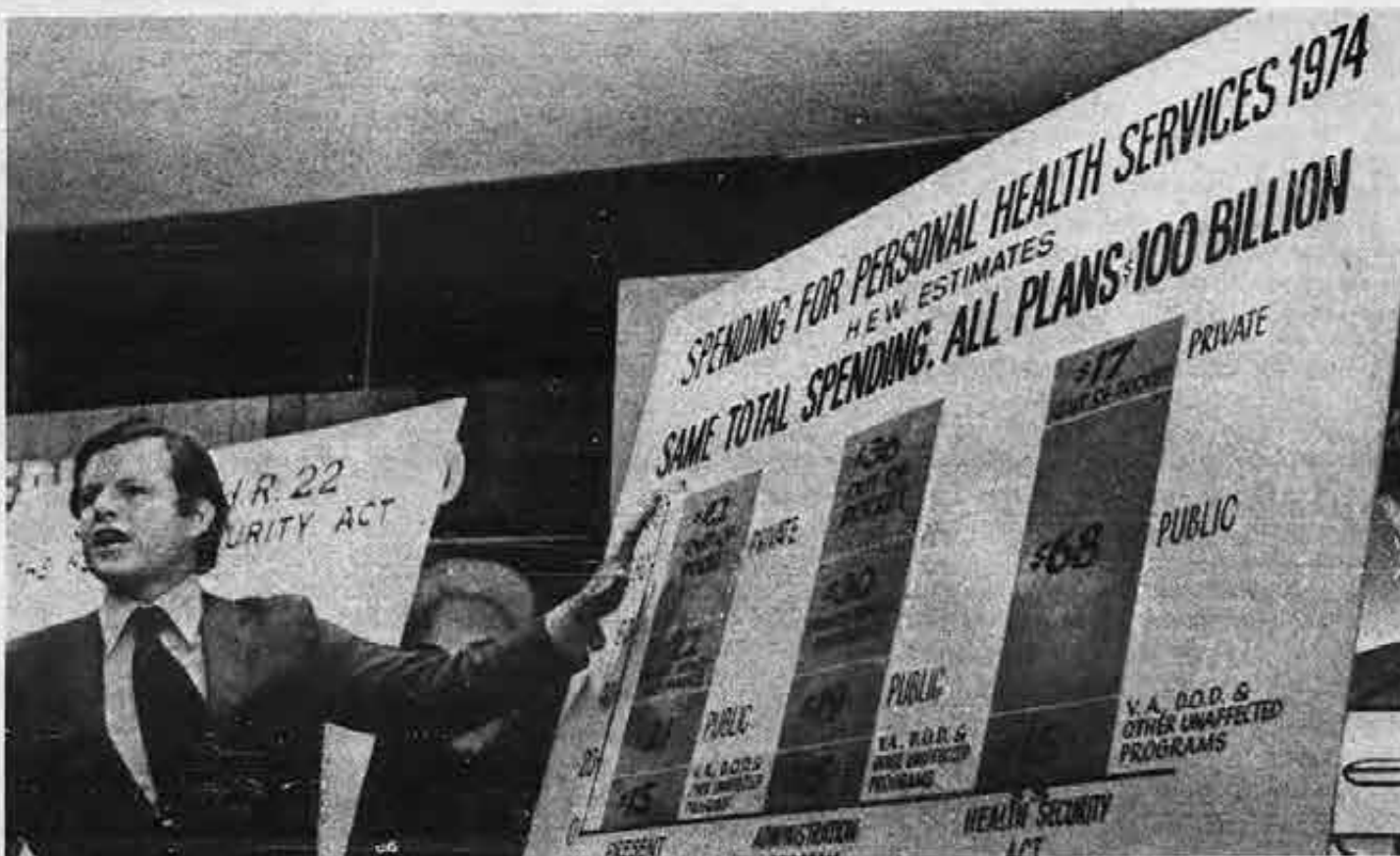
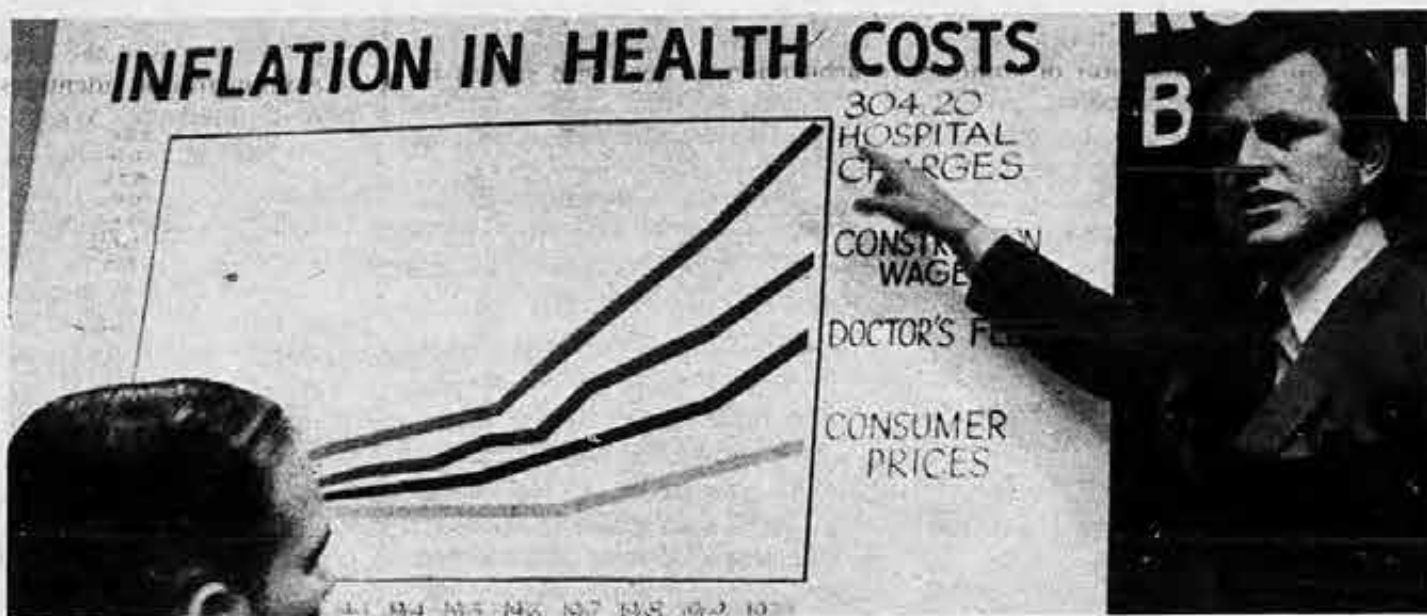
The Health Security Act would also offer strong incentives for efficiency. The bill encourages the development of pre-paid group practice, medical foundations, and other more efficient patterns of health care.

The Health Security Act also promotes the efficient use of hospital and other facilities by an annual review of their budget proposals. During these reviews, costly, duplicative, or grossly under-utilized facilities would be phased out, and new construction would be based on area-wide planning for health services.

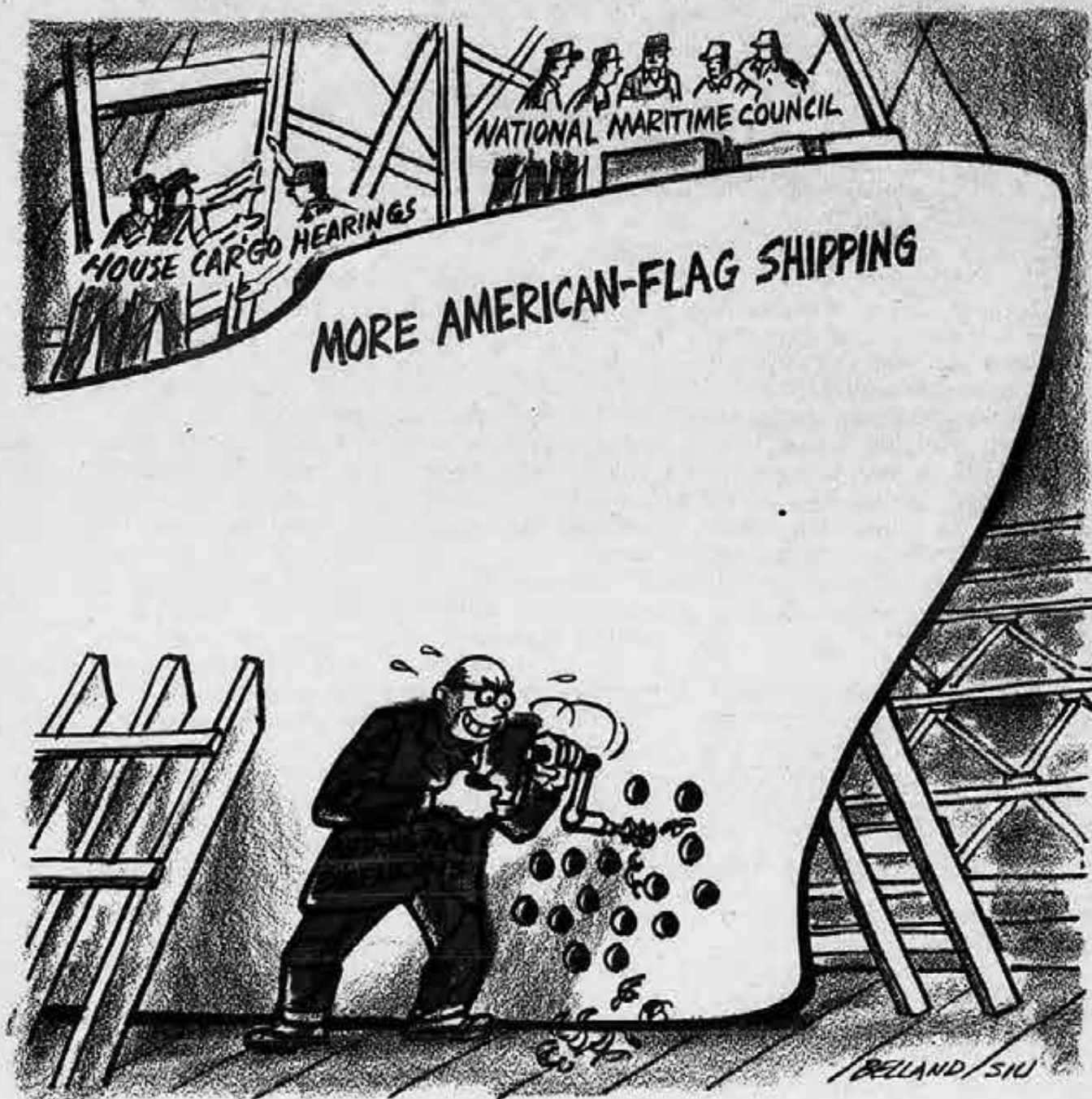
There is another aspect of the health care crisis that has been little studied and is seldom discussed. It is the question of the quality of care Americans receive. Our subcommittee has heard extensive testimony that raises grave questions in this area. The Health Security Act would offer major assurances in this regard.

It would establish national licensing requirements for physicians and facilities, and require continuing education for health professionals. Controls would be set on the use of drugs, and referral arrangements would be required for both physicians and organizations to insure against abuse of expensive specialist and inpatient services.

But the most important aspect of the Health Security Act is that it frees the people of this country to build a better health system. Some opponents have labeled the bill monolithic, and have raised the specter of oppressive federal control of health services. In fact, the only thing monolithic about the bill is its proposal to create one national health insurance policy for all Americans. It replaces the many fragmented public and private insurance arrangements we have today with one public insurance system.



At the SIUNA convention last year, Sen. Kennedy used charts to cite the current health crisis and the prospects for health care in the years ahead. In the top photo, he explains how medical costs have risen to such formidable heights over the years. In the bottom photo, explains a comparative study of health costs under different plans, including the Health Security Act, as projected for the year 1974.



Seafarers Log

NFU Claims Strike's Effect 'Exaggerated'

The National Farmers' Union Newsletter says the Administration has "exaggerated out of proportion" the effect on farmers of the recent West Coast dock strike to give itself "a convenient scapegoat for the farmers' economic problems."

The NFU said that the Administration rhetoric concerning the effect of the dock strike, was an attempt "to hide, or divert attention from, the problems caused by excessive production under its set-aside program."

They echoed the denunciation of Administration claims against the dock strikers issued earlier by AFL-CIO President George Meany who branded the Administration statistics "unsubstantiated."

The NFU newsletter agreed saying, "it is not strikes, but surpluses which are causing the economic ruin in the countryside."

Pointing out that an examination of some facts, not widely publicized, makes the exaggerated position of the Administration "even more obvious," the newsletter noted that:

- The Administration stood idly by when the International Longshoremen's and Warehousemen's Union offered to load grain and citrus commodities along with military supplies. "Labor Secretary Hodgson and Agriculture

Secretary Butz admitted that they had not even asked the shippers to accept the offer."

- "With the exception of a few weeks, some U.S. ports were open during the entire strike period. In addition, U.S. grain and other commodities continued to move through Canada and Mexico. So while the strike did delay and shift exports, it did not stop them."

More at Stake

The issue of the strike's effect is still a pertinent one. Statistics are being circulated by those who push a bill to deny all transportation workers the right to strike. Sen. William V. Roth (R-Del.) quoted a Butz figure that the strike reduced farm exports \$6 million a day while in effect.

However, NFU emphasized that U.S. agriculture exports were affected by other factors that Butz ignored, particularly the fact that production in European countries and elsewhere was higher so the demand for U.S. products was lower.

What has made Butz' claims really look ridiculous in retrospect was a recent government report showing that total exports of farm products in 1971 hit a new high of \$7.7 billion, up six percent over 1970, even though the strike was on for 100 days last year.

Corporations Begin Drive To Outlaw Transport Strike

A total of 18 corporations have joined together in a big-business combine trying to raise \$1 million to "educate" the public in favor of legislation to ban transportation strikes.

The legislation, now before Congress, is part of a drive to deny the right to strike in the railroad, airline, longshore, maritime and trucking industries.

The SIU, the AFL-CIO Maritime Trades Department, and the Federation itself all have expressed total opposition to the measure.

The business alliance, which calls itself United Transportation Consumers (UTC), came to light when it sent a letter and brochure to all members of Congress to explain its purpose.

UTC apparently wrote Congress in an effort to show that it is not a

"lobbying" organization. However, it concedes its aim is "to get consumers to arouse Congress; to provide 'for mandatory settlement of management-labor disputes in the transportation industry.'"

The alliance was formed last November by ten corporations each of which is paying \$3,000-a-year in membership fees: Georgia-Pacific, Allied Chemical, Continental Can, Dow Chemical, E. I. duPont, PPG Industries, St. Regis Paper, Union Camp, U.S. Plywood and Wyerhaeuser.

Thomas F. Mitchell, chairman of UTC's steering committee, said it has contacted 1,000 firms in shooting for a \$1 million kitty. He said a number of companies have declared an intention to join but he declined to identify them.

Irish Congress of Trade Unions Seeks Solution to Ulster Crisis

One of the little known aspects of the tragic struggle in Northern Ireland between Catholics and Protestants is the effort of the Irish Congress of Trade Unions to find a peaceful and constructive solution to the bloody quarrel.

The Congress, which covers both Catholic and Protestant members and is represented both in Northern Ireland and the Irish Republic has before it a plan to resolve the conflict. The plan, drawn up by a special committee, has been approved by the Congress' Executive Board whose members come mostly from the Irish Republic.

The plan rests upon two bases: civil rights and employment. The plan calls for a Bill of Human Rights and for effecting these. One part would uphold the right of Ulster citizens to be employed without regard for religion, race or political belief while the other would establish a system of promotional representation in local and national elections.

Those in favor of the plan contend that persistent and chronic unemployment is the crux of the Northern Ireland problem and that this has been a major cause of the present troubles. In turn, the current disorders have contributed to that very unemployment. The unions involved propose creation of an Industrial Development Board with a view to stimulate the economy and to create thousands of new jobs, especially in troubled areas.

Unfair to Labor



DO NOT BUY!!

BARBER EQUIPMENT—Wahl Clipper Corp., producers of home barber sets. (Int'l. Assoc. of Machinists and Aerospace Workers)

CIGARETTES—R. J. Reynolds Tobacco Co.—Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)

CLOTHING—Reidbord Bros., Co., Siegal (H. I. S. brand) suits and sports jackets, Kay-nee boyswear, Richmond Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing, Judy Bond Blouses—(International Ladies Garment Workers Union)

CONTACT LENSES AND OPTICAL FRAMES—Dal-Tex Optical Co. Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Co.; Goldblatt Optical Services; King Optical; Douglas Optical, and Mesa Optical; Lee Optical Co.; and Capitol Optical Co.

DINNERWARE—Metalox Manufacturing Co. (Int'l. Brotherhood of Pottery and Allied Workers)

FILTERS, HUMIDIFIERS—Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)

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

LIQUORS—Stitzel-Weller Distilleries products—Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)

MEAT PRODUCTS—Poultry Packers, Inc. (Blue Star label products). (Amalgamated Meat Cutters and Butcher Workmen)

Holly Farms Poultry Industries, Inc.; Blue Star Label products (Amalgamated Meat Cutters and Butcher Workmen)

PRINTING—Kingsport Press "World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers, and Electrotypers)

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved covering 2,000 workers) Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)

RANGES—Magic Chef, Pan Pacific Division. (Stove, Furnace and Allied Appliance Workers)

SHOES—Genesco Shoe Mfg. Co.—work shoes; Sentry, Cedar Chest and Statler; men's shoes; Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers)

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

TOYS—Fisher-Price toys (Doll & Toy Workers Union)

Unions Record Gains in '71 In Federal Service Positions

Union representation in the federal service soared during the year 1971 with the number of non-postal employees in exclusive representation units topping 1,038,000, or 53 percent of total employment.

The number of white collar workers now covered jumped from 487,245 to 600,702 for a record gain of 22 percent over the year. This raised the proportion under exclusive recognition from 35 percent to 42 percent of the General Schedule work force.

The extent of coverage for blue-collar workers increased by 3 percent, rising from 81 to 84 percent over the year, bringing the total number of Wage Grade employees under exclusive coverage to 437,586 despite a

reduction of more than 8,000 in the work force.

Noting that the number under exclusive representation does not necessarily reflect the actual number of union members, the U.S. Civil Service Commission reported that in the non-postal federal service as a whole, the extent of exclusive union coverage grew by 12 percent during the year ending November 1971.

The number of exclusive units (outside of the Postal Service) rose by 394 to 3,380 during 1971.

Negotiated agreements numbering 1,643 covered 707,000 employees compared with 1,385 agreements and 601,000 employees during the preceding year.

SIU Ships' Committees

As has so often been stated in talking about the workings of the SIU, or for that matter any union, the best way to insure an effective organization is through education.

And education is a two-way street. Not only should the membership be informed of the doings of its leaders, but the leaders should be kept up-to-date on the wishes of the members. Only through such a mutual understanding of each other's ideas and desires can a union work effectively for the good of the entire membership.

This exchange of ideas, or mutual education if you will, is accomplished in the SIU through regular shipboard meetings, known as ship's committee meetings.

These meetings serve as a forum to keep our members at sea informed of SIU doings ashore, as well as affording them an opportunity to voice their own opinions on various issues affecting the whole membership.

It is this type of two-way communication that enables the union to function best in the interests of the entire membership. It keeps those at sea abreast of the latest developments at union halls across the country, and those ashore cognizant of the ideas of members scattered across the globe.

In this way, every Seafarer can participate in and be aware of everything his union is doing.

Each Sunday while a ship is at sea, the ship's committee chairman calls a meeting for all unlicensed personnel.

There are six members of the standing ship's committee with three elected and three appointed delegates, but every Seafarer is urged to attend each meeting and become involved in the proceedings. The six include the ship's

committee chairman, the education director, the secretary-reporter, and elected representatives of the deck, engine and steward departments.

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

The education director is charged with maintaining a shipboard library of union publications and must be able to answer any questions relating to union upgrading and educational programs.

The secretary-reporter serves as a recorder of the minutes of the meeting and is responsible for relaying the minutes and recommendations to SIU headquarters.

Each of the elected department delegates is concerned with questions relating to the entire crew, in general and the members of his department, in particular.

The SIU ship's committees have succeeded in bridging the communications barrier between a far-flung membership and the officials entrusted to head the union. They have succeeded in keeping the membership informed and active in the highest democratic traditions.



NEW ORLEANS (Sea-Land)—From left are: A. Meglio, educational director; L. Machicote, deck delegate; D. Sacher, secretary-reporter; M. Landrow, ship's chairman; W. Torres, steward delegate.



GATEWAY CITY (Sea-Land)—Aboard the Gateway City in Port Elizabeth, New Jersey are, from left: R. Blacklock, engine delegate; G. Aquino, steward delegate; H. Hall, educational director; B. Nihem, secretary-reporter; L. Rodriguez, ship's chairman, and C. Truenski, deck delegate.



SUMMIT (Sea-Land)—In Port Elizabeth, N.J. after a trip from Alaska are, from left: T. Williams, secretary-reporter; S. Bell, steward delegate; J. Gonzalez, ship's chairman; G. Weaver, deck delegate; O. Stormes, educational director, and G. Welstead, engine delegate.



AZALEA CITY (Sea-Land)—The Azalea City is now back on the Atlantic coast-wise run after a voyage to ports in the Mediterranean. From left are: C. Jordan, deck delegate; C. Hemby, educational director; L. Rogers, engine delegate; E. Jordan, ship's chairman; S. Segree, secretary-reporter, and J. Gleaton, steward delegate.



S.L. 181 (Sea-Land)—Another Atlantic crossing from Rotterdam has been logged by the S.L. 181. In front row, from left, are: S. Jackson, steward delegate; W. Dunnigan, educational director; F. Jensen, deck delegate. Back row, from left, are: M. Lopez, engine delegate; J. Davis, ship's chairman, and G. Walter, secretary-reporter.

SIU Ships' Committees



MONTICELLO VICTORY (Victory Carriers)—Back in the port of New York after a voyage from the Persian Gulf are, from left: W. "Tiny" Thomas, ship's chairman; R. Prouly, steward delegate; L. Harvey, deck delegate; and R. Waters, educational director. Not shown in photo is W. Yarbrough, ship's secretary-reporter.



NEWARK (Sea-Land)—Aboard the *Newark* are, from left, seated: B. Butler, engine delegate; J. Utz, secretary-reporter, and H. Cortes, steward delegate. Standing, left, C. Dammeyer, ship's chairman, and L. Gillan, deck delegate.



HOUSTON (Sea-Land)—Aboard the containership *Houston* are, from left: W. McRae, steward delegate; T. Arellhno, secretary-reporter; S. Brunetti, ship's chairman and deck delegate; R. Bozoman, educational director, and F. Presti, engine delegate.



FAIRLAND (Sea-Land)—From left are: R. Dell, educational director; F. Motus, steward delegate; S. Piatak, secretary-reporter; B. Hayes, deck delegate; J. Keel, ship's chairman, and C. Melpignano, engine delegate.



TRANSOREGON (Hudson Waterways)—After a voyage from Puerto Rico, the *Transoregon* is docked at Todd Shipyards in Brooklyn, New York for routine maintenance. Clockwise are: L. Gardier, steward delegate; W. Wallace, ship's chairman; J. Ross, secretary-reporter; P. Hollaway, deck delegate; C. Welsh, educational director, and L. Rivera, engine delegate.



STEEL NAVIGATOR (Isthmian)—From left aboard the *Steel Navigator* are: W. Hunter, engine delegate; J. Graddick, steward delegate; V. Szymanski, secretary-reporter; B. Kitchens, ship's chairman, and J. Crews, deck delegate.



SEATRAN PUERTO RICO (Hudson Waterways)—From left are: D. Rivers, deck delegate; B. Stearns, steward delegate; G. Slack, engine delegate; J. McPhaul, secretary-reporter; R. Garrecht, educational director, and G. Ruff, ship's chairman.



NEW ORLEANS (Sea-Land)—Ship's committee aboard the *New Orleans* includes, from left: T. Swonden, deck delegate; A. Meglio, educational director; G. Hand, engine delegate; D. Sacher, secretary-reporter, and M. Landron, ship's chairman.



DELTA BRASIL (Delta), Oct. 25—Chairman J. F. Cunningham; Secretary F. G. Stewards; Deck Delegate William A. Pettman; Engine Delegate L. Kleinman; Steward Delegate F. Engel, Jr. The steward left ship in Rio due to illness. Brother Francisco Gomez who is steward for the remainder of this voyage is doing an excellent job. Disputed OT in steward department, otherwise no beefs.

SL 181 (Sea-Land), Oct. 31—Chairman J. J. McHale; Secretary G. Walter; Deck Delegate H. B. Gaskill; Engine Delegate Van Whitney; Steward Delegate Stonewall Jackson. \$12 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

CONNECTICUT (Ogden Marine), Oct. 26—Chairman C. Lineberry; Secretary Robert Aumiller; Deck Delegate M. Pereiro; Engine Delegate J. Neel; Steward Delegate W. Stone. Everything is running smoothly except for some disputed OT in engine department.

INGER (Reynolds Metal), Oct. 10—Chairman Marion E. Beeching; Secretary D. Martine; Deck Delegate Joe R. Bennett; Engine Delegate T. L. Laningham. \$21 in ship's fund. Everything is running smoothly. Most of the repairs have been completed.

CITRUS PACKER (Waterman), Oct. 10—Chairman Peter D. Sheldrake; Secretary Charles L. Shirah; Deck Delegate F. S. Sellman; Engine Delegate Douglas McLeod; Steward Delegate A. Rankin. \$25 in ship's fund. No beefs were reported.

SAN JUAN (Sea-Land), Oct. 31—Chairman A. Ringette; Secretary F. Kaziukewicz; Engine Delegate James Parsons; Steward Delegate C. H. Reasko. \$228 in ship's fund. No beefs were reported.

NEWARK (Sea Land), Nov. 28—Chairman D. Dammeyer; Secretary Jack Utz. \$16 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

SEATRAN OHIO (Hudson Waterways), Nov. 28—Chairman T. E. Kelsey; Secretary W. J. Fitch; Deck Delegate Lee Snodgrass; Engine Delegate Delmar G. Case; Steward Delegate Alvin D. Carter. \$41 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the entire steward department for a job well done.

PENN CHAMPION (Penn Shipping), Nov. 21—Chairman J. T. Mann; Secretary V. Swanson. \$5 in ship's fund. No beefs were reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

MT. VERNON VICTORY (Victory Carriers), Nov. 7—Chairman V. Grima; Secretary Bill Stark; Deck Delegate J. R. Wilson; Engine Delegate James H. Johnson;

Steward Delegate Howard S. Berg. No beefs were reported. Vote of thanks to the steward department for a job well done.

CITIES SERVICE NORFOLK (Cities Service), Dec. 3—Chairman A. H. Anderson; Secretary Edward P. Brinn; Deck Delegate Jim Spencer; Engine Delegate Ignatius Miller; Steward Delegate James Dodd. Some disputed OT in steward department. Vote of thanks to the baker for a job well done.

TRANSPACIFIC (Hudson Waterways), Nov. 28—Chairman F. D. Fosse; Secretary Maximo Bugawan; Deck Delegate Howard Chester Alberson; Engine Delegate J. R. Brown. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

YORKMAR (Calmar), Nov. 21—Chairman Angelo Antoniou; Secretary Robert A. Clarke; Deck Delegate Thomas J. McSweeney; Engine Delegate Earl D. Willis. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done. The steward in turn thanked the crew for keeping the messhall and pantry clean.

SEATRAN LOUISIANA (Hudson Waterways), Nov. 28—Chairman F. R. Charneco; Secretary G. M. Wright; Deck Delegate E. McGunn; Engine Delegate S. E. Cruz; Steward Delegate R. Rivera, Jr. \$122 in ship's fund. No beefs and no disputed OT.

YELLOWSTONE (Ogden Marine), Nov. 28—Chairman Danny Merrill; Secretary George W. Luke; Deck Delegate Joe Cane; Engine Delegate Joseph L. Diosco; Steward Delegate William Gonzalez. Few hours disputed OT in deck department. Everything is running smoothly.

OVERSEAS ULLA (Maritime Overseas), Nov. 28—Chairman J. Meyerchak; Secretary H. P. DuCloux; Deck Delegate Walter O. Weaver; Engine Delegate George Mike; Steward Delegate Ralph O. Masters. \$28 in ship's fund. Few hours disputed OT in engine department.

ROSE CITY (Sea Land), Dec. 5—Chairman W. Tillman; Secretary R. Barker; Deck Delegate J. R. Williamson; Engine Delegate C. Ries; Steward Delegate John M. Clarke. Some disputed OT in deck and engine departments.

STONEWALL JACKSON (Waterman), Oct. 31—Chairman Charles O. Faircloth; Secretary Robert H. Pitcher; Deck Delegate C. Lambert. Everything is running smoothly with no beefs and no disputed OT.

OGDEN WABASH (Ogden Marine), Dec. 5—Chairman Walter W. Lecalir; Secretary Floyd Mitchell, Jr.; Deck Delegate John Matkoski; Engine Delegate C. W. Marshall; Steward Delegate H. G. Cracknell. \$40 in ship's fund. No disputed OT. General discussion held regard pension and retirement.

TRANSCOLUMBIA (Hudson Waterways), Dec. 5—Chairman R. C. Palmer; Secretary F. Hall; Deck Delegate E. Makela; Engine Delegate Vincent A. Laws. \$12 in ship's fund. Small amount of disputed OT in engine department. Vote of thanks to the steward department for a job well done.

LOS ANGELES (Sea Land), Nov. 21—Chairman R. D. Eisengraeber; Secretary G. P. Thlu; Deck Delegate Steve Huren; Engine Delegate George Dunfee; Steward Delegate James Temple. \$51 in ship's fund. Disputed OT in engine department.

ANCHORAGE (Sea Land), Dec. 5—Chairman B. F. Gillian; Secretary J. Roberts; Deck Delegate Danny Franer; Engine Delegate John Lasky; Steward Delegate Julio G. Napoleonis. \$26 in ship's fund. No beefs were reported.

CHATHAM (Waterman), Dec. 9—Chairman A. Armada; Secretary R. Collier; Deck Delegate J. Bryan; Engine Delegate A. Abrams; Steward Delegate P. Thompson. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for the good food and service.

FALCON DUCHESS (Falcon Tankers), Dec. 11—Chairman Robert D. Schwarz; Secretary James Carter, Jr.; Deck Delegate Jack A. Olsen; Engine Delegate Arthur G. Milne; Steward Delegate Warren Foreman. No beefs were reported. Vote of thanks to Brother Robert Schwartz, ship's chairman, who has done a very fine job of keeping this ship running smoothly.

WESTERN COMET (Western Agency), Nov. 5—Chairman E. C. Gilbert; Secretary R. L. Alford. Everything is running smoothly with no beefs.

SAN JUAN (Sea Land), Nov. 28—Chairman T. Chilinski; Secretary T. R. Kaziukewicz; Deck Delegate John A. Owen; Steward Delegate S. Rothschild. \$47 in ship's fund. No beefs were reported.

TAMPA (Sea Land), Dec. 5—Chairman O. Ipsen; Secretary R. B. Barnes; Deck Delegate S. L. Gonzalez; Steward Delegate R. Williams. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

SEATTLE (Sea Land), Dec. 19—Chairman E. Tirelli; Secretary W. Hand; Engine Delegate Paul Honeycutt. No beefs were reported. Vote of thanks to the steward department for a job well done.

TAMPA (Sea Land), Dec. 19—Chairman O. Ipsen; Secretary R. B. Barnes; Deck Delegate S. L. Gonzalez; Steward Delegate R. Williams. Some disputed OT in deck department to be taken up with patrolman. Members reported on Piney Point school and the SIU educational program there. Vote of thanks to the steward department for a job well done.

PORTMAR (Calmar), Dec. 19—Chair-

man T. Foster; Secretary T. Jackson. Everything is running smoothly. Few hours disputed OT in deck department.

ELIZABETHPORT (Sea Land), Dec. 5—Chairman Charles R. Hummel; Secretary James P. Lomax; Deck Delegate C. J. Quintt; Steward Delegate Patrick G. Fox. \$152 in ship's fund. No beefs were reported.

OVERSEAS VALDEZ (Maritime Overseas), Dec. 18—Chairman John O. Moore; Secretary W. G. Hamilton; Deck Delegate Eugene R. Beverly; Engine Delegate B. T. Maldonado; Steward Delegate James A. Hillen. Disputed OT in engine and steward departments to be taken up with patrolman.

TRANSIDAH (Hudson Waterways), Dec. 12—Chairman F. Gaspar; Secretary Aussie Shrimpton; Deck Delegate O. V. Ortiz; Engine Delegate Luis H. Roman; Steward Delegate Frank Rakas. Very good trip. \$105 in ship's fund. Good crew on board.

WESTERN COMET (Western Agency), Dec. 19—Chairman E. C. Gilbert; Secretary Roscoe L. Alford. No beefs were reported by department delegates.

STEEL MAKER (Isthmian), Nov. 28—Chairman Jose L. Gomes; Secretary Jesus D. Reyes; Deck Delegate Frank Gates; Engine Delegate Stanley LaFlour; Steward Delegate James Campfield. \$16 in ship's fund. No beefs were reported.

NEWARK (Sea Land), Dec. 12—Chairman D. Dammeyer; Secretary Jack Utz. \$16 in ship's fund. No beefs. Everything is running smoothly.

COLUMBIA (U.S. Steel), Nov. 28—Chairman C. Iannoli; Secretary M. S. Sopina; Deck Delegate James S. Rogers; Engine Delegate W. B. Addison; Steward Delegate Edward F. Corten. No beefs. Everything is running smoothly.

OVERSEAS CARRIER (Maritime Overseas), Dec. 5—Chairman Charles Magette; Secretary J. Long; Deck Delegate E. K. DeMass; Engine Delegate Joseph Bosch; Steward Delegate Clarence Willey. \$35 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done. The steward department thanked the crew for their cooperation.

OGDEN YUKON (Ogden Marine), Nov. 28—Chairman Donald A. Trefethen; Secretary Carl Jones, Jr.; Deck Delegate Charles Romano; Engine Delegate Ira W. Wright; Steward Delegate Richard Sherman. \$39 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

YELLOWSTONE (Ogden Marine), Dec. 19—Chairman Danny Merrill; Secretary George W. Luke; Deck Delegate Joe Pave; Engine Delegate Joseph L. Diosco; Steward Delegate William Gonzalez. \$15 in ship's fund. Some amount of disputed OT in deck and engine departments.

SEATRAN DELAWARE (Hudson Waterways), Nov. 26—Chairman W. Nash; Secretary Chris DeJesus; Deck Delegate John Aversa; Engine Delegate John A. Ryan; Steward Delegate R. U. Buckart. Few beefs to be taken up with boarding patrolman. Vote of thanks to the steward and his entire department for the outstanding Christmas dinner.

TRANSPACIFIC (Hudson Waterways), Dec. 19—Chairman F. D. Gosse; Secretary Maximo Bagawan; Deck Delegate Howard C. Alberson; Engine delegate J. R. Brown. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

SEATRAN PUERTO RICO (Seatrain), Dec. 12—Chairman George Ruf; Secretary James McPhaul; Deck Delegate M. F. Kramer; Engine Delegate D. D. Fegan; Steward Delegate H. McAleer. \$13 in ship's fund. Disputed OT in engine department.

TRENTON (Sea-Land), Dec. 12—Chairman J. A. Shortell; Secretary Gus Skendelas; Deck Delegate G. R. Draney; Engine Delegate V. M. Barros. \$23 in ship's fund. Everything is running smoothly with no beefs.

ARIZPA (Sea Land), Dec. 18—Chairman R. W. Hodges; Secretary John Nash. Some disputed OT in engine department. Vote of thanks to the crew messmen for a job well done.

PORTMAR (Calmar), Dec. 26—Chairman T. Jackson; Secretary E. Nordstrom. Few hours disputed OT in deck department. Vote of thanks to the steward department for a job well done.

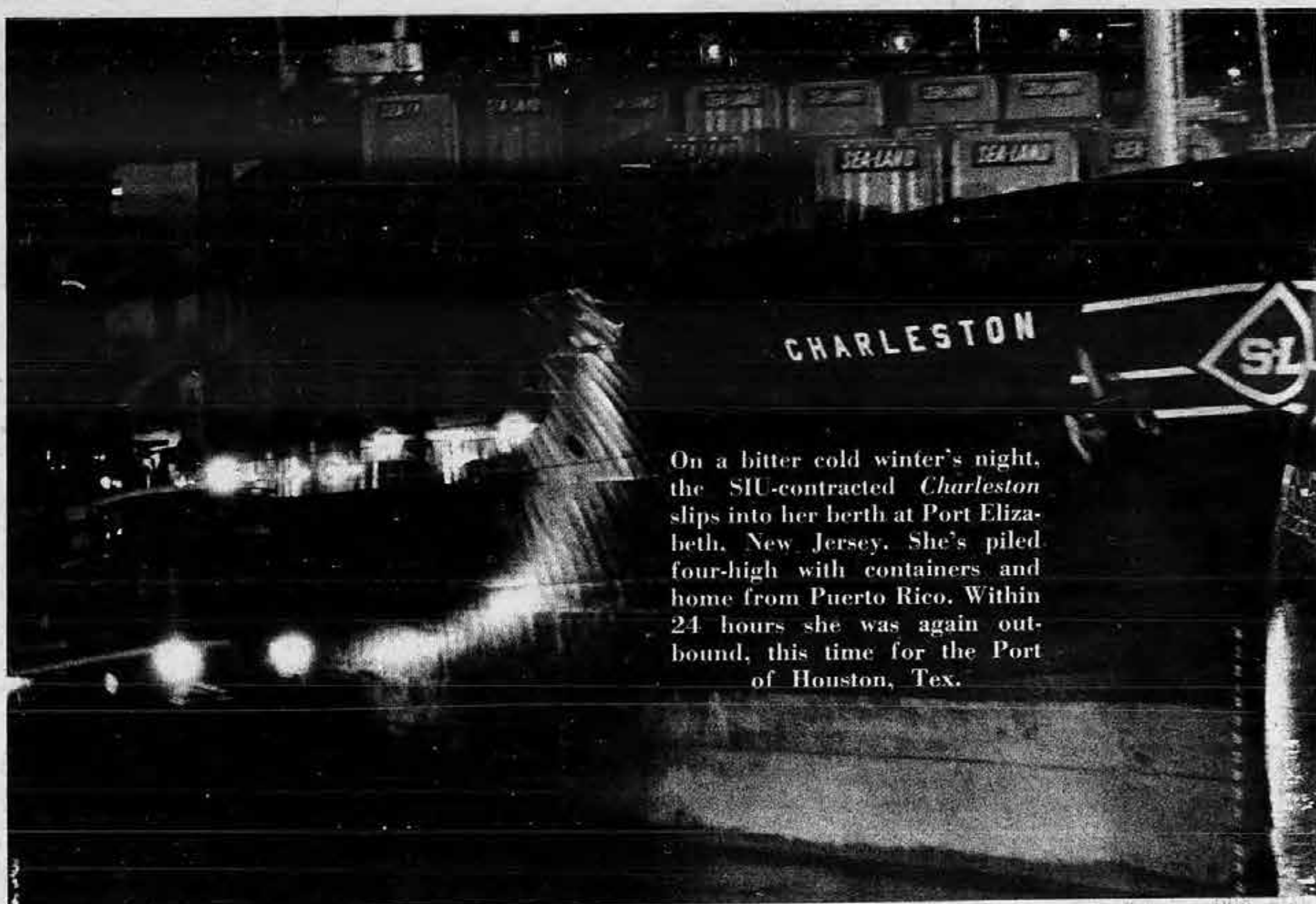
SIU Members Keeping Up-to-Date On Union Matters



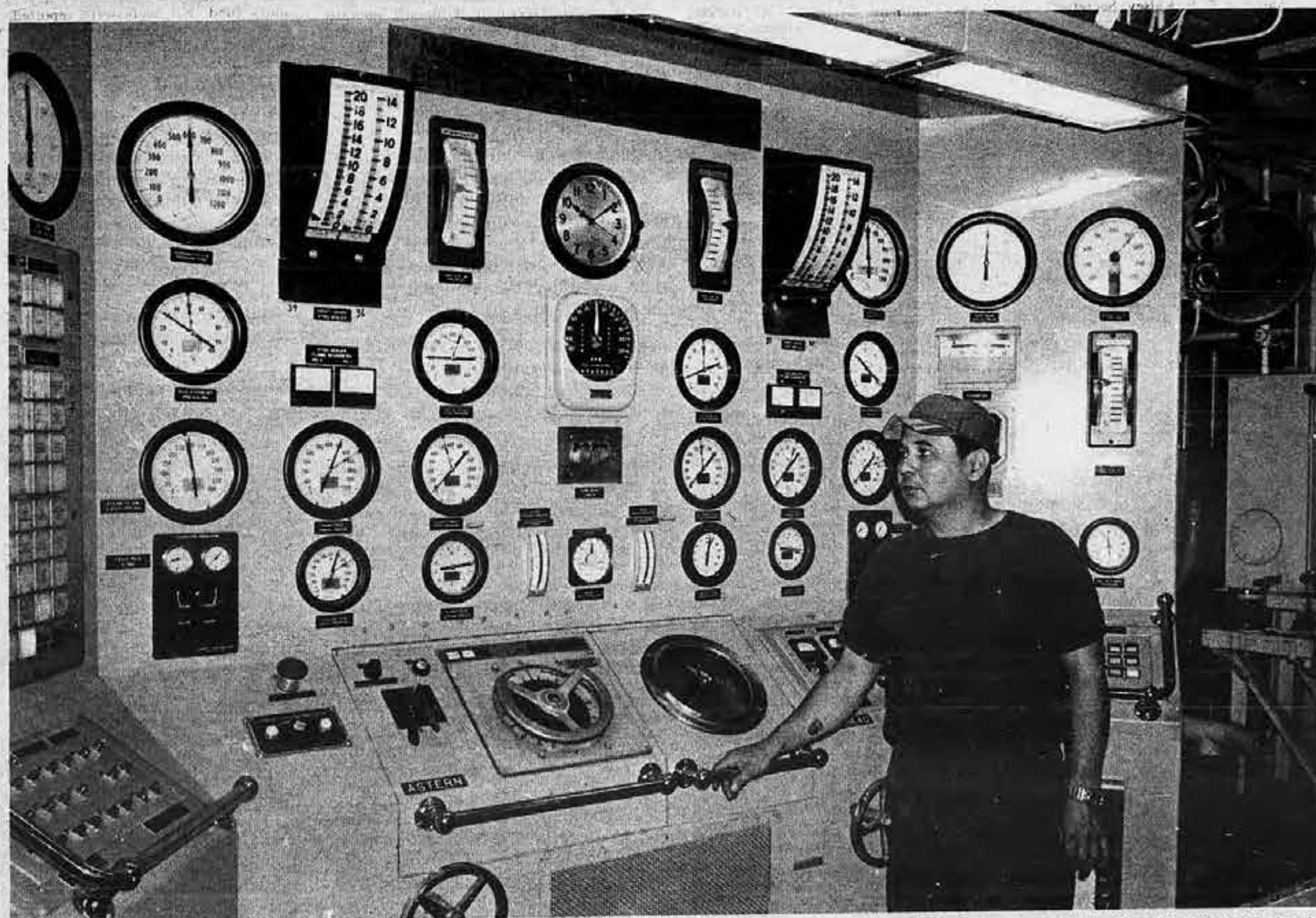
Regular shipboard union meetings, unique to the SIU, provide crewmembers aboard every SIU-manned vessel with the latest news on maritime and union affairs. SIU

Representative Bill Hall (standing, left), is speaking at meeting of Seatrain Puerto Rico's crew before vessel makes outbound voyage from Weehawken, New Jersey.

Charleston, Overseas Alaska on Busy Pace

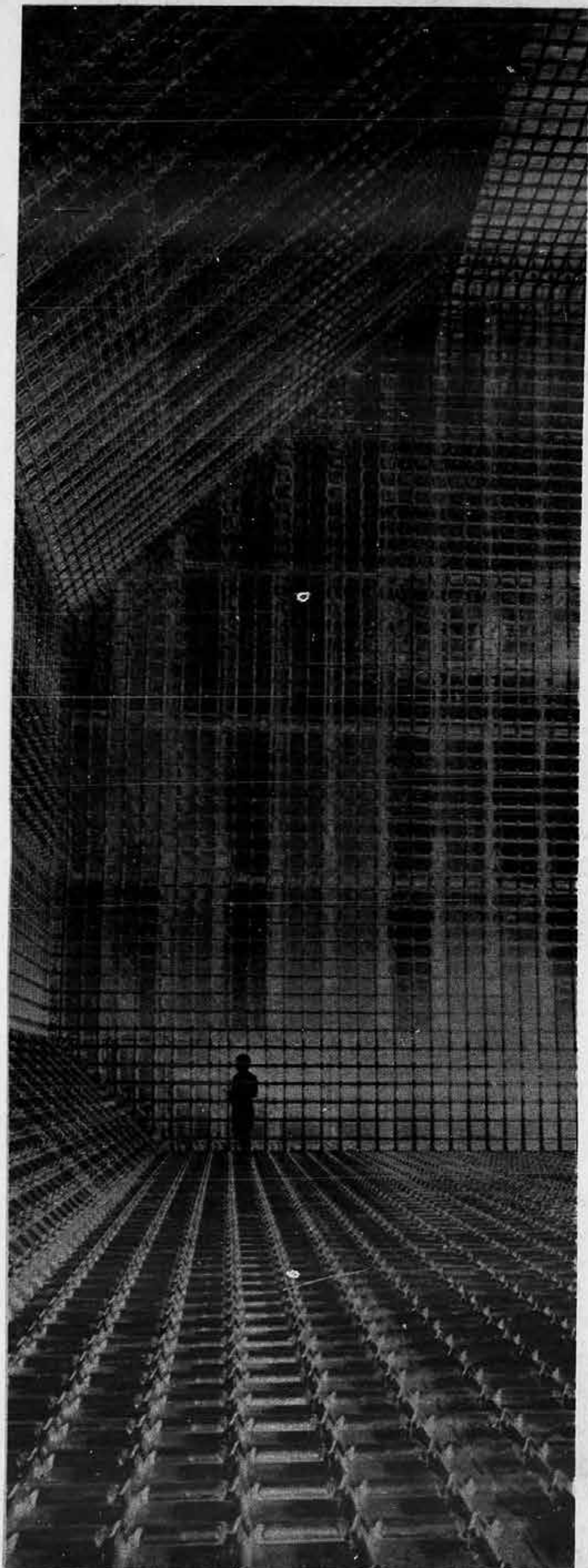


On a bitter cold winter's night, the SIU-contracted *Charleston* slips into her berth at Port Elizabeth, New Jersey. She's piled four-high with containers and home from Puerto Rico. Within 24 hours she was again outbound, this time for the Port of Houston, Tex.



The centralized control board in the engine room aboard the supertanker *Overseas Alaska* provides oiler Angel Garza with instant information on the status of engines as the ship prepares

to leave Port of New York for a voyage to the West Coast. Built in 1970, the 62,005 deadweight-ton tanker is a sister-ship to the *Overseas Artic*. Both vessels have the latest in tanker innovations.



The honeycombed interior of the "waffle membrane" designed to contain cargoes of liquefied natural gas during transport at sea is depicted above. The membrane would be surrounded by a layer of balsa wood, which has quick sealing capabilities, and covered with a layer of plywood for insulation to prevent contact of the minus 259 degree Fahrenheit LNG with the ship's steel hull. Such contact would instantly render the hull brittle and susceptible to shattering by waves or by ordinary ship's motion.

LNG—The What and Why

Technology and the current energy crisis facing the nation have combined to offer the maritime industry a potential boom in the transportation of liquefied natural gas (LNG) in the next few years.

Since the carriage of liquefied natural gas in ships is a new development in maritime, the *Seafarers Log* offers the following question and answer series to explain what LNG is, why it is needed and what the stakes are for the maritime industry.

Q. What is liquefied natural gas?

A. It is natural gas, primarily methane, taken from the ground through wells and piped to the shore where it is liquefied by reducing its temperature to minus 259 degrees Fahrenheit.

Q. Why is it liquefied?

A. Liquefaction reduces the area needed to transport natural gas to 1/600th of the original. That is, gas that requires 625 cubic feet in its natural state requires just 1 cubic foot when a liquid.

Q. How is it done?

A. The liquefaction is done in specially equipped plants that would be built at the port of exit from the nation supplying the gas. The liquid would be converted back to its gaseous state at plants at the port of entry into the nation using it.

Q. Are there any LNG carriers in service or under construction?

A: Yes, but none are under construction in U.S. yards, or at present sail under the U.S. flag.

Q. Are there any plans to build LNG tankers in U.S. yards and sail them under the U.S. flag?

A. El Paso Natural Gas Co. has applied for subsidies for six LNG ships to be built in American yards at a cost of approximately \$400 million. The application for subsidy means that the ships would sail under the U.S. flag when built.

In addition, General Dynamics Co. has announced plans to build LNG tankers at some future date.

Q. What will be the capacity of these ships?

A. The ships currently in operation run as large as 400,000 barrels. The ships planned for U.S. construction would have approximately twice the capacity.

The El Paso ships for instance will be about 900 feet long and weigh 90,000 deadweight tons.

Q. What special features will these ships have for carrying the liquefied gas?

A. There are currently two different systems under consideration.

In one the liquefied gas will be held in a huge tank with what engineers call a "waffle membrane" to prevent rupture. This tank in turn will be insulated with balsa, which is a strong absorbent, and with plywood.

In the other system, the gas would be placed in huge cylinders attached to the ship and would not have to be refrigerated since the containers will act much like thermos bottles.

Q. Is there danger of fire or explosion?

A. Engineers say the danger is "minimal." A liquid at minus 259 degrees F. if it leaked could turn the steel on the ship's hull to an extremely brittle consistency.

If the vapors were ignited, there would be a huge fire, but engineers say the chances of explosion are slight.

Q. Would tanks have to be vented?

A. Yes, in the "waffle membrane" construction, but the so-called "boil-off vapors" can be used to power the ship efficiently, thus cutting down on the use of conventional fuel and reducing current emission of pollutants by 50 percent.

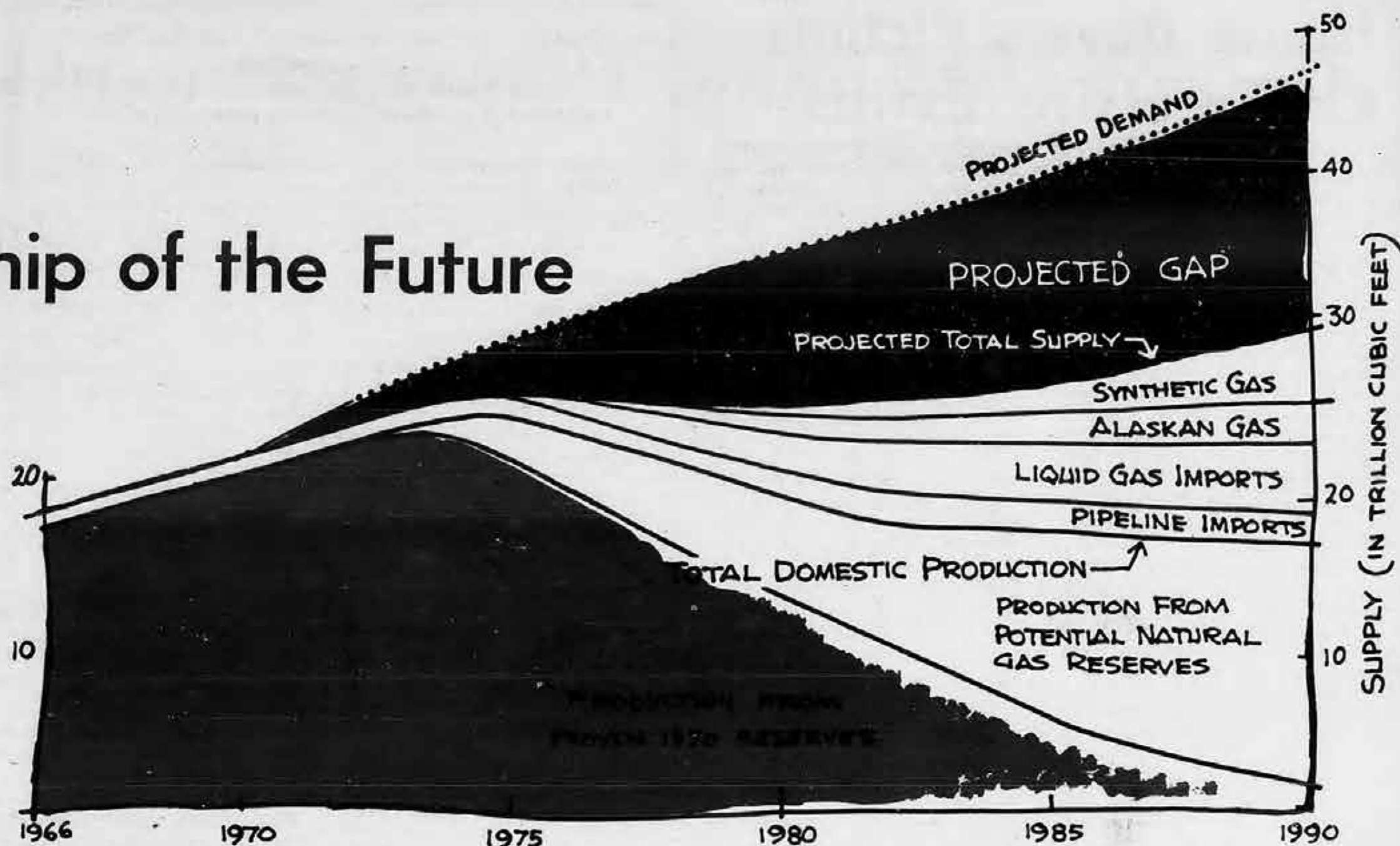
Q. Why are these ships necessary?

A. Experts in the natural gas field estimate that the demand for natural



Giant "thermos bottles" containing liquefied gasers like the one in the drawing here. The since the bottles wou

Ship of the Future



The chart above represents Federal Power Commission estimates of the demand for natural gas for energy through 1990 and shows the dwindling amounts upon which the United States can depend to meet the demand. The

role of liquefied natural gas to be imported is shown at the center of the chart. Experts do not expect much immediate help from sources named in the center section of the chart, but are depending on them to give some help.

gas for fuel will exceed all supplies by 17 trillion cubic feet in 1990. This includes all imports from all sources and these experts call this an "irreversible gap."

Former Secretary of Commerce Maurice Stans estimated that the nation will require as many as 80 LNG ships within the next decade just to live up to the demand foreseen at that time.

Q. Is there any proof that a market for LNG exists in the United States now?

A. The Federal Power Commission recently granted its first license for

importation of liquefied natural gas to Distigas Co. of Boston, Mass. which will buy Algerian gas.

The commission also has under consideration several similar proposals from other companies as well as proposals for the construction of re-gasification plants in various areas of the United States.

In addition speculation on the market includes the estimate of the Commission on American Shipbuilding that LNG now provides "a potential multi-billion dollar U.S. market over the next 10 years."

Q. What are the maritime industry's stakes in the LNG revolution?

A. Jobs. The construction of the LNG ships needed for domestic supply will provide between 880,000,000 and 960,000,000 man-hours of work in the shipyards alone.

Add jobs aboard ship, jobs on the unloading docks and in the gasification plants to that, and the building of LNG ships becomes a vital factor in the revitalization of the American merchant marine.

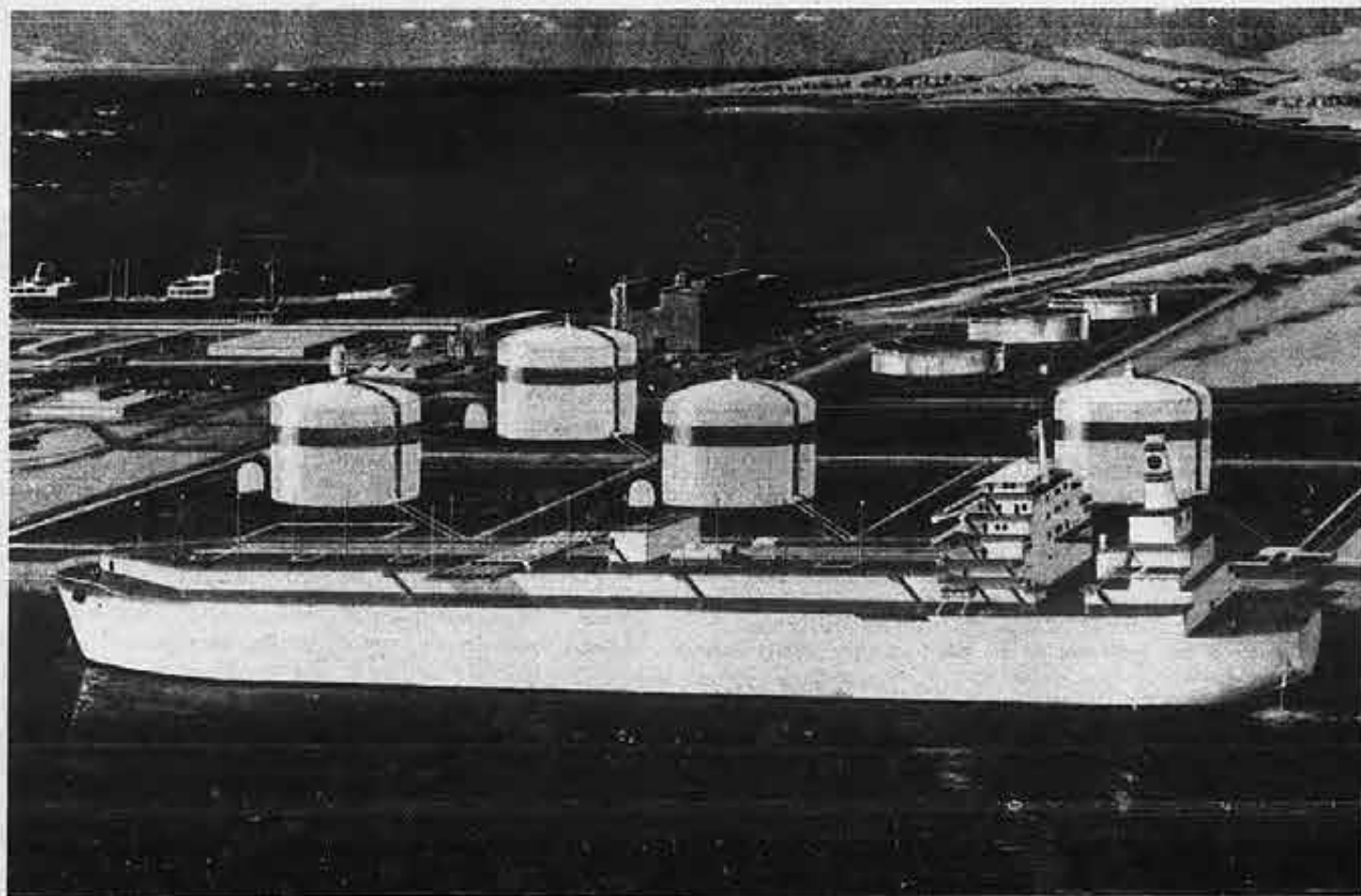
Q. Can American shipyards really compete with foreign yards in cost of LNG construction?

A. Experts say they can if the ships under construction are admitted to

subsidy. That is one of the most attractive aspects of LNG ship construction as far as the maritime industry is concerned.

The Commission on American Shipbuilding says building costs, "will not show anything like the degree of difference vis-a-vis foreign costs which exists in the building of other types of ships."

The commission said that a 125,000 cubic meter ship built in the U.S. would cost about \$80 million and the same ship built in French yards would cost approximately \$64 million. The difference, the commission said can be nearly made up in subsidy.



and natural gas would be attached to the deck of special tank-LNG carrier would need no special refrigerating equipment to insulate the gas from external heat.

Ship with "waffle membrane" tanks aboard appears above in an artist's conception provided by the Newport News Shipyard. It is one of two designs for the carriage of liquefied natural gas under consideration for future U.S.-flag tankers.

House Buyers Victims Of Excessive 'Extras'

By Sidney Margolin

Families looking for houses in these days are shocked by closing costs of \$1,000 and more even on moderate-priced houses and as much as \$3,500 on higher-priced homes. Closing costs in recent years have skyrocketed, along with the price tags on houses.

Frederick Waddell, Education Director of the Credit Counseling Centers in Michigan, reports that he and his wife encountered closing costs ranging from \$700 to over \$1,300 on moderate-price housing priced from \$23,000 to \$27,000. Included in these extra charges were "exorbitant fees" for such items as a title search, title insurance and survey fees (even on a brand-new house).

Waddell is a determined consumer advocate and a former university instructor in consumer economics. He didn't take these costs for granted, but questioned them. The builder or real estate agent typically argued, "They are required by state law," or "Everybody does it." On the house the Waddells finally bought they had to pay closing costs of \$1,127.

Waddell also complained to the State Department of Licensing & Regulation. He pointed out that the mortgage company required that homeowners' insurance be included in the escrow payments on the new house despite the fact that he already had such insurance paid for three years in advance. He had to pay a fee for a credit report required by the bank even though the bank also charged a "service fee" of 1 percent of the amount of the mortgage (an extra \$200 in the case of a \$20,000 mortgage).

There is no doubt that these and other extra fees such as title insurance have become a money-making holdup at the expense of homeseekers already hard pressed by severely-inflated housing prices. One of the most flagrant overcharges is for title insurance. Bills

have been introduced into Congress by Sen. William Proxmire (D-Wis.) and Rep. Wright Patman (D-Tex.) to control some of the worst aspects of such insurance.

Home Buyer 'Captive'

The home buyer is a captive market for title insurance. The banks and other mortgage lenders require you to buy it to protect their "equity" in the house. That means that if the title to the property proves faulty, the title insurance company will pay the mortgage lender the remaining amount owed on the mortgage. For example, somebody might turn up who can prove that your house actually is on his land. The national title insurance companies charge you \$2.50 per \$1,000 of mortgage to insure the lender against any such possibility.

But this arrangement protects only the lender. If you also want to insure yourself against loss due to a faulty title, you have to pay another \$1 per \$1,000, or a total of \$3.50 per \$1,000. You aren't actually required to buy the additional insurance protecting your equity in the house. But most home buyers are too frightened by even the faint possibility of loss of their investment not to buy it.

Sen. Proxmire reported that one of his own staff members, even though this man is a former law professor, was not allowed to do the title search himself for a house he bought. He was told that if he wanted to buy the house he had to buy lender's title insurance even though he was assuming the present mortgage and there was no legal defect in title. In fact, the lender was already fully protected by the former owner's title insurance policy.

A Vicious Circle

This is the real bonanza for the title companies. In an age when families move frequently, the title companies keep selling new policies over

Seafarers Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

For Month of February 1972

FOR PERIOD DECEMBER 1, 1971 thru FEBRUARY 29, 1972

SEAFARERS WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	17	\$ 8,389.86
Hospital Benefits	1,587	39,763.46
Death Benefits	26	65,767.87
Medicare Benefits	246	1,379.40
Maternity Benefits	35	6,900.00
Medical Examination Program	463	13,936.00
Dependent Benefits (Average \$435.07)	2,498	108,680.92
Optical Benefits	634	8,814.20
Meal Book Benefits	286	2,856.35
Out-Patients Benefits	5,760	44,312.00
Summary of Welfare Benefits Paid	11,552	300,800.06
Seafarers Pension Plan—Benefits Paid	1,890	447,189.00
Seafarers Vacation Plan—Benefits Paid (Average \$530.48)	1,017	539,497.50
Total Welfare, Pension & Vacation Benefits Paid This Period	14,459	1,287,486.56

and over on the same houses, and families who move several times find themselves buying title insurance several times. (Some title companies do give a discount on reinsurance of titles.)

The price of title insurance itself is high, since it includes fees for agents, and often for lawyers. Many home buyers may not realize it, but their own lawyers often get a rebate from the title company, frequently 15 per cent of the amount paid.

In general, Sen. Proxmire's survey showed, title companies pay out on an average about 20 percent of their income just in commissions. In further fact, they pay out very little in claims; only about \$.02½ for every dollar they take in.

Rebates to lawyers are supposed to be prohibited in most areas except for a few Middle Atlantic states. But the practice goes on even in states where

it is supposed to be barred, reports Martin Lobel, legislative assistant to Senator Proxmire.

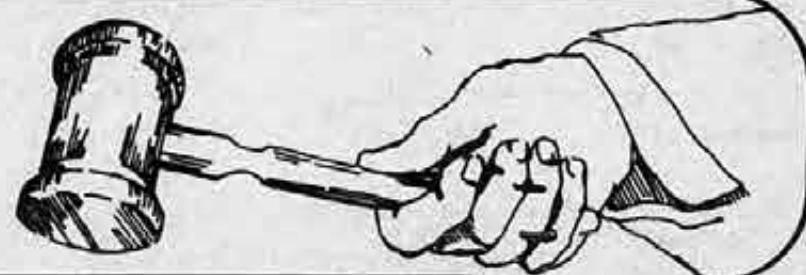
Battle Shaping Up

The Proxmire and Patman bills would require mortgage lenders themselves to pay part of the cost of title search and any title insurance they require to protect their interest. The bills also would require title companies to sell insurance to home buyers at the same rate they charge lenders.

Rep. Patman's bill also would prohibit the kickbacks to lawyers.

Real-estate brokers also are running scared as the result of the growing effort to put a lid on all the added fees and commissions involved in buying a house. The National Association of Real Estate Boards has challenged an interpretation by Secretary George Romney of the Housing and Urban Development Department seeking to impose ceilings on sales commissions.

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.

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.

Union Tallying Committee's Report

Under terms of the SIU Constitution, the following report was duly posted on bulletin boards in all SIU union halls. It then was presented to the membership for action at meetings in Constitutional ports in March. In each meeting, the membership concurred and accepted the report.

We, the undersigned Union Tallying Committee, duly elected at Special Meetings on December 27, 1971, except for one (1) Committee member from the Port of Philadelphia who was elected at their regular meeting of January 4, 1972 (see annexed letters), submit the following Report and Recommendations.

On January 3, 1972, at 9:00 a.m., we met with Al Kerr, Secretary-Treasurer. He gave each Committee member a copy of the Union Constitution and suggested that we read those sections of our Constitution dealing with the Union Tallying Committee in detail. The Committee then took over one complete room, Room 25, on the top deck of 672 Fourth Avenue, directly across from our Headquarters building, as the place in which we would do our work while in session.

In compliance with Article XIII, Section 4(c) of our Union Constitution, we elected from among ourselves, Joseph Powers, P-383, as Chairman of the Committee.

We then received from the Headquarters' offices of the Union, all of the files relative to the conduct of the election. From the files, we found signed receipts for ballots 101 through 8650, which had been issued to the following Ports, as follows:

PORTS	BALLOTS ISSUED
Boston	101- 200
New York	201-1700
Philadelphia	1701-2000
Baltimore	2001-2800
Norfolk	2801-3000
Jacksonville	3001-3100
Tampa	3101-3300
Mobile	3301-4000
New Orleans	4001-5400
Houston	5401-6400
Port Arthur	6401-6500
Wilmington	6501-6700
San Francisco	6701-7400)
	8551-8650)
Seattle	7401-7900
Detroit	7901-8000
San Juan	8001-8400
Yokohama	8401-8500
St. Louis	8501-8550

Ballots 1 through 100 were held in Headquarters to be used as absentee ballots, with ballots 8651 through 9000 also being held in Headquarters to be used in the event any outport needed additional ballots.

A full quorum picked up the ballots from the Royal National Bank of New York, located at 1212 Avenue of the Americas, New York City, as per the Constitution. (See correspondence annexed, showing official documents exchanged.)

The Committee checked the numbers on the stubs received from the various ports, and these numbers, when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port, with the exception of the Ports of Tampa, Florida and Houston, Texas, which will be dealt with later in this report.

We checked the unused ballots that were on hand in Headquarters' offices that had not been issued. The stubs on these unused ballots were numbered 10 through 100 and 8651 through 9000, a total of 441 ballots.

Your Committee then checked the unused ballots that were returned from the various Ports, including the Port of New York, which are listed as follows:

PORT	UNUSED BALLOTS
Boston	138- 200
New York	909-1700
Philadelphia	1792-2000
Baltimore	2266-2800
Norfolk	2913-3000
Jacksonville	3099-3100
Tampa	3161-3300
Mobile	3565-4000
New Orleans	4346-5400
Houston	5721-6400
Port Arthur	6410-6500
Wilmington	6637-6700
San Francisco	7261-7400)
	8551-8650)
Seattle	7647-7900
Detroit	7903-8000
San Juan	8098-8400
Yokohama	8418-8500
St. Louis	8501-8550

The above unused ballots, when combined with the unused ballots in Headquarters and stubs of the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union.

The Committee has seen a bill from the printer, who printed the ballots that were used in the conduct of our Union election for the Election of 1972-1973 Officers of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District. The bill states that they had printed 9000 ballots for the Union, numbered from 1 to 9000; in addition to which they had printed 200 blank sample ballots.

The Committee has checked the election files maintained by Headquarters' offices as per the Constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down, as follows:

PORT	SAMPLE BALLOTS
Boston	5
New York	10
Philadelphia	5
Baltimore	10
Norfolk	5
Jacksonville	5
Tampa	5
Mobile	10
New Orleans	10
Houston	10
Port Arthur	5
Wilmington	5
San Francisco	10
Seattle	10
Detroit	5
San Juan	10
Yokohama	10
St. Louis	5
Total:	135

We, the Committee, have checked the files of Headquarters' offices and have seen signed receipts by the various Port Agents for the official ballots that had been sent to them by Headquarters' offices. We have checked these signed receipts and the serial numbers on them against the loose stubs received, and against the stubs still attached to the unused ballots. Eight-thousand five hundred and fifty (8,550) official ballots were sent to all Ports, the stubs on them bearing serial numbers one hundred and one (101) through eight-thousand six hundred fifty (8,650). We received back, stubs (including the ones on the unused ballots) numbered one hundred and one (101) through eight-thousand six hundred fifty (8,650).

In addition to the foregoing, there were also on hand in Headquarters sixty-five (65) Sample ballots, and ninety-one

(91) ballots numbered ten (10) through one hundred (100), that had been set aside by Headquarters for the filling of Absentee ballot requests.

We also received from the Secretary-Treasurer's office, nine (9) stubs numbered from one (1) through nine (9) that were used in complying with the requests for Absentee ballots.

Based on all of the foregoing, we have accounted for all of the ballots that were printed by the printer.

The following is a breakdown of the ballots that were sent to the ports by Headquarters, as well as a breakdown of the unused ballots returned to Headquarters, and ballots used, including those for absentee voting:

Port	BALLOTS RECEIVED FROM HEADQUARTERS	BALLOTS UNUSED AND RETURNED	TOTAL BALLOTS ISSUED
Boston	101- 200	138- 200	37
New York	201-1700	909-1700	708
Philadelphia	1701-2000	1792-2000	91
Baltimore	2001-2800	2266-2800	265
Norfolk	2801-3000	2913-3000	112
Jacksonville	3001-3100	3099-3100	98
Tampa	3101-3300	3161-3300	60
Mobile	3301-4000	3565-4000	264
New Orleans	4001-5400	4346-5400	343
Houston	5401-6400	5721-6400	320
Port Arthur	6401-6500	6410-6500	9
Wilmington	6501-6700	6637-6700	136
San Francisco	6701-7400)	7261-7400)	
	8551-8650)	8551-8650)	560
Seattle	7401-7900	7647-7900	246
Detroit	7901-8000	7903-8000	2
San Juan	8001-8400	8098-8400	97
Yokohama	8401-8500	8418-8500	17
St. Louis	8501-8550	8501-8550	0
Absentee Ballots	1- 100	10- 100	9
			3,376*

* This figure includes the ballots that were voided by the Union Tallying Committee.

The following correspondence was examined or handled by the Union Tallying Committee:

"October 19, 1971

"Mr. Herbert D. Bacher,
Executive Vice President
Royal National Bank of New York
1212 Avenue of the Americas
New York, N.Y. 10036
Re: Balloting Procedure

Dear Sir:

Listed below are the ports from which balloting envelopes will be mailed to your office:

Boston, Massachusetts
Brooklyn, New York
Philadelphia, Pennsylvania
Baltimore, Maryland
Norfolk, Virginia
Jacksonville, Florida
Tampa, Florida
Mobile, Alabama
New Orleans, Louisiana
Houston, Texas
Port Arthur, Texas
Wilmington, California
San Francisco, California
Seattle, Washington
Detroit, Michigan
St. Louis, Missouri
San Juan, Puerto Rico (San Juan)
Yokohama, Japan

As has been done in the past, it is requested that you telephone the Union office to make a report as to what was received each day. For this purpose, telephone HYacinth 9-6600 and give the information to Mildred Platt.

Very truly yours,
SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD
s/ Al Kerr
Secretary-Treasurer"
AK:mp

"October 19, 1971

"Mr. Herbert D. Bacher,
Executive Vice-President
Royal National Bank of New York
1212 Avenue of the Americas
New York, N.Y. 10036
Re: Depository for Ballots

Gentlemen:

In accordance with the recommendation contained in the President's Pre-Balloting Report, complying with Article X, section 1 (e) of the Union's Constitution, which was adopted by the membership at their regular membership meetings held in May in the Constitutional Ports of the Union, the Royal

National Bank of New York, 1212 Avenue of the Americas, New York, N.Y. 10036, has been designated as depository for ballots in connection with a referendum to be conducted with respect to the Election of Officers and a Constitutional Amendment, under the Union's Constitution.

The referendum period will be from November 1, 1971 through December 31, 1971, both inclusive, Sundays and Holidays excepted.

The balloting procedure outlined in the Union's present Constitution will be followed, and a copy of our present Constitution is enclosed herewith.

It will be the function of the depository to accept all envelopes delivered or mailed in, to safeguard them in the bank and to surrender them only to the duly authorized Union Tallying Committee, in accordance with Article XIII, Section 4(c) of the Union's Constitution, which will be on or about the fifth day of January, 1972. Proof of authorization shall be a certification by the Secretary-Treasurer, Al Kerr. The Union Tallying Committee shall be authorized to sign a receipt for these envelopes.

The depository shall be requested to certify that all of these envelopes were properly safeguarded, were surrendered only to the Union Tallying Committee and that no one, other than the appropriate bank personnel, has had access to these envelopes.

Very truly yours,

SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

s/ Joseph DiGiorgio
Vice President"

JDG:mp

"January 17, 1972

"Mr. Herbert D. Bacher,
Executive Vice President
Royal National Bank of New York,
1212 Avenue of the Americas
New York, N.Y. 10036
Dear Mr. Bacher:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 4 (c) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, acknowledge receipt of envelopes mailed to you relative to the Election of Officials 1972-1975, and delivered this day to us.

Joseph Brooke Paul Garland
Elmer Kent Theodore "Beau" James
W. E. Walker George Annis
Albert Richoux Bernard Burns
Henry Peterson

"January 17, 1972

"Seafarers International Union of
North America-Atlantic, Gulf,
Lakes and Inland Waters District
675 Fourth Avenue
Brooklyn, New York

Gentlemen:

This is to certify that all of the envelopes received by this institution, addressed to:

Mr. Herbert Bacher,
Executive Vice President
The Royal National Bank of
New York
1212 Avenue of the Americas
New York, N.Y. 10036

in the name of Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District have been properly safeguarded in our vault.

We have today surrendered the above mentioned envelopes to the Union Tallying Committee. No one other than appropriate personnel has had access to the said envelopes contained in our vault.

Very truly yours,
s/ Herbert D. Bacher
Executive Vice President"

WITNESS:
s/ Edw. S. Byrne

"January 3, 1972

"Mr. John Fay, Agent
Seafarers International Union
2604 S. Fourth St.
Philadelphia, Pa. 19148
Re: Union Tallying Committee

Dear John:

You had informed me that at the Special Meeting held on December 27, 1971, the membership from your Port had elected Stephen Bergeria, Book No. B-179, and Joseph Brooke, Book No. B-10, to serve on the Union Tallying Committee.

When the Union Tallying Committee convened this morning, Stephen Bergeria did not put in an appearance.

It is, therefore, requested that you ascertain from Brother Bergeria whether he will be present here to work as a member of the Union Tallying Committee no later than January 5th, as per the Constitution. In the event he informs you that he will not be able to be present, then at the regular membership meeting in your Port on Tuesday, January 4, 1972, you are to elect a replacement for him so that the replacement can be present by January 5, 1972, as required by the Constitution.

If you have any questions relative to the foregoing, please contact the undersigned immediately.

Fraternally,

SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

s/ Al Kerr
Secretary-Treasurer
AK:mp

January 4, 1972

"Mr. Al Kerr, Secretary-Treasurer
Seafarers International Union
675 Fourth Avenue
Brooklyn, N.Y. 11232
Re: Union Tallying Committee

Dear Sir and Brother:

Enclosed herein please find original letter dated 1/3/72 from the elected member of the Union Tallying Committee which is self-explanatory.

With best regards, I am

Fraternally yours,
s/ John Fay, Agent
Port of Philadelphia

JF/ak
Encls.

January 3, 1972

"John Fay, Port Agent, Philadelphia, Pa.
2604 South Fourth Street
Philadelphia, Pa. 19148
Brother John Fay:

I was elected to serve on Union Tallying Committee. Due to illness, however, I will be unable to serve.

Fraternally yours,
s/ Stephen M. Bergeria, B-179
Port of Philadelphia"

At the regular membership meeting in Philadelphia on January 4, 1972, Brother John Kelly, K-239, was elected by the Philadelphia membership to replace Brother Stephen M. Bergeria, B-179, as one of their two (2) elected members to our Union Tallying Committee.

Absentee Ballots

Under Article XIII, Section 3(e) of our Constitution, there are provisions for absentee ballots, and that section of our Constitution reads as follows:

"(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a port in which a ballot can be secured during the time and period provided for in Section 4(a) of this Article or is in a USPHS Hospital anytime during the first ten (10) days of the month of November of the Election Year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 P.M. on the 15th day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25th of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, he shall by the 30th of such November send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope, shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports, the names and book numbers of the members to whom absentee ballots were sent."

to all Ports, the names and book numbers of the members to whom absentee ballots were sent."

In this election, Absentee Ballots were issued to the following:

Member's Name	Book No.	Ballot Issued	Date Mailed	Status
Bonser, Leo	B-1193	#1	11/12/71	Challenged
Shirah, Charles	S-309	#2	11/29/71	Approved
Sheldrake, Peter D.	S-1043	#3	11/29/71	Challenged
Sellman, Fred S.	S-1431	#4	11/29/71	Challenged
Bigner, James R.	B-1393	#5	11/29/71	Challenged
Frey, Charles J.	F100	#6	11/29/71	Challenged
Flanagan, James C.	F-108	#7	11/29/71	Challenged
Ayler, Eugene	A-304	#8	11/29/71	Challenged
Bjerring, A.	B-794	#9	11/29/71	Challenged

Of the aforementioned nine (9) ballots issued, all were challenged with the exception of ballot 2 that was issued to Charles Shirah, S-309, on November 29, 1971. However, in checking the mailing envelopes mailed to the Bank Depository, we did not find any envelope indicating that Brother Charles Shirah had returned his ballot.

Leo Bonser, B-1193. Brother Bonser had originally requested, in an undated letter postmarked November 5, 1971, Anchorage, Alaska, that an absentee ballot be forwarded to him. Under date of November 12, 1971, he was sent a Challenged Absentee Ballot by our Secretary-Treasurer because Brother Bonser did not meet the requirements for an absentee ballot as given above in the excerpt from our Constitution (Article XIII, Section 3(e)), since he was not in a hospital, nor was he employed aboard a vessel. The Committee, in checking the record, upholds the Secretary-Treasurer's challenge on this ballot. In checking the mailing envelopes received from the bank depository, your Committee finds that Brother Bonser's challenged absentee ballot has been received, but, based on the foregoing, your Committee has determined that he is not eligible to vote and as a result thereof it has not been counted.

Absentee Ballots numbered 3 through 8. Brother Charles A. Shirah, in an undated letter which was postmarked November 15, 1971, requested an Absentee Ballot, and also requested that Absentee Ballots be sent to the following men whose names and book numbers follow:

Peter D. Sheldrake, S-1043
Fred S. Sellman, S-1431
James Bigner, B-1393
Charles Frey, F-100
James Flanagan, F-108
James Ayler, A-304

These men were issued Challenged Absentee Ballots numbered 3 through 8 by our Secretary-Treasurer on the basis of the fact that they had not requested the ballots themselves and, therefore, they did not comply with Article XIII, Section 3(e) of our Constitution. Your Committee has upheld the challenge of your Secretary-Treasurer and, in checking the mailing envelopes received from the bank depository, cannot find any evidence of any of these Challenged Absentee Ballots having been submitted.

Henry A. Bjerring, B-794. Brother Bjerring submitted to the Secretary-Treasurer's Office a request for an absentee ballot, by a letter dated November 19, 1971, which was also postmarked November 19, 1971, Nanset, Norway. He was issued a Challenged Absentee Ballot by the Secretary-Treasurer because he was not eligible for an absentee ballot under the terms of Article VIII, Section 3(e), wherein it re-

quires that the request be postmarked not later than November 15th of the election year; also he was not aboard a ship or in a hospital. Your Union Tallying Committee has upheld the challenge of the Secretary-Treasurer. In checking the mailing envelopes received by the bank depository, we cannot find any evidence of Brother Bjerring having mailed in his Challenged Absentee Ballot.

However, your Union Tallying Committee, in checking the various rosters from the various Ports, found that Brother Bjerring had been issued ballot #613 in the Port of New York on November 29, 1971. Further, in checking the mailing envelopes mailed to the bank depository, we found the mailing envelope from Brother Bjerring that had been issued by the Port of New York, and we have counted it as a valid ballot cast.

Challenges

Your Committee, in dealing with the "Challenged" ballots, put in the "Challenged" category seven (7) valid ballots that had been postmarked after midnight, December 31 of the election year, based on Article XIII, Section 3(f) of our Constitution which reads as follows:

"(f) All ballots to be counted, must be received by the depository no later than January 5th immediately subsequent to the election year and must be postmarked no later than 12 midnight, December 31st of the election year."

The following are the seven (7) names and book numbers referred to above:

Basilio Bonefont, B-174
Jerry L. Broadus, B-414
Floyd W. Fritz, F-97
Orlando Frezza, F-526
LeRoy Tracy Fansler, F-590
Peter V. Hammel, H-567
Nicholas Leslie Pizzuto, P-646

The aforementioned ballots were not counted.

Your Committee also received two (2) mailing envelopes which did not contain the signature of the voter, his printed name, or his book number on the outside of the mailing envelope in the space provided for same. We were, therefore, unable to check the dues standing of these two (2) voters and we have, as a result, placed these two (2) ballots in the "Challenged" category, and they have not been made a part of the count hereof.

John Cole, C-8. Brother Cole was issued a challenged ballot, #419, in the Port of New York under the date of November 8, 1971. The person issuing the ballot did not give the details of their challenge to your Committee, but

in checking the Union's records your Committee found that Brother John Cole is a pensioner and, as a result thereof, based on the action taken by the membership, he is not entitled to vote. The challenge of his ballot is upheld by this Committee and his ballot has not been made a part of the count hereof.

Dominick DiMaio, D-347. Brother DiMaio was issued a challenged ballot, #4124, in the Port of New Orleans on November 10, 1971. The Port of New Orleans challenged his right to vote on the basis of his not having his fourth quarter's dues paid. Your Union Tallying Committee has checked the dues record maintained in Headquarters and cannot find any record of Brother DiMaio having paid his fourth quarter's dues for 1971, nor has he submitted proof to show that he was excused from such payment by reason of the provisions of Article III, Section 3 of the Constitution. We, therefore, uphold the challenge of the Port of New Orleans in reference to Brother DiMaio, and his ballot has not been made a part of the count hereof.

Theodore Katros, K-324. Brother Katros was issued a challenged ballot, #6872, in the Port of San Francisco on November 8, 1971. His ballot was challenged by the Port of San Francisco because he did not have the 3rd and 4th quarters' dues for 1971 paid, due to the fact that he was supposedly hospitalized. However, your Committee was unable to find anything in the Union's records verifying the fact that he had been hospitalized. In the absence of finding any verification of his hospitalization, we have upheld the challenge of Brother Katros' ballot by the Port of San Francisco, and his ballot has not been made a part of the count hereof.

James Lee, L-225. Brother Lee was issued challenged ballot #4024 on November 1, 1971, in the Port of New Orleans. The Port of New Orleans challenged Brother Lee's ballot on the basis of the fact that his dues were marked in his book in pencil and he did not have a dues receipt to substantiate same. However, your Committee, in checking the dues records maintained in Headquarters, finds that Brother Lee had his dues paid and was eligible to vote. We have not, therefore, upheld the challenge of the Port of New Orleans and have included his challenged ballot in the tally of this Committee.

James Marsh, M-1630. Brother Marsh was issued challenged ballot #6608 on December 15, 1971 in the Port of Wilmington, California. On the roster sheet for the Port for the day, under "Comments," they have placed the words, "Lost Book," but they did not indicate that his ballot had been challenged. However, it was received by your Committee in a "Challenged" mailing envelope and we can only assume that it was received in this manner because he did not have his book with him at the time he requested a ballot be issued to him. We have checked the dues records maintained in Headquarters and we find that Brother Marsh, at the time he was issued his challenged ballot on December 15, 1971, did not have the 3rd and 4th quarters' dues paid for 1971, and we have, therefore, upheld the challenged ballot that was issued by the Port of Wilmington, California, and we have not made it a part of the tally.

Gerald McCray, M-1474. Brother McCray was issued challenged ballot #4307 on December 20, 1971 in the Port of New Orleans. The reason they gave for challenging Brother McCray's right to vote was that he did not have his book with him at the time of voting. Your Committee, in checking the dues records maintained in Headquarters, finds that Brother McCray was eligible to vote and we have, therefore, made his challenged ballot a part of our tally.

E. J. Rushing, Jr., R-835. Brother Rushing was issued challenged ballot

#6771 on November 2, 1971 in the Port of San Francisco, and his book number was indicated on the roster as being R-834. He was issued a challenged ballot because he did not have any proof of payment of the four quarters' dues for 1971. Your Committee, in checking the dues records maintained in Headquarters, finds that Brother Rushing had paid the four quarters' dues for 1971 in the Port of Jacksonville on February 5, 1971, but under the book number of R-835 and not R-834 as listed on the San Francisco roster. We have, therefore, declared his challenged ballot valid and made it a part of our tally.

Cleveland Scott, S-1372. Brother Scott was issued challenged ballot #6801 on November 2, 1971 in the Port of San Francisco. His right to vote was challenged by the Port of San Francisco based on the fact that he had no evidence of having paid any dues in the year 1971, nor has he submitted proof to show that he was excused from such payment by reason of the provisions of Article III, Section 3 of the Constitution. Your Committee, in checking the dues records maintained in Headquarters, finds no record of the payment of any dues for the year 1971 and we have, therefore, upheld the challenge of the Port of San Francisco and we have not made his ballot a part of the count hereof.

Wilfred Schoenborn, S-241. Brother Schoenborn was issued ballot #3056 on November 23, 1971 in the Port of Jacksonville. In checking the dues records maintained in Headquarters, we find that at the time of being issued his ballot, Brother Schoenborn was a pensioner, and based on our Constitution and the action taken by our membership, he was not entitled to a ballot. Your Union Tallying Committee has, therefore, challenged same and his ballot has not been made a part of the tally hereof.

Michel Billo, B-947. Brother Billo was issued ballot #4186 on November 17, 1971 in the Port of New Orleans and then, on November 30, 1971, he was issued ballot #4250 in the Port of New Orleans. In checking the mailing envelopes received by the bank depository, your Committee finds that Brother Billo has voted both ballots and mailed in both ballots. Since one of his ballots should be a valid ballot, we have taken the one that is postmarked with the earlier date, namely November 17, 1971, and tallied it as a valid ballot cast. His remaining mailing envelope that was received has been put with the challenged ballots and has not been made a part of the tally hereof.

Sadak Wala, W-688. The Port of New York issued ballot #246 to Brother Wala on November 1, 1971. On December 29, 1971, he was issued ballot #888 in the Port of New York. In checking the mailing envelopes received by the bank depository, your Committee finds that Brother Wala has voted both ballots and mailed in both ballots. Since one of his ballots should be a valid ballot, we have taken the one that is postmarked with the earlier date, namely November 1, 1971, and tallied it as a valid ballot cast. His remaining mailing envelope that was received has been put with the challenged ballots and has not been made a part of the tally hereof.

Russell A. Cobb, PB-42621. The Port of Norfolk on November 8, 1971 issued ballot #2826 to Russell Cobb, PB-42621. Your Union Tallying Committee is unable to determine why the Port of Norfolk issued a ballot to Brother Cobb. In checking the mailing envelopes received by the bank depository, we find that Brother Cobb has submitted his ballot and your Committee has challenged his ballot based on the fact that only full book members are allowed to vote and Brother Cobb was not a full book member at the time the ballot was issued to him. Therefore, the ballot issued to him has not been made a part of our

tally and it is the recommendation of your Committee that you concur in our action.

General Challenges

The following brothers had their ballots challenged by your Union Tallying Committee. In checking the dues records maintained in Headquarters, we were unable to find any record of their having paid the fourth quarter's dues for 1971, nor have they submitted proof to show that they were excused from such payment by reason of the provisions of Article III, Section 3 of the Constitution:

Name	Book No.
Walter G. Butterson	B-510
Edmund Burnett	B-1346
James F. Clarke	C-219
Angel Cabrera	C-485
Earl Chick	C-1047
Joe J. Domino	D-692
Edward Ezra	E-274
Juan Gutierrez	G-559
Clarence M. Houchins	H-728
Kay D. Hagen	H-938
Julian T. Lelinski	L-497
Marvin N. Lambeth	L-798
Louis Santiago Medina	M-1001
Paul Parsons	P-851
Antonio Romero	R-873
Jack C. Smith	S-1596
Julius P. Thrasher	T-187
Milton R. Williams	W-857
Edward H. Yates	Y-25
Stephen Zaradson	Z-9

Your Committee has challenged the ballots of the above named because they were not in good standing at the time of their being issued a ballot, nor had they submitted proof to show that they were excused from such payment by reason of the provisions of Article III, Section 3 of the Constitution, and, as a result thereof, their ballots are not made a part of our tally.

The following brothers had their ballots challenged by your Union Tallying Committee. In checking the dues records maintained in Headquarters we found that at the time of their being issued a ballot they did not have their fourth quarter's dues for 1971 paid, nor had they submitted proof to show that they were excused from such payment by reason of the provisions of Article III, Section 3 of the Constitution. However, after having voted and prior to the end of the quarter, they did pay the fourth quarter's dues for 1971:

Name	Book No.
Jose Cortez	C-170
Sigilfredo B. Ferrer	F-115
Haywood Green	G-878
Luis Hernandez	H-118
Charles L. Lester	L-723
Ramon Morales	M-313
Arturo Mariani, Jr.	M-597
Dimas Mendoza	M-960
Adan Quevedo	Q-22
Juan Sanchez	S-440
McDonald Slade	S-1224
Luis Angel Vila	V-8

Your Committee has challenged the ballots of the above named brothers on the basis given above, and, as a result thereof, their ballots are not made a part of our tally.

Complaints or Protests From Full Book Members Turned Over to Committee Pursuant to Constitutional Provisions— Article XIII, Section 4(e)

The above Section 4(e) of our Constitution provides as follows:

"(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation, notify the Secretary-Treasurer at Headquarters, in writing, by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action if warranted may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

"All protests as to any and all aspects of the election and balloting procedures or the conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters, to be received no later than the February 25th immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25th. The Secretary-Treasurer shall forward copies of such written protest to all ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest."

1. Complaint or Protest Received by the Union from Brother John Cole, C-8. Certified Mail postmarked Yonkers, New York, dated November 9, 1971, as follows:

"118 Hilltop Acres
Yonkers, N.Y. 10704
Nov. 9, 1971

"Secretary-Treasurer A. Kerr,
SIUNA-AGLIW District
675 Fourth Avenue, N.Y. 11232

Mr. Secretary-Treasurer:

In your report at the July 6 meeting which you promised to have printed in the Log but the membership is still in the dark about, you cautioned the Credentials Committee to adhere strictly to constitutional requirements for candidates, then recommended to blitz some 1800 long-standing memberships by taking voice and vote away from all pensioners. With the precondition imposed on them that the majority vote is acceptable only when they acquiesce with Executive Board will, members submitted to the steam rolled report. Obviously, Article XXIII, Section 3, is a hoax: "Notwithstanding anything to the contrary all regular meetings shall be governed by the following: 1. The Union Constitution. 2. Majority vote of the members assembled." The "no voice, no vote" rule has been quoted to me several times since, even to denying me access to meeting minutes so I could see it in print. Federal court decisions in 1964, 1965, and 1971, to which you were a party ordered my equity restored, yet you have stripped my book of all membership rights. Article XXIV, Sec-

tion 11 states: "The term 'full book' or 'full Union book' shall mean only an official certificate issued as evidence of Union membership which carries with it complete rights and privileges of membership except as may be specifically constitutionally otherwise provided. The referendum vote required in Article XXIV to amend our constitution was never held in this instance. Expecting the man I sought to oppose on the ballot to make an objective judgment on an illegally enforced discriminatory rule may seem naive on my part, but it's the only procedure available to me. Nevertheless due process should be something more than just going through motions.

In the matter of my disqualification as a candidate, neither the Credentials Committee nor you responded to a single argument I presented July 14 and September 4, respectively. Detoured from its proper place in the agenda—consideration of the Credentials Report—comment on my appeal was later restricted to a summary motion to non-concur. Even my disclosure that the Committee elected was constitutionally defective went unanswered. DiGiorgio and McCartney, who co-chaired the August 2 meeting, were minding the store for Hall and Shepard junketing in Europe. When balloting for the sixth committeeman post ended in a tie, DiGiorgio goofed by hiring both, one to act as alternate, the other to fill out the six. McCartney read this in my appeal September 7, but neither he nor anyone else refuted the fact, not even Committee Chairman Rodriguez, who did a lot of self-righteous screaming at Rothman. In your October 4 reply to Rothman's appeal, you passed off the seventh man quite casually. Small wonder you guard your doctored records as though they were privileged information.

My vote was challenged yesterday in defiance of Title IV, Section 401(e) of the Landrum-Griffin Act. Coupled with denial of equal opportunity for me to run for office, this total disfranchisement invalidates your claim for a fair election. Knowing full well that your plural role—candidate, administrator—constitutes a conflict of interest, I still have no other choice than to request you to make a thorough investigation of my protest. Up to now, all your stewardship has proved is that the stacked constitution applies only against the second-class membership, ensuring foolproof shelter for the incumbent elite. Every last candidate on the official slate unerringly returns a victor, even the dead ones, as witness Marsh and Stewart in the 1968 balloting. With administrative foresight, such accidents are now guarded against by the elimination of the write-in vote, the rank-and-filer's last hope to name his own leadership preferences. Free election? No way!

Yours for a democratic SIU,
s/ John Cole (C-8)

P.S. Lines 3 and 4 of my appeal were disarranged in your Credentials Committee Report so as to distort the sense of my remarks. When you proofread the foregoing for the printer, exercise scrupulous care.

s/ JC "

This member protests the receipt of a challenged ballot rather than a regular ballot and the action of the Credentials Committee Report and membership action thereon.

As stated previously in our report, Brother Cole is and was at the time he received his challenged ballot a member receiving a pension from the Seafarers Pension Plan, the union-management pension fund, to which Fund the Union is a party. In accordance with our Constitution's provisions, Article III, Section 2, second paragraph, the membership prior to the voting in this election, determined that such pensioners should not have the right to vote in officers' election, although granted other rights. As a result, we recommend this aspect of his protest be rejected.

As to his protest concerning the action of the Credentials Committee's Report and membership action thereon, we have no authority to comment or report on the same in accordance with Union Constitutional Provisions Article XIII, Section 4(e) which is set forth above.

2. Complaints or Protests received by the Union from Brother Leo Cronsohn, C-801, comprising postcard from Moscow, USSR dated October 31, 1971; another postcard from Moscow dated November 7, 1971; another postcard from Moscow, USSR, dated November 11, 1971; and letter dated January 2, 1972, postmarked from Jacksonville, Florida. Such complaints or protests are as follows:

Postcard dated October 31, 1971—
Moscow, U.S.S.R.

"To—Al Kerr
S.I.U.
675 Fourth Ave.
Brooklyn, N.Y. 11232 (U.S.A.)

From—Leo Cronsohn
P.O. Box 11516
Santurce, Puerto Rico

Mr. Kerr, I will protest the S.I.U. Election to you on the grounds that the 30 day rule regarding a member in good standing is most unreasonable!"
Postcard dated November 7, 1971—
Moscow, U.S.S.R.

"To—Al Kerr
S.I.U.
675 Fourth Ave.
Brooklyn, N.Y. 11232 (U.S.A.)

Mr. Kerr, I will protest the S.I.U. election to you on the grounds that the 30 day rule regarding a member in good standing is most unreasonable! Be then so advised.

Signed/Leo Cronsohn, C-801
Santurce, Puerto Rico"

• • •

Postcard dated November 11, 1971—
Moscow, U.S.S.R.

"To—Al Kerr
S.I.U.
675 Fourth Ave.
Brooklyn, N.Y.
11232 (U.S.A.)

Mr. Kerr, from Book C-801

Know that if you will not when I protest the S.I.U. Election to you (on or about Jan. 1, 1972) then you will leave me no other alternative but to file a complaint with the Secretary of Labor. Be so advised.

Signed/Leo Cronsohn, C-801"

• • •

"P.O. Box 11516
Santurce, P.R. 00910

Letter dated January 2, 1972
Postmarked Jacksonville, Florida

Al Kerr Secretary-Treasurer
S.I.U.
Seafarers International Union
675 Fourth Avenue
Brooklyn, New York

Sir:

I hereby protest the 1971 S.I.U. Election because I was disqualified "because I was over thirty days in arrears in dues in the first quarter of 1969. I consequently believe that 30 day rule (rule) regarding a member in good standing is most unreasonable (unfair) for a working seaman. In other words if for some reason I don't pay my dues in time—now I am absolutely blackballed from running for office (elective office) three years hence. This I believe is most unfair to the "working Seaman" and would only tend to always qualify the present—Ruling Union—officials. Again do I charge that this aforementioned 30 day rule regarding a member in good standing is most unreasonable

and unfair to the working Seaman. I hereby urge you to act on my Protest Mr. Secretary-Treasurer. Thank You Most Kindly.

In my letter to Paul Hall I wrote that no threats or intimidations will dissuade me from running for President. On my present ship a crewmember approached me in a friendly way and commenced to explain how powerful Paul Hall is, and that I should go talk to the man. This crewmember on my present ship the S.S. Summit went out of his way to impress upon me that Mr. Hall is an extremely powerful man, and that I should go and talk to the man Paul Hall. There was even a hint of a job with the union. When I categorically stated that I did not want to talk to Paul Hall, and did not give a damn about a Job with the union, this same crewmember bluntly told me "That if I become to much of a problem, they would eliminate me." This same crewmember repeated this same threat to me several more times. I ignored the threats, and attempts to intimidate me. When this crewmember saw that I could not be intimidated he completely ceased talking to me, and embarked on a campaign to undermine me behind my back. He also was present when I was called a communist, also when my back was turned. It is common knowledge that I go to Russia for sports, and sports alone. Yet I am branded a commie because I won't cooperate with Paul Hall.

I have been a walking target since 1961 since that time I have been many times threatened with murder and mayhem can't these people get it straight that you can't scare or intimidate me. If I die, I die, I'm a fatalist, and whatever will be will be. So please stop these threats—they only bore me to death.

Mr. Secretary Treasurer I again urge you to act upon my Protest of the 1971 S.I.U. election.

Thanking you most kindly—I remain
Sincerely,

Signed/Leo Cronsohn, C-801
Leo Cronsohn C-801

A copy of this letter is being sent to the Secretary of Labor by registered mail. Be then so advised."

Brother Cronsohn's correspondence protests the action of the Credentials Committee's report and membership action thereon. We have no authority to comment or report on the same in accordance with the Union's Constitutional provisions Article XIII, Section 4(e) set forth above.

Brother Cronsohn's most recent letter, the above letter dated January 2, 1972, in addition to protesting the action of the Credentials Committee's Report and membership action thereon, also claims alleged threats to or intimidation upon him to dissuade him from running for office. In reply to his letter, the Union wrote him as follows:

January 5, 1972

"REGISTERED MAIL
RETURN RECEIPT REQUESTED

Mr. Leo Cronsohn
P.O. Box 11516
Santurce, Puerto Rico 00910
Re: SIUNA-AGLIWD Election of Officials—1972-1975

Dear Sir and Brother:

Your letter dated January 2, 1972 constituting protest of the above election is acknowledged. The same will be handled in accordance with the constitutional provisions.

I note, however, in your letter a matter alleged by you, unrelated to the above election. You state that a crewmember made threats to you, and attempted to intimidate you. We view this allegation as a serious matter and which of necessity requires an appropriate investigation.

In order for this office to conduct its investigation and to secure all the facts and make them available to the membership, request is herewith made that you forward to us the name of this alleged crewmember and the time and date when this alleged conduct took place, including the vessel upon which the same allegedly occurred. I further request that you send to me the names of any other crewmembers aboard this vessel who may have witnessed or heard the alleged conduct which you set forth in your letter.

I shall expect your reply as to the above requested information as soon as possible so that the appropriate investigation may get underway without delay.

Fraternally,

SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

s/ Al Kerr
Secretary-Treasurer"

AK:mp

As we noted above, the Credentials Committee's Report, adopted by the membership, found him not qualified for office and that is why he was not on the ballot and so not running, and alleged threats or intimidation, therefore, could not possibly be the basis for him not being a candidate. We note further, for the membership's information, the Union's letter dated January 5, 1972 to Brother Cronsohn seeking information from him so as to conduct an investigation of his allegations and we assume and anticipate that the Secretary-Treasurer will timely advise the membership as to the results.

By reason of all of the above, we find no basis for any of the complaints or protests filed, and so recommend.

COMMENTS AND RECOMMENDATIONS PURSUANT TO ARTICLE XIII, SECTION 4(B) OF THE UNION CONSTITUTION

During the period of time in which the Union Tallying Committee was in operation, several discrepancies in the conduct of the election have occurred, but none of which would change the outcome of any job on the ballot. However, for the benefit of the membership, we are listing them, port by port where possible, as follows.

Your Committee, in checking the mailing envelopes against the dues standing of our membership, prior to the opening of the mailing envelopes, found that we had sixty-seven (67) mailing envelopes which contained the members' hand-written signature and his printed name, but which did not contain the members' book numbers in the space provided on the mailing envelope. Your Committee determined from Union records the book numbers of these members and verified against the dues records of the Union that they were entitled to vote. Based on the foregoing, the ballots of these members were counted as valid ballots cast. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

New York

On November 1, 1971, the Port of New York issued ballot #246 to S. Wala, W-688. On December 29, 1971, the Port of New York issued ballot #888 to S. Wala, W-688. The only reason that your Union Tallying Committee can account for this happening, is that when Brother Wala was issued his first ballot, possibly the Port of New York failed to stamp the member's book indicating that he had already voted. Your Committee has dealt with this situation under the heading of "Challenges."

On November 2, 1971, the Port of New York issued ballot #291 to C.

Elliott, showing his book number as F-261, when it should have been E-261.

On December 2, 1971, the Port of New York issued ballot #659 to J. Barbaccia, showing his book number as D-708, when it should have been B-708.

Your Committee has counted these ballots as valid ballots issued, as the errors involved were only either errors of transpositions of numbers or incorrect letter designations, and we recommend that you concur in our action.

In addition to the foregoing discrepancies, the Port of New York on its roster of December 24, 1971, failed to fill in the name of the Port on the roster in the space provided for same. Your Committee has counted the ballots that were issued in the Port of New York on December 24, 1971 as valid ballots in this respect since the ballot numbers on the roster in question were reconciled with the stubs of the ballots that were charged to the Port of New York. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

Philadelphia

On November 3, 1971, the Port of Philadelphia issued ballot #1729 to E. Oquendo, showing his book number as Q-7, when it should have been O-7. On December 4, 1971, the Port of Philadelphia issued ballot #1772 to V. Domingo, showing his book number as D-611, when it should have been D-616. Your Committee has counted these ballots as valid ballots issued as the errors made were either errors only of transposition of numbers, incorrect book numbers or incorrect letter designation, and your Committee recommends to the membership that you concur in our action.

In addition to the foregoing discrepancies, the Port of Philadelphia on its rosters of December 17, 1971 and December 28, 1971, failed to fill in the name of the Port on the rosters in the space provided for same. Your Committee has counted the ballots that were issued in the Port of Philadelphia on these dates as valid ballots in this respect, since the ballot numbers on the rosters in question were reconciled with the stubs of the ballots that were charged to the Port of Philadelphia. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

Baltimore

On November 29, 1971, the Port of Baltimore issued ballot #2177 to B. Hughes, showing his book number as H-715, when it should have been H-714. On December 31, 1971, the Port of Baltimore issued ballot #2261 to R. Cunningham, showing his book number as C-1164, when it should have been C-1165. Your Committee has counted these ballots as valid ballots issued as the errors made were either errors only of transposition of numbers, incorrect book numbers or incorrect letter designation, and your Committee recommends to the membership that you concur in our action.

Norfolk

Your Union Tallying Committee, in checking the various rosters, found that the Port of Norfolk had dated its roster November 4, 1971, when it should have been December 4, 1971. Your Committee has counted the ballots that were issued in the Port of Norfolk on this date as having been issued under date of December 4, 1971, as valid ballots in this respect since the ballot numbers on the roster in question were reconciled with the stubs of the ballots that were charged to the Port of Norfolk, and the roster was received in an envelope bearing the postmark date of December 4, 1971. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

Tampa

Your Committee, in checking the stubs of the used ballots mailed by the various Ports to the bank depository, has determined that there was one stub missing, the stub of ballot #3156, which had been issued by the Port of Tampa on December 16, 1971 to Alberto Yado, Y-11. In checking the mailing envelopes received by the bank depository, we found an envelope for Brother Yado and have, therefore, determined that he was given his opportunity to vote and used same, and it is the opinion of your Committee that although the stub of the ballot issued to him is missing, that his ballot be counted as a valid ballot issued. It is the recommendation of your Union Tallying Committee that you concur in our action.

Mobile

The Port of Mobile, on its rosters dated November 20, 1971 and December 23, 1971, failed to fill in the name of the Port in the space provided for same. Your Committee has counted the ballots that were issued in the Port of Mobile on these dates as valid ballots in this respect, since the ballot numbers on the rosters in question were reconciled with the stubs of the ballots that were charged to the Port of Mobile. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

New Orleans

On November 5, 1971, the Port of New Orleans issued ballot #4099 to Paul R. Turner, showing his book number as P-207, when it should have been T-207. Your Committee has counted this ballot as a valid ballot issued as the error made was only an error of incorrect letter designation, and your Committee recommends to the membership that you concur in our action.

In addition to the foregoing discrepancy, the Port of New Orleans, on its rosters of December 21, 1971 and December 28, 1971, failed to fill in the name of the Port on the rosters in the space provided for same. Your Committee has counted the ballots that were issued in the Port of New Orleans on these dates as valid ballots in this respect, since the ballot numbers on the rosters in question were reconciled with the stubs of the ballots that were charged to the Port of New Orleans. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

Houston

On its roster of November 5, 1971, the Port of Houston issued ballots which were numbered consecutively from 5466 through 5474. The next ballot issued—which is also the last ballot issued for the day—is numbered 5775 instead of 5475. The roster for the next day's issuance of ballots—November 6th—shows the first ballot number as being 5476. Based on this information, your Committee has determined that on the roster of November 5th, the person issuing the ballots made a mistake in writing the number of the last ballot issued, since the next day's roster shows the first ballot issued as #5476, indicating that the last ballot issued for the previous day's voting was and should have been #5475. Your Committee has counted the ballots that were issued in the Port of Houston on November 5th, 1971 as valid ballots in this respect since the ballot numbers on the roster in question were reconciled with the stubs of the ballots that were submitted by the Port for the day, with the exception of ballot #5775 carried on the roster, for which the stub #5475 was submitted. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

The Port of Houston on its roster of November 11, 1971, issued ballots #5524 and #5525 and, on the same roster, opposite ballots #5526 and #5527 showed the date as November

17, 1971. However, after having checked the roster and the stubs mailed in for the date of November 11, 1971, your Committee has determined that the proper date for the issuance of ballots #5524 through #5527 was and should be November 11, 1971. Your Committee has counted the ballots that were issued in the Port of Houston bearing ballot numbers 5524 through 5527 as valid ballots having been issued on November 11, 1971, and as valid ballots in this respect, since the ballot numbers on the roster in question were reconciled with the stubs of the ballots that were charged to the Port of Houston. Again, it is the recommendation of your Union Tallying Committee that you concur in our recommendation.

On November 17, 1971, the Port of Houston issued ballot #5566 to E. C. Cooper, showing his book number as C-1047, when it should have been C-1050. Your Committee has counted this ballot as a valid ballot issued, as the error made was only an error of incorrect book number, and your Committee recommends that you concur in our action.

Wilmington

On the roster dated November 15, 1971 for the Port of Wilmington, a note was printed in on the roster itself, which reads as follows:

"11/15/71—On this date, 11/15/71, in error the carbon paper for the Roster Sheets was placed wrong, skipping the Bank Copy and leaving two (2) Secretary-Treasurer's copies. From the Port of Wilmington on this date, the bank will be mailed a Roster Sheet as usual, except it will be a Roster Sheet marked 'Secretary-Treasurer's Copy.' Signed/ G. A. Brown, Port Agent, Wilmington."

Since which copy of the roster goes to the bank and which copy goes to the Secretary-Treasurer is really only for administrative purposes—since the same information is contained on all copies—your Committee has counted the ballots that were issued in the Port of Wilmington on November 15, 1971 as valid ballots issued in this respect, since the ballot numbers on the roster in question were reconciled with the stubs of the ballots that were charged to the Port of Wilmington. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

San Francisco

On November 13, 1971, the Port of San Francisco issued ballot #6956 to C. Nelson, showing his book number as N-626, when it should have been N-262. On December 29, 1971, the Port of San Francisco issued ballot #7244 to U. Toomson, showing his book number as T-486, when it should have been T-482. Your Committee has counted these ballots as valid ballots issued, as the errors involved were only transpositions of numbers, and your Committee recommends to the membership that you concur in our action.

Seattle

Your Union Tallying Committee, in checking the various rosters, found that the Port of Seattle had two rosters showing the date of December 17, 1971, which is a Friday. It also had a roster dated December 16th, which is a Thursday, and a roster dated December 20th, which is a Monday. When the Committee checked the ballots that had been issued on Thursday, December 16th and on Monday, December 20th, the numbers in between were contained on the two rosters dated December 17th, a Friday. Since December 18th was a Saturday—a day on which ballots should have been issued—your Committee has determined that since all of the ballot numbers on the aforementioned rosters were numbered consecutively, that one of the two rosters dated December 17, 1971 should actually have been dated December 18, 1971. Your Committee has counted the ballots that were issued

in the Port of Seattle on the rosters both dated December 17, 1971 as valid ballots issued in this respect, since the ballot numbers on the rosters in question were reconciled with the stubs of the ballots that were charged to the Port of Seattle. Again, it is the recommendation of your Union Tallying Committee that you concur in our action.

San Juan, Puerto Rico

On November 1, 1971, the Port of San Juan, Puerto Rico issued ballot #8003 to B. Cortez, showing his book number as G-126 on the roster, when it should have been C-126. Your Committee has counted this ballot as a valid ballot issued as the error involved was only an incorrect letter designation and your Committee recommends to the membership that you concur in our action.

Yokohama, Japan

On November 17, 1971, the Port of Yokohama, Japan issued Ballot #8411 to D. Robinson, showing his book number as G-615 on the roster, when it should have been R-615. Your Committee has counted this ballot as a valid ballot issued, as the error involved was only an incorrect letter designation, and your Committee recommends to the membership that you concur in our action.

CONCLUSION

This Report is unanimous, there being no dissents, therefore under the provisions of Article XIII, Section 4(f) of the present Constitution, this closing Report must be accepted as final.

It is the unanimous Report of this Union Tallying Committee that the Constitutional Amendment has been approved by a majority of the valid ballots cast as per the result of the Referendum conducted during the period of November 1 through December 31, 1971.

By the terms of Article XV, Section 3, and in forwarding two (2) copies of this Report to the Secretary-Treasurer, we are hereby notifying the Secretary-Treasurer that the Amendment has been approved by a majority of the valid ballots cast.

The official tally of this Committee is annexed hereto and made a part of this Report. Subject to the appropriate action of the membership at the "Election Report Meetings," it represents the basis for the action called for in Article XIII, Section 6 of the Constitution.
Dated: January 21, 1972

Joseph Powers, Book No. P-383
Chairman

Elected in the Port of New York

Joseph Brooke, Book No. B-10
Elected in the Port of Philadelphia

Paul Garland, Book No. G-638
Elected in the Port of Baltimore

Theodore "Beau" James, Book No. J-153
Elected in the Port of Houston

George Annis, Book No. A-230
Elected in the Port of New Orleans

Bernard Burns, Book No. B-1178
Elected in the Port of Mobile

Eddie Parr, Book No. P-1
Elected in the Port of New York

John Kelly, Book No. K-239
Elected in the Port of Philadelphia

Elmer Kent, Book No. K-243
Elected in the Port of Baltimore

Winon E. Walker, Book No. W-619
Elected in the Port of Houston

Albert Richoux, Book R-261
Elected in the Port of New Orleans

Henry Peterson, Book No. P-643
Elected in the Port of Mobile

OFFICIAL TALLY SHEET FOR ELECTION OF 1972-1975 OFFICERS AND CONSTITUTIONAL AMENDMENT

* ELECTED

	Total Votes
President	
Paul Hall, H-1	3,115*
No Votes	76
Voids	38
Total	3,229
Executive Vice-President	
Cal Tanner, T-1	3,010*
No Votes	181
Voids	38
Total	3,229
Secretary-Treasurer	
Al Kerr, K-7	3,031*
No Votes	160
Voids	38
Total	3,229
Vice-President in Charge of Contracts and Contract Enforcement	
Robert A. Matthews, M-1	3,023*
No Votes	168
Voids	38
Total	3,229
Vice-President in Charge of the Atlantic Coast	
Earl Shepard, S-2	3,022*
No Votes	169
Voids	38
Total	3,229
Vice-President in Charge of the Gulf Coast	
Lindsey J. Williams, W-1	3,030*
No Votes	161
Voids	38
Total	3,229
Vice-President in Charge of the Lakes and Inland Waters	
J. Al Tanner, T-12	2,963*
No Votes	228
Voids	38
Total	3,229
Headquarters Representatives	
Frank Drozak, D-22	2,942*
Leon Hall, Jr., H-125	2,937*
William W. Hall, H-272	2,937*
Edward X. Mooney, M-7	2,999*
No Votes	937
Voids	164
Total	12,916
New York Port Agent	
Joseph DiGiorgio, D-2	2,857*
No Votes	337
Voids	35
Total	3,229

New York Joint Patrolman	Total Votes
Ted Babkowski, B-1	2,918*
Jack Bluit, B-15	2,923*
Angus Campbell, C-217	2,951*
Eugene Dakin, D-9	2,886*
Luige Iovino, I-II	2,905*
Pasquale (Pat) Marinelli, M-462	2,872*
George McCartney, M-948	2,952*
Frank Mongelli, M-1111	2,912*
Keith Terpe, T-3	2,885*
Steve (Zubovich) Troy, T-485	2,936*
No Votes	2,740
Voids	410
Total	32,290
Philadelphia Agent	
John F. Fay, F-363	2,942*
No Votes	264
Voids	23
Total	3,229
Philadelphia Joint Patrolman	
Albert (Al) Bernstein, B-3	2,922*
Belarmino (Bennie) Gonzalez, G-4	2,925*
No Votes	565
Voids	46
Total	6,458
Baltimore Agent	
Rexford Dickey, D-6	2,979*
No Votes	226
Voids	24
Total	3,229
Baltimore Joint Patrolman	
W. Paul Gonsorchik, G-2	2,970*
Tony Kastina, K-5	2,934*
Robert Pomerlane, P-437	2,900*
Benjamin Wilson, W-217	2,937*
No Votes	1,079
Voids	96
Total	12,916
Mobile Agent	
Louis Neira, N-1	2,944*
No Votes	262
Voids	23
Total	3,229
Mobile Joint Patrolman	
Harold J. Fischer, F-1	2,953*
Robert L. Jordan, J-1	2,944*
E. B. "Mac" McAuley, M-20	2,953*
William J. Morris, M-4	2,939*
No Votes	1,027
Voids	100
Total	12,916
New Orleans Agent	
C. J. "Buck" Stephens, S-4	2,986*
No Votes	218
Voids	25
Total	3,229
New Orleans Joint Patrol	
Thomas E. Gould, G-267	2,963*
Louis Guarino, G-520	2,935*
Herman M. Troclair, T-4	2,922*
Stanley Zeagler, Z-60	2,914*
No Votes	1,078
Voids	104
Total	12,916
Houston Agent	
Paul Drozak, D-180	2,976*
No Votes	228
Voids	25
Total	3,229
Houston Joint Patrolman	
"Pete" Drewes, D-177	2,930*
Roan Lightfoot, L-562	2,942*
Franklin Taylor, T-180	2,920*
Robert F. "Mickey" Wilburn, W-6	2,964*
No Votes	1,056
Voids	104
Total	12,916
Detroit Agent	
Frank (Scottie) Aubusson, A-8	2,864*
No Votes	339
Voids	26
Total	3,229
Proposition to Make San Francisco a Constitutional Port	
YES	2,982*
NO	73
No Votes	153
Voids	21
Total	3,229

Constitutional Report In Accordance with Article XIII, Section 4(e) As to Protests Concerning Officers' Election Received Subsequent to Report of the Union Tallying Committee

The following report was presented to SIU membership meetings in Constitutional ports in March. In each case, the membership concurred and accepted the report.

Under our Constitution, Article XIII, Section 4(e), all protests as to any and all aspects of Officers' election and balloting procedures for conduct of the same, not passed upon by the Union Tallying Committee in its report, excluding therefrom matters protesting the action of the Credentials Committee's Report and membership action thereon, are required to be filled in writing, certified mail, with the Secretary-Treasurer at Headquarters to be received not later than February 25, 1972.

The Union Tallying Committee's Report including a report by the Secretary-Treasurer on complaints or protests received up to the date of the report dated January 21, 1972, was sent to all Ports thereafter for posting and membership examination and has been so posted since its mailing, and to be read and acted upon by the membership at the March, 1972 membership meetings in the Constitutional Ports.

On January 26, 1972, our Secretary-Treasurer, Al Kerr, died. At the February, 1972 membership meetings, the President, as constitutionally provided, reported that he designated me to carry out the remaining constitutional duties of the Secretary-Treasurer relative to this Officers' election. The only remaining duty is to report pursuant to Article XIII, Section 4(e) to the membership for their action, on election protests received from members up to February 25, 1972 and not previously acted upon by the Union Tallying Committee or our late Secretary-Treasurer prior to his death. Two such communications have been received.

1. Leo Cronsohn, C-801

In our late Secretary-Treasurer's report which is contained in the Union Tallying Committee's Report to be read at the March, 1972 membership meetings prior to this report, our late Secretary-Treasurer set forth the facts relative to this Brother's protest. Furthermore, because of the nature of Brother Cronsohn's allegations, and although they were not election protests, our late Secretary-Treasurer, by letter dated January 5, 1972, requested further information. Apparently in reply to such letter, Brother Cronsohn sent the following letter to me and received by the Union on February, 14, 1972:

"I'm writing this letter because you have always been fair to me. I trust you. I also trust Bill Hall because he has also been fair to me. When I last saw you you practically had me convinced about not going through with my appeal to the Secretary of Labor. Like you said why should I, the innocent, suffer because some S.I.U. officials are stupid, and also

don't do their job. I figured you'd been nice to me by helping me get the SS SUMMIT, so maybe I'll forget about everything, but my experiences ON THE SUMMIT convinced me that I was wrong. From the very beginning the harassment began. The Chief Steward Williams told me that "he knew all about me from the Hall." Williams, the Chief Steward, also told me that they told him I had a Black Belt. But that he was a Razor man, Williams, the Chief Steward flatly told me that he "was an expert with a Razor." All this was completely unprovoked. The Chief Steward, Williams, just started telling me all this from the very beginning. The Baker Hendry Connolly (Henry Connolly) is the one who came to me with the threats mentioned in my letter to Al Kerr. The baker, Mr. Connolly is the one who bluntly told me that if I became too much of a problem "they would eliminate me." The baker is also the one that went around telling members of the crew on the SS SUMMIT that I was a communist. He told many crew members on the SS SUMMIT that I was a communist. I go to Russia for sports not politics, yet I'm branded a commie. Why? This and even more sickness. Younger crew members on the SUMMIT just out of Piney Point a year or so (teenagers to be exact) came to me and told me that they were told to watch out for me that I was a fag and would try to make them. They also said that they were told that the only reason I go to the Gym was to see naked men and young boys where I was reputed to look at their genitals (penises) with pleasure and also I was supposed to make a date with these men or young boys and take them to a hotel. In other words, according to certain sources, on the SUMMIT, the only reason I was supposed to go to the gym was for homosexual reasons. Well you can't get tough from checking naked boys in the showers. Consequently, I must be a pushover so why don't some of these rough and tumble assholes meet me on the mat or in the street anywhere. They can even have a baseball bat or knife. Then they can call me fag (homosexual) to my face. Maybe they will learn that the real reason I go to the gym is to wrestle, play Judo and Russian Sambo (USSR Soviet self defence). Yes, Joe, they (these rough and tumble goons) will learn from their painful experience that the real reason I go to the gym is to wrestle, play Judo and Russian Sambo.

"Now you know how I was provoked again and again into reacting and going through with my appeal to the Secretary of Labor. I don't know who sent Connolly to threaten me but someone at the hall (a Union official) did and who from the hall passed out the rumor to the younger teenage members that I was a homo (fag) and that all the young boys should watch out for me because I was a real queer. Who, or which SIU union official is behind all these threats, harassments, provocations, etc. Yes Joe that's the one to really blame for what's to be. Any way you're still my friend and maybe if you or Bill Hall ran the Union all this would of never happened who knows. Because some SIU official really wants me to go through with this. So who ever he is he's got his wish, because I'm going to the Secretary of Labor with my complaint (appeal).

"Well that's all for now. Except that I'm sorry because your fair and I have to now go through with this.

Your friend
as Always
Leo Cronsohn, C-801
c/o General Delivery
Santa Monica, California 90406

On February 18, 1972 when the SS Summit appeared in the New York area, I caused an investigation to be made as directed by our late Secretary-Treasurer in his letter of January 5, 1972, sent to Brother Cronsohn. In connection with such investigation, the following signed statements were given by crew members, including Brothers Connolly and Williams, who are mentioned

in Brother Cronsohn's letter received by the Union on January 14, 1972.

"I have been the 2nd Cook and Baker on the SS SUMMIT since Dec. 13, 1972. I had no communication with Leon Cronsohn while he was a member of the crew other than that necessary to the performance of my job. Except when I first joined the ship he showed me a letter he sent to the Union and the Dept. of Labor.

"I don't know of an instance while Leon Cronsohn was aboard this vessel, where he was threatened or intimidated by anyone in the crew.

Signed/ Henry Connolly
C-37

"Have been A.B. and deck delegate since Dec. 27, 1971. I heard no one threaten Leon Cronsohn on this ship.

Signed/ James W. Davis, D-310

"I have been Chief Steward on the SS Summit since December 10, 1971. Leo Cronsohn BR utility and I shipped together on the same call. We all came aboard together and worked in perfect harmony for 2 months there was never a bad word spoken or nor a quarrel this man I thought did a very nice job at B.R. We always was on very friendly term. He came to me about 6 hours before sailing from Jacksonville, Fla. Statement that he had hurt his back, and was going to the Hospital to see if he could continue to work. He came back saying he would have to get off the ship as he had an unfit for duty slip. But on my word of honor this man did not have a cross or friction with me or any man on this crew.

Signed/ Thomas Williams
Steward
W-250"

"I have been the Bosun and Ships Chairman on the SS Summit since Dec. 9, 1971. I don't know of anytime where anybody threatened or intimidated Leo Cronsohn. He never came to me at any-

time to make any such complaint about the crew members on this ship.

Signed/ Jose L. El. Gonzales
Book G 812"

"I have been on the SS Summit as an oiler since Dec. 13, 1972. I don't know of any instances where anybody threatened Leo Cronsohn. He never ever mentioned any threats to me and I've rode the bus with him several times when we leave the ship.

Signed/ John W. Polaski P-2"

From the foregoing it is clear that there is a wide discrepancy between Brother Cronsohn's statements and what the other crew members state. In effect there is a completely opposite story.

Equally, there are substantial differences in the contents of Brother Cronsohn's two letters, the first of which attributes statements made by SUMMIT crew members to requests or suggestions of a named official, whereas in Brother Cronsohn's most recent letter, he attributes such requests or suggestions to an unknown "they." It is clear that under this posture there is a serious question as to veracity. Most significant, there is no evidence that any officer or Union representative engaged in any improper conduct.

However, of equal significance is the fact that, as our late Secretary-Treasurer reported, the reason Brother Cronsohn was not on the ballot was because he was not eligible for office as found by the Credentials Committee and the membership. Nor has Brother Cronsohn been prevented from filing any election protest as witness his very own correspondence.

For the reasons stated by our late Secretary-Treasurer and by reason of the foregoing facts, I find no basis for any of Brother Cronsohn's complaints or protests and I so recommend.

2. John Cole, C-8

The following letter was received from Brother Cole on February 22, 1972:

"118 Hilltop Acres
Yonkers, N.Y. 10704
Feb. 19, 1972

"Secretary-Treasurer A. Kerr
SIUNA-AGLIWD, 675 Fourth Ave.
Brooklyn, N.Y. 11232

Mr. Secretary-Treasurer:

The District's entire slate was actually returned a winner September 7, 1971, because that was the day your Credentials Committee sharks reported back that they had finished off every independent candidate. In order that "the trip to the polls would not wholly be unmeaningful, a long-overdue amendment was added to the ballot raising Frisco to the status of a constitutional port. "A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot." The hoax which you characterized as the balloting process in November and December was no election at all; it was a self-serving plebiscite enabling you to legitimize the claim that there had been the form of voting.

A federal court order May 21, 1971, permanently enjoined you and your colleagues to restore me to membership in the Union. Contemptuous of the law on July 6, 1971, you vindictively divested all 1800 pensioners of their prerogative to participate in Union affairs so as to keep me from challenging you on the ballot. Although your recommendation was concurred in by less than 10% of the members assembled at the half dozen ports in July, your no-voice vote for pensioners amendment was never subsequently presented to the overall membership for ratification in a secret ballot referendum. When I asked your polling committee of Bluit and Campbell—repeat candidates themselves in your machine—to show me the specific constitutional clause in black and white, they stalled me for an hour pretending to search through Union bylaws while Agent Digiorgio went after the policy ruling that eventually gave me the challenged ballot we all knew to be worthless. My November 9th protest to you,

as the court of last resort in our District's election machinery has yet to be acknowledged. This suspension of your appellate function at its vital point indicates you always intended arbitrarily exercising power as administrator of the election without impartiality so as to assure the slate's uninterrupted return to office for another term. There was no need to get so uptight however, since I never did pose a threat to your comfortable way of life.

From a long-standing failure to explain why only incumbent candidates are granted immunity for incapacity to the recent exclusion of all grassroots nominees, your official conduct has been highly irregular. The constitution was weighted unequally to cheat rank-and-filers of their intraunion political aspirations. The Tallying Committee, which was on the Union payroll for two months at standby rates plus all living and traveling expenses, never found time to send me constitutional proof for disallowing my vote. From first to last, your double standard election was fraudulent. Not having received any of the 1972 Seafarers' Logs. I request that you forward a copy of the Election Report for study so I can complete my homework for the test case coming up.

Yours for a democratic SIU,
Signed/ John Cole (C-8)
Feb. 19, 1972

It is to be noted that in our late Secretary-Treasurer's report to be read at the March, 1972 membership meetings, he dealt with Brother Cole's correspondence containing similar protests and recommended, for reasons set forth there, that Brother Cole's protest be rejected. I find in Brother Cole's latest correspondence no basis to differ with our late Secretary-Treasurer's recommendation.

I therefore recommend, for the same reasons set forth by our late Secretary-Treasurer, that Brother Cole's protest be rejected.

Fraternally submitted,
Joseph DiGiorgio



Wandering the Seas

Belying the common image, Seafarers are men of great appreciation of the arts. We know that, and in an effort to bring it to public view the Log is interested in receiving contributions of poetry from all Seafarers who have a poem willing to be published. Address contributions to the Seafarers Log, 675 Fourth Ave., Brooklyn, N.Y. 11232.

A Seaman's Prayer

Oh Master Mariner I call on Thee
As once they did on Gullien.
I ask Thee Lord my faults forgive,
Let me for Thee this life live.
Pilot my course in the way of right,
Thy holy cross be my guiding light.
And dear Lord if it be Thy Will,
Keep me strong and free from ill.
Watch o'er my family while I'm at sea,
To my children Lord a father be.
In my absence comfort my wife,
Provide for her and light her life.
Good voyage may this vessel see,
Return me safe to family.
Finally Lord if I'm lost at sea,
In Thy Grace keep me through eternity.

James L. MacGinnis
M-1662

Do I Love You?

Like the stars and like the sun and the moon above
Gives life and light to the debt of one, my love
Cynosure of thoughts when at your picture I look alone
Speaks to me of the days when you are far away and gone
Amidst the quietness of night—or the turmoil of the day
Only your presence is when I am most happy and gay
The quintessence of words that bespeaks your mien
This dungeon is sanctuary for me alone to attain
And to feel the serene space as I walk and wander
The innermost feelings of ones beloved surrender
Not to wake in fear of pain and a heart felt lost
The ones precious thing the heart possesses most.
It is in you alone that I find my love not forsaken
The trust of your arms around me truly is never forgotten
When your faith I see in every demeanor of your words spoken
I am not free to let my words astray as this moment has taken
As a token of one in love with his never ending gratitude
With his own way of thinking in his sublime attitude
You are with your emotions when you are presented
When I look at your picture alone I feel not resented
I can see your love most profound in your eyes
Your fear is lost in your sincerity of love
Which is Thine most passionate—of Virtues.

William Nottal

The Seas Are My Home

Oh, the seas I have seen!
The seas of love, the seas of fear,
The seas of beauty; to me so dear.
The seas of darkness, the seas of light,
The seas of solitude; to me a delight.
These seas I love, these seas I roam;
These seas I live on, these seas are my home.
The moon rises slowly over a sea of foam,
The gull cries softly, he, too, is home.
And then, as if by magic from the Mother of Pearl's womb,
Venus, with her heavenly body enchants the mystic seas.
She brings to life the mermaids, her subject of the deep
And sends them gayly on performing their incredible feats
With the dolphins, the silver ghosts of the deep.
Sail on, sail on, the Black Sea, the Red Sea
With all their secrets keep.
Until I join King Neptune's realm of the deep
And then my voyage will be over, and I shall not weep
Because there is love, peace and solitude lying at his feet.

Robert L. Swords
Able Seaman (Deceased)

SIU Arrivals

Yvonne Kilpatrick, born Dec. 29, 1971, to Seafarer and Mrs. James P. Kilpatrick, Aston Township, Pa.

Anna Maria Rendueles, born Dec. 28, 1971, to Seafarer and Mrs. Manuel A. Rendueles, Houston, Tex.

Tina Brown, born July 21, 1971, to Seafarer and Mrs. Michael R. Brown, Brimley, Mich.

Welton Chestnutt, born Aug. 9, 1971, to Seafarer and Mrs. Willie H. Chestnutt, Gretna, La.

Tiffany Roberts, born Apr. 25, 1970, to Seafarer and Mrs. Charles T. Roberts, Edmonds, Wash.

Melinda Miller, born Dec. 1, 1971, to Seafarer and Mrs. Glenn D. Miller, Kenna, West Va.

Nathan Werda, born Dec. 20, 1971, to Seafarer and Mrs. Robert F. Werda, Hubbard Lake, Mich.

Keith and Kenneth Kinsella, born Nov. 21, 1971, to Seafarer and Mrs. Patrick E. Kinsella, Brimley, Mich.

Jomo Temple, born to Seafarer and Mrs. James Temple, Baltimore, Md.

Neil Martin, born Dec. 19, 1971, to Seafarer and Mrs. George Martin, Baltimore, Md.

Rebecca Rowbatham, born Dec. 4, 1971, to Seafarer and Mrs. Kim D. Rowbatham, Metairie, La.

Mona Blanchard, born Nov. 8, 1971, to Seafarer and Mrs. James L. Blanchard, Biloxi, Miss.

Rafael Clemente, born Nov. 19, 1971, to Seafarer and Mrs. Rafael Clemente, San Francisco, Calif.

Mark Estrada, born Dec. 19, 1971, to Seafarer and Mrs. Albert Estrada, New Orleans, La.

John Ross, III, born Dec. 31, 1971, to Seafarer and Mrs. John T. Ross, Jr., Republic, Pa.

Shane Fagan, born Sept. 6, 1971, to Seafarer and Mrs. Robert I. Fagan, Baltimore, Md.

Keith Neathery, born Oct. 10, 1971, to Seafarer and Mrs. Emmett E. Neathery, Portsmouth, Va.

Quintin Lesch, born Aug. 13, 1971, to Seafarer and Mrs. Gerald G. Lesch, Chicago, Ill.

Sally Welfare, born Aug. 31, 1971, to Seafarer and Mrs. Joseph Welfare, Oakland, Calif.

Lisa Bailey, born Sept. 4, 1971, to Seafarer and Mrs. Christopher Bailey, Charleston, West Va.

Cynthia Reid, born Oct. 25, 1971, to Seafarer and Mrs. Harry Reid, New Orleans, La.

Jessica Richardson, born Jan. 2, 1971, to Seafarer and Mrs. Jessie Richardson, Carlton, Ala.

Edward Smith, born Dec. 9, 1971, to Seafarer and Mrs. Edward Smith, Glen Burnie, Md.

Johnnie Brannan, born Jan. 5, 1972, to Seafarer and Mrs. James Brannan, Jr., Houston, Tex.

Georgiana Gleaton, born Nov. 12, 1971, to Seafarer and Mrs. James Gleaton, Brooklyn, N.Y.

Marisol Bermeo, born June 30, 1971, to Seafarer and Mrs. Oswald Bermeo, Ponce, P.R.

Maya Morales, born June 27, 1971, to Seafarer and Mrs. Edward Morales, Brooklyn, N.Y.

Tina Baughman, born Dec. 30, 1971, to Seafarer and Mrs. Robert Baughman, Elberta, Mich.

Harold Bryant, born Nov. 19, 1971, to Seafarer and Mrs. George Bryant, Jr., Seattle, Wash.

Roger McNeil, born Dec. 25, 1971, to Seafarer and Mrs. Jerry McNeil, Orangefield, Tex.

Launn Parks, born Jan. 6, 1972, to Seafarer and Mrs. John Parks, Port Austin, Mich.

Cassandra Nagy, born to Seafarer and Mrs. Nicholas A. Nagy, Mentone, Calif.

Stamatia Piteris, born Jan. 5, 1972, to Seafarer and Mrs. Demetrios Piteris, Brooklyn, N.Y.

Tammy McLeod, born Jan. 8, 1972, to Seafarer and Mrs. Thomas E. McLeod, Mobile, Ala.

Brian Aspinall, born Jan. 11, 1972, to Seafarer and Mrs. Michael E. Aspinall, Staten Island, N.Y.

Johnny Agner, born Oct. 9, 1971, to Seafarer and Mrs. John F. Agner, Poplar Bluff, Mo.

Ashley and Leslie Edwards, born Feb. 2, 1972, to Seafarer and Mrs. David E. Edwards, Mobile, Ala.

Tommy Oakley, born Jan. 26, 1972, to Seafarer and Mrs. Harold L. Oakley, Saitillo, Tenn.

Kella Torres, born Jan. 14, 1972, to Seafarer and Mrs. Ivan Torres, Ponce, P.R.

Scott Griggs, born Jan. 11, 1972, to Seafarer and Mrs. James D. Griggs, Beaumont, Tex.

Janice Long, born Jan. 9, 1972, to Seafarer and Mrs. Johnnie Long, Eight Mile, Ala.

Cynthia Johnson, born Dec. 29, 1971, to Seafarer and Mrs. James R. Johnson, Mobile, Ala.

Gerald Cook, born Nov. 19, 1971, to Seafarer and Mrs. Gerald C. Cook, Frankfort, Mich.

Christine Kiefer, born Dec. 7, 1971, to Seafarer and Mrs. Robert J. Kiefer, Philadelphia, Pa.

Tina Schiffelbine, born Nov. 10, 1971, to Seafarer and Mrs. Fred H. Schiffelbine, Superior, Wisc.

Jennifer Hearn, born Nov. 10, 1971, to Seafarer and Mrs. Daniel F. Hearn, Parma, O.

Michele Japper, born Sept. 26, 1971, to Seafarer and Mrs. John Japper, Brooklyn, N.Y.

Fabian Urias, born Nov. 25, 1971, to Seafarer and Mrs. Fernando Urias, Galveston, Tex.

Adam Brown, born Nov. 9, 1971, to Seafarer and Mrs. Dan G. Brown, Duluth, Minn.

Roderick Rodriguez, born Dec. 15, 1971, to Seafarer and Mrs. Rodolfo I. Rodriguez, Brooklyn, N.Y.

John Starcher, born Feb. 24, 1971, to Seafarer and Mrs. Everett E. Starcher, Canton, O.

Tracie Fuller, born Nov. 21, 1971, to Seafarer and Mrs. Edward Fuller, Jacksonville, Fla.

Susan Saranthus, born Dec. 29, 1971, to Seafarer and Mrs. Devain E. Saranthus, Wilmer, Ala.

Ward Spivey, born Sept. 21, 1971, to Seafarer and Mrs. Lester V. Spivey, New Orleans, La.

Garrett Wilson, Jr., born Oct. 14, 1971, to Seafarer and Mrs. Garrett J. Wilson, New Orleans, La.

Crystal Lambert, born Dec. 7, 1971, to Seafarer and Mrs. Jerry B. Lambert, Houston, Tex.

George Dixon, Jr., born July 7, 1971, to Seafarer and Mrs. George W. Dixon, Phila., Pa.

Douglas Webster, born Nov. 11, 1971, to Seafarer and Mrs. Larry R. Webster, Alpena, Mich.

Michelle Carr, born Sept. 24, 1971, to Seafarer and Mrs. James J. Carr, Bellmawr, N.J.

Clint Taylor, born Dec. 10, 1971, to Seafarer and Mrs. William J. Taylor, Alexandria Bay, N.Y.

Darrin Hodges, born Mar. 1, 1971, to Seafarer and Mrs. Thomas R. Hodges, Mobile, Ala.

Anthony and Aaron Maben, born to Seafarer and Mrs. Anthony Maben, Norfolk, Va.

Laura DeGraff, born Jan. 10, 1972, to Seafarer and Mrs. Kenneth W. DeGraff, South Holland, Ill.

Correction

The February issue of the Log contained a typographical error. In a feature on the *Monticello Victory* it was stated the ship was built in 1941. The correct date is 1961. We regret the error.

Young Seafarers Embark on Career

For James Oliver of Baltimore, Md. and Patrick Gallagher of Washington, D.C., both of whom graduated from the SIU's Harry Lundeberg School of Seamanship at Piney Point, Md. in February, the long awaited moment arrived last month for each to sign aboard his first ship, the Summit, in Port Elizabeth, New Jersey.

Both young men began their training at the Harry Lundeberg School at the same time—Oliver expressed interest in the steward department, while Gallagher was inclined towards the deck department.

Each underwent 12 weeks of seamanship training, during which time they learned the skills necessary to the life they have chosen to lead—that of a professional seaman.

They reported to their first ship with mixed emotions, each was understandably a bit nervous but confident of his ability to do his job, and do it well.

There comes a time in every Seafarer's life when his schooling ends and he is faced with the challenge of putting into practice at sea what has been learned ashore.

Today, Seafarers Oliver and Gallagher are at sea, each meeting that challenge—and meeting it well.



HLSS graduates Jim Oliver (left) and Pat Gallagher look on as company officials check entry of their names on official crew's list.



Ed Baker (cap), chief mate aboard the Summit, extends a hearty "welcome aboard" to Seafarers Oliver and Gallagher.



Jose Gonzalez, (center) bosun aboard the Summit, goes over copy of SIU's freightship agreement with Gallagher (left) and Oliver. Brother Gallagher is sailing as ordinary seaman while Brother Oliver signed on as messman.



SIU New York Port Agent Leon Hall (left) discusses galley procedures with Oliver and Gallagher.



She's bout to set sail—and Seafarers Gallagher and Oliver reflect for a moment on the start of the professional seafaring careers.

Seafarers Oliver and Gallagher are shown to their quarters aboard ship by SIU Representative Campbell.

SIU Members Retire on Pensions



James L. Meeks, 64, joined the union in 1940 in the Port of Baltimore and sailed in the engine department. A native of Georgia, Brother Meeks now makes his home in Madison, Ga.



Ivan Tarkov, 63, joined the union in 1943 in the Port of New York and sailed in the deck department. He was issued a picket duty card in 1961 during the New York Harbor Strike. A native of Kharkov, Russia, Brother Tarkov now makes his home in West Massapequa, N.Y. Seafarer Tarkov retired after sailing 39 years.



Alvin Henderson, 65, is a native of Georgia and now makes his home in New Orleans, La. An early member of the union, Brother Henderson joined in 1939 in the Port of Boston and sailed in the steward department. His retirement ended a sailing career of 49 years.



Henry B. Williams, 63, is a native of Kentucky and now makes his home in Kingsport, Tenn. He joined the union in 1946 in the Port of Mobile and sailed in the engine department.



Lotus L. Stone, 60, is a native of Alabama and now lives in Sacramento, Calif. He joined the union in 1941 in the Port of Mobile and sailed in the deck department. He was issued a personal safety award for his part in making the *Young America* an accident free ship during the first half of 1960.



Leonard C. Ellis, 74, joined the union in 1951 in the Port of New York and sailed in the deck department. A native of Canada, Brother Ellis now lives in Berlin, N.H. His retirement ended a sailing career of 28 years.



Ebbie Markin, 63, joined the union in 1945 in the Port of Baltimore and sailed in the engine department. A native of Georgia, Brother Markin now makes his home in Houston, Tex.



Leon Krawczyk, 68, joined the union in the Port of New York in 1944 and sailed in the steward department. A native of Poland, Brother Krawczyk now lives in Brooklyn, N.Y.



Gomercindo Otero, 62, is one of the first members of the union having joined in 1938 in Puerto Rico. He sailed in the engine department. Brother Otero was issued a picket duty card in 1961. A native of Puerto Rico, Seafarer Otero now makes his home in Rio Piedras, P.R. His retirement ended a sailing career of 42 years.



George Curry, 62, joined the union in 1941 in the Port of Boston and sailed in the steward department. A native of Louisiana, Brother Curry now makes his home in New Orleans.



Roy Herrera, 64, is a native of Key West, Fla. and now makes his home in Miami, Fla. He joined the union in 1940 in the Port of Miami and sailed in the deck department.



John P. Baliday, 59, is a native of the Philippine Islands and now makes his home in San Francisco, Calif. He joined the union in 1943 in the Port of New York and sailed in the steward department. Brother Baliday was given a safety award for his part in making the *Maiden Creek* an accident free ship during the first half of 1960.



Stephen T. Arales, 69, is a native of the Philippine Islands and now lives in Portsmouth, Va. He joined the union in 1949 in the Port of Tampa and sailed in the steward department. Brother Arales is a veteran of World War II having served from 1921 to 1947.



Philip S. Brooks, 65, joined the union in 1947 in the Port of New Orleans and sailed in the engine department. A native of California, Brother Brooks now lives in Covington, La. He retired after sailing 34 years.



John S. Macko, 65, joined the union in the Port of Detroit and sailed in the engine department on the Great Lakes. A native of Cleveland, O., Seafarer Macko continues to make his home there. His retirement ended a sailing career of 30 years.



Isidoro Valles, 60, is a native of Puerto Rico and now lives in Brooklyn, N.Y. He joined the union in 1942 in the Port of New York and sailed in the engine department. Brother Valles served as department delegate while sailing.



William Chandler, 65, is a native of Alabama and now makes his home in Carson, Calif. One of the first members of the union, Brother Chandler joined in 1938 in the Port of Mobile and sailed in the steward department. Seafarer Chandler received a safety award for his part in making the *Yaka* an accident-free ship for the last half of 1960. His retirement ended a sailing career of 40 years.



Demetres G. Mastrantonis, 61, joined the union in 1952 in the Port of Wilmington and sailed in the deck department. A native of Greece, Brother Mastrantonis now makes his home in Jersey City, N.J.



Seven SIU Retirees Receive First Pension Checks

More than 150 years of seafaring is represented in the sailing careers of the latest group of SIU pensioners. SIU Representative John Dwyer (right) delivered first monthly SIU pension checks to

group at February membership meeting in the Port of New York. From left are: Felix Quinonez, Ivan Tarkov, Lionel Barnes, Leonard C. Ellis, James Meeks, Leon Krawczyk, and Isidro Valles.



Arcadio A. Macapagal, 65, is a native of the Philippine Islands and now makes his home in San Francisco, Calif. One of the first members of the union, Seafarer Macapagal joined in 1938 in the Port of New York. He sailed in the deck department. His retirement ended a sailing career of 44 years.



Felix Bonfont, 65, is one of the first members of the union having joined in 1939 in the Port of New York. He sailed in the deck department. Brother Bonfont was issued a picket duty card during the Greater New York Harbor Strike of 1961 and also served picket duty in 1965 during the Council 37 Beef. A native of Puerto Rico, Seafarer Bonfont now makes his home in Manhattan, N.Y.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

February 1, 1972 to February 29, 1972

DECK DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	6	1	3	0	13	7
New York	99	65	38	19	0	195	145
Philadelphia	15	3	14	5	0	34	25
Baltimore	49	21	42	5	0	137	73
Norfolk	10	7	13	13	0	39	21
Jacksonville	22	15	13	8	0	49	44
Tampa	31	25	6	2	0	31	25
Mobile	49	17	22	6	0	88	34
New Orleans	75	39	37	6	0	249	169
Houston	67	40	55	24	2	155	121
Wilmington	17	22	6	0	0	55	86
San Francisco	103	81	89	26	0	177	184
Seattle	24	16	36	17	0	38	44
Totals	568	357	372	134	2	1260	978

ENGINE DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	3	0	2	0	7	6
New York	77	71	32	32	0	145	187
Philadelphia	6	9	8	4	0	23	23
Baltimore	43	19	30	12	0	107	43
Norfolk	5	9	7	9	0	23	27
Jacksonville	11	20	5	10	0	23	52
Tampa	15	20	2	1	0	15	20
Mobile	31	21	20	8	0	49	35
New Orleans	87	58	24	11	0	199	201
Houston	49	59	24	44	0	144	122
Wilmington	7	20	0	4	0	31	69
San Francisco	94	82	74	26	0	111	200
Seattle	22	26	24	19	0	25	43
Totals	453	417	250	182	0	902	1028

STEWARD DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	5	1	2	0	2	3
New York	75	67	31	24	0	115	109
Philadelphia	7	3	4	5	0	16	11
Baltimore	28	19	20	6	0	104	27
Norfolk	8	5	6	15	0	27	16
Jacksonville	14	7	6	14	0	19	29
Tampa	19	9	2	0	0	19	9
Mobile	29	13	15	6	0	69	22
New Orleans	68	35	18	6	0	227	117
Houston	44	41	22	19	2	136	110
Wilmington	10	5	1	1	0	34	33
San Francisco	60	60	42	42	0	113	93
Seattle	19	14	31	9	0	40	21
Totals	384	283	199	149	2	921	600

MEMBERSHIP MEETINGS' SCHEDULE



SIU-AGLIWD Meetings

New Orleans	Apr. 11—2:30 p.m.
Mobile	Apr. 12—2:30 p.m.
Wilmington	Apr. 17—2:30 p.m.
San Francisco	Apr. 19—2:30 p.m.
Seattle	Apr. 21—2:30 p.m.
New York	Apr. 3—2:30 p.m.
Philadelphia	Apr. 4—2:30 p.m.
Baltimore	Apr. 5—2:30 p.m.
Detroit	Apr. 14—2:30 p.m.
Houston	Apr. 10—2:30 p.m.

United Industrial Workers

New Orleans	Apr. 11—7:00 p.m.
Mobile	Apr. 12—7:00 p.m.
New York	Apr. 3—7:00 p.m.
Philadelphia	Apr. 4—7:00 p.m.
Baltimore	Apr. 5—7:00 p.m.
Houston	Apr. 10—7:00 p.m.

Great Lakes SIU Meetings

Detroit	Apr. 3—2:00 p.m.
Buffalo	Apr. 3—7:00 p.m.
Alpena	Apr. 3—7:00 p.m.
Chicago	Apr. 3—7:00 p.m.
Duluth	Apr. 3—7:00 p.m.
Frankfort	Apr. 3—7:30 p.m.

Great Lakes Tug and Dredge Section

Chicago	Apr. 11—7:30 p.m.
†Sault Ste. Marie	Apr. 13—7:30 p.m.

Buffalo	Apr. 12—7:30 p.m.
Duluth	Apr. 14—7:30 p.m.
Cleveland	Apr. 14—7:30 p.m.
Toledo	Apr. 14—7:30 p.m.
Detroit	Apr. 10—7:30 p.m.
Milwaukee	Apr. 10—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans	Apr. 11—5:00 p.m.
Mobile	Apr. 12—5:00 p.m.
Philadelphia	Apr. 4—5:00 p.m.
Baltimore (licensed and unlicensed)	Apr. 5—5:00 p.m.
Norfolk	Apr. 6—5:00 p.m.
Houston	Apr. 10—5:00 p.m.

Railway Marine Region

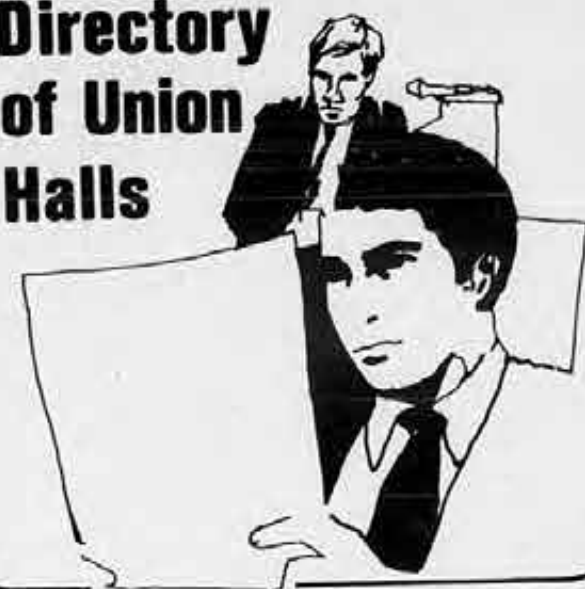
Philadelphia	Apr. 11—10 a.m. & 8 p.m.
Baltimore	Apr. 12—10 a.m. & 8 p.m.
*Norfolk	Apr. 13—10 a.m. & 8 p.m.
Jersey City	Apr. 10—10 a.m. & 8 p.m.

†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

Inland Boatmen's Union

United Industrial

Workers

PRESIDENT

Paul Hall

EXECUTIVE VICE PRESIDENT

Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

HEADQUARTERS675 4th Ave., Blyn. 11232

(212) HY 9-6600

ALPENA, Mich.800 N. Second Ave. 49707

(517) EL 4-3616

BALTIMORE, Md.1216 E. Baltimore St. 21202

(301) EA 7-4900

BOSTON, Mass.215 Essex St. 02111

(617) 482-4716

BUFFALO, N.Y.290 Franklin St. 14202

SIU (716) TL 3-9259

IBU (716) TL 3-9259

CHICAGO, Ill.9383 Ewing Ave. 60617

SIU (312) SA 1-0733

IBU (312) ES 5-9570

CLEVELAND, Ohio1420 W. 25th St. 44113

(216) MA 1-5450

DETROIT, Mich.10225 W. Jefferson Ave. 48218

(313) VI 3-4741

DULUTH, Minn.2014 W. 3d St. 55806

(218) RA 2-4110

FRANKFORT, Mich.P.O. Box 287,

415 Main St. 49635

(616) EL 7-2441

HOUSTON, Tex.5804 Canal St. 77011

(713) WA 8-3207

JACKSONVILLE, Fla.2608 Pearl St. 32233

(904) EL 3-0987

JERSEY CITY, N.J.99 Montgomery St. 07302

(201) HE 5-9424

MOBILE, Ala.1 South Lawrence St. 36602

(205) HE 2-1754

NEW ORLEANS, La.630 Jackson Ave. 70130

(504) 529-7546

NORFOLK, Va.115 3d St. 23510

(703) 622-1892

PHILADELPHIA, Pa.2604 S. 4th St. 19148

(215) DE 6-3818

PORT ARTHUR, Tex.534 Ninth Ave. 77640

(713) 983-1679

SAN FRANCISCO, Calif.1321 Mission St. 94103

(415) 626-6793

SANTURCE, P.R.1313 Fernandez Juncos,

Stop 20 00908

724-2848

SEATTLE, Wash.2505 First Ave. 98121

(206) MA 3-4334

ST. LOUIS, Mo.4577 Gravois Ave. 63116

(314) 752-6500

TAMPA, Fla.312 Harrison St. 33602

(813) 229-2788

TOLEDO, Ohio935 Summit St. 43604

(419) 248-3691

WILMINGTON, Calif.450 Seaside Ave.

Terminal Island, Calif. 90744

(213) 832-7285

YOKOHAMA, JapanIseya Bldg., Room 810

1-2 Kaigan-Dori-Nakaku

2014971 Ext. 281

Final Departures



Ralph C. Mills, 61, passed away Sept. 17, 1971 of heart disease while serving as a crewmember on board the *Western Clipper*. Brother Mills joined the union in 1940 in the Port of New Orleans and sailed in the steward department. A native of Whigham, Ga., Seafarer Mills was a resident of San Mateo, Calif. when he died. Among his survivors is his wife, Leonora.



Dennis E. Horn, 29, passed away Aug. 11, 1971 of illness in Cleveland, O. Brother Horn joined the union in 1963 in Cleveland and sailed on the Great Lakes in the deck department. A native of Ohio, Brother Horn was a resident of Cleveland when he died. He served in the Ohio National Guard for three years. Among his survivors is his wife, Elizabeth.



Harry C. Bennett, 65, was an SIU pensioner who passed away Nov. 27, 1971 of illness in Greater Baltimore Medical Center, Towson, Md. One of the first members of the union, Brother Bennett had joined in 1938 in the Port of Baltimore. He sailed in the deck department. He retired in 1971 after sailing 39 years. A native of Maryland, Seafarer Bennett was a resident of Baltimore when he died.



Louis J. Bollinger, 65, was an SIU pensioner who passed away Oct. 25, 1971 of illness in USPHS Hospital in New Orleans, La. A native of New Orleans, Brother Bollinger was a resident there when he died. One of the first members of the union, Seafarer Bollinger joined in 1939 in the Port of New Orleans. He sailed in the deck department. Brother Bollinger retired in 1968 after sailing 40 years.

Peter Gonzales, 66, passed away Dec. 5, 1970 of natural causes in the USPHS Hospital in Staten Island, N.Y. A native of Florida, Brother Gonzales was a resident of Queens, N.Y. when he died. He joined the union in 1946 in the Port of New York and sailed in the steward department. He had been sailing 43 years when he died. His dependent, Lisa Cresci, was awarded an SIU scholarship in the late 1960s. Among his survivors is his wife, Anna. Burial was in U.S. Cemetery, Middle Village, N.Y.

Robert W. Wilkerson, 55, passed away Oct. 22, 1971 of heart disease in the USPHS Hospital in New Orleans, La. Brother Wilkerson joined the union in 1951 in the Port of Mobile and sailed in the engine department. Brother Wilkerson was a resident there when he died. Among his survivors is his wife, Gwendolyn. Burial was in Mobile.

William J. Mielke, 67, was an SIU pensioner who passed away Aug. 14, 1971 of heart disease in Alpena, Mich. A native of Mich., Brother Mielke was a resident of Alpena when he died. Seafarer Mielke sailed on the Great Lakes. He retired in 1969. Among his survivors is his wife, Edna. Burial was in Evergreen Cemetery in Alpena.

Edward F. Czosnowski, 48, passed away Aug. 15, 1971 of illness in the USPHS Hospital in Baltimore, Md. He joined the union in 1942 in the Port of Baltimore and sailed in the deck department. He was issued a picket duty card in 1961. A native of Baltimore, Brother Czosnowski was a resident there when he died. Among his survivors is his wife, Anna. Burial was in Oakland Cemetery, Baltimore.

Lawrence C. Deeds, Sr., 31, passed away Aug. 22, 1971 in Port Louis, Mauritius. Brother Deeds joined the union in 1970 in the Port of Mobile sailed in the engine department. A native of Mobile, Seafarer Deeds was a resident there when he died. Among his survivors is his wife, Ann Marie.



Ian G. Cumming, 77, was an SIU pensioner who passed away Dec. 20, 1971 of natural causes in the USPHS Hospital in Staten Island, N.Y. Brother Cumming joined the union in 1951 in the Port of New York and sailed in the steward department. Cumming was issued a picket duty card in 1961. A native of New York, Brother Cumming was a resident of Staten Island when he died.



James B. Lippincott, 71, was an SIU pensioner who passed away Dec. 27, 1971 of illness in Darby, Mont. A native of Tennessee, Brother Lippincott was a resident of St. Ignatius, Mont. when he died. He joined the union in 1949 in the Port of New York and sailed in the steward department. He retired in 1965. Brother Lippincott was an Army veteran of World War I. Among his survivors is his niece, Elizabeth Frazier of Tampa, Fla. Burial was in Pleasant View Cemetery in St. Ignatius.



Karl Jarve, 61, passed away Nov. 25, 1971 in Cat Lai, Republic of Vietnam. A native of Estonia, Brother Jarve was a resident of Manhattan, N.Y. when he died. He joined the union in 1948 in the Port of Mobile and sailed in the deck department. Jarve had been sailing 41 years when he passed away.



John J. Pietrzak, 59, was an SIU pensioner who passed away Jan. 6 of heart disease in Chicago, Ill. A native of Illinois, Brother Pietrzak was a resident of Cicero, Ill. when he died. He joined the union in 1946 in the Port of San Francisco and sailed in the steward department. Pietrzak was issued a picket duty card in 1961. Among his survivors is his brother, Frank Pietrzak of Cicero. Burial was in Resurrection Cemetery in Justice, Ill.



James Sabella, 73, passed away Jan. 16, 1970 of natural causes in Veterans Hospital, Jamaica Plain, Mass. A native of Italy, Brother Sabella was a resident of South Boston, Mass. when he died. He joined the union in 1942 in the Port of Mobile and sailed in the engine department. He had been sailing 45 years when he died. Seafarer Sabella was a Navy veteran of World War I. Among his survivors is his wife, Lillian. Burial was in Mt. Hope Cemetery in Dorchester, Mass.



Gary W. Inman, 19, passed away Nov. 11, 1971 as the result of injuries received in an auto accident in Houston, Tex. He joined the union in 1968 in the Port of New Orleans and graduated that same year from the Harry Lundberg School of Seamanship. Brother Inman sailed in the steward department. A native of Dyess, Ark., Seafarer Inman was a resident of Houston when he died. Among his survivors is his mother, Mrs. Opal Wilkins of Houston. Burial was in San Jacinto Memorial Park Cemetery in Oakley, Tex.



Frank A. Cuellar, 51, passed away Dec. 29, 1971 of illness in Ben Taub General Hospital in Houston, Tex. A native of El Salvador, Brother Cuellar was a resident of Houston when he died. He joined the union in 1957 in the Port of Wilmington and sailed in the engine department. He had been sailing 22 years when he died. Among his survivors is his daughter, Mrs. Anna Rhina Rivera of Houston. Brother Cuellar's body was removed to El Salvador Cemetery in San Salvador, El Salvador.



Julius Suda, 73, was an SIU pensioner who passed away Dec. 6, 1971 in St. Alexis Hospital, Cleveland, O. as the result of an accident in his home on Dec. 4. He joined the union in 1960 in the Port of Cleveland and sailed in the steward department. A native of Hungary, Brother Suda was a resident of Cleveland when he died. He was an Army veteran of World War I. Among his survivors is his wife, Maria. Burial was in Highland Park Cemetery in Cleveland.



Herman St. Clair, 40, passed away Dec. 4, 1971 of heart disease in Brooklyn, N.Y. A native of New York, Brother St. Clair was a resident of Brooklyn when he died. He joined the union in 1947 in the Port of New York and sailed in the engine department. At various times, Seafarer St. Clair served as department and ship's delegate. He was in the Marine Corps from 1952 to 1954. Among his survivors is his mother, Mrs. Mary S. Sliva of Brooklyn. Burial was in Long Island National Cemetery in Pine Lawn, N.Y.



John E. Daniels, 51, passed away Dec. 29, 1971 of illness in Detroit, Mich. He joined the union in 1964 in the Port of Detroit and sailed in the steward department. A native of Iowa, Brother Daniels was a resident of Southfield, Mich. when he died. Among his survivors is his mother, Margaret Myers of Southfield. Burial was in Grand Lawn Cemetery in Detroit.



Edward J. Toner, 61, passed away Nov. 12, 1971 of heart disease while sailing on board the *Penn Ranger* at sea. A native of Philadelphia, Pa., Brother Toner was a resident there when he died. He joined the union in 1956 in the Port of Philadelphia and sailed in the deck department. Among his survivors is his sister, Anna Rizzo of Philadelphia. Burial was in Holy Cross Cemetery in Yeadon, Pa.



William P. Link, Jr., 44, passed away Oct. 28, 1971 of heart trouble in the Naval Hospital, Subic Bay, Olongapo, Philippines. He joined the union in 1958 in the Port of New Orleans and sailed in the deck department. A native of New Orleans, Brother Link was a resident of Fort Scott, Kan. when he died. He was a Navy veteran of World War II. Among his survivors is his wife, Bernadine. Burial was in Kansas.



Benny M. Foster, 64, was an SIU pensioner who passed away Dec. 25, 1971 of heart disease in Fairmont Hospital, San Leandro, Calif. A native of Magnolia, Miss., Brother Foster was a resident of Castro Valley, Calif. when he died. Brother Foster joined the union in 1949 in the Port of Norfolk and sailed in the deck department. He received a personal safety award for his part in making the *Maiden Creek* an accident free ship during the first half of 1960. Seafarer Foster was a Navy veteran of World War II. Among his survivors is his wife, Florence. Cremation was in Chapel of the Chimes Crematory in California.



Ivey M. Peacock, 56, was an SIU pensioner who passed away Jan. 23 of natural causes in the USPHS Hospital, Staten Island, N.Y. A native of Georgia, Brother Peacock was a resident of Virginia Beach, Va. when he died. Seafarer Peacock joined the union in 1944 in the Port of Savannah and sailed in the steward department. Brother Peacock served in the Army from 1928 to 1932. Burial was in Riverside Memorial Park in Norfolk, Va.

Cutting Off Drugs at the Source

When it comes to problems that affect the American people and their society, it's quite obvious that this nation's No. 1 concern is with the question of narcotics.

That word "narcotics" covers the entire range of drugs. It includes everything from marijuana to heroin. It includes barbiturates and amphetamines—the so-called "uppers" and "downers"—and everything in between.

The government has mounted a full-scale campaign against narcotics and those who "push" drugs. In this fight, it has enlisted the press, radio and television, the medical profession, the churches, the schools—everybody.

The attack is based on three key points:

- The use of narcotics is illegal.
- The use of narcotics is dangerous to the health—even the life—of the user.
- The use of narcotics involves a serious "moral issue."

These are legitimate points. But for the Seafarer, the question of narcotics comes down to an even more basic issue:

Any Seafarer using narcotics—ashore or asea—loses his seaman's papers forever! A man who gets "busted" once on a narcotics charge gets busted economically, too—because he loses his right to go to sea—not just for awhile, but for the rest of his life!

That's a tough rap—losing your passport to life—but that's the way it is. A single "stick" of

marijuana... just a couple of grains of the hard stuff... and a man is through in the maritime industry!

It's almost as tough on the shipmates of the man who uses—or even possesses—narcotics.

Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

And, of course, any Seafarer who is an addict—who uses any drug that affects his mind and his ability to function normally—endangers the lives of his shipmates. The possibility of an emergency is always present aboard ship—and only alert minds can react to an emergency.

Talk to Seafarers about the "grim reaper" and they'll tell you about accidents or storms at sea... or about the hazards of combat service.

They should put narcotics at the top of the list—because it can claim more lives, or it can threaten more livelihoods, than any other peril.

Narcotics. The "grim reaper." It's sure something to think about.



SIU Blood Bank: Providing Help And Hope For Seafarers



Brother Joseph Mucic is about to make a blood donation at SIU clinic in the Port of New York.



Although it is no larger in size than a clinic, the Seafarers Blood Bank doesn't seem by chance or a gallon or more of blood to the Seafarers Blood Bank is one of the proudest possessions these Seafarers have.

This little pin signifies that each Gallon Club member has given blood to a fellow Seafarer or the child of a Seafarer, and earned the distinction by name on his members' schedule of the Seafarers Blood Bank.

When it is needed in time of emergency caused by accident or illness, there is help. A Seafarer's blood can mean the difference between life and death. It can mean the difference between a Seafarer's life and the life of a Seafarer's child or the life of a Seafarer's family.

Therefore, if that life or blood is not available in sufficient quantity when needed, it is not available at all. The results can be tragic.

That is why the Seafarers Blood Bank is constantly in need of donations of blood to replace what already made available to all members and their families.

Your donation may be the last of a gallon or the last one you need to stay alive. In other cases it may be important to life itself.

In the last few months, your blood bank has received many urgent calls for blood. Some requests were for a single pint, others were for more than one. And all of the requests were answered quickly.

Future needs must be anticipated and those needs can only be met through donations by individual Seafarers.

Every pint of blood already used must be replaced and only you can give back the units needed to keep the supply of blood.

So, your SIU Port Blood Bank is calling on you to give blood to the Seafarers Blood Bank.

It is more than just a pint of blood. It is a life.