



SEAFARERS LOG

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SIU Upgrading Center

(See Pages 15-18)



SIU members at a classroom session on SL-7's at Upgrading Center.

Proposal to Transfer PHS Facility Beaten

(See Page 3)



SIU Representatives George McCartney (right) and John Dwyer (second from right) join in applauding defeat of a measure to transfer control of the Staten Island PHS Hospital.

Seafarer Oliver's Heroic Action Prevents Steel Designer Tragedy

(See Page 3)



Seafarer James Oliver

Applications, Nominations Still Being Accepted For Bosun Recertification Course, Committee

Applications for participation in the SIU's Bosun Recertification Training Program are now being accepted—along with nominations of bosuns to serve on a seven-man rank-and-file committee to pass on the rules for this new program.

At the August 1972 monthly membership meetings in all ports, Seafarers voted unanimously to adopt a recommendation calling for the institution of a Bosun Recertification Training Program. This action was reaffirmed at the September 1972 port meetings.

Members Establish Committee

As a first step towards setting up the new program, the membership also provided for election of a committee of qualified bosuns to pass on the eligibility of applicants for the program. This committee shall be composed of seven bosuns.

The SIU Executive Board designated November 1 through November 30 as the period of nomination for service on the committee. During this period, applications for participation in the program itself are also being accepted and will continue to be accepted until further notice.

Every SIU bosun with full "A" seniority who also has one or more years of Coast Guard discharges in the rating of bosun, will be eligible for service on the committee or participation in the training program.

Every bosun who meets these requirements may nominate himself or be nominated to serve on the Recertification Committee.

Selecting the Committee

On December 1, 1972, the day after the close of nominations, a special meeting will be held at headquarters to elect a six man committee to pass on the credentials of nominees.

On December 4, during the general membership meeting at SIU headquarters, the Credentials Committee will report the names of those nominees eligible for service on the Recertification Committee.

The election of bosuns to the Recertification Committee will be held in all ports on Wednesday, December 20, 1972.

In order that all those eligible may have an

opportunity to either be nominated or nominate themselves to the Bosun Recertification Program Committee, the union has made provision for a mail ballot. Any bosun unable to cast his ballot in a SIU port on that date should submit a request for a mail ballot to headquarters no later than Tuesday, December 5, 1972.

On December 27, 1972, an election tallying committee consisting of six active bosuns in good standing will be selected at the headquarters membership meeting. This tallying committee will make its report no later than Wednesday, January 3, 1973.

Following the tallying committee's report the seven bosuns who have been elected to the Recertification Committee will then be notified to report to SIU headquarters by January 8, 1973, to begin their study and review of all applications for participation in the program.

In the past, the seniority upgrading programs conducted by the SIU have been responsible for producing the necessary numbers of highly qualified

Seafarers for jobs aboard ships under contract to the union.

New Technology Coming

The Merchant Marine Act of 1970 provides for a construction program of 300 ships at the rate of 30 ships per year for 10 years. The new vessels will utilize all of the latest innovations, including on board automation. Many of the vessels will also feature unique methods of propulsion and cargo handling.

The recommendation for the Bosun Recertification program is based on the fact that aboard SIU manned vessels, the bosun is not only the most important unlicensed seaman, he is also the ship's chairman, which makes him the SIU's representative at sea. In addition a good bosun must have knowledge of every skill required in the deck department.

This is why the SIU's seniority upgrading program has made provision for a program that will produce highly qualified and fully certified bosuns.

Two SIU-Contracted Vessels Expect Soviet-Bound Cargo

Two SIU-contracted vessels were the first to be awarded conditional subsidy contracts for participation in the carriage of grain to the Soviet Union.

The Maritime Administration announced that the vessels are the tankers *National Defender* and *Western Hunter*.

The actual amount of subsidy for these two ships will depend on the charter rate to be negotiated with the Soviet Union.

It is expected that the two SIU tankers would be formally booked with cargo within the next several days, making them the first American vessels to participate in the movement of grain under terms of the Soviet-American shipping agreement signed recently.

The Maritime Administration has subsidy applications for grain carriage from approximately 35 American-flag vessels, among them other SIU-contracted ships.

the PRESIDENT'S REPORT:



Paul Hall

Time to Implement Cargo Preference Laws

There is a growing trend among the maritime nations of the world to reserve for their own fleets the cargo needed to keep them strong. Nearly all of the world's merchant fleets are protected by the "cargo preference" laws and regulations and policies.

And those cargo preference decrees are strictly enforced. That is a primary reason that the fleets of other maritime nations transport between 30 percent and half of all of their own oceanborne commerce.

The Congress of the United States has adopted legislation that reserves for the American-flag fleet a portion of our government cargoes. Even if fully enforced, those laws would fall far short of providing for the American-flag fleet a decent share of our home-nation cargoes.

But the laws are not being enforced. Bureaucrats, particularly in the Departments of State and Agriculture, do everything in their power to evade our minimal cargo preference legislation.

The SIU, along with many other maritime

unions, has long held that cargo preference laws are a must if the American Merchant Marine is to survive. For 20 years now, we have been arguing that the nation's economy and national security are directly dependent on a strong merchant fleet. And for that fleet to be strong requires that the United States implement the cargo preference practices that are now in general use in world trade.

Argentina, for example, demands that all imports and exports of government agencies—as well as all products manufactured with the help of government financing—be carried by ships of the Argentine fleet.

The same is true of Brazil. And Brazil, in addition, not too long ago gave its shipping industry a monopoly on the transportation of all petroleum and petroleum products.

France, too, gives preference to its own fleet in the carriage of oil. The French insist that two-thirds of all oil imports be brought to their shores by tankers flying the French flag.

Spain reserves for her ships many imports, including petroleum and tobacco. And Israel has decreed that only Israeli vessels may be used to import meat.

The Republic of Korea uses cargo preference to aid its fleet of more than 100 vessels with a deadweight tonnage in excess of 1.2 million. Special rates and waivers guarantee that Korean ships get first choice in the carriage of both government and non-government cargoes.

While the rest of the world is building modern fleets that are guaranteed a profitable future through cargo preference laws, the U.S. maritime industry is forced to fight its own government agencies for even the minimum amount of cargo that Congress has said must be reserved for the American fleet.

We will keep up our battle to receive our legitimate share of government cargoes. Beyond that, we will be working to extend the scope of America's cargo preference laws when Congress convenes in January.

SIU Continues Battle to Save PHS Hospitals

Concentrated Efforts Rescue Staten Island Facility from Private Controls

The SIU, in cooperation with other maritime unions and various civic groups, has successfully defeated a proposal that would have allowed the Health Insurance Plan of Greater New York (HIP) to acquire and operate the U.S. Public Health Service Hospital on Staten Island, N.Y.

(See Editorial, Page 10.)

Ever since the U.S. Department of Health, Education and Welfare announced its intention to phase out the remaining USPHS facilities across the country, a number of proposals have been made to transfer the eight remaining hospitals to community control or to private medical service providers.

The SIU has consistently maintained the position that the hospitals should remain a function of the federal government, an obligation the government has had since the founding of the hospitals in 1799.

SIU Pushes Fight

In addition, the union has pointed out at numerous hearings across the country and before Congress that the cost of operating the hospitals privately would far exceed the present costs because the various private medical service providers must operate at a profit—and have that profit as their major objective.

Of further concern to the SIU is the likelihood that seamen and others presently served by the USPHS system would not receive the same high

quality of medical care under community or private operation that they now receive from the USPHS doctors and staff who have a unique knowledge of the merchant seaman's particular medical needs and the hazards created by his livelihood.

SIU Representatives John Dwyer and George McCarthy vigorously reaffirmed the SIU's position during a meeting on the HIP proposal held in the auditorium of Prall Intermediate School on Staten Island in October.

Both men hit the deck to present the reasons Seafarers have for opposing conversion of not only the Staten Island Hospital, but all of the other USPHS facilities.

Financial Woes

McCarthy told those present that shortly before the meeting, the Health Insurance Plan had informed the New York City Central Labor Council that it was having serious financial difficulties.

This, McCartney pointed out, only served to heighten the SIU's fears that a transfer of the Staten Island Hospital to HIP would lead to higher medical care costs and further widen the gap between present operating costs and the future cost of medical care at the hospital, should the hospital be transferred to HIP.

Rep. John M. Murphy (D-N.Y.) was also present at the meeting and said that the federal government would announce later this month or in December that it would not only



SIU Representatives George McCartney (left) and John Dwyer voiced the opposition of Seafarers to the proposal that the operations of the U.S. Public Health Service hospital on Staten Island be transferred to the control of the Health Insurance Plan of Greater New York.

retain control over the Staten Island hospital, but further expand its operations to better serve the needs of its patients.

Murphy said that Dr. Vernon Wilson, administrator of the federal Health Services and Mental Health Administration had assured him of this.

PHS hospitals, in addition to the one on Staten Island are located in Boston, Norfolk, New Orleans, Galveston, Mobile, San Francisco and Seattle. In addition, the PHS operates clinics, open to Seafarers, in 32 other port cities across the nation.

They represent the continuation of a tradition of nationally-financed medical care for merchant seamen that dates back to 1798 when the first U.S. Marine Hospital opened in Boston.



Rep. John Murphy (D-N.Y.) assures meeting that the Staten Island facility will remain under the auspices of the U.S. Public Health Service.

Seafarer's Heroism Averts Disastrous Fire Aboard Steel Designer on Far East Run

A young Seafarer's heroic action aboard the *Steel Designer*, helped save his ship from the disaster of a potentially explosive fire at sea when he volunteered to climb aloft against heavy smoke and acid fumes to close the ship's vents and smother the blaze.

Seafarer James Oliver, a recent graduate of the SIU's Harry Lundberg School sailing as a wiper aboard the *Steel Designer*, a 12,600-ton freightship, headed towards the Panama Canal on a voyage to the Far East on July 7th.

At approximately 10 a.m., the ship's fire alarm sounded. By coincidence, all hands had just secured from a routine fire drill called by the ship's master, Captain Dennis, and at first it seemed as if the alarm was an error.

As all hands quickly returned to their fire stations, the word passed below that this second general alarm was for the real thing—a smokey fire in number one hatch.

Bosun Recalls

Brother John Bowman, busun aboard the *Steel Designer*, recalls:

"This time around there was tension in the air—we knew this was for real—but there was no panic—only teamwork."

It soon became apparent that the hot spot was centered in the shelter deck area. A check of the ship's cargo plan showed that the cargo on fire was shipment of sodium hydrochlorite.

This presented crewmembers with a critical situation because sodium hydrochlorite forms sulphur dioxide when burned and has a highly explosive

nature. The task faced by all hands was really twofold—keep the fire from spreading, while at the same time prevent an explosion.

Captain Dennis' first order was to secure the ship's vents and hose down the top of the hatch and the deck. In addition, all of the inflammable cargo carried on deck was immediately moved aft of number two hatch, and the lockers were emptied of all combustibles.

Ready to Abandon

As a further precaution, the *Steel Designer's* lifeboats were swung out and the sea painters let out so that an "abandon ship" could be accomplished in short order.

The blaze had to be smothered quickly, for the danger to the ship and her crew increased with each passing moment. One hundred and three bottles of CO₂ were available, but they would have to be carefully utilized and sent in at the proper intervals to control the hot spot while still stretching the supply.

After the first bottles were sent in, the tenseness of the situation was compounded by the fact that it was not known if the CO₂ was having any effect on the fire—and the possibility remained that an explosion could occur at any moment.

"It felt like sitting on a powder keg," said Bowman.

In order to secure the ship's vents—the most important move in fire control—a hazardous climb up the king posts through heavy smoke and breath-denying fumes had to be made by a crewmember.

It was at this point that Seafarer Oliver, a member of the engine department, stepped forward and without hesitation volunteered to take on the dangerous job of going aloft.

Has Success

High above the ship's waterline, hardly visible through the smoke, Brother Oliver worked quickly to secure the vents, one after another, and reduced the fire's air supply.

After spending several anxious minutes aloft, Seafarer Oliver completed the task and returned to the deck below to help his shipmates in other fire control maneuvers.

Throughout the fire fighting efforts of the next two days, the ship maintained her course toward the Panama Canal. At the entrance to the Canal, she was met by fire boats and another 200 bottles of CO₂ were sent into the hatch.

After an examination of the situation by Canal Zone fire officials, the *Steel Designer* was permitted to dock at a remote berth where she remained on fire alert for the next four days.

Finally, as a tired but relieved SIU crew stood by, the hatch was opened and it was found that the fire was out. The area was then vented for another 24 hours before longshoremen wearing gas masks climbed below to remove the charred cargo.

"It is the most harrowing experience I've had during my 27 years of sailing, but I must say that our cool-headed SIU crew, working together as a team, saved the day," emphasized Bosun Bowman.



Seafarer James Oliver
... Prevents Tragedy

Education of Union Members Urged by AFL-CIO's Davis

Walter G. Davis, director of the AFL-CIO Department of Education, told a luncheon audience that union education programs are aimed at helping make a social force of "American workers armed with the facts."

He spoke at a luncheon sponsored by the 8 million member AFL-CIO Maritime Trades Department in E. L. Bartlett Memorial Auditorium in Washington, D.C.

At present, said Davis, the problems the union education programs encounter include, the tiredness of the worker at the end of the workday, lack of self-confidence in those eligible for programs and the inattention of university administrators.

At All Levels

He said, "we concern ourselves with education issues at all levels," experience has shown that the learning process never ends and thus in

order to serve their members, unions must continue to be channels of education for workers and their families.

He proposed that a national task force of union leaders and universities be established "which will work under the direction of the AFL-CIO to develop several models of a labor education system to which unions and universities may address themselves, thus ending the present fragmented system which makes no contribution toward strengthening our movement or our individual affiliates."

Davis said, "it is time to get on with the task of training union officers and staffs, who have a wealth of experience and expertise in trade union affairs, to teach those now entering the ranks of labor."

As a step in that direction, he said, the AFL-CIO is establishing a short course in teacher training, in coopera-



AFL-CIO Education Director Walter G. Davis, second from left, discusses union education concepts with trainees from the Harry Lundeberg School. Trainees, left to right, are Dan Cummings, Jim Acord and James Carroll.

tion with Columbia University, "to help improve our communicative skills through sounder methods and techniques of preparation and delivery of material in education conferences, institutes and summer school programs."

Education Is Strength

"The trade union movement will remain strong so long as its commitment to education remains strong. We will ride through the turbulent times

ahead," Davis said, "to effectively represent the best interests of America's workers because we will be equipped to apply reason and intelligence to our problem solving," through the methods to be taught in labor education programs.

"In the final analysis," he concluded, "there is no alternative to the labor movement. Let us never forget that."

Personals

James Warren Brooks

Your father, J. W. Brooks, asks that you contact him immediately.

Bill Wilson

Riley Carey

Please contact Jerry at 212-EL-1-6867 as soon as possible.

John McLoughlin

Your old shipmate, Mark Sweet, asks that you contact him at 119 Robert Drive, South Windsor, Conn. 06074

Thomas E. Howell

Please contact Mary Christine Burke at 29-07 22 Ave., Oakland, Cal. or call 415-536-8468

James M. Green

Anyone knowing the whereabouts of James M. Green, please have him contact his wife immediately at 1711 N. Broad Ave., New Orleans, La. 70119

Walter Ammann

Please contact G. J. Janis of the Admanthos Shipping Agency Inc. at One World Trade Center, New York, N.Y. 10048.

Vincent R. Merrill

It is urgent that you contact your wife at 1020 Thompson Avenue, Roselle, New Jersey.

Luis A. Freyre

Please write to your mother, Mrs. Alicia C. Rivera, as soon as possible at 180 South St., New York, N.Y.

George Peteusky

Contact your wife, Frances, immediately, at 8020 Ave. B, Houston, Texas 77012, or your sister, Mary Ludwig in New York.

Chuck Wagner

Please contact Mr. John Sclase as soon as possible, at 4395 W. Jackson Street, Pensacola, Florida 32506

Otis J. Parker

Anyone knowing the whereabouts of Otis J. Parker, please have him contact his son Donald at Rt. 4, Box 289E, Waynesboro, Mississippi 39367

Floyd Leo Montgomery

Anyone knowing the whereabouts of Floyd Montgomery, please have him contact his sister, Mrs. C. V. Hietala at 1255 W. Calvary, Duluth, Minn. 55803

Joseph Spak

Your brother, William, requests that you contact him as soon as possible, at 4208 Biddulph, Cleveland, Ohio 44109 or call 216-661-0257

Former Secretary of British Merchant Marine Makes Visit to MTD Luncheon



Capt. D. S. Tennent

Captain Douglas T. Tennent, former general secretary of the Merchant Navy and Airline Officers' Association of Great Britain, recently was a special guest at an AFL-CIO Maritime Trades Department luncheon in Washington, D.C.

Captain Tennent was the union's secretary from 1943 to 1971. During his career, Captain Tennent was chairman of the Seafarers Section of the International Transport Workers Federation, and vice chairman of that group's Civil Aviation Section.

He also chaired the Seafarers Group of the International Labor Organization and led the group at the 1970 Maritime Conference in Geneva.

Captain Tennent, a commander in the Order of the British Empire, visited Washington on a personal tour of the United States.

Standard Oil Goofs, Union Worker Gets Option on 'Tony the Tiger'

Union oil workers in France enjoyed their biggest chuckle of the year when the multi-billion dollar Standard Oil Company of New Jersey found itself completely outwitted by an unknown chemical worker, and all because it boasted too much. Standard Oil spent hundreds of thousands of dollars publicizing in 21 European countries its plan to change its worldwide trademark from Esso to Exxon.

But while it was busy grinding out press releases, Standard Oil forgot to register its new name in the 21

countries, and that's where a bright chemical company employee, Robert Aries, stepped in. Aries registered the Exxon trademark in his own name and now, for all legal purposes, he owns it.

And Standard Oil can't use the name unless Aries gives his consent or sells his rights to the giant oil firm. It was a devastating blow to Standard Oil which had announced just the week before that it had spent five years hunting for a name—which turned out to be Exxon—which would be pronounceable in 55 languages.

Test Your Knowledge

When Seafarers sit around and pass the scuttlebutt, conversation often centers on the ports of the world.

A Seafarer takes pride in the number of ports he has visited in his sailing career, and treats them as a kind of collection.

Here are a few questions that will test your knowledge of world ports and their activities.

The following are some guidelines by which you may score your knowledge:

Number Correct

8 to 10—World Traveler

5 to 7—So-So

below 5—The world has passed you by.

Questions

- 1) What port is the leading U.S. exporter of iron ore?
- 2) The largest U.S. port in tonnage shipped is New York. What is the second largest?
- 3) What port is the world's leading exporter of silk?
- 4) What major U.S. port is located on the Elizabeth River and Hampton Roads?
- 5) The largest Hawaiian port in tonnage shipped is Honolulu. What is the second largest?
- 6) Besides being a major naval base and aircraft manufacturing center, this port possesses the largest tuna fishing fleet in the U.S. Can you name it?
- 7) It is exactly 10,222 nautical miles, via the Panama Canal, from New York to this Far Eastern Port. Use your knowledge of world-wide shipping lanes to determine what port this is.
- 8) In tonnage shipped, what is the largest port in Alaska?
- 9) What port possesses the largest wool market in the U.S.?
- 10) What port is the major shipper of coal in the U.S.?

Answers

1) Duluth, Minn. 2) New Orleans, La. 3) Yokohama, Japan 4) Norfolk, Va. 5) Barbours Point, Oahu, Hawaii 6) San Diego, Cal. 7) Portland, Ore. 8) Ketchikan Harbor, Alaska 9) Boston, Mass. 10) Toledo, Ohio.

Pay Due Members

The Seafarers listed below should immediately contact Texas City Tankers Corp., P.O. Box 1271, Texas City, Texas 77590 (713) 945-4451 to claim wages being held for them by the company.

Estes, Frederick W.	OS	464-80-0867
Gibbon, Lamar	Bosun	157-22-6074
Hopkins, Thomas C.	2 Pump	576-16-6392
Baker, E.	Bosun	242-42-3327
Carvajal, C.	DM-AB	434-70-7713
Berwald, E.	OS	234-12-1588
Fortner, M.	AB	241-09-8614
McIntyre, J.	AB	424-22-6573
Quantz, L.	AB	531-18-4781
Fox, C. H.	AB	423-28-0053
McCurley, G.	AB	454-32-4851
Darrow, H.	AB	409-30-8408
King, E.	AB	218-14-0362
Seiferth, J.	AB	367-18-1564
Kenney, T.	AB	075-36-2257
Gahagan, K.	AB	237-34-2731
Guitreau, J.	OS	439-40-6519
Hobson, J.	OS	264-11-4875
McCormick, S. L.	AB	461-03-3908
Meachum, J. L., Jr.	AB	458-05-4927
Weems, T.	AB	419-20-8139
Venus, S.	OS	438-74-9851
Scherhans, C.	OS	079-05-2501
Maroney, V.	OS	059-42-3851
Saji, G.	OS	073-34-6663
Conklin, Craig	OS	217-64-9765
Graham, K.	Oiler	449-60-9083
Stegall, H.	Oiler	457-42-2912
Nash, J.	FWT	437-16-8851
Sharp, G.	Wiper	437-86-6838
Pritchett, W.	CH Pumps	427-42-3449
Mata, J.	2nd Pumps	112-32-2378
Jarvis, G.	Oiler	465-66-5804
Kemrer, C.	Oiler	202-20-0258
Douglas, D.	Oiler	214-26-5118
Lewis, K.	Oiler	012-18-5120
Spak, J.	FWT	276-18-7591
Gabriel, C.	FWT	237-10-2227
Smith, R.	FWT	267-32-5796
Flournoy, R.	Wiper	461-12-5049
Long, J.	Wiper	424-60-9347
Kirksey, C., III	Wiper	421-70-3853
Cooper, E.	Steward	422-03-4394
Reyes, S.	Chief Cook	450-40-5872
Loper, C.	Chief Cook	416-30-2845
Malone, G.	Third Cook	433-34-0505
Williams, J.	Third Cook	563-10-8472
Paine, N.	Pantryman	036-07-8810
Hove, P.	S. Mess	335-32-1151
Dies, J.	S. Mess	458-26-8106
Scopolitis, L.	C. Mess	419-03-0230
Byers, D.	BR	461-96-5311
Davitian	BR	201-16-9877
Pretious, L.	S. Mess	433-96-0639
Granger, D.	BR	564-16-4827

The following Seafarers have checks due them for wages earned aboard the SS Jian in 1964. Each of these Seafarers should immediately contact the offices of Berenholtz, Kaplan & Heyman at 1845 Maryland National Bank Bldg., 10 Light St., Baltimore, Md., in person, by mail or by calling 301-539-6967, in order to obtain the amount due them.

Richard S. Asmont	Armando Lupari
Carmelo Attard	Hazel L. McCleary
Henry J. Broaders	Edward McGowan
Claude A. Brown	Gerald R. McLean
Edmond L. Cain, Jr.	Terral McRaney
Douglas A. Clark	Peter J. Mistretta
Elmer C. Danner	Murphy, Theodore
George Dakis	Joseph J. Naurocki
James M. Davis	David Nelson
Rudolph G. Dean	Reginald Newbury
Juan M. DeVela	George Papamongolis
George Fossett	Jeremiah E. Roberts
Eugene C. Hoffman	Arthur Rudnicki
Charles J. Hooper	Leonard Russi
Joseph Horahan	George Schmidt
Marshall V. Howton	Ray F. Schrum
Francis X. Keelan	James D. Smith
George Kontos	Ray Smith
Allan E. Lewis	Bella Szupp
James Lewis	Ilus S. Veach, Jr.
Peter Losado	Joseph Wagner
Benedicto Luna	Robert F. Wurzler
	Ted Murphy

LEGISLATIVE REPORT



By B. ROCKER

Congress concluded its business and adjourned on Oct. 18 to allow the members to return home to campaign. Almost to the very end of the 92nd Congress it was touch-and-go as to whether they could adjourn or whether they would have to come back after election for a "lame-duck" session.

Congress is a very different body from the First Congress in 1789, when members met for short sessions, and then went back home to plow and plant. In those early days of this small nation, members expected to represent their districts for a short time, not as a lifetime career.

Government was much simpler, and deliberations were carried out on the chamber floor where all members were assembled. Then a special committee was appointed to work out details of a bill.

Government Grows With Country

Population in the United States has increased and government business has grown more complex in the years since the First Congress. Members need to deal with legislation concerning education, civil rights, crime, pollution, employment, foreign affairs, veterans' benefits, trade agreements and many other matters of a very technical and increasingly complex nature.

Because its work is complex, Congress has been decentralized and work is divided among committees. There are 21 standing committees in the House and 17 in the Senate; there are more than 250 subcommittees, which are subdivisions of the committees. All of them are composed of members of the majority and minority parties, with the majority party having a greater number in each case.

Committee appointments are made at the beginning of each new Congress. In practice, this really only means assignment of new members and filling vacancies caused by death or transfer, since a member who has an assignment to a "good" committee will usually remain there to gain seniority. Seniority puts a majority member in line for chairmanship; if the majority party changes, the ranking minority member then becomes the new chairman. The Democrats have been the majority party in the House since 1931 with the exception of the 80th and 83rd Congresses (1947-8 and 1953-4).

The seniority system is a custom, not a rule. Opponents argue that it gives power to old men, that they are unrepresentative of the country, and they are unresponsive to their party and to the leadership.

Arguments For

Those who favor the system say that seniority gives members experience and expertise in the work of the committees, it avoids competition for the chairmanship among the members, it eliminates pressure group influence in choosing chairmen, and it works better than any system which has been proposed. No system is perfect.

Whether or not a committee is a "good" one for a member simply means, "Does it permit him to help his constituency and does it give him personal job satisfaction. It is not unfair to add, "Does it help to get re-elected?" If he cannot be re-elected, he cannot represent anyone.

Appointments are made on the basis of personal preference, length of service in Congress, regional distribution (is there already a member from the same region as the congressman being appointed?), etc. A member may be appointed to the Agriculture Committee because he is from a farm district or to Merchant Marine & Fisheries because he has a port city in his district.

Members traditionally must serve an apprenticeship on minor committees before being appointed to major committees. This has been modified in the Senate since 1953, with the so-called "Johnson Rule," under which freshman Senators are given at least one major committee assignment each.



Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

Meany Says 'Fast Buck Artists' Hurting U.S. Economy

A sharp warning that "fast buck" American industrialists abroad are destroying the American market for their products has been sounded by AFL-CIO President George Meany.

In a wide-ranging speech on the deteriorating international trade position of the United States, Meany told the annual banquet of the Aluminum Association that American trade policy today not only threatens the American worker, but also is a matter of deep concern to the trade union movement and should be of equal concern to American business and to all Americans.

Noting that run-away industry makes big profits by low wages abroad but is dependent on the American market to sell its foreign-made goods, Meany declared:

"But the American worker who loses his job is a lost customer for the products of American business. He is also a lost taxpayer. He can't buy much on unemployment insurance payments. When they run out, he may be forced to go on welfare. That adds to the burden of the community.

"However, we're not talking about one worker or one plant. We are talking of entire industries and entire communities that are being hit. We are

talking of scores of thousands of jobs that are being exported each year."

As examples of whole industries that have been lost to the United States—industries producing products almost uniquely American—Meany cited automobiles, typewriters, steel and consumer electrical goods.

Meany blamed the worsening of the American trade position on a combination of circumstances: foreign subsidies and exports and barriers to imports; the export of American production facilities to take advantage of cheap labor abroad; the export of American patents and production know-how plus tax advantages, sometimes by foreign nations and other times by our own.

Meany charged that a large part of American trade deterioration was "related to the activities of American companies"—activities, he declared, that "were short-sighted even in terms of American business."

"The basic source of American economic strength is here, in the United States—in our people, in our free institutions, in our schools and skills, in our research and development," Meany continued. "Yet part of that basic strength is being given away . . . it is being given away cheap. And

equipment. This great emphasis on foreign subsidiaries and imports is misplaced."

It involves defense-related capabilities, as well as technology for consumer goods and industrial

It is for these reasons, Meany said, that the AFL-CIO is strongly supporting the Burke-Hartke bill "which is aimed at dealing with the causes of America's deteriorating position in international economic relationships."



George Meany

AFL-CIO's Jager Claims 'Day of Reckoning' Coming

The damage being done to people by multinational firms has extended beyond the borders of the United States, and is approaching a day of reckoning around the world.

This was the conclusion drawn by AFL-CIO Economist Elizabeth R. Jager in a luncheon address to leaders of labor, management and government sponsored by the 8-million-member AFL-CIO Maritime Trades Department.

"The multinationals will ultimately face a day of reckoning," she said. "I point to the rising nationalist sentiment in Canada and to expropriation in Chile."

Multinationals, she reported, are using for profits the frailties in the tax laws, the economic systems, the trade policies and the political structures of nations around the world.

"Of the 100 largest economic units in the world, 50 are nations and 50 are multinationals," she said. Many, but not all of the top 50 multinationals are U.S.-based. Yet even the top 50 U.S. multinationals have more than 1,500 foreign affiliates, she reported.

"And that only skims the surface of the problem, because you don't need many foreign affiliates to export thousands of jobs," she said.

"We want full employment abroad as well as at home," she said. Yet we do not believe it is in the interest of the U.S. worker or the foreign worker to increase full employment outside the U.S. at the expense of our jobs."

Multinationals create a heavy drain on the U.S. Treasury, she said, adding that "legislation has created a tax holiday for U.S.-based multinationals at a cost of billions to the U.S. Treasury."

The Burke-Hartke bill, a measure expected to receive major attention in the next Congress, provides a workable solution to the problems engendered by the multinationals, Mrs. Jager said.

"The rest of the world is beginning to learn that Burke-Hartke is to their advantage, too, because the world needs a strong industrial United States economy and a large and growing United States market," she asserted. "We're willing to share. But we cannot afford to play musical chairs with jobs and production.

"Neither can other countries," she said. "And the multinationals are going to have to face the facts of change.

"Nations around the world consist of governments and governments must respond to people's

needs," she said. "That's what the Burke-Hartke bill is all about—the duty of government and government policy to respond to the real problems of the people in the nation they represent.

"We do not hate multinational firms," she noted. "We are not opposed to foreign trade. We are not old-fashioned isolationists or protectionists who would slam the door in the world's face. But we recognize that the world is real."



Elizabeth Jager

Power Charges U.S. Taxpayers 'Pay Consequences'

Joseph T. Power, president of the Plasterers' and Cement Masons' Union, has called for passage of the Burke-Hartke import restriction bill "in order to stop the folly of permitting American-owned multinational corporations to write their own ticket while American taxpayers and the American economy pay the consequences."

He said that unregulated imports and government policies which encourage companies to build plants abroad have seriously affected the American economy and work force.

"I'm disturbed that America is losing billions of dollars of tax revenue every year multinational corporations get tax breaks that are denied workers. And I'm worried when America's number one export becomes jobs, instead of the products produced by American labor."

According to Power, U.S. corporations invest more than \$15 billion abroad every year and he asked a series of rhetorical questions to point out how American industry has suffered because of this:

"How many plants would have been built in the U.S. if this money were invested here, instead of abroad? How many new homes? How many

shopping centers?

"How many unemployed workers would be working today, drawing paychecks instead of welfare checks?"

"And what about the cities who have had to lay off employees because there was no more tax base when the plants closed?"

He claimed that this \$15 billion invested overseas annually "would finance one heckuva lot of jobs at home."

And, he said the "most sickening thing about it is that these corporations also get a tax break from the U.S. government for setting up foreign operations.

"Many of these corporations are larger than some countries. They respect no international boundaries. Their only allegiance is to profits and more profits. They manipulate governments, exploit workers and thumb their noses at regulatory agencies.

"But, Burke-Hartke would stop that."

Power rejected the argument espoused by opponents of the bill that the only one to blame for the import problem is the American worker with his high wages and lack of productivity.

"That's just so much garbage. Yes, the wages of American workers are high, when you compare them to the \$.15-an-hour sweatshops of Taiwan and Hong Kong," he said. "Industry seems to forget that the dynamic economy that has served so well to fatten up the captains of industry was built on workers earning enough to purchase what they produce."



Joseph Power

MTD Promoting Industry, Workers Through Port Councils

The Maritime Trades Department is the constitutional arm of the AFL-CIO charged with paying special attention to the needs and organizational strength of maritime workers.

The SIU is affiliated with the department, and SIU President Paul Hall serves, also, as president of the MTD.

Among the eight million MTD members are trade unionists from every phase of maritime life, and members of unions whose interests include maritime affairs.

One of the most important facets of the MTD is its 27 local Port Councils across the land. At a series of recent banquets, these Port Councils paid tribute to a number of people who have made significant contributions to maritime in the past year.



New York

The Maritime Service Award of the Maritime Port Council of Greater New York and Vicinity has been awarded to Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell.

Paul Hall, president of the MTD and the Seafarers International Union, presented the award to Blackwell, who has been in charge of efforts to revitalize the maritime industry, at the organization's 10th annual dinner.



New Orleans

Lindsey Williams, Gulf Area vice president of the Seafarers International Union, was honored for his "leadership, dedication and loyalty to the labor cause in Texas and Louisiana" at the annual dinner of the MTD's West Gulf Ports Council in Houston.

Williams, who began his deep sea career 30 years ago and sailed in all deck department capacities, was lauded for his activities as an SIU organizing leader, as well as his extensive work in community affairs in the New Orleans area.



Buffalo

MTD Executive Secretary Peter M. McGavin (center) is flanked by Richard E. Livingston, general secretary of the Carpenters (left) and William O. Hoch, president of the MTD's Buffalo (N.Y.) Port Council, as they review the program for the council's sixth annual dinner. Livingston, president of the Buffalo District Council of Carpenters un-

til he moved to Washington in 1957, told the gathering that foreign trade problems are wiping out American jobs and depleting the U.S. Treasury. Livingston and Congressman Jack Kemp were presented special awards by the Port Council.



Hampton Roads

The annual banquet of the Hampton Roads (Va.) Port Council featured several guest speakers, with the principal address being presented by U.S. Senator William B. Spong, Jr. of Virginia. Pictured during the festivities are (top, from left) Virginia Lieutenant Governor Henry Howell, Port Council President Peter Buono and MTD Executive Secretary-Treasurer Peter M. McGavin. Addressing the group (bottom photo) is the Honorable George H. Hearn, of the Federal Maritime Commission.



McLean:

The Sea-Land McLean and the Sea-Land Galloway, both 946-feet long and capable of carrying 1,096 containers at speeds up to 33 knots, presently share the distinction of being the world's largest and fastest containerships.

They are the first of eight such super ships designated as the SL-7 series and scheduled to be placed in service by 1974.

These two ultra-modern giants and their sister ships to come are a concrete example of the American maritime industry's determination to meet the challenge presented by foreign-flag vessels on the high seas.

Sea-Land expects delivery of the final six SL-7's by the end of 1974.

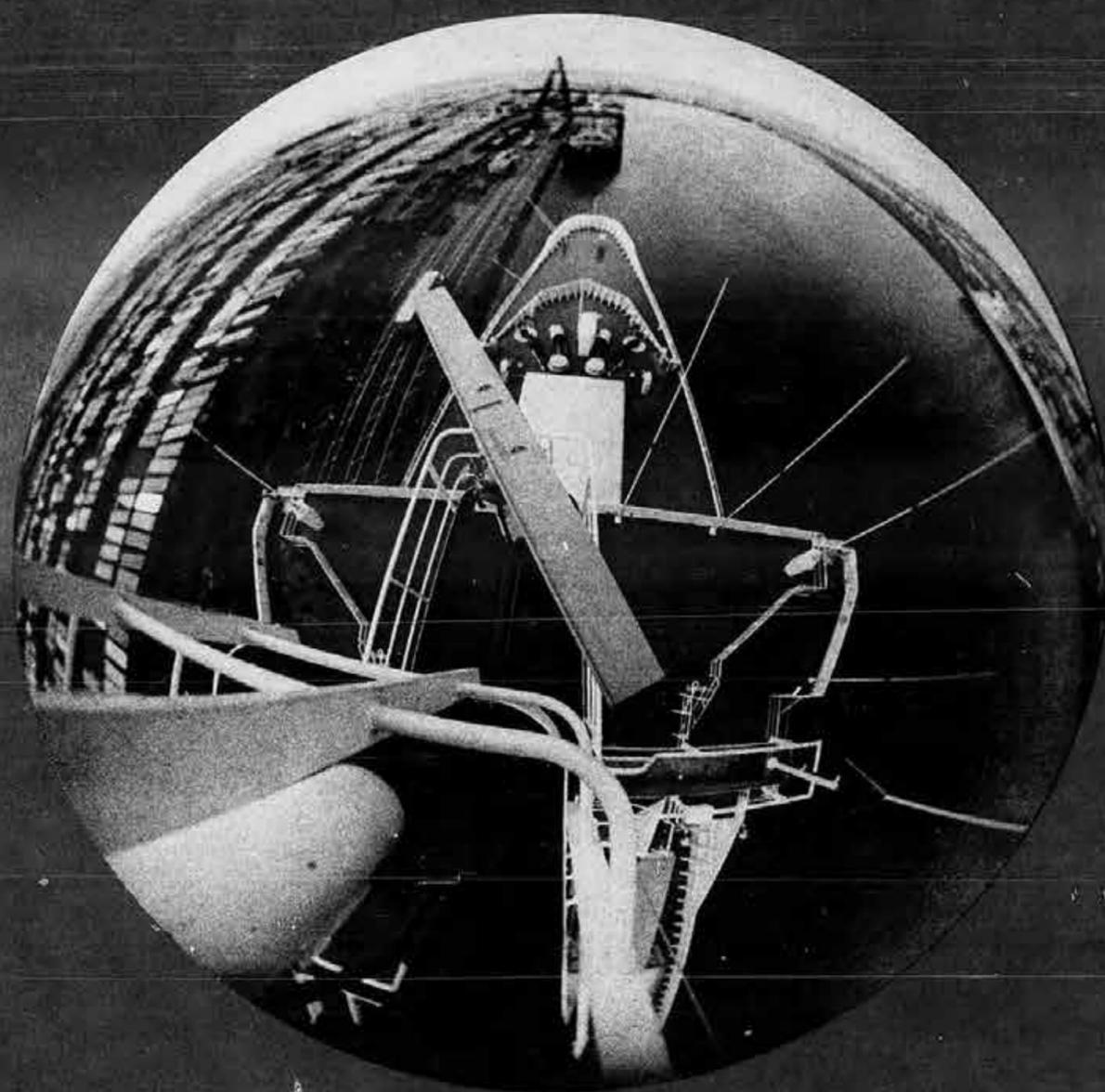
According to a company public relations spokesman, the most important aspect about the arrival of the new SL-7's is the fact that they "will provide proof that an American-flag company, employing American crews at American wage scales can provide fast, efficient ocean transportation service without subsidy and can prosper nevertheless."

Sea-Land is in the process of completing an extensive overhaul and enlargement of its terminal facilities at Elizabeth, N.J. Being built in three stages on reclaimed land between the N.J. Turnpike and Newark Bay, the 232-acre Sea-Land terminal will triple the company's present facilities and will provide the berthing space and the marshalling area necessary for the efficient loading and unloading of the new SL-7 class of containership.

The photos on these pages are taken from the first two voyages made by the Sea-Land McLean on her European run and clearly show what the SL-7's have to offer.



In the photo at top left the Log photographer, hundreds of feet above the McLean's main deck, captures a "fish-eye" view of the deck of the vessel and the surrounding facilities of the containership port. In the photo at bottom left, another "fish-eye" shot taken from the vantage point of one of the port's cranes high above the water gives a long-range view of the McLean at her berth.



Another SL-7 In Operation for Sea-Land



Baker Lonnie Dukes (rear) and third cook Warren Cassidy are part of the *McLean's* steward department—continuously turning out good chow.



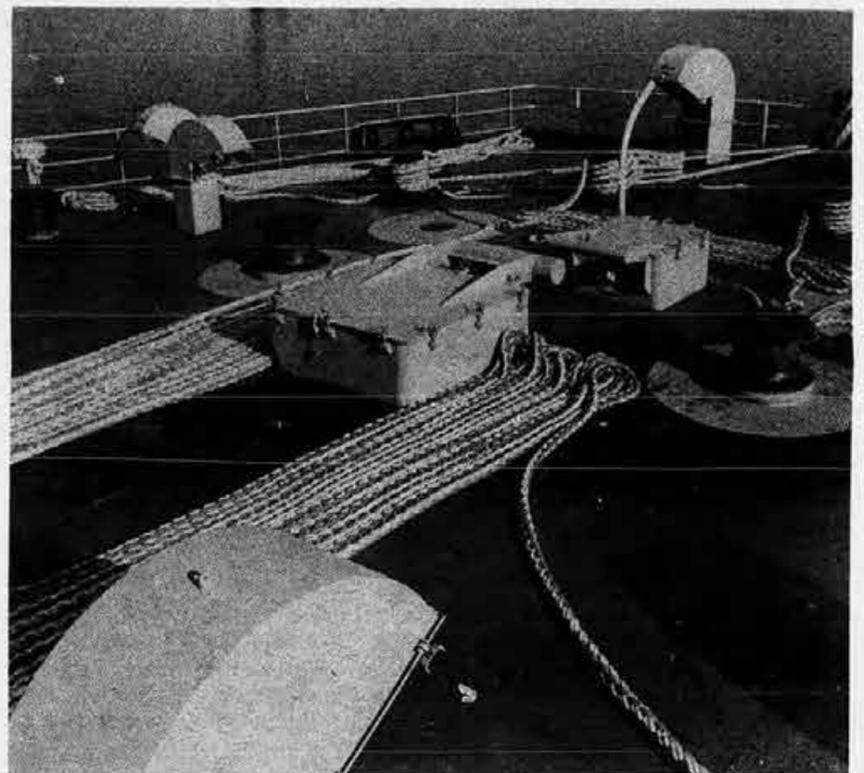
Chief cook Alvin Carpenter prepares a tasty meal in the ship's ultra-modern gallery. Carpenter has been sailing with the SIU for over 25 years.



Engine utilityman T. Tobias tends to one of the largest burners found aboard any ship in the American-flag fleet, outside of the SL-7's.



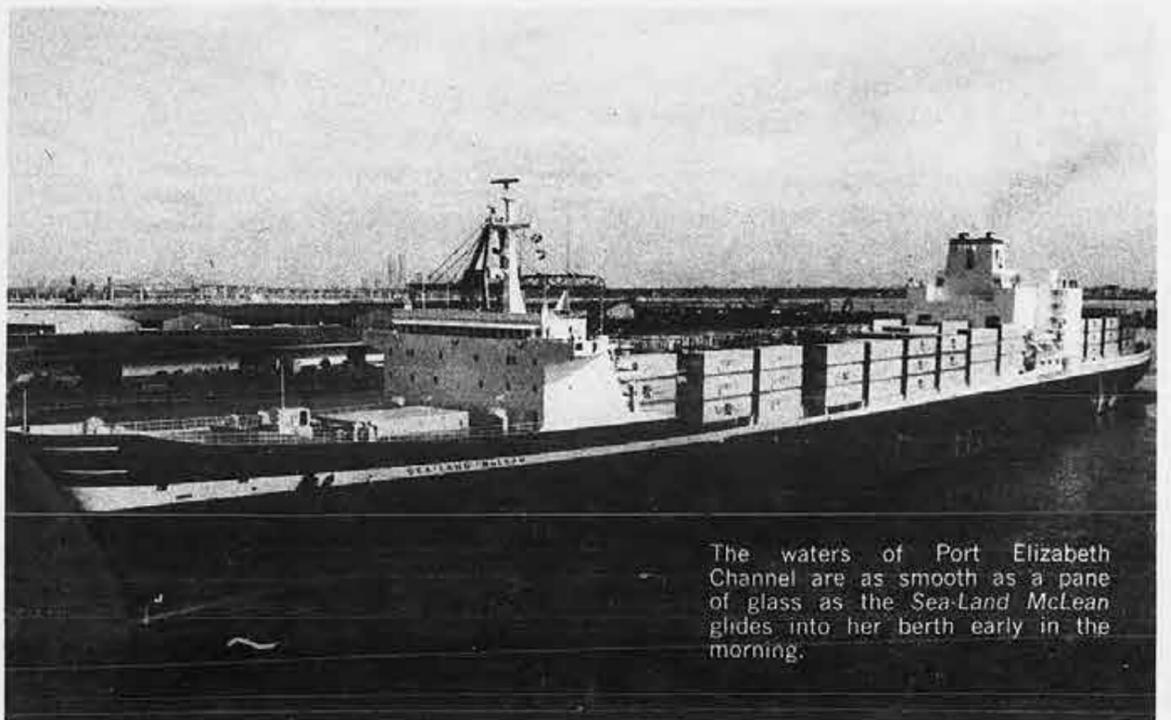
SIU Reps. Red Campbell (left) George McCartney get a rundown on the *McLean's* first voyage from veteran Seafarer E. Sieradzki (right) Marvin McKenzie (2nd from right).



The *McLean's* deck department has meticulously flaked out the ship's lines at the stern of the vessel as the giant containership prepares for another European run.



Seafarer Pedro Remos, who sails as ordinary sea-aboard the *McLean*, untangles the spider-web-like catch net on the ship's gangway.



The waters of Port Elizabeth Channel are as smooth as a pane of glass as the *Sea-Land McLean* glides into her berth early in the morning.



Return to Murmansk

Plenty of Seafarers remember the famed World War II Run to Murmansk—that perilous dash through enemy-infested waters to bring the things of war to an ally.

And Seafarers who did not personally make the run know of it through the harrowing stories of those who did.

Now we're about to begin a new Run to Murmansk—a run with holds filled with the things of peace.

The return to Murmansk and to other Russian ports is possible through a new trade agreement between the United States and the U.S.S.R. At the insistence of the SIU and other maritime unions, that agreement contains definite assurances that at least one-third of all water-borne shipping commerce between the two countries will be reserved for American-flag ships.

This principle of bilateralism—as it is called—is something we've been favoring for a good many years. We believe it is a first step toward setting up similar agreements with other nations.

This principle is not new. Other nations long have insisted that a percentage of

cargo to and from their shores be carried on their own ships.

But the United States, for the most part, has maintained an ultra-liberal trade policy which permitted virtually all foreign-flag vessels to freely conduct commerce in our ports.

Now that policy is changing. And that's good. It's good because it means more jobs for Seafarers and for other maritime workers. It's good because it means more commerce for many segments of the economy. It's good because it could lead to a better national balance of payments.

There seems to be a new awareness, both in government and with the general public, an awareness that the nation's merchant marine has been allowed to deteriorate.

And there seems to be an acknowledgment that this should never have been allowed to happen and cannot be allowed to continue.

All of which means that when we return to Murmansk, we'll return with pride, strong in the knowledge that we're moving ahead.

And we'll keep yanking at our own bootstraps to help keep up that momentum.

USPHS Victory

The SIU and other groups opposed to the transfer to private hands of the eight remaining U.S. Public Health Service Hospitals have scored a clear victory in the long struggle to keep the hospitals open and in government hands.

(See related story, page 3.)

The announcement that the Staten Island PHS hospital would not be transferred to the Health Insurance Plan of Greater New York, (HIP) and will instead become an improved hospital is welcome news indeed.

The arguments that apparently prevailed in the Staten Island case are the same that we have presented in hearing after hearing across the nation.

• The hospitals cannot possibly be operated as cheaply in private hands and

thus another contribution would be made to soaring medical costs.

• There is grave danger that transfer to private hands will cause a lessening of the priority now given merchant seamen by the PHS, and thus effectively endanger their health.

As an underline to the point about high costs, HIP admitted to being in serious financial difficulty, and it took no great intelligence to conclude that their financial difficulties would be translated into high costs of hospitalization to allow them to meet their monetary goals.

So, the Staten Island hospital remains alive and well in government hands. We have an obligation to keep it that way, and to be ever watchful for developments concerning the other seven hospitals.

That is a task that men's lives and health depend on. It is not one we will ever shirk.

Letters to the Editor



Bosun Program

I have just received a form letter regarding the new Bosun Recertification Program. Since I hope to be back at sea by the first week in November, I am requesting that a mail ballot be mailed to me at your earliest possible convenience.

"I assure you that I would be both proud, and happy to serve on the Bosun Recertification Program Committee if nominated and elected. However, at this time my Shipping Card expires on 7 Nov. next, and since I have recently been certified as "Fit For Duty" by the United States Public Health Service Hospital in San Francisco, (after six months NFFD) I feel that, financially, my first choice must be a ship, if possible.

Please extend my sincerest thanks to our union, and it's training programs. You, and the other members of the Board deserve more than a simple "thank you", be assured that I pledge my wholehearted support to our union, and it's officials and please feel free to call on me whenever, and if ever I can be of assistance, regardless of the circumstances.

With warmest personal regards,

Richard A. Christenberry
Fairfield, Calif.

Job Well Done

As one who has had occasion to use the Public Health Service hospital facilities on Staten Island, I was proud of the way the SIU represented itself at the hearing in October on the proposed transfer of control of the hospital.

Our representatives George McCartney and John Dwyer really had the information, both on the hospitals and on the Health Insurance Program (HIP), that was supposed to operate the hospitals after PHS left.

I agreed most of all that the hospital should remain under government control because of the understanding that PHS personnel have of merchant seamen and their particular problems. I've been there and I can say that from my experience, that argument is absolutely correct. And if someone were to come along and change that kind of understanding, I think our medical benefits would be substantially reduced.

That is why it was good to see the SIU strongly representing its members at those important hearings. And it was good to hear Congressman Murphy say that he had learned that the Staten Island PHS hospital will expand its operations, not close down.

We need those hospitals and the special kind of service they offer. It is nice to know that the union recognizes this and will continue its fight to keep them all open.

Raymond Flynn
Poughkeepsie, N.Y.

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Farah Boycott Drive Intensified by Labor

AFL-CIO President George Meany has made labor's boycott of Farah products a major campaign by all AFL-CIO state and local central bodies.

The boycott of the firm—with plants in Texas and New Mexico—was instituted by the AFL-CIO Executive Council on July 19 and has had a wide response by the labor movement including "enthusiastic" cooperation by the labor press.

In his call for a stepped-up boycott program, Meany reported that so far many state federations and local central bodies "have responded in a most encouraging manner"; that many national and international unions have agreed to "adopt a Farah family" and have pledged \$100 a month for this purpose; that a widely-based citizens' committee headed by Senator Gaylord Nelson, Wisconsin Democrat, has been formed and that the Senate Labor and Public Welfare Committee has been urged to make a full-scale Congressional investigation of the "gross misuse of the court by Farah" in defying the rulings of the National

Labor Relations Board.

Meany urged central bodies to step up their "Don't Buy Farah" campaigns; to make sure that publicizing of the boycott is continued and that plans be made now for making the Thanksgiving and Christmas seasons "a little more enjoyable for the Farah strikers and their families."

Meany said that AFL-CIO Community Services Department would be contacting central bodies "in connection with labor's campaign for special holiday food for the strikers and toys for the children."

"This strike, for economic justice, dignity, and security, merits and must have the complete support of all of us in the AFL-CIO. With that support the strikers can win the victory they richly deserve," Meany said.

The Amalgamated Clothing Workers, 3,000 of whose members are on strike at Farah, also issued a call in support of Meany's boycott message, notably in asking Congress to investigate the "arrogant misuse of the courts and the NLRB" by the Farah Company.



Dressed in prison garb to focus attention on wholesale arrests of Clothing Workers' strikers, young unionists picket a Washington department store for its continued sale of Farah slacks.

ACWA Vice-President Jacob Sheinkman, general counsel for the union, has sent letters to three key Congressmen urging a "full-scale investigation with public hearings of the company's attempt to use the courts and Federal agencies to help flout the law of the land."

The Congressmen were: Sen. Harrison A. Williams (D-N.J.), Chairman of the Senate Labor and Public Welfare Committee; Rep. Carl Perkins (D-Ky.), Chairman of the House La-

bor and Education Committee; and Rep. Frank Thomson (D-N.J.), Chairman of the Special Subcommittee on Labor of the House Labor and Education Committee.

The 3,000 members of the ACWA have been on strike since May 3 in protest against numerous unfair labor practices of the company. Most of the workers are Mexican-Americans. Aid for them can be sent to: Amalgamated Strike Headquarters, P.O. Box 26842, El Paso, Texas 79926.

Public Interests Suffer As Congress Adjourns; Lobbying Efforts Pay Off for Special Groups

The closing days of the 92nd Congress were marked by frantic activity on the part of various lobbying concerns—all seeking the enactment or defeat of bills of special interest to them. In most instances the general public suffered.

There were at least six major pieces of legislation marked for defeat by business interests opposed to them. All six were killed, or watered down, four of them with the aid of the Administration.

✓ **Consumer Agency.** Creation of an agency to protect consumer rights has been a top priority in Congress for the past few years. Passage of the bill seemed imminent when a coalition of some 150 business groups opened up fire against the measure with the behind-the-scenes aid of the Nixon Administration.

In the early days of the fight for the consumer agency, the Administration had supported the idea but advocated a weaker version than consumer groups wanted. When the chips were down, however, there was a "deafening silence" from the Administration, as Sen. Charles H. Percy, Illinois Republican, put it, and the measure was talked to death in the Senate.

✓ **Mass Transit.** The highway lobby killed that bill. Here again, a last-minute decision of the White House not to intervene as environmental and community groups had expected help to put the measure on ice.

The legislation, which would have opened up the Highway Trust Fund to urgently needed mass transit, was effectively killed in the House Rules Committee when a majority of Republican voted to bar a mass transit amendment from the Highway bill. The House, itself, supported the Rules Committee and mass transit was left out.

✓ **Minimum Wage.** The same business groups that had ganged up against the Consumer Agency Bill were again in the field against legislation that would have increased today's \$1.60-an-hour minimum wage for most non-farm workers to \$2.00-an-hour now and \$2.20 in 1974.

The U.S. Chamber of Commerce, the National Association of Manufacturers, the National Cotton Council, the American Sugar Cane League and the big restaurant and carry-out chains were highly active in persuading top House members to refuse a conference with the liberal Senate version of the bill and the measure died.

✓ **Pesticides.** It was the agricultural products industry that turned the heat on Congress to weaken a pesticide control bill that would have tightened up pesticide regulations. The National Agricultural Chemicals Association with the aid of the Senate Commerce Committee softened penalties against the use of dangerous chemicals. So powerful were the lobbyists, both in Congress and the Administration, that the staff counsel to a Commerce subcommittee, commenting on the maneuvers, remarked: "We wanted to take it to the floor. The Administration said, 'You can't do that.'"

✓ **Strip Mining.** Here again mining industry lobbied to prevent control of strip mining which has been devastating great areas of the major mining states. A proposal to prevent surface mining on sharply sloping land roused the full force of the lobbyists. Despite softening of the regulation, the American Mining Congress opposed the entire bill and while the House passed a compromise bill, the Senate took no action.

✓ **Pension Protection.** Although it has become increasingly clear that some 30,000,000 workers have little or no protection against pension losses

through no fault of their own, Congress did nothing to correct the abuses that exist. The Senate Labor Committee held year-long hearings pointing up the tragedy of thousands of workers whose pension hopes were a delusion when plants closed down or went broke.

Yet between the Administration and the U.S. Chamber of Commerce, the bill was shifted to the conservative Finance Committee which considered it for a week and then stripped it of its major protective provisions. Such labor-supported provisions as vesting, funding, portability and re-insurance were knocked out of the measure and

in the end nothing was done.

Every one of these bills had labor support to one degree or another, yet every one of them was weakened or destroyed through a last-minute lobby drive that took advantage of the confusion and haste that almost always marks the last days of a Congress.

What is clear is that the upcoming 93rd Congress faces a legislative workload of vital importance to the American worker and the American people in general. Obviously the make-up of the new Congress is crucial, if these key measures are to be given the urgent attention they demand and self-interest lobbying defeated.

AFSCME Charges 'Fringe Benefits' Report Misleading

The State, County and Municipal Employees has challenged as "misleading" a study that purports to show that the Nation's cities are providing employees with more fringe benefits than private industry.

The report by the Labor-Management Relations Service of the National League of Cities, the U.S. Conference of Mayors and the National Association of Counties found that city governments pay 28.2 percent of payroll costs in fringe benefits to general personnel and 33.8 percent for police and firemen, compared with 27.4 percent in private industry.

However, an AFSCME spokesman said that the percentage comparison isn't as important as another fact shown in the report—that is, the actual amount put into fringes for each hour worked by employees is \$1.04 in the private sector compared to 93 cents for city employees.

"This clearly shows that city workers are getting less in fringes and it

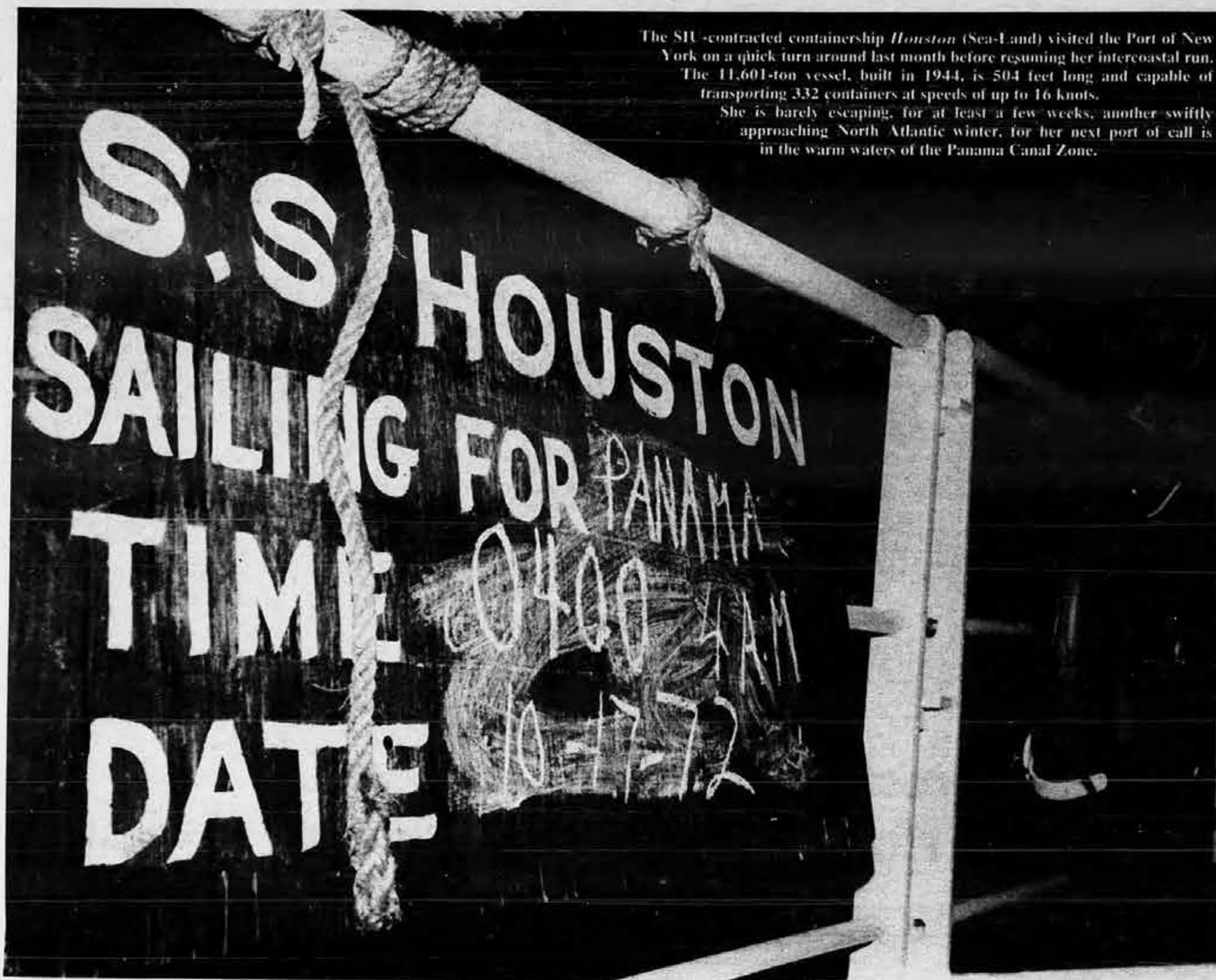
also reveals the great disparity between wages paid in public and private employment," he added.

The union also noted that the study, based on 1969 and 1971 private and industry outlays compiled by the Chamber of Commerce, gave 75 percent "weight" to the 1969 figures and only 25 percent "weight" to the 1971 figures.

The latter statistics, it was pointed out, showed that private industry's percentage of payroll costs for fringe benefits was 30.8 percent—"a clear indication that fringe benefits are going up at least as fast if not faster in the private sector than in local government."

Despite the challenge to the "interpretation" of the study, AFSCME indicated it welcomed the study for its important compilation of statistics on fringe benefits to include such areas as pensions, vacations, holidays, sick leave, uniforms, death benefits and bonuses.

The SIU-contracted containership *Houston* (Sea-Land) visited the Port of New York on a quick turn around last month before resuming her intercoastal run. The 11,601-ton vessel, built in 1944, is 504 feet long and capable of transporting 332 containers at speeds of up to 16 knots. She is barely escaping, for at least a few weeks, another swiftly approaching North Atlantic winter, for her next port of call is in the warm waters of the Panama Canal Zone.



Union matters taken care of, SIU Patrolman Ted Babkowski (right) exchanges some scuttlebutt with veteran steward Harvey M. Lee.



Deck delegate Pete Erazo (right) squares away some union matters concerning his department with Patrolman Jack Bluit.



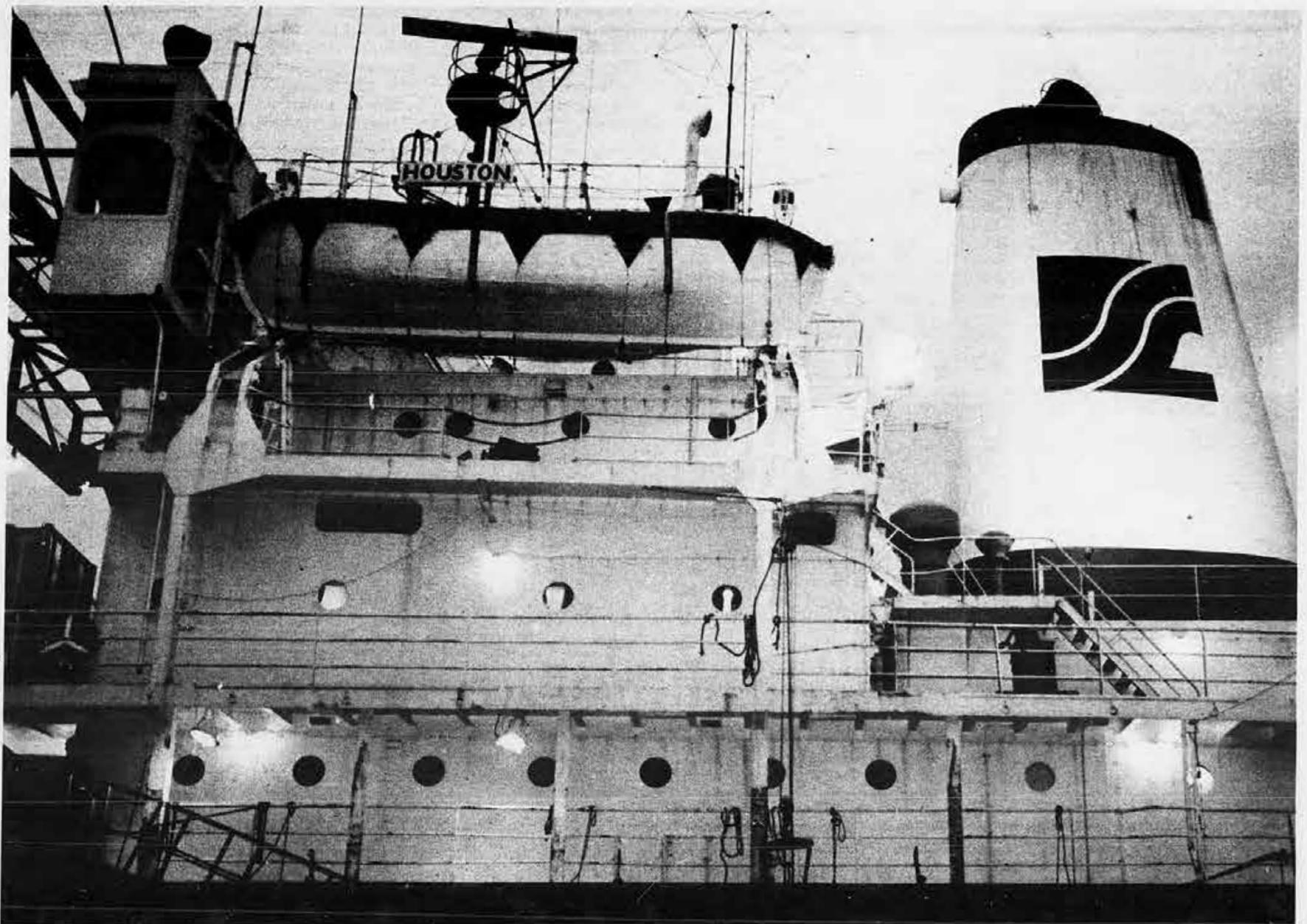
Chief cook, Jim Johnes, prepares to carve one of his masterpieces for the well-fed crew of the *Houston*.



Fifty pounds of heavy duty detergent doesn't deter Stanley Lee George from greeting the *Log* photographer.



Fireman Frank Sullivan tends to some engine department tasks in port that time did not allow at sea.



The overcast skies, at dusk, in the Port of New York gives the dimly lit decks of the *Houston* a look of quiet serenity.

Labor Dept. Figures Show 'Control' Inequities

Proof of labor complaints that the Administration's wage-price controls program is unjust to workers has been nailed down by latest statistics published by the U.S. Department of Labor for the past year.

These show clearly that while prices based on the

Profits Soaring

Profits of U.S. corporations soared during the three months that ended Sept. 30, two business surveys reported.

A *Wall Street Journal* survey shows a 15.9 percent increase in after-tax third-quarter profits of 570 companies over the same period in 1971. The surge in profits, furthermore, was shared by practically all industry groups.

The outlook for the remainder of the year is more of the same, says the *Journal* study.

Another survey—this one by the Economic Unit of *U.S. News & World Report* magazine—confirms the rise in third-quarter profits.

The magazine examined the earnings reports of 1,263 companies and found that profits after taxes totaled just over \$7.9 billion in the September quarter. The same firms earned more than \$6.9 billion in the third quarter of 1971. The latest profits increase is 14.3 percent over a year ago.

Much of the profits increase is due to a considerable impetus from the steel industry which staged a sharp comeback from the third quarter of 1971, the two studies reported. Nine of the nation's 10 largest steel producers have reported third-quarter results and, with only one exception, they show major earnings gains from a year ago.

In the auto industry, General Motors alone registered a decline a 43.8 percent drop from the \$217 million earnings level of the like period in 1971. GM blamed the steep drop on high start-up costs on 1973 models, expenses of new safety items and loss of production at a major plant because of strikes.

Among other industry groups, privately-owned utilities posted profits gains averaging 20 percent, with approval of rate increases coming more easily.

Earnings are increasing so rapidly, Price Commission Chairman C. Jackson Grayson said about one company in five may be "at or near their profit-margin ceilings" set by the Nixon Administration's economic stabilization program.

Gross National Product have gone up 2.2 percent over the past year, unit labor costs in the total private economy have gone up only 1.3 percent due to stringent hold-downs of wage increases by the Pay Board.

The statistics cover the first full year of the Nixon New Economic Policy. They show:

✓ That output per man-hour during that period went up sharply by 4.3 percent as compared with the post-Korean War average of 3 percent.

✓ That compensation per man-hour went up only 5.7 percent during the past year as compared with a rate of 6.6 percent for the previous year.

✓ That unit labor costs in the private non-farm sector of the economy actually dropped during the past six months. During the first quarter of 1972 they went up 3.8 percent; during the second quarter they dropped by five-tenths and during the third quarter by three-tenths.

✓ That productivity in the total private economy rose 3.7 percent during the third quarter, down from the 6.2 percent gain of the second quarter, but well above the long-term growth rate of 3 percent.

✓ That in the non-farm sector, productivity went up 6.2 percent, even higher than the 5.1 percent gain during the second quarter.

✓ That manufacturing productivity went up 3.3 percent, a drop-off from the 6.6 percent rise in the second quarter, but again above the long-term 3 percent average.

All in all, the past year—from September 1971 to September 1972—showed an increase in productivity of 4.3 percent for the total private economy; 5.3 percent for the private non-farm sector, and 3.6 percent for manufacturing—all above the 3 percent rate of the past twenty years.

These increases in productivity combined with a soft program of price hold-down are reflected not only in the cold Labor Department statistics, but also in the daily financial pages of the press. With unit labor costs down, profit margins are up.

✓ "U.S. Industry Profits Rose in Third Quarter," says the *Wall Street Journal* for October 30.

✓ "Survey of 5570 Concerns Shows Increase of 15.9 Percent," says a subhead over the same story.

✓ "Gulf & Western Reports Record for Fiscal 1972; Operating Profits Set High" . . . "GTE Net Surged 16 Percent—a Third Period High" . . . "Four Oil Firms Had Profit Surge in Third Quarter" . . . "ABC Net Revenue Surged" . . . These repre-

sent a random selection of current reports.

What is at stake here is not so much the boost in profits as is the obvious discrepancy between the surge in profits and the hold-down on wage increases at a time when living costs are still mounting and are showing no signs of going down.

Wages Creeping

Average wage increases negotiated in major collective bargaining agreements during the first nine months of the year dropped to 6.6 percent a year over the life of the contract, down from the 8.1 percent average for the same period in 1971, the Bureau of Labor Statistics reported.

The preliminary estimate is based on 390 settlements approved during the nine-month period by either the Pay Board or the Construction Industry Stabilization Committee. They cover 1,471,000 workers—primarily in the aerospace, railroad, construction and maritime industries.

The average effective wage gain showed an even sharper drop—5.3 percent in the first nine months this year as against 10.3 percent in full-year 1971. The average effective wage gain is arrived at by combining first-year increases under new settlements with scheduled deferred wage increases under existing contracts and cost-of-living escalator adjustments actually going into effect.

BLS said the new contracts had an average duration of 24.7 months compared with the 27.8 month average for the expired contracts. This would indicate some tendency towards shorter contracts since economic controls were imposed.

The decline in contract duration was particularly noticeable in the construction industry, which also registered the sharpest declines in amount of settlements.

Construction settlements, affecting 312,000 workers, averaged 6.6 percent over the life of the contract, down sharply from last year's 10.8 percent average gain. First-year wage increases dropped to 7.1 percent from 12.6 percent.

In manufacturing, the 495,000 workers affected by major settlements in the first nine month of 1972 received a first-year increase of 6.9 percent compared with 10.9 percent in 1971, while the annual gain on a life-of-contract basis was 5.6 percent as against 7.3 percent a year before.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH	YEAR TO DATE	MONTH	YEAR TO DATE
ELIGIBLES				
Death	12	251	28,000.00	483,302.00
In Hospital Daily	321	6,984	321.00	6,984.00
Hospital & Hospital Extras	183	3,111	549.00	9,333.00
Surgical	20	179	11,298.50	31,130.80
Sickness & Accident	2	54	438.00	4,201.50
Special Equipment	6,860	81,175	54,880.00	649,400.00
Optical	3	22	760.70	4,392.43
Supplemental Medicare Premiums	240	2,809	4,751.92	54,139.16
Seaman Specialist-Medical Reimb.	3	1,406	333.00	10,137.70
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	488	3,793	95,955.38	838,991.23
Doctors' Visits in Hospital	43	7,363	1,146.50	35,684.31
Surgical	141	1,362	17,273.50	160,538.50
Maternity	20	257	5,000.00	70,391.80
Blood Transfusions	3	45	164.50	2,392.20
Optical	165	2,137	3,093.95	40,544.97
Special Equipment	—	1	—	28.50
PENSIONERS & DEPENDENTS				
Death	9	119	27,000.00	282,000.00
Hospital & Hospital Extras	125	1,276	29,499.68	211,195.26
Doctors' Visits & Other Medical Exp.	119	8,672	4,017.66	45,211.12
Surgical	39	150	2,704.00	19,936.00
Optical	57	695	952.27	13,236.50
Blood Transfusions	1	16	38.00	595.00
Special Equipment	8	62	1,262.13	7,804.34
Meal Books	1,161	11,393	11,610.00	113,930.00
Dental	2	12	730.00	2,626.00
Supplemental Medicare Premiums	1,381	15,885	8,537.20	91,338.90
Scholarship Program	14	75	4,197.74	29,382.67
TOTALS				
Total Seafarers Welfare Plan	11,420	149,304	314,514.63	3,218,847.89
Total Seafarers Pension Plan	1,985	21,143	475,625.00	5,095,034.46
Total Seafarers Vacation Plan	1,124	12,686	491,056.77	6,265,463.30

Lundeberg Upgrading Center

Ladder to a Better Future

Upgrading—the chance to advance to more responsible jobs, to move up to higher pay, to keep pace with advancing technology—is the goal of most professional Seafarers.

The Lundeberg Upgrading Center at Piney Point, Md., was established to provide the professional Seafarer with the finest available instruction to assist him in advancing up the ladder to a better job and a better future.

Since the Upgrading Center opened on June 1, Seafarers have achieved more than 150 deck and engine endorsements. Thirteen Seafarers have advanced to Q.M.E.D. ratings; three have qualified as Quartermaster; more than 30 have secured Lifeboat endorsements.

In addition, two crews have been trained for the new SL-7 container-ships of Sea-Land Service.

Nearly 90 percent of the Seafarers who have taken the Coast Guard Examinations after preparing at the Upgrading Center passed with flying colors on the first try.

All of the instructors at the Upgrading Center have years of experience at sea. They were selected as instructors for the center because of their technical knowledge and teaching ability. The very latest in training manuals, visual aids and mock-ups are

used in the various training programs.

Also, the environment of the 54-acre Lundeberg School campus is pleasant and conducive to learning. There are plenty of year-round recreational activities available for relaxing after classroom and study periods are over and the dining accommodations and living quarters are attractive and inviting.

Instruction at the Upgrading Center is available to virtually all Seafarers under the minimum rules spelled out elsewhere in this Special Section, which also tells how to apply for upgrading. Study courses are available for the following endorsements:

Deck Department

Able Bodied Seaman (Blue)
Able Bodied Seaman ((Green)

Engine Department

Fireman-Watertender
Oiler
Electrician
Reefer Engineer
Junior Engineer
Deck Engineer
Pumpman
Machinist
Boilermaker
Tankman

All Departments

Lifeboatman

UPGRADING CENTER



Two of the 23 Seafarers who have achieved Q.M.E.D. ratings at the Lundeberg Upgrading Center receive certificates and congratulations from Vocational Education Director Bob Kalmus. They are George Elot, left, from New York and Robert Ohler from Florida. While at the Upgrading Center, Seafarer Ohler earned endorsements for fireman, watertender and oiler; refrigeration engineer; electrician; pumpman; deck engineer; and junior engineer. Seafarer Elot received endorsements for deck engineer, junior engineer, pumpman and machinist.

Five Upgraders Earn High School Diplomas



Maupin



Davis



Bancroft



Williams



Bennett

These five Seafarers recently did what any interested SIU member can do: They achieved their high school diplomas under the General Educational Development program at the Harry Lundeberg School, Piney Point, Md.

All five—Dennis Maupin, Dyrrell Davis, James Bancroft, Keith Williams and James Bennett earned their diplomas while taking courses at the Lundeberg Upgrading Center. However, the GED program is available to all SIU members.

Seafarers who, for one reason or another, missed out on their high school diplomas can make use of the GED program to earn their certificates now. Application should be made by writing to the Harry Lundeberg School, Piney Point, Md. 20674.

Once he has applied for the program, one of two things happens to the SIU member. Some applicants will be invited to enroll at the Piney Point school immediately. Other applicants will be given materials to study, either at home or

aboard ship. These materials will help the Seafarer to participate by giving him a head start before attending the school itself.

At the school, the Seafarer is pre-tested to find out his academic strengths and his weaknesses. Then they will be given intensive study courses and as much personal attention as needed to help them prepare for the final examination.

This exam is administered by the Maryland Department of Education under procedures that are accepted by the American Council on Education and standardized throughout the United States.

The five Seafarers pictured above took advantage of the GED program while attending the Lundeberg Upgrading Center. But it is not necessary to attend the Center to participate. It is stressed that the program is open to ALL SIU members as a part of the union's overall education program.

What Upgraders Are Saying . . .



Oscar Wiley, San Francisco: "I think that this is one of the most wonderful things that any job can offer is for its member to better equip and train themselves for life as well as in the security for which they work and also for which they pray and live."



Christos Pesanis, New York: "It's much different to train on shore than it is on board ship. This is a wonderful place for everyone—not just the young people. There are fine people here and excellent facilities. Even though the school is on land, the men are trained on board ships and can be shown right there what they will need to know at sea."



Svend Hommem, New York: "The school is a very good idea for us and also for the younger fellows. They can come here to get their high school education besides learning seamanship."



George Elot, New York: "The upgrading program is of great benefit to oldtimers. They get a chance to come here and study and upgrade. It is important to the advancement of our careers."



Larry Hayes, San Francisco: "A few weeks of concentrated study has done for me what would have taken years to do aboard ship. The program has gotten my Q.M.E.D. endorsement for me."



Frank Burmudez, San Francisco: "Even if you don't pass your exam the first time around, you leave with more knowledge and experience than you came with, that you can apply to your work aboard ship."



Instructor James Aelick helps upgrader James Smitko of New York prepare for his examination for machinist. The instructors at the Upgrading Center are all ex-seamen or still sailing. They are always available for individual help.

The machinist endorsement was the last one Seafarer Smitko needed to receive his Q.M.E.D. rating and he passed his exam with ease.

... About the Upgrading Center



B. D. Elliott, Norfolk: "When you come here to study, you have the best eats, the best bed, cleanest rooms. No school has no better, no matter what they say, and the instructors are the best."



Arthur L. Mallory, Tampa: "I personally think that each and every member should visit here at base once, so that he can make his own opinion for himself. At this time I will like to thank all of the instructors for a job well done. Keep up the good work."



Imro E. Salomons, New York: "The Harry Lundeberg School at Piney Point, Maryland is one of the best training schools for seaman I have ever seen. I hope that all S.I.U. members will come here at Piney Point to see the facilities that are available to all S.I.U. members for the purpose of educating yourself. Please do not criticize this school."



Svend Hommen, Bob Ohler and James Smitko pore over study materials as they prepare for examinations for the Q.M.E.D. ratings, while Oscar Wiley, in foreground, practices knot-tying for his Lifeboat exam. All of these Seafarers passed their tests with flying colors.



Upgrading Instructor Joe Wall watches as Seafarer Oscar Wiley demonstrates his skill in knot-tying as he prepares for his Lifeboat examination. All instructors at the Lundeberg Upgrading Center in Piney Point are experienced seamen who have been selected because of their ability to instruct and encourage Seafarers who are seeking to upgrade their skills.



Jean Morris, San Francisco: "Any S.I.U. member, who has doubts about our Union direction or the quality of our leadership should come to Piney Point."



Exequiel Liwag, Norfolk: "I find the courses here at the Upgrading Center very rewarding. We have very highly qualified instructors, plus the surroundings are so pleasant."



The variety of study programs offered at the Lundeberg Upgrading Center is illustrated here during a coffee-break study period. James Smitko, left, and Larry Hayes, right, concentrate on preparing for their Q.M.E.D. endorsements, while Oscar Wiley, in foreground prepares for his Lifeboat test and Frank

Burmudez studies for his Able Bodied Seaman's endorsement. Seafarers have achieved more than 150 endorsements at the Upgrading Center in Piney Point since the program got under way June 1.

Honor Roll of SIU Upgraders

Here is the Honor Roll of some of those who, at press time, had successfully completed training at the Lundeberg Upgrading Center, Piney Point, Md.

- Russell Rowley, 22, Seattle: Fireman, Watertender, Oiler
- Pedro Gago, 28, Baltimore: Oiler
- Mario Nolasco, 51, New York: Oiler
- Charles Pruitt, 34, Piney Point: Tankerman
- James Fitzgerald, 17, Fireman, Watertender, Oiler
- Richard Bellmore, 19, Norfolk: Fireman, Watertender, Oiler
- Russel Fisher, 18, New York: Fireman, Watertender, Oiler
- Larry White, 22, Piney Point: Fireman, Watertender, Oiler
- Michael Piteris, 51, New York: Deck Engineer
- William Heater, 46, New York: Pumpman, Deck Engineer
- Eugene Gore, 46, New York: Deck Engineer, Reefer, Junior Engineer, Electrician, Machinist
- Allen Batchelor, 60, New York: Deck Engineer, Reefer
- Bryden Dahlke, 57, New York: Deck Engineer, Machinist
- John Copado, 25, Piney Point: Fireman, Watertender, Oiler
- Paul Kerney, 18, New York: Fireman, Watertender, Oiler
- Kevin Conklin, 21, New York: Deck Engineer, Pumpman, Junior Engineer, Reefer, Electrician
- James Hart, 55, San Francisco: Deck Engineer, Reefer
- Stan Gondzar, 51, Baltimore: Pumpman, Junior Engineer, Machinist, Boilmaker
- Charles McCue, 43, New York: Deck Engineer
- Ronald Shaw, 22, New York: Deck Engineer, Junior Engineer, Reefer, Electrician, Pumpman, Machinist, Boilermaker
- Herb Spencer, 24, San Francisco: Reefer, Deck Engineer
- William Burgess, 33, Piney Point: Fireman, Watertender, Oiler, Deck Engineer, Pumpman
- S. Simpson, 25, New York: Reefer, Electrician, Pumpman, Deck Engineer, Junior Engineer, Machinist
- Patrick Rogers, 43, New York: Reefer
- Clarence Hemby, New York: Reefer, Pumpman
- Robert Prater, 22, New York: Reefer
- Perry Ellis, 25, Texas: Electrician
- Guy Campanella, 19, New York: Fireman, Watertender, Oiler
- Gerald Nixon, 22, Piney Point: Fireman, Watertender, Oiler
- Joseph McGauley, 35, San Francisco: Reefer, Electrician
- Robert Ohler, 22, Florida: Reefer, Fireman, Watertender, Oiler, Pumpman, Deck Engineer
- R. McDonald, 24, New York: Reefer, Junior Engineer, Deck Engineer, Machinist, Pumpman, Boilermaker
- Svend Hommen, 50, New York: Reefer, Electrician, Pumpman, Deck Engineer
- Larry Hayes, 27, New York: Reefer, Electrician, Deck Engineer, Junior Engineer, Boilermaker, Machinist
- James Smitko, 32, New York: Pumpman, Fireman, Watertender, Oiler, Deck Engineer, Junior Engineer, Boilermaker, Machinist
- Lee J. Rogers, 40, Baltimore: Tankerman, Machinist
- Cosimo Melpignano, 44, New York: Electrician
- Ursel Barber, 21, New York: Electrician, Reefer
- Anthony Novak, 49, New Orleans: Pumpman, Deck Engineer, Reefer, Junior Engineer
- R. Tomaszewski, 38, New York: Machinist, Deck Engineer, Reefer
- Earl Rogers, 41, Baltimore: Deck Engineer, Junior Engineer
- George Elot, 46, New York: Deck Engineer, Junior Engineer
- Robert Trainor, 24, New York: Able Seaman
- Julio Bermudez, 39, Florida: Lifeboat, Able Seaman
- Charles Pruitt, 34, Piney Point: Lifeboat, Able Seaman
- Jess Etheridge, 27, Piney Point: Lifeboat, Able Seaman
- Dan Hamilton, 27, Philadelphia: Lifeboat
- Kamin Lambertson, 20, Piney Point: Able Seaman
- Patrick Knox, 19, Mobile: Able Seaman
- James Wilkerson, 19, Mobile: Lifeboat, Able Seaman
- Steward Marshall, 44, Philadelphia: Lifeboat
- Carl Johnson, 33, Norfolk: Lifeboat, Able Seaman
- Dyrell Davis, 19, Texas: Lifeboat, Able Seaman
- John Parker, 29, Florida: Lifeboat, Able Seaman
- Monte Grimes, 20, San Francisco: Able Seaman
- Elex Cary, 39, New York: Lifeboat, Able Seaman
- Scott Myhre, 20, San Francisco: Able Seaman
- Tom Kilbride, 24, New York: Able Seaman
- John Alden, 49, Florida: Quartermaster
- Mosel Myers, 20, New York: Able Seaman
- Oscar Wiley, 33, San Francisco: Lifeboat, Able Seaman
- Frank Bermudez, 23, New York: Able Seaman
- Christos Psanis, 38, New York: Quartermaster
- Jan Kolodziej, 62, New York: Quartermaster
- William Bellinger, 48, Texas: Lifeboat

Here's How to Apply

Training at the Lundeberg Upgrading Center, Piney Point, Md., is a continuing process. Classes begin every two weeks according to the following schedule:

November 30, December 14, December 28, January 11, 1973; January 25.

Under a new U.S. Coast Guard ruling, graduates of the Harry Lundeberg School will be able to qualify for upgrading with reduced seetime. Those wishing to upgrade to AB need only 8 months seetime as ordinary seaman. Those wishing to upgrade to FWT, and Oiler need only 3 month seetime as a wiper.

Consult the following chart to see if you qualify.

Ratings	HLS Graduate	All others
AB	8 mos. O.S.	12 mos. O.S.
FWT, Oiler	3 mos. wiper	6 mos. wiper
All other QMED	6 mos. wiper	6 mos. wiper

In order to process all applicants as quickly as possible it is necessary that each applicant enclose with his application:

- 4 passport photographs (full face).
- Merchant Marine personnel physical examinations using USCG form CG-719K given by either U.S.P.H.S. or S.I.U. Clinic. Those applicants already holding a rating other than wiper in the engine department or AB do not require a physical.
- Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.
- Only rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Name Age

Home Address S.S. #

Mailing Address Book #

Phone

Ratings Now Held

What Rating Interested In

Dates Available to Start

HLS Graduates: Yes..... No..... Lifeboat Endorsement Yes..... No.....

Record of Seetime:	Date of	Date of	
Ship	Rating Held	Shipment	Discharge
.....
.....
.....
.....
.....

Return completed application to the attention of:

Mr. Robert Kalmus
 Director of Vocational Education
 Harry Lundeberg School
 Piney Pt., Md. 20674



FALCON COUNTESS (Falcon Tankers), June 11—Chairman Joe Richburg; Secretary Jimmie Bartlett. No beefs. Everything running smoothly. Vote of thanks to the steward department for a job well done.

ANDREW JACKSON (Waterman), June 11—Chairman B. F. Fimouicz; Secretary Sherman Wright; Deck Delegate Lawrence B. Kelly; Engine Delegate Stephen A. Jones; Steward Delegate Harry Casby. Disputed OT in deck and steward department.

TRANSPANAMA (Hudson Waterways), May 28—Chairman Herbert Leake; Secretary J. B. Harris; Deck Delegate C. Adkins; Engine Delegate Earl Shaw Rogers; Steward Delegate A. J. Severe. No beefs were reported. Vote of thanks to the steward department.

STEEL TRAVELER (Isthmian), June 4—Chairman Clarence Pryor; Secretary I. R. Llenos; Deck Delegate I. J. Frey; Engine Delegate John Dunn; Steward Delegate Tobe Wansley. \$7 in ship's fund. Some disputed OT in steward department, otherwise everything running smoothly. Vote of thanks to the steward department.

TRENTON (Sea-Land), July 30—Chairman James A. Shortell; Secretary Gus Skendelas; Engine Joe Kordeck; Steward Delegate Hollis Huff. \$36 in ship's fund. Beef regarding day's wages due will be taken up with patrolman.

SEATRAN CAROLINA (Hudson Waterways), Aug. 20—Chairman B. Edelman; Secretary W. Sink; Deck Delegate F. Johnson; Engine Delegate

James McCrory; Steward Delegate Quenton Braun. \$97 in ship's fund. Some disputed OT in deck and engine departments.

IBERVILLE (Waterman), Aug. 27—Chairman J. M. Ard; Secretary W. J. Moore; Deck Delegate Thomas Shoemaker; Engine Delegate William Saunders; Steward Delegate Harry Schorr. Disputed OT in deck and engine departments.

MOHAWK (Ogden Marine), July 21—Chairman Hans S. Lee; Secretary Eddie H. Jackson. No beefs were reported. Vote of thanks to the steward department for a job well done.

SEATRAN GEORGIA (Seatrains), July 23—Chairman Claude Pickle; Secretary J. M. Davis; Deck Delegate Peter E. Dolan; Engine Delegate Eugene W. Bent; Steward Delegate C. E. McIntyre. \$239 in ship's fund. No beefs were reported. Vote of thanks to Brother Claude Pickle for his efforts in squaring away beef in deck department on last trip.

STEEL ADVOCATE (Isthmian), Aug. 6—Chairman A. Kerageorgiou; Secretary L. Ceperiano; Deck Delegate Charles J. Seymour; Engine Delegate W. R. Daniel; Steward Delegate Jesse Baker. No beefs were reported. Everything is running smoothly.

LA SALLE (Waterman), Aug. 20—Chairman T. Marullo; Secretary Mario Sanalejo, Sr. Some disputed OT in deck and engine departments. Vote of thanks was extended to the crew for making this a very good voyage.

FALCON PRINCESS (Falcon Tankers), Aug. 27—Chairman John Eddins; Secretary Harold P. DuCloux; Deck Delegate Stephen Fuford; Engine Delegate Homer Starling; Steward Delegate Moses E. Coleman. \$110 in movie fund. Disputed OT in deck and engine departments to be taken up with boarding patrolman.

SAN FRANCISCO (Sea-Land), Aug. 6—Chairman C. Christiansen; Secretary H. Galicki; Deck Delegate Earl D. Potter; Engine Delegate W. H. Walton. \$80 in movie fund and \$20 in ship's fund. Few hours disputed OT in deck and engine departments.

OVERSEAS ALASKA (Maritime Overseas), Aug. 23—Chairman H. B. Butts; Secretary D. G. Chafin; Deck Delegate Nicholas R. Tater; Engine Delegate Patrick J. Cleary; Stewards Delegate John W. White. \$12 in ship's fund. Few hours disputed OT in the deck and steward departments was settled.

MADAKET (Waterman), Aug. 20—Chairman Charles Reed; Secretary F. Fredone; Steward Delegate Cesar A. Guerra. Some disputed OT in engine department. Everybody happy. Vote of thanks to the steward department for a job well done.

TOPA TOPA (Waterman), Aug. 20—Chairman B. T. Hanback; Secretary L. Nicholas. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done. Vote of thanks to the 4-8 watch for

keeping the pantry and messhall clean throughout the voyage.

OGDEN WILLIAMETTE (Ogden Marine), Sept. 10—Chairman G. F. Hamilton; Secretary F. S. Paylor, Jr.; Deck Delegate Wm. I. Parker; Engine Delegate Emmett L. Every. Some disputed OT in deck department.

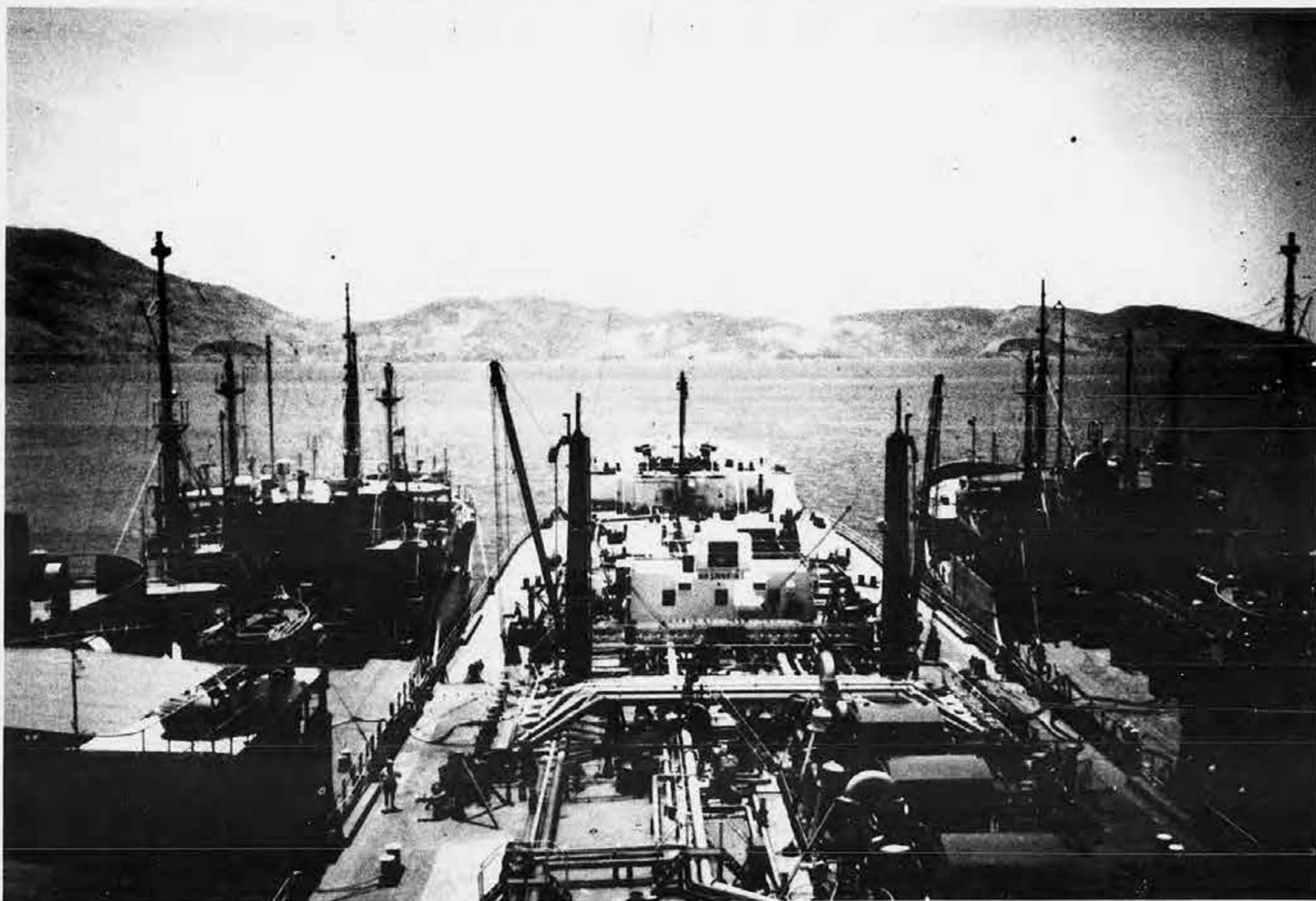
OVERSEAS TRAVELER (Maritime Overseas), Oct. 1—Chairman S. Johannsson; Secretary J. B. Davis. \$98 in ship's fund. Some disputed OT in engine department. Discussion held regarding repairs. Vote of thanks to the baker for a job well done.

STEEL ARTISAN (Isthmian), June 18—Chairman Joseph Wolanski; Secretary S. Garner. Everything is running smoothly in all departments. Vote of thanks was extended to the bosun and the entire steward department for a job well done.

NOMA (Excelsior Marine), Aug. 4—Chairman Roy H. Meller; Secretary George E. Pretare; Deck Delegate H. A. McClung; Engine Delegate Patrick J. Donovan; Steward Delegate George Putan. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

TAMPA (Sea-Land), Aug. 6—Chairman C. James; Secretary J. R. Delise. Everything is running smoothly. Few hours disputed OT in each department.

RAPHAEL SEMMES (Sea-Land), Aug. 13—Chairman B. Mignano; Secretary D. Hall. No beefs were reported. Everything is running smoothly.



SIU-Contracted *Falcon Lady* Replenishes Navy Ships Off Vietnam

Sandwiched between two Navy ships, the SIU-manned *Falcon Lady* performs refueling job for the pair as she rides the waters outside of Da Nang, Vietnam. The *Falcon Lady* is presently under government contract.

ANNUAL REPORT

For the fiscal year ended March 31, 1972
Great Lakes Tug & Dredge Pension Plan
275 20th Street, Brooklyn, N.Y. 11215

to the SUPERINTENDENT OF BANKS of the STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Banking Department, Employee Welfare Fund Division, 100 Church Street, New York, New York 10007.

Part IV

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

Part IV Section A

Statement of Assets and Liabilities GREAT LAKES TUG & DREDGE PENSION PLAN File No. WP-157217

For Year Beginning April 1, 1971 and Ending March 31, 1972

ASSETS¹

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 27,328.61	\$ 24,575.33
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) See attachment	411.65	6,450.26
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	261,203.33	223,426.76
(2) Common	496,236.24	687,615.17
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	138,460.45	133,814.25
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	923,399.45	1,013,195.43
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1) %		
(2) %		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: Other than real estate		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$1,847,039.73	\$2,194,077.20
LIABILITIES		
9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Unapplied contribution	4.00	
14. Reserve for future benefits	1,847,035.73	2,094,077.23
15. Total Liabilities and Reserves	\$1,847,039.73	\$2,094,077.23

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

Part IV—Section B

STATEMENT OF RECEIPTS AND DISBURSEMENTS CASH RECEIPTS

Item		
1. Contributions (Exclude amounts entered in Item 2)		
a. Employer (Schedule 1)	\$ 172,429.78	
b. Employee	71,220.98	
c. Other (Specify)		
d. Total Contributions		\$ 243,650.76
2. Dividends and Experience Rating refunds from Insurance Companies		
3. Receipt from Investments		
a. Interest	\$ 66,437.10	
b. Dividends	32,554.40	
c. Rents		
d. Other (Specify)		
e. Total Receipts from Investments		98,991.50

4. Receipts from Sale of Assets:		
a. Sales to parties-in-interest	\$	
b. Sales to others	948,286.64	
c. Total Receipts from Sale of Assets (Schedule 2)		948,286.64
5. Other Receipts:		
a. Loans (Money borrowed)	\$	
b. Other (Specify) See attachment	16,554.46	
c. Total Other Receipts		16,554.46
6. Total Receipts		\$1,307,483.30

CASH DISBURSEMENTS

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (Including Prepaid Medical Plans)	\$	
8. Benefits Provided Directly by the Trust or Separately Maintained Fund		57,068.41
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, hospitals, doctors, etc.)		
11. Administrative Expenses:		
a. Salaries (Schedule 3)	\$ 10,470.02	
b. Allowances, expenses, etc. (Schedule 3)	3,173.60	
c. Taxes	688.52	
d. Fees and commissions (Schedule 4)	13,468.69	
e. Rent	937.96	
f. Insurance premiums	81.72	
g. Fidelity bond premiums	39.00	
h. Other administrative expenses (Specify) See attachment	16,420.93	
i. Total Administrative Expenses		45,280.64
12. Purchase of Assets:		
a. Investments: (Other than real estate)		
(1) Purchased from parties-in-interest	\$	
(2) Purchased from others	1,191,544.38	
b. Real Estate:		
(1) Purchased from parties-in-interest		
(2) Purchased from others		1,191,544.38
c. Total Purchase of Assets		
13. Loans (Money loaned)		
14. Other Disbursements: (Specify)		
a. See attachment	\$ 16,343.21	
b. _____		
c. Total Other Disbursements		16,343.21
15. Total Disbursements		\$1,310,236.34

GREAT LAKES TUG & DREDGE PENSION PLAN ATTACHMENT TO THE ANNUAL REPORT—FORM D-2 YEAR ENDED MARCH 31, 1972

Part IV, Section A

Other Receivable—Item 2c

Accrued interest paid on bonds purchased	\$411.65	\$ 45.59
Advances on administrative expenses	—0—	6,404.67
	\$411.65	\$ 6,450.26

Part IV, Section B

Item 5c—Other Receipts

Receipts on behalf of other Plans	\$ 9,572.50
Advances returned	226.00
Reimbursement of tabulating expense of prior period	6,755.96
	\$16,554.46

Part IV—Section B

Cash Disbursements—Item 11h

Other Administrative Expenses

Employee benefits	\$ 5,936.91
Stationery, supplies and printing	2,189.89
Postage, express and freight	184.05
Telephone and telegraph	241.23
Equipment rental	641.43
Repairs and maintenance	150.15
Miscellaneous	(447.86)
Tabulating service	6,816.70
Microfilming	39.23
Office improvements	3.10
Dues and subscriptions	29.67
Personnel recruiting	636.43
	\$16,420.93

Other Disbursements—Item 14

Accrued interest paid on bonds purchased	\$ 140.04
Advances	6,404.67
Disbursement on behalf of other plans	9,798.50
	\$16,343.21

() Indicates negative figure

Employer trustee:

X Edward Hayes

Employee trustee:

X Byron F. Kelley

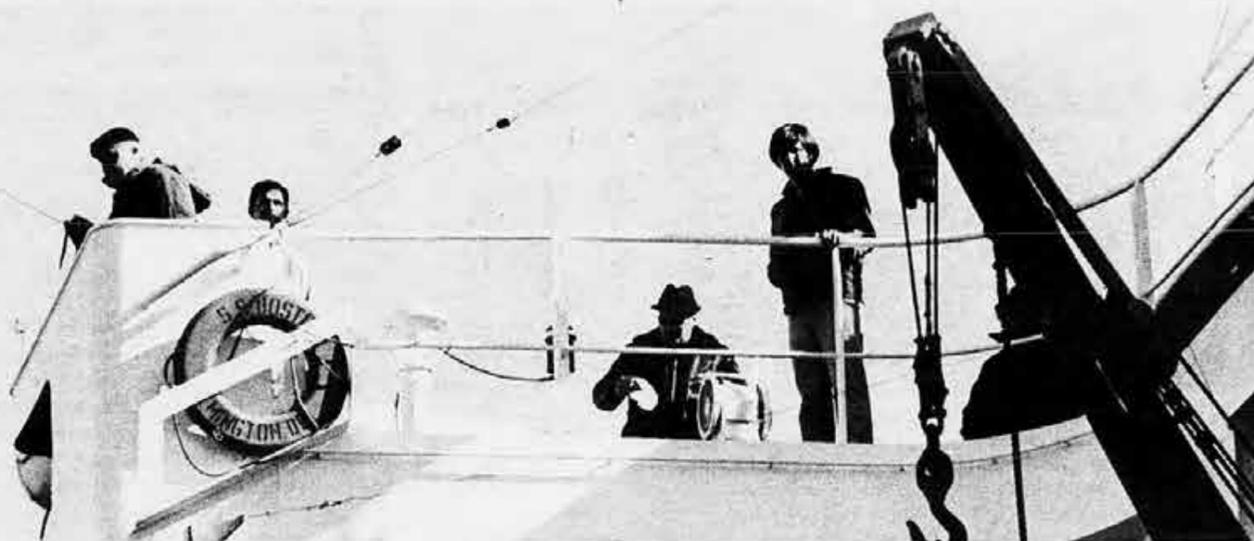
Sea-Land's *Boston* Overcomes Obstacle



A tugboat skillfully maneuvers the cargo-laden *Boston* into position for the completion of its uncommon docking procedure.

A maze of dredging pipes, blocking a channel in the Port of New York, caused the 497-foot containership, *Boston* to abandon her usual docking procedure on a recent stop-over in that port.

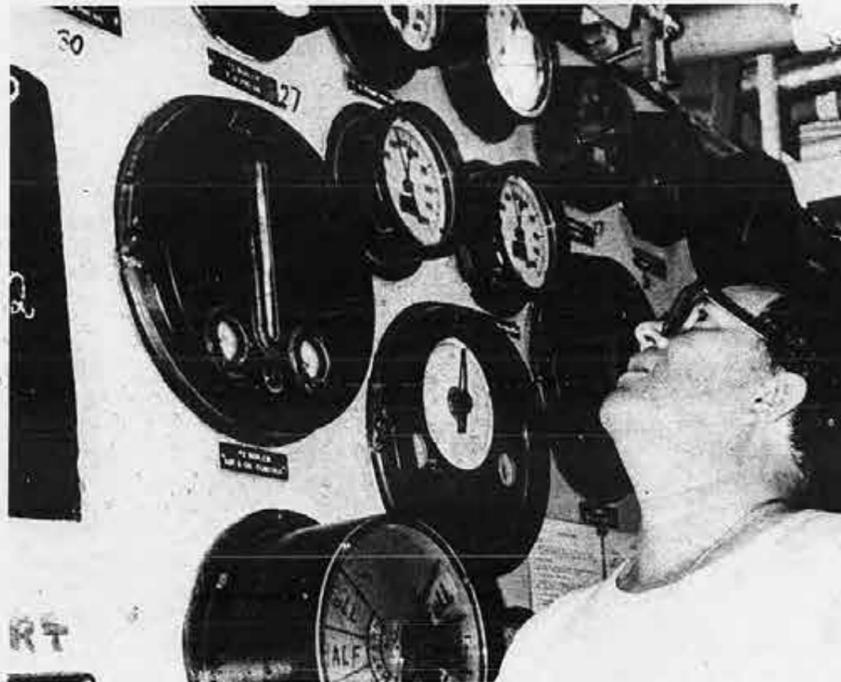
She was forced to overrun the dock and then be pulled in by her stern, in order to clear the obstruction. The tricky operation was slowly but deliberately carried out.



Docking instructions from the *Boston's* flying bridge are carefully relayed by walkie-talkie to the tug's captain.



Veteran Seafarer Manuel Rial makes a minor adjustment of an engine room valve before the *Boston* embarks on another voyage.



Fireman Alfredo Rios, with an educated eye on the ship's control board, makes sure the *Boston's* boilers continue to function properly.

SIU Ships' Committees



ANCHORAGE (Sea-Land)—Another intercoastal run has been logged by the *Anchorage*. From left are: E. Gorum, steward delegate; R. Myers, deck delegate; J. Urzan, ship's chairman; J. Windham, engine delegate; J. Atherton, educational director, and C. Gibson, secretary-reporter.



PORTLAND (Sea-Land)—After a voyage from Puerto Rico are, from left: N. Reiddi, educational director; W. Pollard, engine delegate; H. Halfhall, deck delegate; N. Bechlivanis, ship's chairman; J. Rodriguez, steward delegate, and D. Panagopoulos, secretary-reporter.



TAMPA (Sea-Land)—Another intercoastal run has been logged by the container ship *Tampa*. From left are: F. F. Kopf, steward delegate; E. Bennett, deck delegate; J. DeLise, secretary-reporter; R. E. Voss, educational director, and G. H. Doest, engine delegate.

Questions Answered About Social Security

Q. Last summer I operated an ice cream stand and earned almost \$250. Do I have to pay social security contributions on these earnings?

A. No. Your net self-employment income must be at least \$400 before it is covered under social security. If your net earnings from self-employment were over \$400, you would be required to pay the social security contributions by April 15 of the next year. You pay the contributions to the Internal Revenue Service when you file your income tax returns for the year.

Q. I'll be 65 near the end of this year and I'm planning to retire then. Since my earnings up to the time I retire will be well over \$1,680, should I delay applying for retirement payments until early next year?

A. Definitely not. You should apply for payments about 3 months before your 65th birthday. Regardless of your earnings for the year, you can still get a social security payment for any month in which you neither earn \$140 in wages nor perform substantial services in self-employment. You can also apply for Medicare protection at that time.

Q. I'm 66 and have my own business. I don't work full time anymore and I understand I can collect monthly social security retirement payments if I do not "render substantial services" in my business. How can I tell whether my work in my business is "substantial"?

A. It depends on the amount of time you devote to your business, the kind of work you do, how your work compares with the work you did in past years, and other circumstances of your particular case. You should call, write, or visit any social security office to get detailed information.

Q. I'll be 72 next month, but I intend to go on working as long as I can. I know I can earn as much as I want after I'm 72 and still get all my social security checks. But will my earnings from the first part of this year, before I was 72, still affect my social security payments?

A. Yes. You will get a social security check for every month beginning with the month of your 72nd birthday—no matter how much you work or earn. However, your earnings for the entire year in which you become 72 are used in figuring what payments can be made to you for the months you were still 71.

Q. When I'm 65 next month, I plan to retire and apply for monthly social security payments. However, next year I'm going to visit friends in Norway for a year. Can my checks be sent to me in Norway?

A. Yes. Social security checks can be sent to most foreign countries, including Norway. But be sure to notify the Social Security Administration of your address in Norway before leaving for your visit.

Q. My husband is 67 and gets monthly social security retirement payments. I'm 58 and totally disabled. Can I get disability benefits on my husband's work record?

A. No. You are not eligible to receive a wife's benefit until you're 62 unless you have a child in your care

who is entitled to cash payments on your husband's work record. But, if you've worked long enough and recently enough, you may be eligible for disability benefits on your own work record if your disability will keep you from working for a year or more.

Q. My three children, all under 18, and I get monthly social security checks. If my oldest daughter works part time and earns nearly \$2,000 during the year, does she have to make an annual report of her earnings to social security?

A. Yes. An annual report of earnings is required from every social security beneficiary who is under 72 and has earnings of more than \$1,680 in 1972. The annual report is due by April 15 of the following year.

Q. I'm 63 and want to retire. I have a wife and two children under 18. I know my monthly payments will be lower if I retire now instead of when I'm 65, but will the payments to my wife and children be figured on my reduced payments?

A. No. Checks for your family will be figured on your unreduced amount.

Q. I just recently retired. Last month I got my first monthly social security check and I'm not satisfied that the amount of my check is correct. What should I do?

A. As a first step, talk to the people in your social security office. They may be able to explain to your satisfaction why your monthly payment is the amount it is. If not, they can help you request a review, the first step in an appeals process that is open to you if you don't think the decision is correct.

Q. I'm planning to retire later this year, but I'm worried about proving my age for social security retirement benefits. The only proof I have is a notation of my birth in a large family Bible, but my sister who has the Bible lives over 300 miles away. Should I have her send the Bible to me?

A. No. It would be easier and less expensive for both of you if your sister took the Bible to a social security office near her home. They would copy it, certify its authenticity, and then mail the information to our office.

Q. I just found some doctor bills from last year and was wondering if I could still send them in to Medicare for payment. Can you tell me if there's a time limit on claiming medical expenses from 1971?

A. Yes, there's a time limit. It's December 31, 1972, for services received from October 1, 1970, through September 30, 1971. It's December 31, 1973, for services received from October 1, 1971, through September 30, 1972.

Q. When I start college this fall, I'll be working in the college cafeteria part time. Since I paid social security on my part time job this summer, will I also have social security withheld on my college job?

A. No. A student's work for a college where he's enrolled and regularly attending classes is excluded from social security coverage.

Wandering the Seas

Seafarers are men of great appreciation of the arts. The *Seafarers Log*, to further their efforts in the poetry field, regularly makes space available for members' poems. To contribute to the *Log* poetry column members should send their poems to the *Seafarers Log*, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Last Request

I
Ofttimes when I am all alone,
In the wee hours of the night,
I think of times in days gone by
As I turn out the light.

II
And in the still of darkness
I can plainly see, the ships and
Men I sailed with in days that
Used to be.

III
I miss them all, each and every one
The living and the dead
And pray that God watch over them
As I crawl into bed.

IV
For I've lived a full life in my time
And traveled far and wide
I lie here in my single bed
With no one at my side.

V
So please do me one last favor
For my years are growing lean
And have my final resting place
On a hill in Fiddler's Green.

James C. Mitchell

Of Bitter Bread

Why must I live offering my hands
Through the galloping years
And feel the harness
Grind into my flesh
And be content with bread alone?

Why must I forgo forest and mountain
For smokestack
And keep pounding hammer
With waning strength
Until death and I are one?

Why must Life be ground
Amid constant shadow
Caging my emotions?

Why must the content of my life
Be confined to gutter level?
I who enrich the land with toil
Claim more than bread alone!!

Henri Percikow

My Earthly Treasures

Here I catalogue my treasures—
My working tools and old garments,
A bank-book in three figures,
Mellow pages of Walt Whitman,
African violets upon the window-sill
My wife's heart and child's tenderness
And the breath from our lips.

I live with poetry
My wealth—
And sing of forests and people,
Of marching workers,
Of galloping brains and wheels
Racing for the stars
And of my faith in man.

Henri Percikow

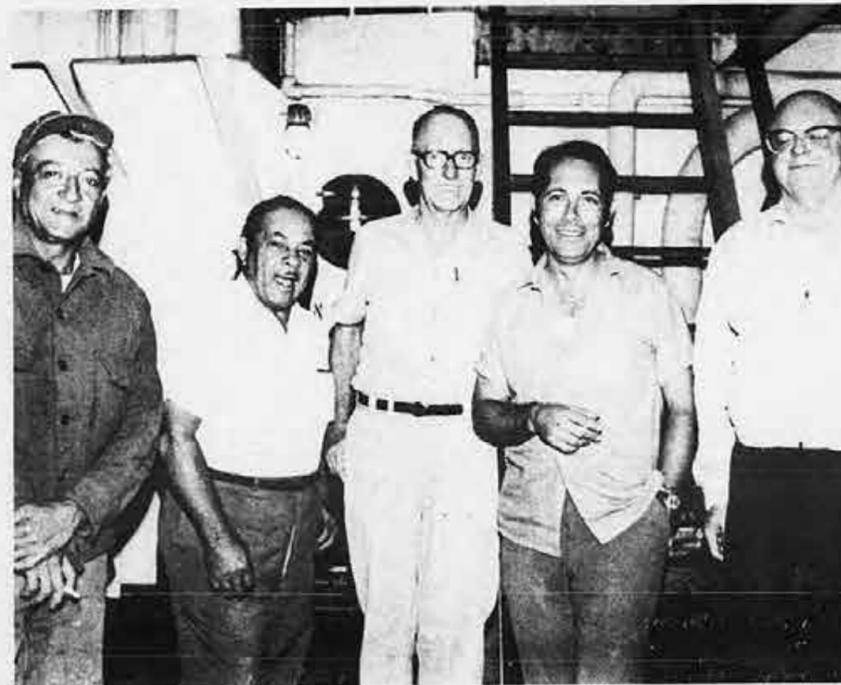
SIU Ships' Committees



JACKSONVILLE (Sea-Land)—Having completed another voyage to New York from San Juan the *Jacksonville's* committee takes a moment out topside during payoff. From left are: H. Bjerring, deck delegate; J. Hernandez, steward delegate; G. Rathliff, educational director; I. Buckley, secretary-reporter, and P. Konis, ship's chairman.



FALCON PRINCESS (Falcon Carriers)—Ports of call for the *Falcon Princess* included stopovers in France, the Virgin Islands, Piney Point and New York. From left are: P. Ravosa, steward delegate; A. Starling, educational director; J. Eddins, ship's chairman; F. Kustura, secretary-reporter, and S. Fulford, deck delegate.



HOUSTON (Sea-Land)—Off another intercoastal trip are, from left: C. Morales, ship's chairman; D. Erazo, deck delegate; H. Lee, secretary-reporter; D. Pappargiou, educational director, and E. Newhall, steward delegate.

Sattahip, Sasebo, Yokohama, Saigon . . .

A vital part of the SIU fleet serves the many active ports of the Far East and South East Asia. These ships run a constant shuttle of cargo between ports, and only rarely do they make a trip back to the United States.

Many SIU members remain on this run for a year or two and then return home. Still others have found the particular lure of a port like Yokohama irresistible, and have settled down to make their permanent home there.



Tiny outdoor stores are a common sight in downtown Saigon. Here, Bosun Stanley Sokol, of the *Beaugard*, does some "window shopping" at an open air art shop.



Seafarers Carlos Miranda (left) and Ralph Foster are making sure that equipment aboard the tanker, *Overseas Alice*, is kept rust free.

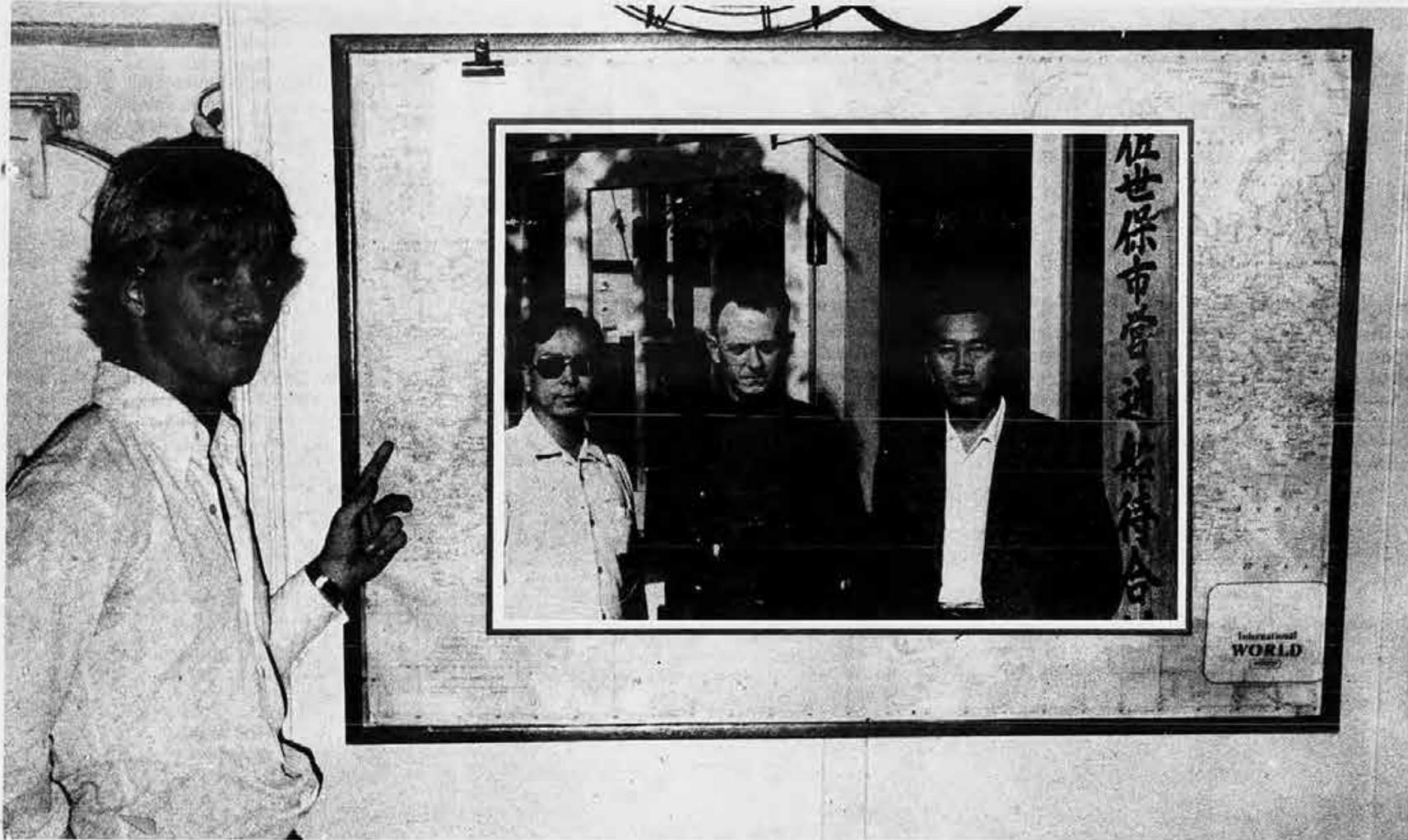


Before going ashore for a few days of relaxation, crewmembers must check the "call back" board. Oiler John Rauea (left) and AB William Reid are making sure they will not be left behind when the *Longview Victory* sails for Guam.



Brother Don Hall (left) holds a pair of gas masks, which came in very handy aboard the *Steel Designer*. He and Brother Herschel Meyers teamed up to extinguish a smokey blaze in the engine room.

... All Familiar Ports O' Call to Seafarers

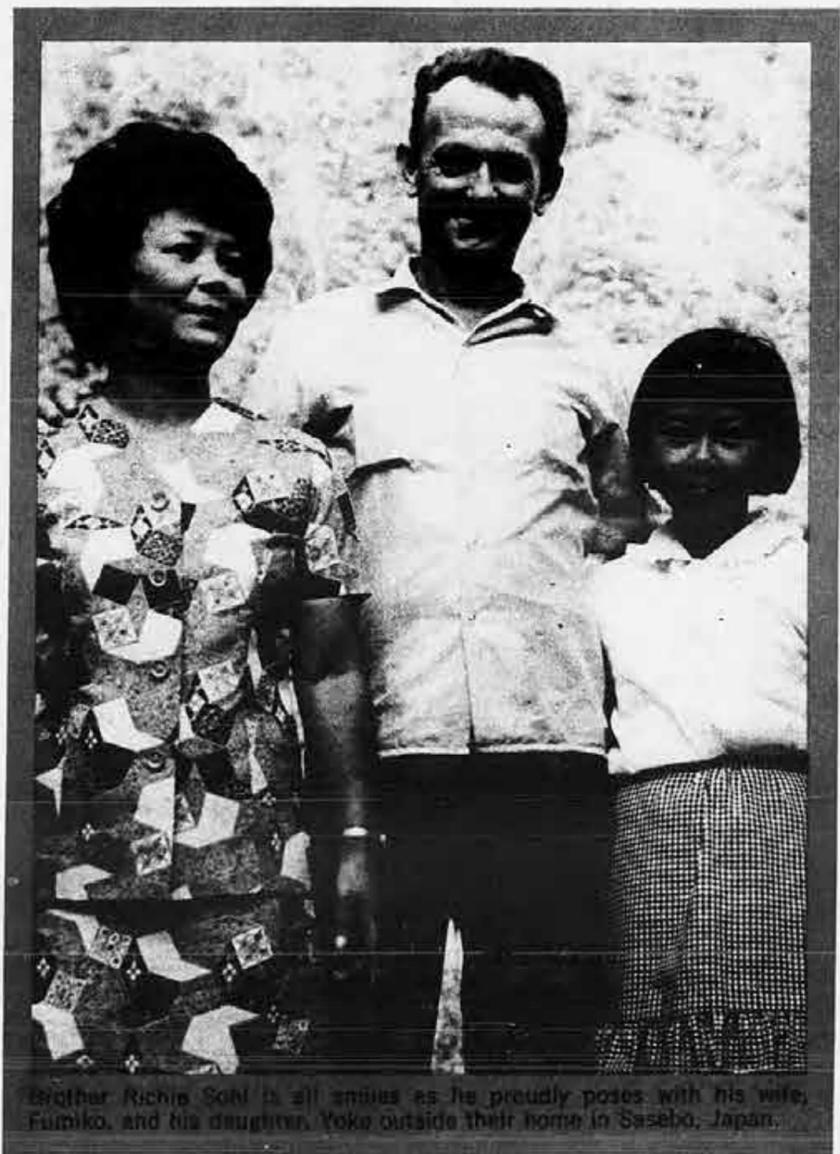


A geography lesson in the messroom? No! But Seafarer James Oliver must have gotten "A" in Ship Safety at the Harry Lundeberg School of Seamanship. He is pointing out the Port of Sattahip, Thailand on the map, where a recent fire occurred aboard the *Steel Designer*. He voluntarily went aloft, closing the

main vents, which smothered the flames. Brother Oliver's swift action prevented what could have been a costly disaster. Pictured in the inset are shipmates Jimmy Kusumoto (left), Richie Sohl and Pancho Harado (right) enjoying an afternoon in Sasebo, Japan.



Seafarer Ferlton Mears enjoys a good novel in some spare moments aboard the *Steel Designer*. With their routine duties completed, seafarers often spend similar quiet moments topside or go ashore to take in the sights and sounds of whatever foreign port they may be in.



Brother Richie Sohl is all smiles as he proudly poses with his wife, Fumiko, and his daughter, Yoko outside their home in Sasebo, Japan.



New SIU Pensioners



Terrence Jones, 66, is a native of South Carolina and makes his home in Charleston. He joined the union in the Port of Savannah in 1944 and sailed in the deck department.



Nils E. Gronberg, 57, is a native of Finland and now makes his home in New Orleans, La. He joined the union in the Port of Boston in 1943 and sailed in the engine department as an electrician.



Edwin M. Thomas, 65, is a native of Virginia. He joined the union in the Port of Norfolk in 1942 and sailed in the engine department. He is closing out a sailing career of more than 30 years.



John W. Carlson, 61, is a native of Georgia and now resides in Savannah, Ga. He joined the union in the Port of Baltimore in 1941 and sailed in the engine department.



Armas E. Jansson, 68, is a native of Finland and now makes his home in Fitchberg, Mass. Brother Jansson joined the SIU in the Port of New York in 1944 and sailed in the deck department as a bosun. He is closing out a sailing career of nearly 40 years.



Gervacio Vinluan, 65, is a native of the Philippines. He joined the SIU in the Port of New York in 1947 and sailed in the steward department. He is a veteran of World War II, having served in the Navy from 1942 to 1945. He now makes his home in Seattle, Wash.



James J. Swank, 53, is a native of Louisiana and makes his home in New Orleans. An early member of the SIU, he joined the union in the Port of New Orleans in 1938 and sailed in the steward department. He served in the Army from 1942 to 1945.



John J. Knowles, 61, is a native of Alabama. An early member of the union, Brother Knowles joined in the Port of Mobile in 1938 and sailed in the steward department. He makes his home in Mobile, Ala.



William B. Rentz, 67, is a native of Florida. He joined the union in the Port of Tampa in 1943 and sailed in the engine department. He now makes his home in Tampa, Fla.



Thomas R. Parrett, 56, is a native of Missouri. Brother Parrett joined the union in the Port of Baltimore in 1943 and sailed in the steward department. He now makes his home in Long Beach, Calif.



Agustin Oquendo, 61, is a native of Puerto Rico. A veteran union member, Brother Oquendo joined the SIU in the Port of New York in 1939 and sailed in the engine department. He now resides in New York City.



Arthur Sulla, 59, is a native of Estonia, and now lives in Fairview, N.J. He joined the union in 1943, in the Port of New York. Brother Sulla has sailed in both the deck and engine departments.

Legal Aid

Following is a list of attorneys to whom Seafarers with legal problems may turn in various port cities. The Seafarer need not choose the recommended attorneys, and this listing is intended for information purposes only.

The initial list of recommended counsel throughout the United States is as follows:

New York—Schulman, Abarbanel & Schlesinger
1250 Broadway, New York, N.Y.
10001
(212) 279-9200

Boston, Mass.—Patrick H. Harrington
56 N. Main Stret, Bennett Bldg.
Fall River, Mass.
(617) 676-8206

Baltimore, Md.—Berenholtz, Kaplan, Heyman, Engelman
1845 Maryland National Bldg.
Baltimore, Md. 21204
(301) Lex. 9-6967

Tampa, Fla.—Hardee, Hamilton & Douglas
101 East Kennedy Blvd.
Tampa, Florida
(813) 223-3991

Mobile, Ala.—Simon & Wood
1010 Van Antwerp Bldg.
Mobile, Alabama
(205) 4334904

New Orleans, La.—Dodd, Hirsch, Barker & Meunier
711 Carondelet Bldg.
New Orleans, La.
(504) Ja. 2-7265

Houston, Texas—Combs & Archer
Suite 1220, 811 Dallas St.
Houston, Texas
(713) 228-4455

Los Angeles, Cal.—Bodle, Fogle, Julber, Reinhardt & Rothschild
5900 Wilshire Blvd.,
Suite 2600
Los Angeles, Cal.
(213) 937-6250

San Francisco, Cal.—Jennings, Gartland & Tilly
World Trade Center
San Francisco, California
(415) Su. 1-1854

Seattle, Wash.—Vance, Davies & Roberts
Rm. 425, North Towers
100 W. Harrison Plaza
Seattle, Wash.
285-3610

Chicago, Ill.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill.
(312) An. 3-6330

Detroit, Mich.—Victor G. Hanson
15929 West Seven Mile Road
Detroit, Mich.
(313) Ver. 7-4742

St. Louis, Mo.—Gruenberg & Souders
721 Olive St.
St. Louis, Missouri
(314) Central 1-7440



Nickolas Sushko, 56, sailed in the engine department after joining the union in 1944, in the Port of Baltimore. Brother Sushko was born in Hastings-On-Hudson, N.Y., and now resides in Bloomfield, N.J.



Charles A. Naasko, 67, has sailed the Great Lakes since 1960, after joining the union in the Port of Detroit. Born in Toivola, Mich., Brother Naasko now lives in South Range, Mich. He sailed in the engine department.



Joseph F. Colliton, 52, is a native of Staten Island, N.Y., and now resides in Spotswood, N.J. He is a U.S. Army veteran of World War II. Seafarer Colliton joined the union in the Port of New York in 1960, and was a member of the Railroad Marine Region of the SIU.



New SIU Pensioners



Genaro Bonefont, 60, was born in San Juan, Puerto Rico and now resides in the Bronx, N.Y. He joined the union in 1941 in the Port of Baltimore, Md. Seafarer Bonefont sailed in the engine department.



Raymond J. Moran, 51, is a resident of North Olmsted, Ohio. He served in the U.S. Army during World War II. Brother Moran joined the union in 1961 in the Port of Cleveland, Ohio. He sailed on the Great Lakes in the deck department.



James W. Wood, 54, joined the union in 1952 in the Port of New York. He is a native of Florida and now resides in New Orleans, La. Seafarer Wood sailed in the engine department.



Dan E. Bannen, 65, joined the union in the Port of Savannah, Ga. in 1938. A native of Georgia, he now lives in Jacksonville, Fla. He sailed in the deck department.



John D. Morgan, 65, is a life-long resident of Mobile, Ala. Brother Morgan joined the union there in 1943, and sailed in the deck department.



William W. Worthington, 59, was born in Yuma, Arizona and now resides in Oroville, Cal. He served in the U.S. Navy during World War II. Brother Worthington joined the union in 1955 in the Port of San Francisco, and sailed in the deck department.



Melvin C. Dart, 61, joined the union in 1962 in the Port of Detroit. He is a life-long resident of Sturgeon Bay, Wisconsin. Brother Dart sailed in the deck department on the Great Lakes.



William A. Padgett, 44, joined the union in 1948 in the Port of New York, and sailed in the engine department. Brother Padgett is a life-long resident of Jacksonville, Fla.



Vincent J. Tomasello, 53, is a life-long resident of Buffalo, N.Y. He joined the union there in 1939, and sailed in the deck department. Brother Tomasello has been sailing on the Great Lakes for over 30 years.



Agustin G. Diaz, 66, is a native of Puerto Rico and now makes his home in the Bronx, N.Y. He joined the union in the Port of New York, and sailed in the engine department.



Harris E. Phillips, 56, is a native of Mobile, Ala. He joined the union there in 1939, and sailed in the deck department. Seafarer Phillips is now a resident of Satsuma, Ala.



Carl R. Johnson, 65, is a native of Norway and now makes his home in Seattle, Wash. He joined the union in 1944 in the Port of New York, and sailed in the deck department. Brother Johnson has been sailing for over 45 years.



Ralph W. Duffell, 67, was born in Lynchburg, Va. and now resides in Eau Gallie, Fla. He joined the union in 1958 in the Port of New York. Brother Duffell sailed in the engine department.



Floyd H. Smith, 60, is a native of Oklahoma and now makes his home in New Orleans, La. He joined the union there, in 1939, and sailed in the engine department.



Ethan M. Mercer, 60, is a life-long resident of Mobile, Ala. He joined the union there in 1945, and sailed in the engine department. He last sailed with a rating of chief second electrician.



William E. Evitt, 66, joined the union in 1951 in the Port of Mobile, Ala., and sailed in the engine department. A native of Georgia, Brother Evitt now makes his home in New Orleans, La.



Rollan R. Teets, 65, is a native of Illinois and now resides in Annandale, N.J. He joined the union in 1942 in the Port of New York. Brother Teets sailed in the engine department and served many times as engine delegate.



Robert Lester, 65, is a native of New York City and now makes his home in Edgewater, N.J. He joined the union in 1941 in the Port of New York, and sailed in the deck department.



Karl Treimann, 69, is a native of Estonia and now makes his home in Yonkers, N.Y. He joined the union in 1943 in the Port of New York, and sailed in the engine department.



UIW Pensioner in Philly

UIW Member Mrs. Margaret Nuskey becomes that union's first pensioner in the Port of Philadelphia. Mrs. Nuskey is shown receiving her pension check from Philadelphia Port Representative Grover Browne.

Product Safety Law Is Enacted by Congress; Consumers Cautioned Against Effectiveness

by Sidney Margolius
Consumer Expert

After six years of argument, investigation and recitals of accidents caused by hazardous products, a national Consumer Product Safety law has finally been enacted. The new law provides for an independent commission with authority to enforce safety standards for the design and performance of many household products. An investigation by the temporary National Commission on Product Safety had recommended such an agency after finding that many of the 20 million accidents each year associated with consumer products were due to their faulty or inadequate design.

But don't be lulled into thinking that Uncle is now guarding you against unsafe products. For several years or more, if not forever, you will still need to scrutinize the potential hazards of many of the products you buy and use, from children's toys to power tools. It will be months before the new Commission is operating and even longer before it decides what groups of products need safety standards; gives the industries involved a chance to set adequate standards themselves; and develops its own mandatory standards if the industries involved don't.

Milestone Reached

Rep. John Moss, chairman of the House subcommittee that worked out the final bill, called it a milestone, and it really is. This is the first time the federal government has undertaken to establish standards for non-food items on a broad scale.

From my experience as one of the former product safety commissioners, I know that the new law has weaknesses. The provision for insuring the

safety of new products is weak. The law says that the new commission "may" prescribe procedures so that manufacturers of any new consumer product which has a capacity for injury should notify the Commission before marketing it. That "may" should have been "shall." The requirement was watered down from the original, more farsighted proposal.

This section may prove to be an Achilles heel since many safety hazards are associated with new products. The industry representative on the original Product Safety Commission had stubbornly resisted greater protection for consumers from hazards of untested new products. Most of the other Commissioners were too inexperienced in actual merchandise to realize the hazards.

Other Weaknesses

Another provision that was dangerously weakened in the final law related to setting the actual standards. The new Commission will not be allowed to go ahead and set a standard if it accepts an offer by an industry association or other outside organization to develop a standard. The Commission, however, can go ahead with its own research on the particular problem while waiting for submission of a standard, Michael R. Lemov, counsel to Congressman Moss, points out.

A third potential weakness is that Congress defanged the provision for criminal penalties. The criminal provision is effective only "after notice." In effect, an erring manufacturer or seller is given one free bite.

In the final analysis, much of the effectiveness of the new law is going to depend on the expertise and determination of the people the President appoints to the Commission.

Rep. Moss named a number of high-priority items that should be considered for action as soon as the new Commission is established. This list gives you clues as to what products you should especially buy and use with care:

- Unvented gas heaters.
- Aluminium house wiring (Underwriters Laboratories found the fire potential of such wiring seven times greater than that of copper; all for the sake of saving perhaps \$25-\$30 in wiring a new house.)
- Rotary lawn mowers.
- Minibikes (there already are over 1½ million in use. They have been criticized for poor handling

qualities because of their short wheelbase and small tires, inadequate brakes, and low profile which makes it hard for car drivers to see them.)

- Especially-hazardous ordinary bikes.
- Architectural glass not tempered to make it less hazardous if shattered.
- Hazardous toys (which Congressman Moss feels have not been sufficiently policed.)

I would also suggest watching out for hazards associated with snow blowers; fire extinguishers with carbon tetrachloride still in many homes and work places even though no longer manufactured; power tools and saws, and aerosol products.

SIU Arrivals

Lynne Anne Trevisano, born Mar. 11, 1969, to Seafarer and Mrs. Dominick Trevisano, Brooklyn, N.Y.

Raynd Lopez, born Aug. 29, 1972, to Seafarer and Mrs. Raul I. Lopez, Houston, Tex.

Charity Hall, born Aug. 15, 1972, to Seafarer and Mrs. George M. Hall, Mobile, Ala.

Nicholas Robertson, born Sept. 28, 1972, to Seafarer and Mrs. John L. Robertson Jr., Gretna, La.

James Werda, born Aug. 15, 1972, to Seafarer and Mrs. James R. Werda, Alpena, Mich.

Jennifer Reyes, born Jan. 9, 1972, to Seafarer and Mrs. Ruben B. Reyes, Daly City, Cal.

Lisa Kropp, born Aug. 8, 1972, to Seafarer and Mrs. James R. Kropp, Ossineke, Mich.

John Vito, born Aug. 9, 1972, to Seafarer and Mrs. Feliz Vito, San Francisco, Cal.

Douglas Darville, born Feb. 20, 1972, to Seafarer and Mrs. Richard E. Darville, Houston, Tex.

Christopher Rockwell, born May 30, 1972, to Seafarer and Mrs. Loyde W. Rockwell, Benzonia, Mich.

Michael Curnow, born July 17, 1972, to Seafarer and Mrs. Lawrence J. Curnow, Duluth, Minn.

Cynthia Wallace, born May 3, 1972, to Seafarer and Mrs. Welden O. Wallace, San Francisco, Cal.

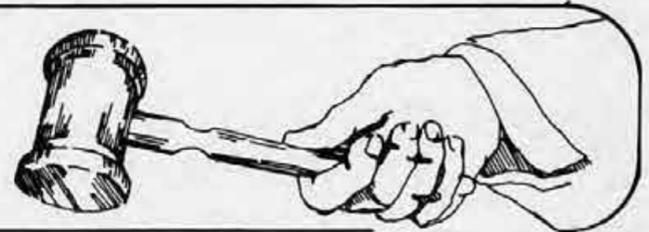
April Bazor, born Aug. 29, 1972, to Seafarer and Mrs. Norris E. Bazor, Wilmer, Ala.

Courtney Bryan, born June 27, 1972, to Seafarer and Mrs. Heath G. Bryan, Simi Valley, Cal.

Jayson Lang, born June 9, 1972, to Seafarer and Mrs. Arthur R. Lang, Sr., Jacksonville, Fla.

Dara Horn, born Sept. 1, 1972, to Seafarer and Mrs. Robert R. Horn, St. Ignace, Mich.

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 DONATION—SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, American trade union concepts and Seafarer seamen.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

OCTOBER 1-31, 1972

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	5	7	1	0	13	6
New York	83	40	56	18	3	207	103
Philadelphia	16	7	6	4	0	21	15
Baltimore	41	8	30	12	0	106	41
Norfolk	14	20	10	14	1	40	22
Jacksonville	38	22	19	18	0	61	17
Tampa	10	4	9	9	0	6	4
Mobile	34	15	7	6	0	67	19
New Orleans	69	29	49	20	0	137	64
Houston	131	58	57	28	2	105	105
Wilmington	25	19	17	7	0	26	28
San Francisco	116	86	92	37	2	151	124
Seattle	34	22	26	16	1	50	35
Totals	619	335	385	190	9	990	583

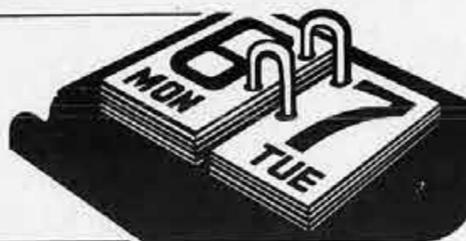
ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	2	3	0	5	3
New York	73	47	30	35	6	153	99
Philadelphia	6	5	5	3	0	19	13
Baltimore	31	22	27	13	3	110	35
Norfolk	13	14	9	8	1	29	19
Jacksonville	13	13	12	24	0	21	26
Tampa	7	6	3	6	0	7	3
Mobile	22	11	5	6	0	49	37
New Orleans	69	31	40	23	1	140	75
Houston	85	51	47	26	1	109	85
Wilmington	11	14	7	8	0	15	19
San Francisco	81	75	64	50	0	117	112
Seattle	14	31	12	21	1	29	34
Totals	429	323	263	226	13	803	560

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	2	3	1	0	5	5
New York	63	37	62	12	2	137	82
Philadelphia	9	2	2	1	0	17	6
Baltimore	25	6	16	11	1	74	28
Norfolk	11	20	7	9	0	21	17
Jacksonville	15	5	11	11	1	17	9
Tampa	7	4	8	8	0	7	3
Mobile	31	8	4	5	0	56	14
New Orleans	44	10	23	10	0	112	32
Houston	51	40	21	25	3	85	89
Wilmington	9	13	12	11	0	8	8
San Francisco	76	63	66	38	4	112	91
Seattle	21	15	9	6	2	37	16
Totals	368	225	244	148	13	688	401

MEMBERSHIP MEETINGS' SCHEDULE



SIU-AGLIWD Meetings

New Orleans	Dec. 12—2:30 p.m.
Mobile	Dec. 13—2:30 p.m.
Wilmington	Dec. 18—2:30 p.m.
San Francisco	Dec. 14—2:30 p.m.
Seattle	Dec. 22—2:30 p.m.
New York	Dec. 4—2:30 p.m.
Philadelphia	Dec. 5—2:30 p.m.
Baltimore	Dec. 6—2:30 p.m.
Detroit	Dec. 8—2:30 p.m.
†Houston	Dec. 11—2:30 p.m.

United Industrial Workers

New Orleans	Dec. 12—7:00 p.m.
Mobile	Dec. 13—7:00 p.m.
New York	Dec. 4—7:00 p.m.
Philadelphia	Dec. 5—7:00 p.m.
Baltimore	Dec. 6—7:00 p.m.
Houston	Dec. 11—7:00 p.m.

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	Dec. 14—7:30 p.m.
Chicago	Dec. 12—7:30 p.m.
Buffalo	Dec. 13—7:30 p.m.
Duluth	Dec. 15—7:30 p.m.
Cleveland	Dec. 15—7:30 p.m.

Toledo	Dec. 15—7:30 p.m.
Detroit	Dec. 11—7:30 p.m.
Milwaukee	Dec. 11—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans	Dec. 12—5:00 p.m.
Mobile	Dec. 13—5:00 p.m.
Philadelphia	Dec. 5—5:00 p.m.
Baltimore (licensed and unlicensed)	Dec. 6—5:00 p.m.
Norfolk	Dec. 7—5:00 p.m.
Houston	Dec. 11—5:00 p.m.

Railway Marine Region

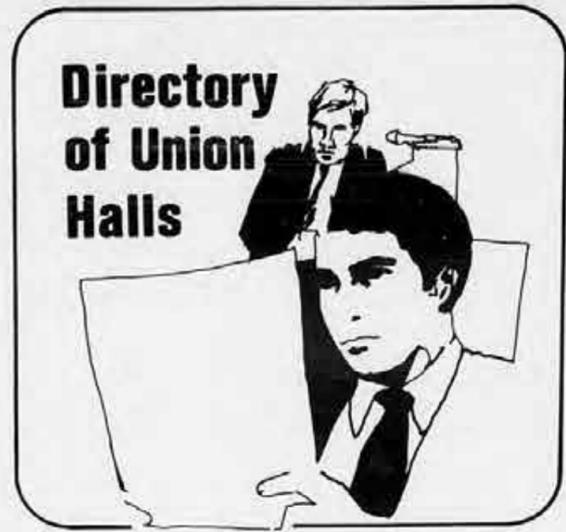
Philadelphia	Dec. 12—10 a.m. & 8 p.m.
Baltimore	Dec. 13—10 a.m. & 8 p.m.
*Norfolk	Dec. 14—10 a.m. & 8 p.m.
Jersey City	Dec. 11—10 a.m. & 8 p.m.

†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

SECRETARY-TREASURER

Joe DiGiorgio

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

CHICAGO, Ill.9383 Ewing Ave. 60617 IBU (716) TL 3-9259

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 (809) 724-0267

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. 90731 (213) 832-7285

YOKOHAMA, JapanIseya Bldg., Room 810 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281



Final Departures



Harold Westphall, 74, passed away on July 1, 1972 after a short illness. Born in Denmark, he was a resident of Satsuma, Ala., at the time of his death. Brother Westphall joined the union in 1938 in the Port of Mobile, Ala., and sailed in the steward department. He was buried at Pine Crest Cemetery in Mobile. Among his survivors is his wife, Myrtle.



SIU Pensioner Albert M. DeForest, 71, passed away August 25 of a heart condition. Born in New York City, he resided in Memphis, Tenn., at the time of his death. Seafarer DeForest joined the union in 1941 in the Port of Mobile, and sailed in the steward department. He was buried at Forest Hill Cemetery in Memphis. Among his survivors is his wife, Maida.



Edward M. Barry, 53, passed away March 25, 1972 after a long illness. A life-long resident of Chicago, Ill., he joined the union there in 1963, and sailed in the deck department on the Great Lakes. Brother Barry served in the Army Air Corps during World War II. He was buried at Holy Sepulchre Cemetery in Worth, Ill. Among his survivors is his wife, Nellie, and his daughter, Ellen.



Erasmo C. Arroyo, 53, passed away August 17, after a long illness. A native of Puerto Rico, he resided in the Bronx, N.Y., at the time of his death. Brother Arroyo joined the union in 1941 in the Port of New Orleans, and sailed in the deck department. He was buried at St. Raymond's Cemetery in the Bronx. Among his survivors is his mother, Angelita.



SIU Pensioner Claude H. Fowler, 65, passed away July 5 following a long illness. A native of Alabama, he resided in Una, S.C., at the time of his death. Seafarer Fowler joined the union in 1939 in the Port of Baltimore, and sailed in the deck department. He was buried at Greenland Memorial Gardens in Spartansburg, S.C. Among his survivors is his brother, Clyde.



SIU Pensioner Herbert Dierking, 63, passed away July 29, 1972 after a long illness. A native of New Jersey, he was a resident of Staten Island, N.Y., at the time of his death. He joined the union in the Port of New York in 1959, and sailed in the deck department. Brother Dierking served in the Army during World War II. He was buried at Moranian Cemetery in Staten Island. Among his survivors is his wife, Edna.



SIU Pensioner Lionel C. Barnes, 65, died September 1 after a long illness. Born in Massachusetts, he was a resident of Brooklyn, N.Y., at the time of his death. Seafarer Barnes joined the union in 1948 in the Port of New York, and sailed in the deck department. He was buried at Greenwood Cemetery in Brooklyn. Among his survivors is his wife, Grace.



SIU Pensioner William P. Flynn, 84, passed away August 11, after a long illness. A native of Ireland, he was a resident of Mobile, Ala., at the time of his death. Seafarer Flynn joined the union in 1940 in the Port of Norfolk, Va., and sailed in the engine department. He was buried at Pine Crest Cemetery in Mobile.



SIU Pensioner Raymond Jurkovic, 64, passed away April 12, 1972 after a short illness. Born in Czechoslovakia, he was a resident of Ashland, Wis., at the time of his death. He joined the union in 1960 in the Port of Detroit, and sailed in the engine department on the Great Lakes. He was buried at St. Agnes Cemetery in Ashland, Wis. Among his survivors is his wife, Mabel.



William J. Barrett, 64, passed away July 16 after a short illness. He joined the union in 1943 in the Port of Norfolk, Va., and sailed in the engine department. A native of Pennsylvania, Brother Barrett resided in Brooklyn, N.Y., at the time of his death. He was buried at Saint Charles' Cemetery in Pinelawn, N.Y. Among his survivors is his sister, Marion.



SIU Pensioner Earl Haskins, 55, passed away August 4 of a heart condition. Born in Boston, Mass., he was a resident of Monument Beach, Mass., at the time of his death. Brother Haskins joined the union in 1945 in the Port of New York, and sailed in the deck department. He was buried at Forest Hills Cemetery in Boston. Among his survivors is his wife, Anna.



Edward P. Kiel, 51, passed away August 8, 1972 of a heart condition. A life-long resident of Buffalo, N.Y., he joined the union there in 1960, and sailed in the deck department on the Great Lakes. Brother Kiel served in the Navy during World War II. He was buried at St. Stanislaus Cemetery in Creektoaga, N.Y. Among his survivors is his wife, Margaret.



SIU Pensioner Carey J. Beck, 72, passed away August 7 of a heart condition. A life-long resident of Mobile, Ala., he joined the union there in 1945. Brother Beck sailed in the engine department. He was buried at Mobile Memorial Gardens in Mobile. Among his survivors is his wife, Kattie.



SIU Pensioner Auslin E. Henning, 77, passed away September 7 after a brief illness. A native of the British West Indies, he resided in Tucson, Ariz., at the time of his death. Brother Henning joined the union in 1949 in the Port of Tampa, Fla., and sailed in the deck department. He was buried at the Garden of Memories in Tampa. Among his survivors is his daughter, Blanche.



Peter J. Loughlin, 63, passed away May 1, 1972 after a long illness. A life-long resident of New York City, he joined the union there in 1960, and sailed in the deck department. He was buried at Holy Sepulchre Cemetery in Coram, N.Y. He is survived by his wife, Olga, his sons, Peter Jr., Robert, and James, and his daughters, Grace and Lorraine.



Henry E. Connell, 62, passed away September 2, 1972 after a short illness. A life-long resident of Texas, he resided in Dallas at the time of his death. He joined the union in 1948 in the Port of New Orleans, and sailed in the steward department. Brother Connell served in the U.S. Army during World War II. He was buried at Long Island National Cemetery in Pinelawn, N.Y. Among his survivors is his sister, Willie Mae.



John W. Statchen, 57, passed away on April 17, 1972 of a heart attack, while serving aboard the *SS Hood* in the South China Sea. Born in New Britain, Conn., he resided in Seattle, Wash., at the time of his death. Seafarer Statchen joined the union in 1964 in the Port of Seattle, and sailed in the deck department. He was buried at sea June 16. Among his survivors is his brother, Robert.



Leonard R. McConnell, 46, passed away June 29, 1972 of a heart attack. A native of Grand Rapids, Mich., he resided in Elberta, Mich., at the time of his death. He joined the union in the Port of Elberta in 1953, and sailed in the deck department on the Great Lakes. He was buried at Gilmore Cemetery in Benzie County, Mich. Among his survivors is his mother, Anna.



SIU Pensioner Coley F. Crockett, 78, passed away on July 23, 1972 of a heart condition. He was a resident of Baltimore, Md., at the time of his death. Brother Crockett joined the union in 1951 in the Port of Baltimore, and sailed in the deck department. He was buried at Moreland Memorial Park, Baltimore. Among his survivors is his brother, Clark.



William F. Simms, 47, passed away suddenly March 8, 1972 of a heart attack. A native of West Virginia, he was a resident of Bono, Ohio at the time of his death. He joined the union in 1960 in the Port of Detroit, and sailed in the deck department on the Great Lakes. Seafarer Simms served in the Navy during World War II. He was buried at Toledo Memorial Park in Sylvania, Ohio. Among his survivors is his wife, Gertrude.



Gustave W. Mackyol, 58, passed away suddenly May 27, 1972 of a heart attack. A native of Duluth, Minn., he resided in Superior, Wis., at the time of his death. He joined the union in the Port of Duluth in 1961, and sailed in the deck department on the Great Lakes. Brother Mackyol was buried at Greenwood Cemetery in Superior, Wis. Among his survivors is his wife, Charlotte.

Narcotics:

The 'Grim Reaper'

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. 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.

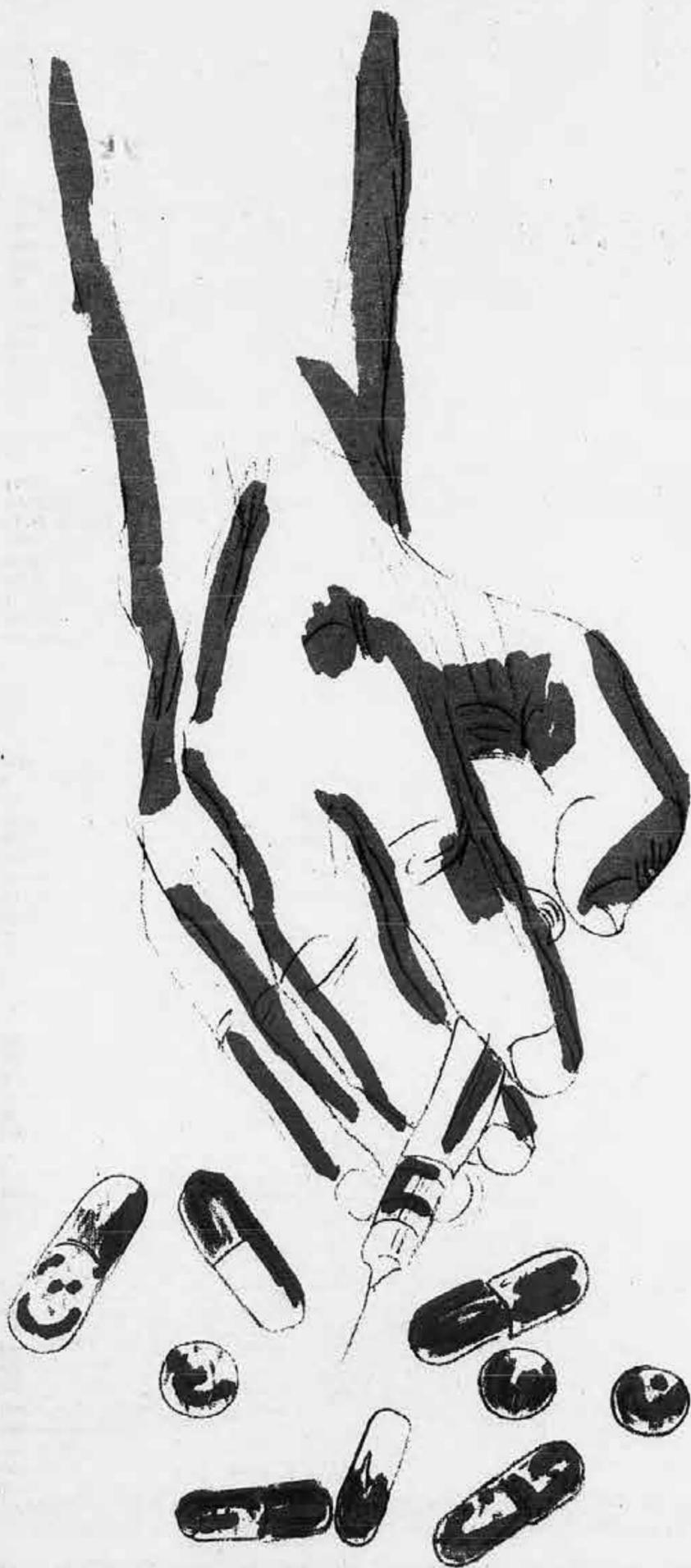
Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

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.





Security In Unity

Slightly over 20 years ago, before the founding of the Seafarers International Union of North America, the average wage for a bosun sailing aboard a U.S.-flag vessel was \$17 per week—for a work week that at times totalled as much as 84 hours.

In the engine department, a wiper earned \$14 a week. A messman's wage was a paltry \$10 per week.

In addition, the living and working conditions aboard ships in those days were horrendous at best as can be seen in the photo at top left.

There was no pension, welfare or vacation programs for seamen. After he had followed the sea for 20 years and had to swallow the anchor, all a sailor could look forward to was the spectre of existing for the rest of his life on his meager savings—if he was able to save anything at all out of the pay he received.

But then, just 34 years ago this past month, the Seafarers International Union of North America was founded with the basic aim of improving the Seafarers' lot in life.

What the union has accomplished in the intervening years is visible for all to see, especially for those who sailed back in the early '30's and are still sailing today.

Today, an SIU bosun sailing aboard a standard freightship receives a monthly base wage of more than \$730—and for a 40 hour work week. A wiper has a monthly wage of more than \$516. A messman can now earn more than \$431 per month sailing with the SIU.

And, the union has fought hard for improved shipboard conditions for its members and considerable improvement has been made in these areas as shown in the photo at lower left depicting the cleanliness and roominess of a crewmember's living quarters aboard modern-day vessels such as the SL-7 shown below.

Today, SIU members enjoy coverage from one of the soundest pension, welfare and vacation plans in the country—a group of plans that has to date paid out over \$187 million in benefits to Seafarers and their dependents. The photo at top right shows an SIU member receiving his first pension check under the "20-at-55" retirement plan and the bottom right photo shows another member just taking it easy at the SIU Vacation Center at Piney Point, Md.

A union is only as strong as its members wish it to be and Seafarers have fought hard to make their union one of the finest and strongest in the American labor movement.

This is the tradition of the SIU—a tradition that has guided the union in the past and will continue to guide it in the future.

