

# AFL-CIO Council Adopts Maritime Goals

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



MTD Administrator O. William Moody addresses Board meeting.

### *MTD Board Launches Fight For More Jobs*

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### **Fight on for 50-50 For U.S. Oil Imports**

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**Safety Feature:**



**'Man Overboard'**

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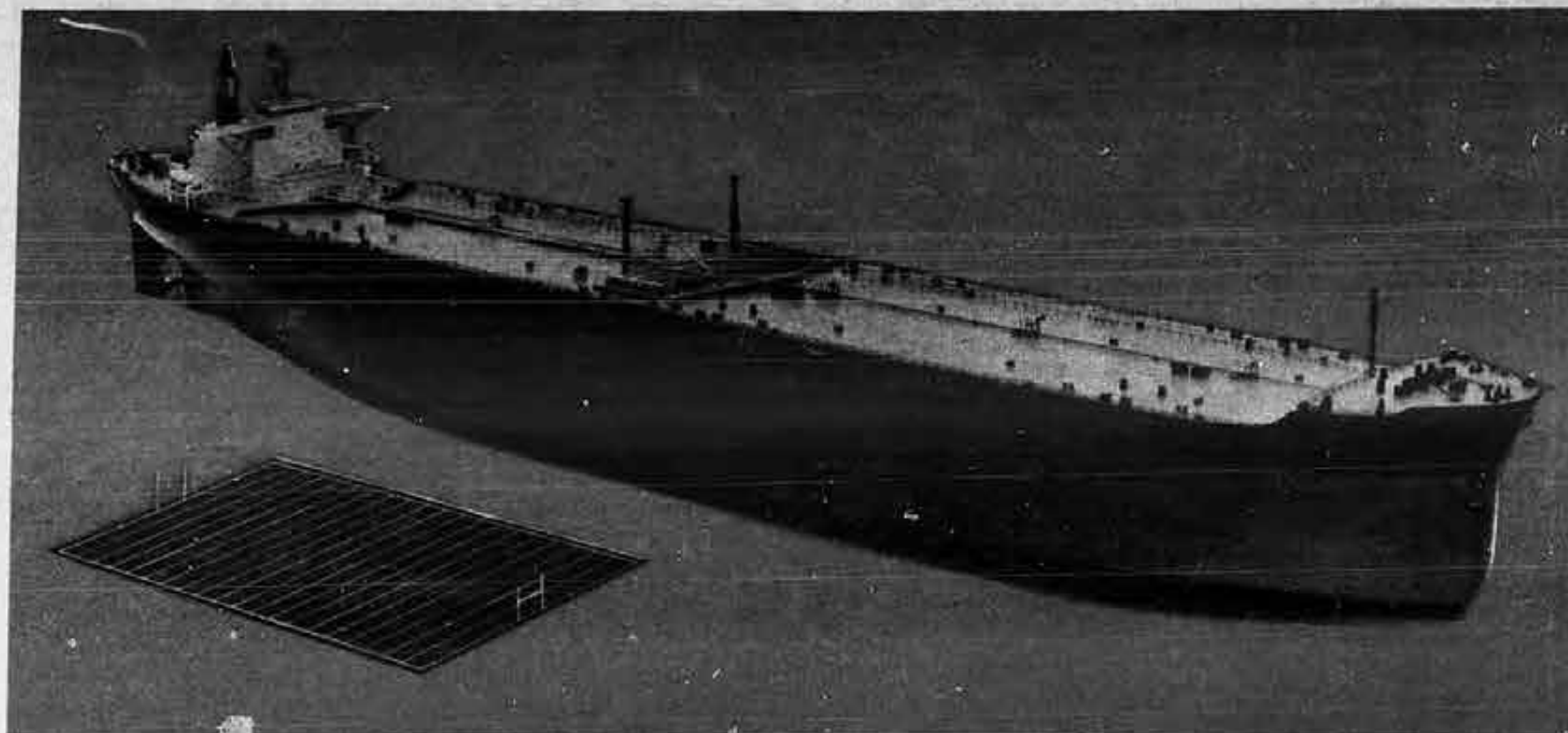


## Bethlehem To Construct Supertanker

Specifications for the development of a standard design for construction of several new 265,000-deadweight ton tankers were made public last month by Bethlehem Steel Corp.

More than twice the size of any tanker previously built in this country and approximately 40,000-deadweight tons heavier than any other American-flag tanker design yet proposed, each of the new vessels would be constructed in the huge shipbuilding basin at the corporation's shipyard at Sparrows Point, Md.

Overall length of the tankers will be 1,080 feet with a breadth of 170 feet. Cargo capacity will be 2,050,000 barrels and 35,000 horsepower engines will generate an average service speed of approximately 15½ knots. Length between perpendiculars will be 1,040 feet with



Pictured above is a model of the SIU-contracted Bethlehem Steel Corporation's proposed supertanker which would be the largest built for the U.S.-flag fleet. From bow to stern the supertanker would be as long as three-and-one-half football fields.

a depth of 93 feet and a draft of 72 feet.

Announcement of the new standard design was made during a special briefing attended by, among others, Andrew Gib-

son, Assistant Secretary of Commerce for Maritime Affairs, Congressman Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, and

Andrew A. Pettis, president of the Industrial Union of Marine and Shipbuilding Workers of America.

Walter F. Williams, vice president in charge of ship-

building for Bethlehem, called attention to the fact that one of the major aims of the Merchant Marine Act of 1970 is the development of an American fleet. (Continued on Page 18)

# PRE-SENT-S, T-N-REPORT

## Cargo for Decency and Dignity

Seafarers are well aware of the total effort being made by their union to secure more cargo for American-flag vessels—cargo that is vitally needed if our members are to have the decency and dignity that go hand-in-hand with job security.

Your SIU has been in daily conferences with many other organizations representing labor, management and the government in our campaign to secure American cargo for American ships. This combined drive represents the greatest display of unity among the various segments of the maritime industry in its modern history.

The Merchant Marine Act of 1970 gave us an important mechanism to work with in our struggle to revitalize the American-flag fleet. It opened the way to bring Federal assistance to the construction and operation of all vessels in the foreign trade, including the bulk fleet—much of which is manned by SIU members.

Now we are seeking another important legislative tool. We are working toward having oil imports covered by the Cargo Preference Laws in order to guarantee that the American-flag fleet will receive a substantial portion of the oil and natural gas cargoes that are mounting steadily. This is vital to our national security, too.

Legislation introduced in the House of Representatives by Congressman Edward Garmatz, chairman of the House Merchant Marine and Fisheries Committee, would call for 50 percent of all oil imports to be carried aboard U.S.-flag tankers.

Adoption of this proposal stands high on our list of priorities in our battle for additional cargo.

Today our nation is facing two challenges that are interlocking. One is to increase quickly the availability of energy fuels, primarily petroleum and natural gas. The second is to strengthen our American-flag tanker fleet.

The United States now consumes more oil, gas, coal and nuclear power than the Soviet Union, Britain, West Germany and Japan, combined.

Yet our current rate of use is small compared to what will be demanded by 1985. By then, our nation will be forced to import 15 million barrels of oil every day to supplement our dwindling domestic production—even if the Alaska North Slope fields are being fully tapped. That is five times the amount now being imported from overseas sources.

Most of this petroleum will come from the huge reserves in the Persian Gulf area. And they will come to our shores by ship. Our challenge is to see to it that the United States has a sufficient fleet of tankers to keep her independent of foreign powers in the transportation of this vital raw material.

We agree completely with a statement by Assistant Secretary of the Interior Hollis M. Dole who told a recent luncheon sponsored by the AFL-CIO Maritime Trades Department that:

"There are certain things about a nation's life that are simply too important to be left to the control of others. One is ocean transport. Another is energy. These, and a handful of other truly strategic services constitute the irreducible minimum of capabilities which the nation must have under its own control at all times."

The fact is that our United States, even today, has no choice but to be dependent upon foreign nations for our supply of oil and natural gas.

But the Garmatz Bill does give us an opportunity to keep under our control the transport of that energy supply to our shores.

Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs, has estimated that the United States' energy imports will require by 1985 the services of a fleet of tankers equal to the entire tanker fleet of the world today.

This involves hundreds and hundreds of ships, even of the supertanker class.

By guaranteeing that at least half of our petroleum imports be carried aboard American-flag vessels, we would bring both job security and job opportunity to thousands of skilled American Seafarers.

We do know that in the first six months of 1971, American-flag ships carried only 3 percent of the oil imported to the United States. That is not simply a job-robbing factor for Seafarers, it is an exceedingly dangerous position for our nation to be in if we are to remain secure.

The SIU is participating in the hearings by providing all the help it can muster for parties who see in the Garmatz bill one way to help in the struggle to save our fleet and to provide adequate protection for our country against the dictates of foreign nations who would dominate us by dominating our waterborne commerce.



Paul Hall



# MTD Board Suggests Maritime Solutions

The MTD Executive Board, meeting Feb. 10 and 11 in Bal Harbour, Fla., took wide-ranging actions aimed at solving many problems confronting the maritime industry in particular and the nation in general.

SIU President Paul Hall, who is also president of the MTD, chaired the two-day meeting.

Department Administrator O. William Moody, Jr., told the meeting that "we will give our support in all legislative areas—with special emphasis on maritime matters—to those bills which give hope of a reduction in unemployment, on those bills which promote jobs, to those bills which advance new technologies and new industrial enterprises and which could help to produce new jobs."

In the area of maritime legislation, Moody pointed out that the House Merchant Marine and Fisheries Committee is holding hearings on important proposals regarding the nation's cargo preference laws.

One such proposal, he said, would require that 50 percent of all oil imported into the United States be carried on American-flag ships.

"There is adequate precedent for such legislation," he de-

clared. "France, for example, requires that two-thirds of all of its petroleum imports be carried on French ships. That insures cargo for the French merchant fleet. Should we do less for our own merchant marine?"

## Other Suggestions

Another proposed change in the cargo preference laws would require that all government-generated cargo be carried on American-flag ships. The present requirement is for just 50 percent.

Moody said the Maritime Trades Department and its affiliates strongly support both these and other measures because "they mean jobs—jobs on the ships, in the ports, in the shipyards and in many maritime-related fields. And that's what we must be primarily concerned with—jobs for American workers."

Members of the Board then turned to a number of special reports. A new study of the nation's economy pointed out that many of the same conditions which have been eroding the American economy continue to exist.

Specifically, it cited:

- "The double-edge sword



An Executive Board Meeting of the MTD in session with MTD Administrator O. William Moody, Jr. speaking to the delegates from the podium. MTD President Paul Hall, at his immediate right, presides at the session. The meeting, held in Bal Harbour, Fla., dealt with various problems facing the U.S. maritime industry, those problems confronting the entire U.S. transportation industry, and the economic problems confronting the nation as a whole. Reports were presented to the board on these problems and possible solutions were offered.

of high unemployment and continued inflation.

- "The paradox of declining industrial production, increasing layoffs and falling working hours accompanied by increasing corporate profits.

- "The closing of American factories because of an influx of lower-priced imports, many of which are produced by American firms which have run away from the U.S., leaving joblessness in their wake.

- "The evaporation of the expected 'peace dividend' from the 'winding down' of the Vietnam war.

The report said that the answer to alleviating the country's economic woes is to secure jobs for America's working men and women.

"It is time to turn away from the economists who are responsible for the discredited programs which have led to these failures. Promises must give way to action—action designed to create jobs and purchasing power for the nation's workers," it concluded.

MTD Executive Secretary-Treasurer Peter M. McCavin presented a report on Department activities which declared that the work of the MTD is reflected in "our deep involvement with bringing new life to the shipbuilding and shipping industries."

Discussing the various activities of the Department, McCavin praised the Port Councils and the various affiliates for their strong support and efforts in achieving MTD goals. "The MTD has been an active and growing department of the AFL-CIO because of these efforts," he declared.

A number of other special reports were presented during the meeting. Highlights appear on page 4.

The Board also took action on a number of important resolutions, including the following:

**Energy**—In light of the present energy crisis facing the nation, the Board urged the government to formulate a national energy policy to provide both short and long-term solutions to the problem of providing Americans with desirable fuel at a reasonable cost.

The resolutions called for Congress and the President to act favorably on proposed changes in cargo preference laws and declared "that because of the benefits the nation as a whole and western consumers in particular would realize" Congress should take prompt action on legislation to uphold the merger of El Paso Natural Gas and Pacific Northwest Pipeline Co.

**Idle Ships**—The lack of employment of U.S.-flag merchant ships in many sectors, including government-generated cargoes, has created a crisis that requires

fast action. Many ships are idle, the Board said, and without the use of these ships, "we will not be able to preserve our existing nucleus of a viable merchant fleet."

The Board urged the government to "take the steps necessary to remedy the distressed condition of this vital segment of the U.S. Merchant Marine."

**Right to Strike**—In a strongly worded statement, the Board expressed its total opposition to any attempt to limit the workers' right to strike. The resolution called upon Congress to eliminate all "national emergency" sections of the Taft-Hartley and Railway Labor Acts.

In addition, the Board promised to "utilize every resource at our command to oppose all legislative actions that would curtail the rights to strike by workers in the transportation industry, as well as every other industry in our land."

Highlights of other adopted resolutions appear on page 4.

## Pollock Reports on Sea Law Dealings

Howard W. Pollock, deputy administrator of the National Oceanic and Atmosphere Administration, told Executive Board of the Maritime Trades Department that the stakes in the current conflict over the International Law of the Seas are jobs.

Mr. Pollock described the wealth of minerals and other resources on the ocean floor, and said "these challenges to science and technology will produce a great potential for employment, an emerging new labor force."

He added, "All of these necessary instances of man's inevitable move into the oceans mean work, mean jobs. This work, these jobs, are your stakes and challenges for the future."

The issues involved in the conflict over the Law of the Seas, Mr. Pollock contended, include those of sovereignty,

the right of free passage and access to oceanic resources.

This conflict has led the United Nations to call an international conference of the Law of the Seas next year. Mr. Pollock said that there was general agreement among the participating nations on only one issue before them—that of extending the territorial limit of national sovereignty to 12-miles from the traditional three.

The United States position favors the extension of the limit, he said, and calls for a "trusteeship zone" substantially controlled by the coastal state to the 200-meter water-depth line, and an international zone after that.

He added that the nations participating in preliminary talks are attempting to work out sensible compromises of their differing opinions.

But, he cautioned the MTD Board, "to the extent that we fail to accommodate both our own vital needs in the oceans of the world and those of other nations, we aggravate the conflicting parochial interests of myopic world leaders, imperil the enormous potential for the benefit of present and future generations of mankind."

"Unless the nations of the world can meet and master the enormous challenge of equitably reordering the traditional Law of the Sea to accommodate man's international demands, the bright promise of peace, security and rapid economic expansion will dim," Mr. Pollock warned.



Howard W. Pollock



A visitor to the AFL-CIO Maritime Trades Department Executive Board meeting in Bal Harbour, Fla. glances at some reports prepared for the meeting. Discussions centered on problems confronting maritime in particular and the nation in general.





West

## At MTD Board Meeting

# Transportation: America's Challenge

The Maritime Trades Department's Special Committee on National Transportation Policy presented its first report to the MTD Executive Board during the meeting in Florida. President Floyd E. Smith of the International Association of Machinists and Aerospace Workers, chairman of the special committee, was detained and his report was delivered by IAM Vice President Charles West.

Here is the committee report:

The delegates to the Ninth Constitutional Convention of the AFL-CIO Maritime Trades Department last November adopted a resolution urging United States to develop a comprehensive plan to govern the future growth and operation of all American transport modes.

The resolution also called for the establishment of a National Transportation Policy Committee to undertake a study of the nation's transport modes in order to develop guidelines for both a unified approach to the nation's trans-

port problems and as a guide to the best means of meeting the transport challenges of the years ahead.

We in the Maritime Trades Department are in a unique position to undertake such a study. Through our affiliates and their members, this Department is represented in virtually every facet of this country's transportation industry. We have a lot at stake where transportation is concerned.

That is why the delegates to the convention adopted a resolution concerning the industry. That is why this study was prepared—to provide a statistical and factual analysis of each segment of our transportation network. It is essential that, prior to formulating a policy, we be aware of the present state of each mode so as to better understand its problems and to provide adequate solutions.

The people of the United States are the greatest users of transportation facilities in the world. Each year, we travel

more passenger-miles and transport more tons of freight more miles than in any preceding year. Transportation, which accounts for approximately 20 percent of our Gross National Product, reached a record \$196 billion in 1970.

Yet, these figures can be misleading. When the transportation industry is broken down into its component parts, we see that each segment is faced with some problems. Until we can surmount these problems, we will not have the viable national transportation system that is the goal of the MTD.

Let me cite just a few of the problem areas:

The great expansion in the number and use of automobiles has brought with it the problems of highway congestion, parking shortages, environmental damage, noise and air pollution, safety, and the loss to other uses of land pre-empted for urban roadways.

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## 'Be It Resolved'

Here are highlights of some of the resolutions adopted by the MTD Executive Board during the recent meeting.

**Price Watchdog Units**—Called for the MTD, Port Councils and all affiliates to support the AFL-CIO price-monitoring program.

**Public Health Service Hospitals**—Asked for legislation to specifically order the Health, Education and Welfare department to permanently maintain the eight PHS hospitals as a vital segment of America's health care system.

**Jones Act**—Affirmed the Department's continued support for the Jones Act and urged action by Congress to close all loopholes in the Act. "We believe that the President should take immediate executive action to place the Virgin Islands within the purview of the Jones Act," the resolution declared.

**Shipbuilding**—Urged all segments of the maritime industry to unite in redoubling efforts to bring about "the successful revitalizations" of the American Merchant Marine through construction of 30 merchant ships per year as promised in the Merchant Marine Act of 1970. The resolution called upon the federal government to undertake a long-term commitment to modernize and expand the American Navy so that "it will be prepared to fully defend the people of the United States in any future crisis."

**Safety Glazing**—Placed the Department on record in favor of Safety Glazing legislation. The resolution, submitted by the International Brotherhood of Painters and Allied Trades, pointed out that increasing injuries, disfigurements and deaths resulting from unsafe glass doors, shower doors, sliding glass doors and storm doors makes this legislation vital to the safety and well being of millions of Americans.

**Memorials**—The Board also adopted memorial tributes honoring the late Al Kerr, secretary-treasurer of the SIU; Harold A. Schneider, a founder and secretary-treasurer of the American Federation of Grain Millers; Wayne E. Strader, who died less than a month after succeeding Mr. Schneider as secretary-treasurer of the Grain Millers; and J. Pat Daniels, secretary-treasurer of the Industrial Union of Marine and Shipbuilding Workers of America.

## Randolph Is Murray-Green Award Winner

A. Philip Randolph has been chosen to receive the AFL-CIO's coveted Murray-Green award for outstanding humanitarian service.

Randolph, dean of the nation's labor leaders, is president emeritus of the Sleeping Car Porters. The award is named for Philip Murray, late president of the CIO and William Green, late president of the AF of L.

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Feinstein

## Foreign Trade: Impact of the Multinationals

President Charles Feinstein of the International Leather Goods, Plastics and Novelty Workers Union is co-chairman of the MTD's long-established Committee on Foreign Trade.

During the February meeting of the MTD Board, Mr. Feinstein delivered the first in a new series of reports on the impact of foreign trade. Here is what he said.

The November convention of the Maritime Trades Department authorized our special committee on foreign imports to become an action committee. As co-chairman, then, it is my pleasure to present the first in what we hope will be a constructive series of reports on the effect of foreign imports on the nation's economy and their impact on the nation's workers.

By the end of the series of reports we plan, we hope that all facets of the growing problem of foreign trade policy will have been exposed, and that we can make recommendations for proper solutions.

The first report deals with the strangulation of the American economy through the spreading tentacles of multinational firms.

As the report points out, American businesses are increasingly making huge investments overseas—setting up factories and production facilities abroad and shipping products back to the U.S. for sale.

The price of this overseas investment has been thousands of jobs and in some cases the loss of entire industries as plants shut down in favor of overseas production facilities.

All of that is the result of the nature of the multinational firm, headed by men who have no allegiance to any nation. They owe their allegiance only to the quest for profit. The report documents cases where the multinational firms have moved into an area, built up the economy and then just as quickly moved out to places where production comes even cheaper. If political or economic pres-

ures are brought against these giant firms, they simply move to less restricted ground, leaving economic chaos behind them.

The firms are able to move freely throughout the world because of tax and foreign trade policies which the report says has encouraged multinational development, to the detriment of the nation's capability to produce its own defense systems to to ever solve the problems of unemployment.

And, in the face of restrictions on American trade in nearly every other land, the multinationals stand as a roadblock to constructive policy change because they have invested billions of dollars on the basis of present regulations.

Just from this brief outline, I think you can see the depth of the problem explored in this report on multinational firms. In coming months the committee will be studying other facets of our national foreign trade picture and we will be reporting to you regularly as our investigation continues.



Groton

## National Maritime Council: Functions and Activities

Page Groton of the International Brotherhood of Boilermakers, Iron, Ship Builders, Blacksmiths, Forgers and Helpers, is a member of the Executive Committee of the National Maritime Council. Here is the report he submitted to the MTD Board on the functions and activities of the Council:

As mentioned in the Shipbuilding Committee Report at the Ninth Constitutional Convention of the MTD, the

National Maritime Council began functioning last fall. The impetus for the formation of the council was provided by Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs.

Since then, the council has been stepping up its dual missions of developing a strong, efficient, privately owned merchant marine, and promoting more cargo for American-flag ships.

The scope of the council is nationwide,

and the composition shows the high degree of unity we have achieved in the maritime industry. Business, labor and government are working together to achieve the vital goal of generating more cargo for U.S.-flag ships.

In our deliberations, we have found that all elements have something to contribute toward this effort. So you can see that overlying the council's policy-

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AFL-CIO Executive Council in session at the midwinter conference in Bal Harbour, Fla.

# AFL-CIO Council Acts on National Issues

Beginning its concentration on the 1972 elections, the AFL-CIO Executive Council discussed a host of issues in both domestic and foreign policy fields at its midwinter meeting in Bal Harbour, Fla.

High on the council agenda was a resolution urging working men and women to "elect progressive, liberal men and women" at all levels of government.

The council urged full cooperation with the federation's political education arm, COPE, to meet "the most serious challenge the trade union movement has ever faced."

The council also voiced its support for a proposed national voter registration system which it said would remove artificial barriers to voting that exist in many states.

The depth of the challenge the council cited is reflected in the broad range of positions it took on issues facing America.

The council was particularly critical of the Administration's economic controls program which it said displayed "flagrant favoritism" toward moneyed interests and put the burden of controls on workers and the poor.

"To the worker at the bottom of the economic ladder the control program means his wages are strictly regulated but the rent he pays and the price tag on most of what he must buy is free to rise," the council declared.

The council resolution urged support of legal efforts to challenge the inequity of the controls program; support of workers "forced to strike against the regulations and restudy by the Congress of the laws passed permitting economic controls."

The council also adopted a

number of resolutions in the field of social insurance. One of them called for direct government payment of social security funds through taxes rather than through employer-employee contribution.

The council said it was concerned that social security deductions would rise in the next few years thus placing "too

heavy a tax burden on low and middle income workers."

In the same field, the council called for reform of the unemployment compensation laws to make them uniform so that workers would know the benefits to which they are entitled, and it renewed its call for passage of national health security legislation.

The council urged an increase in the minimum wage, declaring that the current minimum of \$1.60 an hour "no longer even approaches the federally defined poverty level for a family of four."

Action on the minimum wage is needed immediately, the council declared. On another kind of insurance, the council

urged passage of a "no-fault" auto insurance bill that would provide compensation to a driver from his own insurance company without lengthy and costly court procedures.

The council also spoke of one of the burning issues of the day, school busing, and delivered a call for busing "of children when it will improve the educational opportunities of the children."

The busing statement also deplored those candidates seeking to use busing as a divisive issue and expressed opposition to revising the constitution to prohibit busing "because it would do a disservice to quality, integrated education."

The council gave its support to the proposed space shuttle program, saying it would create jobs in an industry badly ravaged by funding cutbacks in recent years.

"International relations today involve space," the council declared. "We can no more ignore space than we can ignore the oceans or the continents. We would not have the free world without ships, without aircraft or without land mobility. We cannot envision a secure technologically advanced Western world without technologies that allow us freedom of space as well."

In the field of foreign relations, the council sounded a cautionary note on the visit of President Nixon to the People's Republic of China.

"Cultivating friendships and relations with democratic Japan and India in the interest of world peace, freedom and human well-being is a far more reasonable policy than relying on an accommodation with Communist China," the council declared.

## Council Adopts Maritime Goals

The AFL-CIO Executive Council, at its midwinter meeting in Bal Harbour, Fla., adopted the joint legislative program of the Federation's maritime unions.

That joint program calls for:

- Opposition to compulsory arbitration or any form of government interference in any manner in collective bargaining.

- Support of H.R. 12324, a bill to require that at least 50 percent of all U.S. oil and natural gas imported be carried in U.S.-flag ships, and support of S. 2404, a bill to preserve the merger of El Paso Natural Gas and Pacific Northwest Pipeline Co. as a means of assuring the development of U.S. technology in this highly specialized shipbuilding field and to assure maximum U.S.-flag participation in the transportation of liquid natural gas which will have an increasingly vital role in meeting America's energy requirements.

- Support of H.R. 10923, a bill which would require government-financed cargo to be carried 100 percent on American-flag ships, provided freight rates are equal to those charged by foreign flags.

- Support of all legislative efforts to modernize and preserve the existing U.S. Public Health Service Hospitals and prevent efforts of the Department of Health, Education and Welfare to close these essential health care facilities.

- The AFL-CIO to include key issues affecting maritime workers among those issues upon which COPE makes its determination of a legislator's performance in Congress.

The report of the maritime unions also pointed out the need for industry stability as a key factor for insuring job security and employment opportunities for maritime workers.

The maritime unions declared that such industry stability can be achieved through programs designed to encourage U.S. shippers to ship cargoes on U.S.-flag ships.

The report was prepared at meetings immediately prior to the Council sessions. The unions said they would continue their joint meetings, giving priority in future talks to areas of collective bargaining negotiations and contract dates.

Unions and their representatives participating in these meetings were:

International Longshoremen's Association, Thomas W. Gleason, President, and Thomas O'Callaghan, president of the Masters, Mates and Pilots Marine Division of the ILA.

Marine Engineers' Beneficial Association, Jesse M. Calhoun, President.

National Maritime Union, Joseph Curran, President.

Seafarers International Union of North America, Paul Hall, President.

United Steelworkers of America, Local 500 Great Lakes Division, Stephen Nowalski, President.

American Radio Association, William R. Steinberg, President.



# Stans Sees Bright Maritime Future

Outgoing Secretary of Commerce Maurice H. Stans told a National Maritime Council dinner in New York that the American merchant marine "can look forward to the best health it has had in many years."

Stans said that "the progress that has been scored by and for your industry is among our proudest achievements in these first three years of the Nixon Administration."

He cited a number of standards by which to measure the amount of maritime industry progress under the Merchant Marine Act of 1970. Among them he listed:

- Contracts for ship construction amounting to \$390 million signed in 1971, "the largest amount of commercial shipbuilding in the nation's history."

- A total of 55 merchant ships on order or in construction, "the largest backlog of commercial tonnage in 14 years."

- New policies that are more responsive to the needs of American-flag ships on the Great Lakes.

- Creation of the National Maritime Council.

- Holding the line on costs to the shipper of goods.

The secretary, who resigned from office in late February to take a position in the Nixon reelection campaign, said, "beyond all this the potentials for your industry are perhaps as good as they are for any industry in America."

He said he based that conclusion on a number of factors including future construction of the Trans-Alaska pipeline, export expansion and improvement in East-West Trade relations.

## Makes Predictions

He also predicted importation of liquified natural gas

from the Soviet Union and added, "when the time comes and political circumstances are right, there could be massive use of American-built, American-flag LNG tankers for this purpose."

He also said there was hope that unfair tariff barriers to trade will be brought down.

"We need to meet these changes with several reactions," the secretary said. "First, American business must re-shape its own competitive tools and put its great technological abilities to work faster and more productively than ever before."

"Second, American labor must be given the tools and the technology to increase its productivity, and we must remove the artificial barriers to greater productivity that have cut into our competitive abilities."

"Third, we must persuade our trading partners to remove or modify their non-tariff barriers to commerce and reverse the rising tide of discriminations. We must reaffirm our commitment to fair and open trade, and ask for the same affirmation with others."

## Potential Unlimited

Stans said the American merchant marine and shippers stand to be the prime beneficiaries of efforts to promote lowering of trade barriers and increased trade understanding among nations.

"Your potential will have no limits," if those goals can be achieved, Stans said.

But said Stans, the various elements of the merchant marine "can no longer afford to take aim at each other across barricades."

He said that the National Maritime Council dinner was an important step because it signified "the beginning of the end of chronic problems and internal strife" for the industry.

That theme was echoed by the labor speaker at the dinner, Thomas W. Gleason, president of the International Longshoremen's Association.

He praised the National Maritime Council and called it "an organization in which labor and management, together with the support of the federal government, is determined to stand shoulder-to-shoulder to meet our common commitment—the development of a strong American-flag merchant fleet."

He told the shippers in the audience, "what we urgently need now is a vote of confidence from you." He suggested that by allocating more cargo to U.S.-flag ships, shippers would benefit "from the fact that for the first time in history the maritime industry is working as one in the fundamental purpose of building our nation's merchant marine."



SIU member Kenneth Strausser, right, gives his brother Danny a ride in their hometown of Jackson, Minn. Seafarer Strausser donated one of his kidneys to Danny who had his removed last year.

## Young Seafarer Finds True Meaning of 'Brotherhood'

To 20-year-old Seafarer Kenneth Strausser, "brotherhood" became more than just a word last year. For, if it had not been for this Great Lakes sailor, an 18-year-old boy might be dead.

The boy is Danny Strausser, Kenneth's younger brother who was stricken with kidney trouble over the Christmas holidays of 1970.

Since his kidneys had not properly matured, it was necessary to remove them on Mar. 10, 1971. Eight days later, Danny's twin brother David was on an operating table beside him ready to donate one of his kidneys.

But as surgery began, doc-

tors discovered an abnormality on David's kidneys and so discontinued the operation.

As the search went on for another donor, Danny, whose family lives in Jackson, Minn., was treated twice a week on a kidney dialysis machine.

Two other brothers had been eliminated as donors when Kenneth took a leave from his job aboard the *Nicollet* to be tested as a possible donor. He was accepted by the doctors and on the morning of June 16, 1971 both he and his brother were prepared for surgery.

The operation took seven hours and when it was through,

Kenneth and Danny Strausser shared a little bit more than the same parents.

The operation was very successful and two months later, Kenneth was able to go back to work as a deckhand on Lake Michigan. Danny is doing so well that his visits to the doctor have been reduced to a check-up every two months.

Seafarer Strausser began sailing in August of 1970 and as he puts it, "I dig sailing." One of the best parts of the work is that he "can save a lot of bread." To Strausser this is especially important since he is saving his money to attend college.

## Rep. Garmatz, Head of Merchant Marine Committee, to Retire

Rep. Edward A. Garmatz (D-Md.), powerful chairman of the House Merchant Marine and Fisheries Committee since 1965, announced in February that he would not seek re-election.

Rep. Garmatz said health and personal reasons drove him to his decision to leave the House after 25 years of service. Rep. Leonor K. Sullivan (D-Mo.), ranking Democrat on the Merchant Marine and Fisheries panel will apparently succeed Garmatz as chairman next year.

Garmatz, a member of the Electrical Workers, began his working career earning 37½ cents an hour as an electrician at the American Brewing Co. plant in Baltimore.

As he was fond of telling friends, the road to his career as a congressman was not an easy one.

### A Friend of the Workers

His early struggles brought "close to my heart" the lot of working people, Garmatz said. And he still carries his electrician's union card.

His first elective office was a seat on the Baltimore Police Magistrate's bench, a position to which he was elected in 1944.

Three years later, Thomas J. D'Alesandro, Jr. stepped down from his congressional seat to become mayor of Baltimore and chose Garmatz as his successor.

From that time on he was a formidable vote-getter and was unopposed in five primaries—1954, 1956, 1958, 1968 and 1970—and unopposed in the general election four times—1962, 1964, 1966 and 1970.

The milestone of his legislative career came with passage of the Merchant Marine Act of 1970. Garmatz was responsible for moving the bill through his committee to a nearly unanimous vote of both houses of Congress.

In announcing his retirement, Rep. Garmatz said he was proud to have been on the side of workers, veterans and other "little people" during his career.



Rep. Edward A. Garmatz

## Meany Will Receive Award Honoring Labor

AFL-CIO President George Meany will receive a special award honoring American organized labor at the 75th anniversary celebration of the *Jewish Daily Forward*. A special edition focusing on the achievements of organized labor and its contribution to the progress and well-being of the American people in the past 75 years will be published by the *Jewish Daily Forward* on the occasion. The *Jewish Daily Forward* is the only labor daily newspaper in the United States.

The presentation will be made to President Meany at the Forward Diamond Jubilee Celebration on May 21, at the Philharmonic Hall, in the Lincoln Center, New York.



# Jeff Davis, Soviet Ship Collide Off N.J. Coast

The SIU-contracted *Jeff Davis* became involved in its own version of the famous *Flying Dutchman* legend while beginning a run to India.

The vessel was only 30 miles off the coast of New Jersey when she was rammed by a Soviet fishing trawler.

Able Seaman Harvey Shero was on deck when the crash occurred at about 9:30 p.m. "I saw the ship coming at a right angle and it just plowed into us," he said.

The Russian ship had a sharp bow, Shero said, and he also observed that she looked like "a ghost ship" with no one visible on the bridge.

Seafarer Robert Miller, who was on the wheel at the time, didn't "think there was a look-out on the Russian ship."

When the ship hit, Miller said, "we were turning and they were turning at the same time, so the trawler jumped off after hitting us."

Boatswain Blanton McGowan, who was asleep when the vessels collided, was awakened by the crash and came on deck within a few minutes to find the *Jeff Davis* listing about "20 degrees."

When asked if it was a foggy

night, McGowan pointed out that it was a "very clear" night.

## Refuses Help

After the Russian ship backed off, McGowan said, her spotlight was turned on and someone on the bridge asked for identification. "Jeff Davis, out of the Port of New York," the Captain answered, according to McGowan, and then the trawler cut her light and left without identifying herself.

According to news reports the Russian trawler was the *Auladag* and Coast Guard spokesman said the vessel reported "severe damage below the waterline," but did not want any help.

There were no injuries aboard the *Jeff Davis* and none reported on board the trawler.

The *Jeff Davis* was taking on water fast, according to McGowan, when she headed back to port and was picked up by a salvage tug. The ship was put up on a sand bar and the water pumped out of her.

Some of the general cargo being carried by the *Jeff Davis* was damaged by the salt water.

The ship underwent repairs at the Todd Shipyards in Brooklyn, N.Y. before sailing again for India.



Harvey Shero

"... looked like a ghost ship and just plowed into us."

Blanton McGowan

"It was a very clear night, no foggy conditions or overcast."

Robert Miller

"Didn't look like there was anybody on her bridge upon colliding."



The grain cargo carried by the *Jeff Davis* is unloaded in Brooklyn, N.Y. while the ship awaits repairs. Salt water drenched part of the grain cargo causing it to expand.



The *Jeff Davis* awaits repairs at the Todd Shipyards in Brooklyn, N.Y. Owned by Waterman Steamship Company, the ship and a Russian trawler collided 30 miles off the New Jersey coast.

## Review Panel Rejects Proposed Penalties Under Job Safety Act

The Occupational Safety and Health Review Commission has rejected the Labor Department's controversial formula for assessing penalties under the job safety and health act.

Commission Chairman Robert Moran termed the so-called formula "totally unacceptable."

Under the Labor Department's formula, the Commission found, the minimum penalty is too often the ceiling despite the seriousness of the violation.

The Commission's decision upholds a hearing examiner's earlier finding that Nacirema Operating Company violated the Act while unloading a ship at Dundalk Marine Terminal in Baltimore, but reduces his \$800 penalty to \$350.

The three-member quasi-judicial panel, appointed by President Nixon, said the percentage formula which it found unacceptable is an attempt by the Labor Department to make penalties as uniform as possible while following the four criteria set forth in the law.

The law requires that in assessing penalties against violators, consideration must be given to:

- The size of the business or employer being charged;
- The gravity of the violation;
- The good faith of the employer;
- The employer's history of previous violations.

While giving the Labor Secretary credit for good intentions, the Commission said the achievement of a just result in each individual case is the standard which must guide the panel's deliberations, not a fixed formula.

The Labor Department's formula has the effect of establishing a de facto minimum penalty of \$500.

"Clearly the law specifies no such minimum, only a maximum," Moran said.

Furthermore, the formula could have the effect, if every employer were given the maximum credit for good faith, size of business and history of previous violations, of reducing all serious violations to the same level.

In Moran's opinion, as well as that of the rest of the Commission, this fails to follow the law's requirement that the gravity of the violation must

be considered in assessing penalties.

At any rate, the Labor Department's formula has no binding affect on the Commission, Moran stressed. It can reject any or all of the Labor Department's proposed penalties and recommendations relating to the assessment of penalties.

## Eating Habits Of Fish Not Quite Normal

Scientists in Freeport, Bahamas found that fish in a coral reef off there are choosy eaters.

Living in an underwater house set on the edge of a coral reef 50 feet beneath the surface, three scientists spent five days and night observing the creatures of the area.

They found that the fish not only seemed to prefer nighttime eating to dining during the day but that they also "would pass up what looked like exceptionally good morsels in favor of something that didn't look too appetizing."



# Adm. Chase, Head of MSC, Cites Need for U.S. Ships

The construction of new U.S.-flag merchant ships that can effectively compete for a larger share of world trade and the retraining of the American labor force to handle advanced maritime equipment and systems are necessary if the U.S. is to maintain its dominant position on the seas, according to Admiral John D. Chase, Commander, Military Sealift Command (MSC).

He said, the "only alternative to success in those areas is to abdicate our dominance of the seas." This would then force the U.S. to depend "upon foreign ships and crews to protect and project our national interests throughout the world community," he added.

"Our ability to project power and exert our influence anywhere abroad depends upon our maritime muscle. It is necessary for our very survival," Adm. Chase told a meeting of the National Defense Transportation Assn., Traffic Club

of New York and the Propeller Club of the United States in New York.

Exploring the various integral elements of the nation's seapower, Adm. Chase said, "We must have a Navy to keep the sea lanes open . . . to project our military strength . . . serve national interests and help implement national policy, military, economic and diplomatic policy."

However, he continued, survival is not assured "if we lack sufficient cargo ships to carry our commerce" to other countries of the world. He added he felt that the merchant marine was both a necessary economic and military force.

"Most important of all," he explained "are the skilled and dedicated people who go to sea in the naval and merchant marine ships and those who build and maintain them. We needed trained men who build ships, who operate port facilities and handle our ships and

cargo, and the union and management officials who integrate all of these resources by effective management and dedicated leadership."

## 'Island Nations'

This country's "absolute dependence upon seaborne commerce to maintain our present economic status" has turned us into an "island nation," Adm. Chase said.

"Our gross energy requirements are growing much faster than are new U.S. discoveries of oil, or developments of additional sources of power," thus creating a reliance upon other countries for raw materials, according to Chase.

He stated that the U.S. could ill afford to depend upon these nations to also deliver the goods to American shores, but that she might be forced into that position in view of the current status of the U.S. maritime industry:

- "Our merchant fleet of almost 3,500 vessels (some 25 years old) is now less than 600 active ships which transport less than five percent of our country's trade.

- "The U.S. has inadequate port facilities to handle 100,000 ton tankers while more than 50 ports in foreign nations can support such ships; and 50 percent of these are capable of handling 200,000 ton tankers. Much capital investment is necessary to make our ports technologically compatible with the kinds of ships and ship systems that will be operating by the end of the century. The development of ships and systems that can operate in foreign undeveloped ports or over the beach is also needed for the combatant Navy.

- "Our shipbuilding capability—yards, equipment and manpower—operated at 60 percent in 1971. Orders for new ships have not been sufficient to generate earnings to finance modernization or expansion of our ship construction base.

- "Today there are slightly more than 26,000 American seagoing jobs compared with 56,000 a few years ago. Continually rising costs and technological revolutions have created this situation in both the Navy and the merchant marine."

## Future Plans

While none of the "varied elements of seapower are as healthy as they ought to be . . . much is being done," Chase said. "Oil-bulk-ore carriers, LASH ships and tankers orders have been made which could mean ship construction as high as \$11.8 billion for 1972."

The MSC, the Navy, the Maritime Administration and maritime industry "must work together for a common goal . . . to develop designs and construct ships which are economically viable and responsive to specific military requirements," he added.

## Unlucky 13

Although these 13 Seafarers were fortunate to attend the various SIU Educational Conferences at the Harry Lundeberg School at Piney Point, they are unlucky because they did not receive their personalized photo albums.

The SIU is unable to send these Seafarers their albums because of insufficient mailing addresses. The following unlucky 13 who have albums unclaimed can receive them by sending correct addresses to the Seafarers International Union, Seafarers Log, 675 Fourth Ave., Brooklyn, New York, 11232:

Cosme Argiz  
Charles Furedi  
James Lee Roy Jackson  
George Paul John  
S. L. McCormick  
John F. Minnahan  
Heriberto Rodriguez

Leonard Steinhart  
J. Stringer  
Charles Svenson  
Felix G. Quinonez  
John W. Young  
Hayward Wilson

## Rep. Thompson Charges Budget Priorities Wrong

Rep. Frank Thompson, Jr., (D-N.J.), has charged that under the "priority given education in the Administration's proposed budget . . . jobs in this field will not be forthcoming."

There also should be, he added, additional job opportunities in the construction and furnishing phases of the educational facilities, visual arts field and teaching and administering areas. Only \$400 million was appropriated for new funds for education in the Administration's new budget, he noted.

"I think the Congress is going to have to find a way to improve that item," Thompson told labor, management and government leaders attending a luncheon sponsored by the eight-million member AFL-CIO Maritime Trades Department in Washington, D.C.

## Formula Needed

- Both the House and Senate agreed that by giving "general purpose grants to colleges and universities" the national interest will be served and jobs will be forthcoming but, Thompson said, a formula has not been found to award such grants.

According to the New Jersey representative, a Senate version for giving the grants would be based on the number of federally assisted students attending the college. The House version calls for grants based on a per capita or the number of degrees awarded by the educational institute.

Realizing that these legislative differences can be resolved in committee, Rep. Thompson said that a "monkey wrench" had been thrown in by the Administration's budget makers who did not include "any allocation for general assistance grants to colleges."

Thompson cited several inequities in the budget. Among them he questioned:

- The cutting to the bone federal monies for the construction of new educational facilities when statisticians predict the college population to double again by the year 2000.

- The encouraging of colleges and universities to accept disadvantaged students and forcing them to squeeze into existing facilities.

- The addition of \$5 million for scholarships at the same time the budget for new facilities are cut.

## January Jobless Figures 'Essentially Unchanged'

Seasonally adjusted January unemployment rate of 5.9 percent was "essentially unchanged" from December, according to the U.S. Labor Department.

The December rate was a revised six percent, but a change of one-tenth of a point is considered insignificant by the Bureau of Labor Statistics.

Senator William Proxmire (D-Wisc.), chairman of the Joint Economic Committee, voiced the concern of labor leaders and many economists when he pointed out the rate is "tragically high" and unemployment "is the number one problem facing the country."

BLS Commissioner Geoffrey Moore said that total unemployment and the rate would be considerably higher if the BLS statistical computations includ-

ed persons who have become "discouraged" and given up job-hunting.

## 'Discouraged' Figure Grows

Moore unveiled statistics that showed the "discouraged" figure has grown steadily in the last three years; from 574,000 in the first quarter of 1969 to 638,000 in 1970 and 788,000 in 1971.

The number of unemployed in January was 5.4 million, an increase of 700,000 from December. The average duration of joblessness rose to 11.8 weeks in January after declining in the two previous months. BLS figures show that this figure has been steadily increasing in recent years. The average duration of unemployment was 7.9 weeks in 1969, 8.8 weeks in 1970 and 11.4 weeks in 1971.

## Rep. Hathaway Says

### Many Jobless As Shipbuilding Lags

Thousands of men are unemployed as an "obvious result of the under-utilization of the American shipyards," claimed Rep. William D. Hathaway (D-Me.). He said that these specially skilled men who "contribute to the nation's growth . . . are deprived of their chance to work because ships are not being built."

The congressman extolled the provisions of the Merchant Marine Act of 1970 which called for 30 ships to be built a year. However, he said, "I am not completely satisfied that the full implementation . . . is being reached as quickly as it might." If these needed levels of new construction are not begun, Hathaway said "the goal will never be reached."

This nation has too long neglected shipbuilding, the Maine congressman told the audience of labor, management and government representatives at a luncheon in Washington sponsored by the eight million member AFL-CIO Maritime Trades Department. "There were 1,008 commercial ships afloat in 1960 compared with 542 vessels now," he noted. "Obviously we simply haven't been building enough ships, and as a result we have crippled an entire industry."

## Ships Contribute

Military and commercial ships make important contributions to the country's economy and even "before it is ready to sail it is responsible for thousands of jobs," the congressman said.

He added that regardless of advances in land and air transport systems, nations rely on the "bridges" (the merchant ships) which transverse the globe; "there simply is no other way to move mass amounts of materials across the seas."

According to the latest edition of Jane's *Fighting Ships*, the United States is considered a "second-rate naval power," which is "unacceptable," Hathaway said. He added that the nation is "the worse for having let naval construction slip."

Rep. Hathaway reviewed overall shipyard figures that show shipyards operating at 65 percent of capacity; the North Atlantic yards reaching their lowest level since 1955; Pacific Coast yards the lowest point since 1965; and naval shipyard construction far below its average for the 1960s.

Despite the Act's provision for "tax-deferred construction reserve funds, money is still a problem," he said. More than \$100 million has been invested in modernization and expansion of shipyards, he added. Hathaway called for justifiable spending, "through the intelligent geographical placement of the new shipbuilding contracts, both commercial and naval."

"We must renew our commitment as expressed in the Merchant Marine Act of 1970—to get the American flag back in its place of honor among the maritime nations of the world," concluded Hathaway.



# Don't be the Man Overboard

Cdr. R. V. Hirstein, USN  
Naval Safety Center

This article is based on a review of the 26 most recent man-overboard reports received by the Surface Ship Directorate of the Naval Safety Center. The conclusions are not encouraging: 12 of the 26 men were drowned, nine at night; 20 of the instances involved non-rated men; only four of the 14 survivors were wearing flotation gear. By ship type, carriers experienced nine of the men overboard, destroyer types seven, fleet oilers three, tank landing ships two, with one each being experienced by a CLG, ASR, AG, AS, and PBR. In eight of the cases the ship involved was at anchor, and five of the 12 deaths were from anchored or moored ships.

*The following article is reprinted from the fall, 1970 issue of Fathom magazine, a Naval Safety Center Publication. Because of the emphasis the SIU and its members place on safety—on the job, or in training at the Harry Lundeberg School—it is recommended reading for all Seafarers.*

The accompanying drawing is the way your ship might appear to you just after you have fallen overboard during daylight hours. Hopefully you were seen either falling or in the water. If you were seen, prepare to keep yourself afloat for 8 to 14 minutes (an average spread based on our cases and Fleet Training Group requirements). Hopefully you have a lifejacket on. If you are not wearing flotation gear, then hopefully you are a strong swimmer and in good condition to enable you to last until your rescuers arrive. If it is dark, your chances for survival are reduced considerably. But perhaps most important, if all other factors are in your favor, you hopefully are familiar with rescue procedures—how you can help when that helo, boat or ship reaches you.

## Understanding The Dangers

Perhaps the most striking fact to be garnered from these statistics is that 20 of the men who fell overboard were non-rated; an actuality which points out a vital responsibility of division officers and petty officers. New men in particular must be indoctrinated in the dangers of living and working in a ship. Those new to sea life unfortunately tend to underestimate the dangers of being at sea. What is worse than an FA swept over the side while trying to dump trash from the destroyer fantail on the midwatch? . . . or the SA who at 0100 finishes a turn as helmsman and proceeds on his way to relieve as after lookout and is never seen again? . . . or the SN working outside of life lines with no lifejacket on? . . . or the airman blown from a carrier's flight deck after being hit by the wash of a jet aircraft? All these are documented cases in the list of 26.

Lack of attention or carelessness on the part of the individual was determined to be a major factor in 14 instances. Such an excuse, however, does not allow a supervisor to evade the responsibility of ensuring that his men understand the dangers of being aboard a ship at sea. Unfortunately, all the indoctrination in the world sometimes has little value in saving a life. Four of the men overboard were apparently intentional actions. In each, mental de-

pression was indicated. Drunkenness accounts for two of these possible suicides and drug use is inferred in another.

As previously mentioned, darkness complicates the man-overboard problem. Available information indicates that none of the nine who were lost at night were either seen or heard. (It is interesting to note that all nine of the drowned men were in an off-duty status when they fell or jumped into the water.) Only those with experience at sea can appreciate and respect the noisy combination of wind, sea and ship on a dark night. The following accident narrative bears witness to this. "The clouds were scattered and there was no moon. There were stars visible. The position from which the man probably fell would have carried him under the overhang so that it was unlikely that anyone could have seen him until he passed by the fantail. The fantail watch did not spot him probably because of the darkness of the night and the possibility that he was stunned by the fall and unable to take action to attract attention."

The ability to swim, tread water or otherwise keep afloat is greatly dependent upon the physical condition of the man involved. Flotation gear, of course, makes the stay in the water considerably less exhausting, but we need only recall that four out of 14 survivors in the study were wearing lifejackets or similar gear to point out the need for conserving energy and strength. It doesn't take long to become exhausted in choppy waters. Here is a quote from a report submitted by a rescue helo pilot. "The man was about 300 yards upwind of the smoke (float). I established the helo into a hover and the swimmer went into the water. The man was assisted into the sling and brought into the helo. He appeared to be totally exhausted but otherwise in good condition. We returned to the ship . . ." In another accident report a rescue helo pilot said. "The horse collar was lowered for the man as he appeared to be in good condition even though he was without any flotation gear. He had trouble swimming to the sling so a swimmer was lowered to assist. After the man had been helped into a mae west he appeared to lose consciousness and had to be manually positioned in the horse collar by the swimmer." The physical condition of these men was not reported, but both were obviously in good enough shape to last the minimum time for survival (both were in the water at least eight minutes). In the second case the sea state was reported as "very

rough," and the man was recovered over two miles from his ship.

As mentioned earlier, eight of the 26 cases studied were men overboard from moored or anchored ships. Five of the eight men drowned. The problem seems to be different in port. Two of the five men drowned while intoxicated and after returning from liberty. Another was suspected of using drugs, one man's fall over the side could not be explained and one man was lost in a swift river current. The incidence of men returning aboard ship drunk and falling or jumping overboard (or falling off the pier near the ship) occurs frequently enough to warrant consideration. Probably the best way to combat this problem is to encourage the buddy system while on liberty. The fact that a man is accompanied by a shipmate can usually prevent serious accidents. A buddy should see that his shipmate gets aboard and to his bunk safely. An efficient duty section will also see that once a man is in sight he is "monitored" to his bunk. This includes coming aboard, crossing over, and arrival in his berthing compartment.

Once it has been brought to the attention of the officer of the deck on the bridge that a man has been sighted overboard, the ship will be maneuvered with rudder and perhaps engines to, first, avoid hitting the man, and then to recover him or return close by to await the return of the rescue helo or boat. Anyone sighting a man in the water must immediately shout in his loudest voice, "Man Overboard—Port/Starboard Side," and then either repeat the call as many times as is necessary or take other measures until it is obvious that the conning officer is taking the necessary action or indicates in some manner that he has received the word. A lifering will be thrown over by the fantail watch and at least six short blasts will be sounded on the ship's whistle to indicate the emergency.

## What The Man In The Water Should Do

The first concern of the man-overboard should be to rapidly swim clear of the ship until there is no longer any danger of being sucked under or struck by the ship's screws. If uninjured and not wearing flotation gear, he should immediately begin looking for a lifeline thrown from the ship. If flotation gear is not in sight, trouser inflation will provide effective water wing support. **Strength and energy must be conserved!** If it is questionable whether or not a lifering being blown away can be retrieved, it should be remembered that an exhausting chase may consume more strength and energy than can afford to be lost.

If the man-overboard is wearing a lifejacket and finds that his swimming ability is impaired, he should forget about his mobility. Flotation gear is the biggest single factor in favor of survival at sea.

Attempting to keep his ship in sight is another way for the man in the water to waste valuable strength. By and large, a ship maneuvering to return to a victim may well disappear several times in the process. Staying in the immediate area of water entry will usually enhance chances for recovery, particularly if smoke floats or dye markers were thrown nearby.

Falling overboard has always been one of the worst perils of the sea. Fortunately, the chances of a successful recovery in a man-overboard situation are probably better than ever. It is far too frequent that an act of skylarking or lack of attention sets the stage for having a man in the water. Don't let that man be you.

The sea is a stern taskmaster, sometimes quiet, never yielding,  
always waiting.

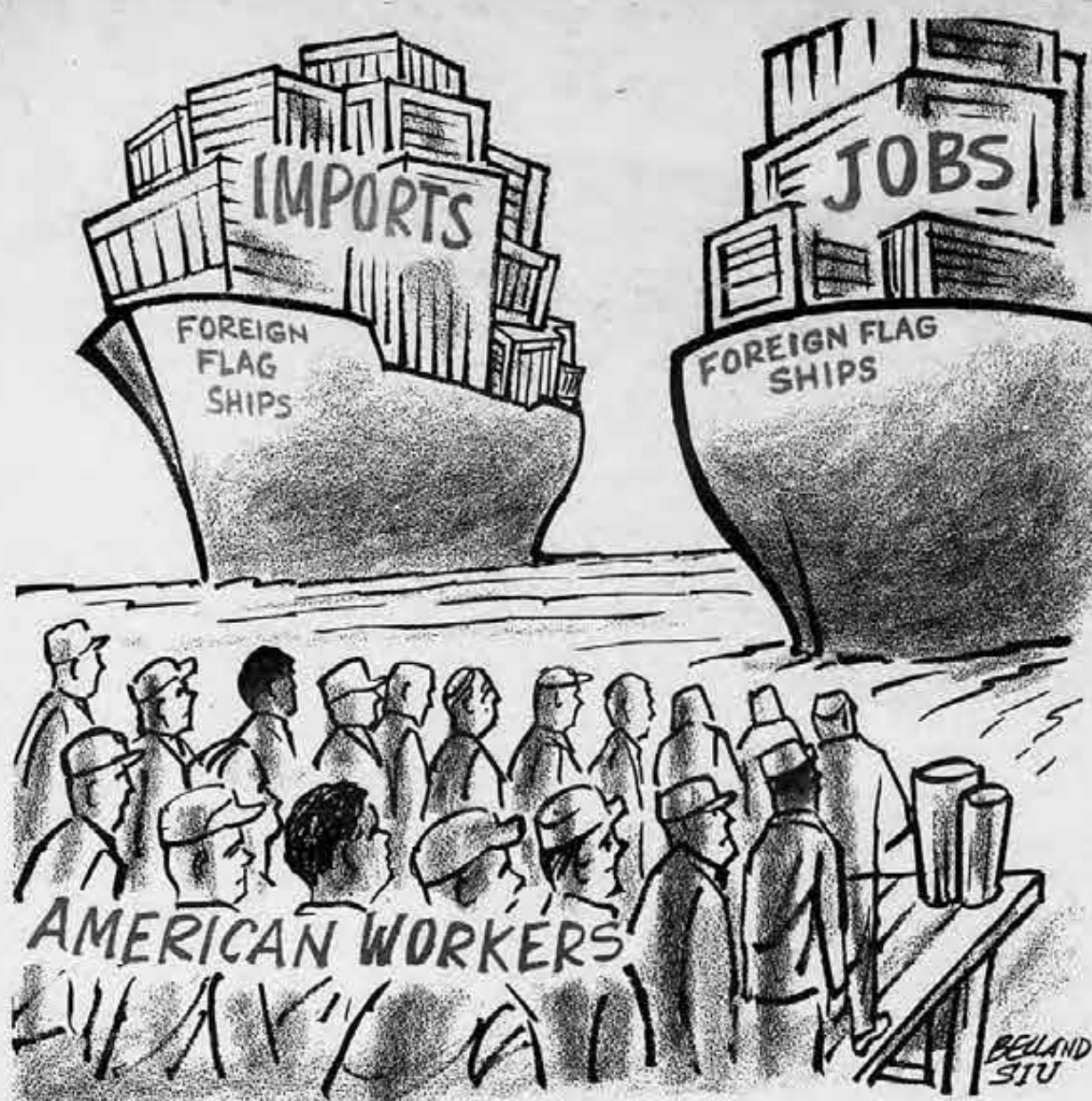


## Lifesaving Hints

Here are several basic rules to help you avoid falling overboard, or if you should be so unfortunate, to help you stay alive until rescue:

- Do not sit or lean on lifelines.
- Do not go out on weather decks at night or during heavy weather unless required to do so. If you must go out, wear a lifejacket and perhaps a lifeline, and be alert for course and speed changes which might increase the ship's roll and cause the sea to sweep the deck.
- Do not sleep topside.
- Know how to swim, tread water and float on your back expending the least amount of effort possible.
- Keep yourself physically fit.
- Do not dump trash at unauthorized times and places. Not only are you taking the chance of falling overboard with no witnesses, but you are increasing the possibility of a false man-overboard situation. Garbage and trash can look surprisingly like a man when floating down the side of a ship on a dark night.
- Obey the basic rules of seamanship:
  - Never stand in the bight of a line.
  - Never stand outboard of a line to another ship during an unrep.
  - Temporary lifelines must always be rigged where permanent lines are lowered.
  - Men working over the side or outside of lifelines must wear lifejackets, lifelines and be tended.





## Time to Act Is Now

During the November Convention of the Maritime Trades Department, no issue evoked more concern among the delegates than a report on foreign trade.

A resolution adopted unanimously described the serious unemployment problems at home being created by the lack of a realistic government policy toward foreign imports and international corporations.

At the recent meeting of the MTD Executive Board, another foreign trade report was presented—this one on multinational corporations.

The multinational corporation is something new. Like heart transplants and miracle drugs, it is a product of the post-war technology explosion that has developed totally new products and institutions. And they continue to increase while their usefulness over the long run is subject to a great many doubts in the minds of the experts, the leaders and the people.

Multinational corporations are as much a political as an economic issue. National tax laws, foreign investment inducements and restrictions and trade barriers must weigh heavily in a corporation's international decisions.

It is clear, however, that the United States has not reformed its international economic policies in the light of this significant trend. As a nation, we have yet to even formulate decisive goals and objectives in terms of our

national interest and the impact of the multinational corporations.

Another thing also is clear. Multinational corporations are heavily responsible for the export of American jobs, for the export of American technology and for the import of products manufactured by low-paid foreign workers.

And these imports are, in turn, heavily responsible for the nation's current unemployment problems.

The MTD report on the Impact of the Multinationals must have made some points. Shortly after it was made public, the august U.S. Chamber of Commerce, in a ponderous statement, declared that such corporations really are a boon and really are helping American workers.

The facts belie that statement but it is exactly what could be expected from an organization supported by corporations—and multinational corporations, at that.

There is a bill pending in Congress—the Foreign Trade and Investment Act. It is designed to put some controls on the export of U.S. technology, capital and jobs. The MTD strongly supports this bill. The SIU strongly supports this bill. So does the entire labor movement.

We sincerely hope Congress will take up a full-scale discussion of the measure soon. Too many American workers are still being left on the docks. It is time to act.

## Salute to A Friend

Around the U.S. Capitol where some men gain reputations for their weaknesses, Rep. Edward A. Garmatz was an exceptional man. His was a reputation for decency and quiet efficiency backed by strength of character.

Now, Rep. Garmatz, whose friendship for seamen was proved time and time again in his 25 years in the House, and more particularly in his six years as chairman of the Merchant Marine and Fisheries Committee, has declared his intention to leave office at the end of this year.

He will be missed.

For he was a strong friend of all working men and women and conscientiously voted on their side. His was a voice for fairness and decency in the treatment of veterans.

Furthermore he was tireless in his desire to see a rebuilt merchant marine sailing under this nation's flag, and he performed yeoman's service in the legislative battle to obtain passage of the Merchant Marine Act of 1970.

One of his trademarks was the little Black-eyed Susan he wore pinned to his left lapel. And its absence from the House of Representatives next year, will mean the absence of a good and decent man who never forgot his upbringing as a 37½-cent-an-hour-electrician, nor did he forget the people he knew at the bottom of the economic ladder.

The maritime industry and maritime labor owe him much and will remember him with warmth and affection in his retirement years.

# letters to the editor

## Assistance Appreciated

To the Editor:

My friend Seafarer Charles Hamilton passed away in my home on October 7 and I notified John Dwyer of the Seafarers Welfare Plan.

Mr. Dwyer made all of the arrangements for burial and it was as dignified as any burial could be.

The Seafarers Welfare Plan and Mr. Dwyer have my thanks along with the thanks of my family for the way everything was handled.

Thomas H. Gordon  
Belport, Long Island

## Future Secure

To the Editor:

I want to express my appreciation to both the Seafarers' and the Great Lakes Tug and Dredge Pension Plans for their thoughtfulness in sending my January pension checks in time for the past holiday season.

You have no idea how secure it is to know that my future income can be counted on each and every month.

Thank you for every consideration.

Gabriel Olsen  
Chicago, Ill.

## SIU the Best

To the Editor:

Being a past member of the SIU and now in the hotel and tavern business, of which all of my employees belong to the union, I want to thank the members and officers of the SIU for having the best union in the country. I found it the best of any that I have belonged to.

I also want to thank you for the *Log* which I read and then pass it on to a fellow SIU member here in Erie.

Tony Maniargina  
Erie, Penna.

February, 1972

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### SEAFARERS LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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# AFL-CIO Tells Congress Export Bill Is 'Unworkable'

In testimony before a Senate subcommittee on foreign trade, AFL-CIO Legislative Director Andrew J. Biemiller said that legislation now before Congress that seeks to stimulate American exports is well intentioned, but is misdirected.

The rise of multinational firms, managed economies, non-tariff barriers and high speed international transportation and communications have made the proposed legislation "unworkable," Biemiller said.

"Unfortunately," Biemiller said, "during the past decade the major exports of the United States have been America's technology, capital, production and jobs . . . major industries of the United States are now located in virtually every country on earth."

## U.S. vs. U.S.

U.S. companies, according to Biemiller, are now competing from abroad with American exports at home, and on top

of that "these same foreign-based U.S.-owned plants abroad are now pouring an ever-increasing stream of those manufactured goods into the United States. How long can we preserve our factories at home to supply our domestic markets, much less produce for export?"

Biemiller declared that foreign countries are only too happy to seek U.S. capital and U.S. production facilities, "thus making unnecessary the importation of goods from the U.S."

In the face of this situation, the United States cannot depend on "salesmanship" to boost exports and cut down on imports to assure a trade balance. What is needed, he declared, is correction of the imbalance that is growing steadily with devastating effects on American jobs and American productive capacity.

Among the possible remedies, Biemiller suggested:

✓ Taxation of U.S. corporations' overseas operations so that they more closely relate to the tax domestically.

✓ Regulation of the torrent of imports that have smothered U.S. production and cost hundreds of thousands of U.S. jobs.

✓ Regulation of the outflow of American capital.

✓ Collection of more data on foreign trade and labeling procedures to make sure the proper identification of foreign-made components.

✓ Changes in the Tariff Code to prevent U.S. companies from assembling products in foreign countries and then labeling them "Made in U.S." and paying only minimum duty on them.

✓ Establishment of a new Foreign Trade and Investment Commission to handle new American trade policies and legislation.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Pay Board Chairman Boldt Defendant in UAW Action

Judge George H. Boldt has been named as defendant in a suit filed in U.S. District Court in Washington, D.C., by the United Auto Workers against a ruling of the Pay Board which denied aerospace workers gains negotiated in their 1971 contracts.

The suit was filed against Boldt, both as chairman of the Pay Board and as an individual.

This is the first of two such suits. The second will be filed by the International Association of Machinists. The two suits will cover almost 200,000 workers.

The UAW is asking for a "declaratory judgment" that the aerospace industry contracts are legal and that the amounts negotiated should be paid, that the Pay Board and others acted unlawfully in denying the pay increase.

In addition, the union is seeking an injunction against "preventing the payments of these contracts."

### Details of Suit

The complaint divides itself into five counts. The first is that of the 51 cents new wage money negotiated in 1971, the union says that 34 cents of this total is "the product of the

1968-1971 agreement," recognition of cost of living increases.

This means, UAW President Leonard Woodcock said, that only 17 cents an hour was put before the Pay Board for approval the first year and within the guidelines of 5.5 percent, the amount justified would have been 26 cents an hour.

"Yet," Woodcock said, "that 17 cents they rejected and deferred until the second year of the agreement. We say that this is clearly beyond their statutory authority."

The UAW contends, also, that the 5.5 percent guidelines are being applied inconsistently and cites the approval of contracts in railroads and coal to support their contention.

The UAW is also charging

✓ That there was a "denial of due process" required by the law, including the lack of public hearings, denial of a transcript and faulty procedures.

✓ That the Pay Board is without authority to reject the aerospace contracts because no proper regulations governing interest rates and finance charges have been issued as required by the recent amendment to the law.

✓ That it did not support its disapproval by substantial evidence and made its decision for administrative and political convenience and not on facts, and

✓ That the aerospace industry is in a "tandem relationship" with the auto industry and the new agreements completely reflect that relationship.

## Meany Terms Exemption Ruling As 'Outrageous'

AFL-CIO President George Meany called "outrageous" a decision of the Cost of Living Council to exempt from economic controls only wages below \$1.90 an hour because the decision "unfairly penalizes American workers at the lowest stage of the economic ladder—the working poor."

He said that the AFL-CIO "will not accept this decision as final" and added, "we must—and we will—find a means for overturning it."

### IUE Joins Fight

"The Congress specifically demanded wage control exemption for the working poor and the Administration deliberately flouted that Congressional mandate," Meany said.

Meanwhile, the International Union of Electrical Workers has filed suit in Federal Dis-

trict Court in Washington, D.C., to overturn what it called "let 'em eat cake" exemption level.

The exemption should apply to workers paid up to \$3.35 an hour, the IUE said. This would mean an estimated 20 million additional workers could receive pay increases not subject to the limitations set by the U.S. Pay Board.

"Restricting exemption to \$1.90 or below is a deliberate attempt to violate the intent of Congress. Since this action was taken by the Cost of Living Council, made up of Cabinet members and other high Administration officials, it must be laid at the door of President Nixon himself," IUE President Paul Jennings said.

## Building Trades Initiate Restructuring Program

The AFL-CIO Building and Construction Trades Department has undertaken a restructuring program designed to give the department more flexibility and strength during the decade of the '70s.

The Executive Council of the Department, at its meeting in Bal Harbour, Fla., said motivation for the new program sprang from increasing "new challenges and opportunities of this period."

Among the new challenges presently facing the building and construction unions has been the Nixon Administration efforts to weaken the protections of the Davis-Bacon Act and to set up apprenticeship

quotas and goals causing problems to the industry.

A second challenge is the growth of non-union contracting, which has caused hundreds of millions of dollars in lost work for union building and construction trades members. The meeting of the Executive Council was chiefly concerned with discussions on productivity, hours and working conditions as well as greater efficiency on the part of contractors to make union labor more competitive with non-union labor.

One of the major decisions already taken by the Executive Council was to call off the Department's national legislative conference this year.





## Seafarers Receive Full Books

SIU President Paul Hall (center) and Vice President Earl Shepard (third, right) offer their personal best wishes for smooth sailing to each of the members of the first class of full book upgraders to graduate in 1972 in the Port of New York. From left are: F. Kraemer, E. Witte, M. Casey, J. Meyers, Hall, M. O'Toole, H. Jackson, Shepard, G. Hamilton, and E. Donovan.

## Seafarer Lou Cirignano Coordinates Successful N.J. Election Campaign

Seafarer Louis Cirignano has put into practice organized labor's well-publicized theory that union members should be active in politics on all levels.

During the 1971 elections Cirignano served as overall

campaign coordinator in the successful election bid of Herbert G. Klein for a seat in the New Jersey State Assembly. Klein, a Democrat, will represent the district of Passaic, Clifton and Little Falls.

In addition to participating in local politics, Cirignano has been active in the SIU's beefs and organizing drives and has served as department delegate aboard ship. He is also the SIU's delegate to the Passaic County AFL-CIO Labor Council.

At present he is also a member of the Passaic Board of the Advisory Committee of the Passaic County Vocational Handicapped School.

Cirignano is director of the Summer Youth Program at the SIU's Harry Lundberg School of Seamanship in Piney Point, Md.

He received his B.A. degree at Montclair State College and his Master's degree at Paterson State College. Brother Cirignano specialized in the teaching of handicapped children.

Seafarer Cirignano is a veteran of World War II and the Korean War. He is a life member of the Disabled American Veterans Chapter I in Passaic, N.J.



During the 1971 campaign Seafarer Louis Cirignano (right) looks over a piece of literature with Herbert C. Klein (left), successful candidate for the State Assembly in New Jersey, and Joseph Hirkala, assemblyman, running for state senator.

## Personals

### Bennie Kasky

Mrs. Esther Kasky asks that you write to her and Stanley Kasky at 801 Grand, Benton, Ill. 62812 or call 618-438-3471.

### James Luther Byrd

Your step-mother, Mrs. Clara Byrd asks that you contact her as soon as possible on some important matters. Her address is 924 Garden Dr., Baltimore, Md. 21221, telephone No. 686-0717.

### Rueben Patrick East

Your mother, Mrs. Harry K. East, is very concerned about you and asks that you contact her immediately at Rt. 1, Box 85, Midland City, Ala. 36350 or telephone collect at 205-795-3564.

### Michael Casale, Jr.

Please contact your sister, Miss Pat Casale as soon as possible at 22 Bartlett St., Beverly, Mass. 09115.

### Robert Grayson

Joan O'Kray asks that you contact her in regards to an urgent matter at 4075-19th St., San Francisco, Calif. Telephone: 415-431-3700.

### Noble Duhadaway

A check from Seatrain Lines is being held for you at Union Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

### Joseph C. Caver

Your sister, Winnie Allen, would like to hear from you in care of Joanne McCowan, 6229 Alameda, Genoa Road #16, Houston, Tex.

### Joseph McDougal

### Henry Richardson

Vern Bradley asks that you contact him at 2578 Table Rock Road, Medford, Ore. 97501.

### Fernando Maldonado

Your wife, Edna, would like to hear from you as soon as possible at 4934 Walton Ave., Philadelphia, Pa. 19134.

### Irvin Spruill

Your son, Irvin Sinclair Curtchlow, would like to hear from you. Please contact him through the SIU hall at 115

Third St., Norfolk, Va. 23510. Telephone 703-622-1892.

### Robert Morris

Please write to J. Cook at 2170 E. Jefferson Ave., Detroit, Mich. 48207.

### Jack E. Gervais

Your mother would like to hear from you at Rt. 1, Box 252, Boomer, N.C.

### Robert Colanti

Please contact E. Burke at 5014 Los Cayotes, Apt. 3, Long Beach, Calif.

### Tony Pacunas

Please contact Joseph Wilaszak at the USPHS hospital in San Francisco.

## MARAD Strives For Better Ships

The Maritime Administration (MARAD) has undertaken a multi-facet project to gather and interpret data on ocean waves with a view toward better ship construction.

"Improved merchant ship designs, particularly for vessels transiting the North Pacific in the Far East and Alaska trades," will be the end project of this research said MARAD Assistant Secretary of Commerce A. E. Gibson.

An award of a \$282,000 two-year contract by the agency to the Sea Use Council, a group formed by Alaska, Washington, Oregon and Hawaii to coordinate the regional oceanographic studies, marked the beginning of the project, Gibson explained. Sea Use Council will oversee the entire project.

This study will also provide essential data for use in designing open-sea offshore platforms and routing ships in the North Pacific and Alaska trades.



## Digest of SIU Ships' Meetings

**NEW YORKER** (Sea-Land), Aug. 22—Chairman I. Cox; Secretary V. Sanchez; Deck Delegate G. Sexton; Engine Delegate S. Serio; Steward Delegate J. Robinson. No beefs were reported. Brother C. Martinsson briefed crew on educational conference. Vote of thanks to the steward department for a job well done.

**MT. VERNON VICTORY** (Victory Carriers), Sept. 31—Chairman V. G. Grima; Secretary W. Stark; Deck Delegate J. K. Wilson; Engine Delegate J. H. Johnson. Everything is running smoothly. Ship in good condition. Good crew and officers. Special vote of thanks to steward department for a job well done.

**SL 181** (Sea-Land), July 22—Chairman Anthony J. Palino; Secretary G. Walter; Deck Delegate H. B. Gaskell; Engine Delegate Van Whitney; Steward Delegate S. Jackson. Repair list was turned in. Some disputed OT in engine department. Vote of thanks was extended to the steward department for a job well done.

**COLUMBIA** (U.S. Steel), Aug. 20—Chairman Chester Iannoli; Secretary M. Sospina; Deck Delegate James S. Rogers; Engine Dele-

gate W. B. Addison; Steward Delegate Edward F. Castin. The entire crew got along fine, and everything is running smoothly, with no beefs. Vote of thanks was extended to the chief steward for cooking popcorn on movie night.

**TRANSIDAH** (Hudson Waterways), Aug. 29—Chairman Frank Gaspar; Secretary Aussie Shrimpton; Deck Delegate Charles M. Hill. \$112 in ship's fund. Everything running smoothly. Some disputed OT in deck department.

**BRADFORD ISLAND** (Stewart Tankers), Sept. 5—Chairman F. R. Charneco; Secretary T. Savage; Deck Delegate David C. LaFrance; Engine Delegate John Ryan; Steward Delegate Ronald B. Shaw, Sr. \$23 in ship's fund. Some disputed OT in engine department.

**MT. WASHINGTON** (Victory Carriers), July 25—Chairman D. Robbins; Secretary O. P. Oakley; Deck Delegate E. F. O'Brien. Disputed OT in each department. Motion made to have a letter written and signed by each crewmember concerning the closing of U.S. Public Health Service Hospitals as a protest to his congressman and senator.

**DEL ORO** (Delta), Sept. 26—Chairman Antoine Kerageorgiou; Secretary James Sumpter; Deck Delegate Jerry M. McLean; Engine Delegate Joseph G. Arch; Steward Delegate Gaspar Nole. Few hours disputed OT in deck and steward departments. Everything else is running smoothly. Brother Victor Palombo reported on the benefits of going to Piney Point to learn the history of the SIU and the role it is playing in shaping up the future of the maritime industry.

**HASTINGS** (Waterman), Aug. 15—Chairman J. Kennedy; Secretary G. Trosclair; Deck Delegate Norman L. Bergeron, Sr.; Engine Delegate John M. Burk. This has been a smooth trip again. All repairs have been taken care of except for freeing porthole dogs which should be done before next crossing. Few hours disputed OT in deck and engine department.

**TRANSIDAH** (Hudson Waterways), July 17—Chairman Frank Gaspar; Secretary Aussie Shrimpton; Engine Delegate Charles M. Hill. \$113 in ship's fund. Everything is running smoothly with no beefs. Motion sent to headquarters regarding pension plan.

**STEEL DESIGNER** (Isthmian), Aug. 8—Chairman Joseph Kalata; Secretary Angel Seda; Deck Delegate J. C. Arnold; Engine Delegate F. Lee; Steward Delegate Herman White, Jr. \$6 in ship's fund. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**TRANSIDAH** (Hudson Waterways), Aug. 15—Chairman Frank Gaspar; Secretary Aussie Shrimpton. \$112 in ship's fund. No beefs were reported. Everything is running smoothly. Suggestion made that the company install movie equipment aboard ship.

**NEWARK** (Sea-Land), Aug. 15—Chairman D. Dammerer; Secretary Jack Utz. \$16 in ship's fund. No beefs were reported. Brother C. Bedell discussed the highlights of what is being done at Piney Point. Brother Dammerer read the report from Piney Point concerning guarantees of the SIU contract. Discussion held regarding transportation from ship to gate should be improved in Port Elizabeth, N.J.

**SEATTLE** (Sea-Land), Sept. 5—Chairman Raul Iglesias; Secretary W. Hand; Deck Delegate Vincent Genco; Engine Delegate M. Nettles.

Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**SL 181** (Sea-Land), Sept. 5—Chairman Anthony J. Palino; Secretary G. Walter; Deck Delegate Horace B. Gaskell; Engine Delegate Van Whitney; Steward Delegate Stonewall Jackson. \$11 in ship's fund. Some disputed OT in engine department, everything else running smoothly.

**SEATRAN CAROLINA** (Hudson Waterways), Aug. 29—Chairman Richard Whitney; Secretary T. Ulisse; Deck Delegate B. A. Granberg; Engine Delegate C. L. Raulerson; Steward Delegate J. Bennett. \$19 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**SAN FRANCISCO** (Sea-Land), Aug. 1—Chairman Malcolm Woods; Secretary Henry A. Galicki; Steward Delegate E. M. Cullerton. No beefs were reported. \$706 was collected for the widow of Brother Hendricks, 3rd cook, who passed away at sea last trip. Vote of thanks to the steward department for a job well done.



# HLS Maritime Museum Adds Parsons to Fleet

Much in the same way that the American bald eagle, the whooping crane and the Western wild horse are slowly becoming extinct, so too are many of the uniquely designed commercial sailing crafts such as the long canoe, bug-eye, pungy-schooner, skipjack and ram.

The Harry Lundeberg School, a merchant marine training facility, wants to do all it can to preserve these disappearing vessels of bygone days. Through this philosophy, a living maritime museum has been established at the school's Piney Point, Md., location on the banks of the Chesapeake Bay.

The latest addition to the school's historic fleet is the bug-eye, *Dorothy A. Parsons*. "She's the last of the Mohicans, so to speak. A few more years and we won't see any more of these old boats on the Bay," said a school official. The bug-eye used to be the best known of all Bay-type crafts. Today, only two of these renowned work-horses are believed to be in existence. The other is at the Chesapeake Bay Maritime Museum, also in Maryland.

With the development and growth of the log canoe, the bug-eye emerged in the early 1860s. Log canoes were used by the American Indians long before the first white settlers arrived on the Chesapeake Bay.

## Scottish Origin

M. V. Brewington, the author of *Chesapeake Bay Log Canoes and Bug-eyes*, believes the term "bug-eye" was Anglicized from two Scottish words, "bucklar," the name of an 18th century smuggling boat and "buckie" the Scottish word meaning oyster shell.

"Immigration from Scotland

brought a large number of persons to Maryland, and it is possible the similarity in appearance of the hull and its profile of the Scottish boat may have brought about comparisons which resulted in the American name," Brewington wrote.

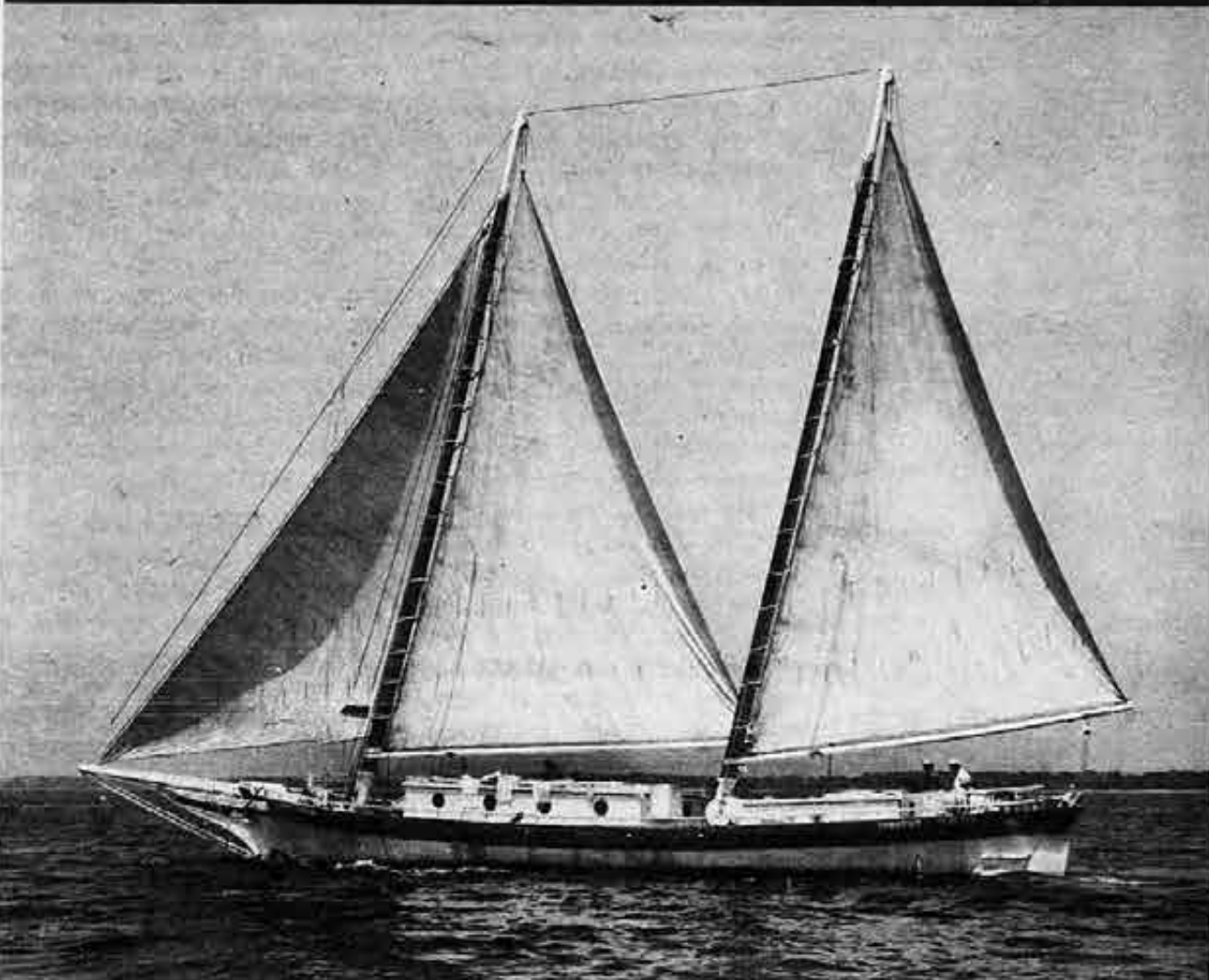
The bug-eye seldom ventured beyond the Chesapeake waters, where it was mainly used to dredge oysters. Watermen preferred it over other types of dredging crafts. Its smart appearance, speed and seaworthiness helped the boat gain an international reputation. The bug-eye reached its peak of construction during the middle of the 1880s. However, with the appearance of the skipjack, a cheaper-built craft, the demand for the bug-eye steadily decreased.

Some yachtsmen converted the obsolete bug-eye into a pleasure craft. It proved to be notably worthy with its simple rig which required only a few hands to operate and sailed well under any two of its three sails.

The *Dorothy A. Parsons* was built in 1901 by B. P. Miles of Oriole, Md., and home-ported at Cape Charles, Va. Although used in the coasting trade and for mackerel fishing, the 82-foot long boat was used primarily as a "buy boat" in the oyster industry. During the off-season, she freighted fruit and farm produce to Baltimore.

"Not only do they (the ships) set the right nautical tone for our school . . . they represent an ancient art of building that is part of our Chesapeake Bay heritage," a school official explained.

Thus, the *Dorothy A. Parsons* joins the school's living tribute to the great sailing ships of the past.



The top photo shows the *Dorothy A. Parsons*, the former oyster dredging boat and pleasure craft, awaiting repairs and restoration on the docks of the Lundeberg School. The bottom photo is the *Parsons* as she appeared in 1951 sailing Virginia's Rappahannock River. The HLS Museum plans to restore the vessel to her former beauty and preserve as a living reminder of days gone by.



## Digest of SLU Ships' Meetings

**NEWARK** (Sea-Land), Sept. 12—Chairman D. Dammerer; Secretary J. Utz. \$16 in ship's fund. No beefs. Everything is running smoothly. Ship's delegate read the report of workshop from Piney Point concerning SIU contract and education. All hands voted to concur with reports.

**MAIDEN CREEK** (Sea-Land), Aug. 22—Chairman O. C. Cain; Secretary Joseph E. Hannon; Deck Delegate W. E. Reeves; Steward Delegate Walker Wilson. Everything is okay. Vote of thanks to the steward department for a job well done.

**OVERSEAS PROGRESS** (Maritime Overseas), Sept. 19—Chairman John Logan; Secretary James Prestwood; Deck Delegate D. Harrison; Steward Delegate James Perryman. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**INGER** (Reynolds Metal), Sept. 5—Chairman Marion E. Beeching; Secretary D. Martinez; Deck Delegate J. Bennett; Engine Delegate J. Laningham. \$21 in ship's fund. No beefs and no disputed OT. Everything is running smoothly.

**TRANSOREGON** (Hudson Wa-

terways), Sept. 26—Chairman W. Wallace; Secretary N. F. Hatfield. Disputed OT in deck and engine departments.

**ANCHORAGE** (Sea-Land), Sept. 5—Chairman Bobby Gallain; Secretary J. Roberts. \$26 in ship's fund. No beefs. Everything is running smoothly.

**OVERSEAS ALASKA** (Maritime Overseas), Sept. 5—Chairman T. Trainor; Secretary D. Gardner. Disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**CITIES SERVICE MIAMI** (Cities Service), Sept. 12—Chairman Alphonse Fruge; Secretary Robert E. Fowlkes; Deck Delegate Robert Lambert; Engine Delegate Theodore R. Marting; Steward Delegate Emanuel Lowe. \$80 in ship's fund. Some dispute OT in deck department.

**MISSOURI** (Ogden Marine), Aug. 29—Chairman J. Skinner; Secretary W. Miles; Deck Delegate William R. Dawson; Engine Delegate J. M. Demouy; Steward Delegate R. H. Taylor, Jr. \$22 in ship's fund. No beefs were reported.

**DEL ORO** (Delta), Aug. 22—Chairman Antoine Kerageogiau;

Secretary James Sumpter; Deck Delegate Joseph D. McPhee; Engine Delegate Joseph G. Arch; Steward Delegate Robert V. Kennedy. \$7 in ship's fund. All beefs were taken care of by boarding patrolman. Repairs have also been taken care of.

**OGDEN WABASH** (Ogden Marine), Aug. 29—Chairman Walter W. LeClair; Secretary F. Mithcell; Deck Delegate John Matkoski; Engine Delegate John Wallace; Steward Delegate Edward Laberrere. \$10 in ship's fund. No beefs were reported.

**TRANSHAWAII** (Hudson Waterways), Sept. 26—Chairman Edward F. Wallace; Secretary W. Seltzer; Deck Delegate D. C. Gatewood; Engine Delegate Pedro Marcial; Steward Delegate E. Pappas. No beefs, everything is running smoothly except for some disputed OT in deck and engine departments.

**LA SALLE** (Waterman), Sept. 19—Chairman W. J. Taylor; Secretary F. Fletcher; Deck Delegate James W. Galloway; Engine Delegate Joseph C. Cyr; Steward Delegate F. Fletcher. \$25 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**YORKMAR** (Calmar), Aug. 12—Chairman I. S. Moen; Secretary S. Garner; Deck Delegate N. Kneckman; Engine Delegate J. H. McDonald; Steward Delegate L. Gadsen. Everything is running smoothly with no beefs. Vote of thanks was extended to the bosun and entire steward department for a job well done.

**DETROIT** (Sea-Land), Aug. 15—Chairman J. Bekiaris; Secretary B. B. Henderson; Deck Delegate J. McLaughlin; Engine Delegate J. Jones; Steward Delegate R. L. Savior. \$1 in ship's fund. No beefs were reported.

**STEEL TRAVELER** (Isthmian), July 4—Chairman Cecil Diltz; Secretary I. R. Llenos. \$12 in ship's fund. No beefs were reported. Everything is running smoothly.

**TRANSPACIFIC** (Hudson Waterways), Sept. 19—Chairman F. Gosse; Secretary M. Bugawan; Deck Delegate Charles F. Mann; Engine Delegate J. R. Brown; Steward Delegate James Armstrong. No beefs were reported. Vote of thanks to the steward department for a job well done.

**YELLOWSTONE** (Ogden Marine), Sept. 12—Chairman D. Mer-

rill; Secretary George Luke; Deck Delegate Joe Cane; Steward Delegate William Gonzalez. No beefs and no disputed OT. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**OVERSEAS ARCTIC** (Maritime Overseas), Oct. 3—Chairman Bob Pope; Secretary Stanley F. Schuyler; Deck Delegate George Baker; Engine Delegate Dominick Orsini; Steward Delegate Richard Volkerts. \$67 in ship's fund. No beefs. Everything is running smoothly.

**COLUMBIA** (Ogden Marine), Aug. 29—Chairman Chester Iannali; Secretary M. S. Sospina; Deck Delegate James S. Rogers; Engine Delegate William B. Addison; Steward Delegate Edward F. Costen. No beefs. Everything running smoothly. Good crew on board.

**WARRIOR** (Sea-Land), Sept. 19—Chairman B. E. Swearingen; Secretary Eloris B. Tart; Deck Delegate W. Miller; Engine Delegate Robert Miller; Steward Delegate I. Garcia. Some disputed OT in deck and engine departments. The members aboard ship were glad to have the union officials tell them what the score is at Piney Point.



# Look Who Runs the Labor Department

The following story on the hierarchy of the U.S. Department of Labor was researched and reported by Harry Conn of Press Associates Inc., a Washington-based news service that specializes in the labor news field.

The U.S. Department of Labor, created in 1913 to protect the interests of working people, has rarely been under as much fire for being pro-business and pro-management as it is today.

A survey of the key policy-makers of the Department provides a logical explanation: it reads like a "Who's Who in Business."

Almost all of the top Department officials come from Big Business, only a handful are career government officials and those with trade union background are almost singular exceptions.

Secretary of Labor James Day Hodgson came to Washington to join the Nixon Administration with a background of 28 years as an executive of the Lockheed Corporation. He was vice-president in charge of industrial relations at the time he was named Under Secretary of Labor by President Nixon.

Hodgson reached right into Lockheed for one of his top assistants. Prior to joining the Department in 1970, William H. Schmidt, Jr., served as corporate information director for Lockheed.

E. Carl Uehlein, executive assistant to Hodgson, was with a Massachusetts law firm where he specialized in labor law, largely with management clients.

The Special Assistant to the Secretary for Legislative Affairs, Frederick L. Webber, held a legislative liaison post with the National Forests Products Association, the trade organization of the lumber industry.

Under Secretary of Labor Laurence H. Silberman practiced law in Honolulu, specializing in labor law. He won his corporate credentials since his practice was heavily weighted toward management and business.

Silberman's executive assistant, Richard J. Wise, was assistant director of industrial relations for the John Hancock Life Insurance Company with offices in Boston.

## One Labor Man

The line-up of Assistant Secretaries of Labor could reasonably be expected to hold posts with the Department of Commerce. But Labor? The only exception is W. J. Usery, Jr., Assistant Secretary for Labor-Management Relations, who was Grand Lodge Representative of the International Association of Machinists.

Frank G. Zarb, Assistant Secretary for Administration, has a background of investment banking houses including CBWL-Hayden, Stone, Inc., where he was executive vice-president; Cogan, Berlind, Weill & Levitt, Inc., as senior vice-president, and with Good-

body & Co. For five years he was with the industrial relations department of Cities Service Oil Company.

Assistant Secretary for Occupational Safety and Health George C. Guenther was president of the John H. Guenther Hosiery Co., in Reading, Pa., where he was successful in keeping the American Federation of Hosiery Workers from organizing his employees.

Malcolm Lovell, Assistant Secretary for Manpower, lists among his credentials 12 years in management capacities with the Ford Motor Co., and manager of employee services for American Motors Corporation.

## Impressive Credentials

Hodgson recently reassigned Assistant Secretary Richard J. Grunewald to head Employment Standards. He served from 1956 to 1971 with the Olin Corporation in New Haven, Conn., the last six years as vice-president for administration.

Former Assistant Secretary Jerome M. Rosow was with Standard Oil of New Jersey for 16 years prior to being named to head policy, evaluation and research. He recently returned to Standard Oil.

One of the most important posts in the Department is that of Solicitor. It is currently being filled by Richard F. Schubert. He joined Bethlehem Steel Corp., in 1961, was promoted to assistant manager of labor relations in 1966, where he served until he joined the Nixon Administration.

Donald M. Irwin, who was Deputy Under Secretary for International Affairs until his recent appointment as Chicago regional director for the Department, held top offices with Chrysler, Deere & Co., and Hawaiian Airlines.

John Wilks, director of the Office of Contract Compliance, operated his own public relations firm in the San Francisco-Oakland area where he had such clients as Standard Oil of California, Chrysler, Safeway Stores and F. W. Woolworth.

John L. Blake, director of the Job Corps, came to the Department from his post as assistant secretary for the Marine Midland Trust Company of Rochester, N.Y.

In addition to Usery, only two other higher Labor Department officials have trade union backgrounds: Deputy Assistant Secretary of Labor for Manpower Paul J. Fasser, Jr., from the Steelworkers, and Assistant Manpower Administrator Robert J. Brown, who held posts with the United Auto Workers and the Minnesota CIO in 1952-53.

These are the men who determine policy for the Department of Labor, which was created "to advance the public interest by promoting the welfare of the wage earners of the United States, improving their working conditions, and advancing their opportunities for profitable employment."

## Hodgson Forecasts End Of Free Collective Bargaining

In the lead story on this page Secretary of Labor James D. Hodgson is described as being "business oriented."

In a recent address delivered in Washington, D.C. Hodgson said much to verify this point.

He brought his proverbial crystal ball out to see what the world of work would be 20 years from now and reported his findings to the White House Conference on the Industrial World Ahead.

Free collective bargaining, as we have known it, is not in the future, Hodgson told the industrialists attending the conference.

He predicted that the right to strike will be sharply curtailed, especially what he calls "the big, crippling strike." He declined to draw a line separating the "big, crippling strike" and the not so-big crippling strike, but predicted that, either by legislation or the parties themselves, changes will be made.

He added fuel to the Administration's contention that large wage settlements are the primary reason for inflation. And he predicted that these "inflation-inducing" wage settlements will be outlawed.

## Questions Right to a Job

Hodgson then posed this question: "What shall be an American's right to have work?"

In an Administration that has succeeded in doubling the number of unemployed, the secretary should be placed on the spot by his own question. However, not with this answer:

"Today some are suggesting a guarantee of

jobs for all. But while nearly all accept the desirability of expanded employment opportunity, the disincentive and cost features of guaranteeing a job is still questioned by many of us.

"Though much of the rhetoric in this sphere still centers on rights, most of the responsive action centers on existing opportunity. Certainly the federal government is pursuing an ever more active role in economic affairs with employment stimulation as one of its main goals."

"Keeping employment levels high is surely becoming an ever-higher priority issue in the national consciousness."

Hodgson also sidestepped another question he raised on the "obligation to work." He answered that "the controversy may center less on whether to adopt it in principle than on how to make it work in practice. And that, it must be said, will be far from simple."

## Entire Conference Disputed

The whole makeup of the White House conference was brought into question by Sen. Fred Harris (D-Okla.).

More than 1500 attended the conference at the invitation of the White House, but Harris protested in a letter to Hodgson that missing from the list were union leaders, environmental experts, consumer activists, minority group spokesmen and public interest group members.

"Without these men and women, the conference stands as a platform for advocates for the industrial status quo—one disturbing to more and more Americans." He called it a serious imbalance.

## Labor Unions Approach '72 Elections Optimistically

Organized labor is looking optimistically to the 1972 elections. Whatever the outcome of the presidential race, the odds are greatly in favor of the 93rd Congress being more Democratic—and more pro-labor.

Such a prospect is in direct contrast with the 1970 election when it was feared the GOP would take over Congress, especially the Senate.

With a 57 to 43 Democratic edge, the Republicans needed to pick up eight seats. They picked up a net of two and President Nixon was forced to claim that he had won an "ideological majority", a contention which the Democrats rejected.

## '72 Outlook Bright

In weighing prospects for the 1972 elections, both the domestic economy and the international situations are expected to be vital factors. But there are two new elements which could be decisive—the farm revolt and the 18-year-old vote.

Most observers have confirmed that there is bitter feeling in the Midwest farm belt toward the Administration because of dropping farm prices. This is one of the reasons that Nixon pushed for a more aggressive Secretary of Agriculture.

However, the fact that Earl Butz, the new Secretary, is tied up so closely with the agri-business community is not expected to help.

The 18-to-21-year-old vote has dimensions which could reshuffle the entire political picture. There are 25 million young people in this group. Congressional Quarterly reports that polls and the census indicate that about 65 percent are expected to register and about 42 percent of the 25 million will actually vote.

Registration figures as of November, 1971, indicate that those young people who declare their political allegiance are going Democratic by 2 to 1. Organized labor and the Democrats are expected to push heavy registration drives.

## Up For Grabs

The most obvious Senate targets of the Democrats in 1972 are three Republican vacancies. Senators Karl Mundt of South Dakota, John Sherman Cooper of Kentucky and Len Jordan of Idaho are not expected to seek re-election. Only Cooper, of the trio, has had labor support.

Democratic Senator Clinton P. Anderson of New Mexico is retiring. Strong Democrats—Attorney General David Howell, former governor Jack

Campbell and Jack Daniels—are expected to vie for the Democratic nomination. Also not seeking re-election is Senator Fred Harris of Oklahoma. Rep. Ed Edmondson is considered the most likely Democratic nominee, but he faces opposition in the primary.

## All Is Not Rosy

Four other Republican Senate seats are rated as "possible" and are held by opponents of organized labor. They are Carl Curtis of Nebraska, James Pearson of Kansas, Robert P. Griffin of Michigan and Jack Miller of Iowa.

Two other Republicans must also be listed as prime targets. Senator John Tower of Texas could be opposed by former Senator Ralph Yarborough and Senator Strom Thurmond of South Carolina may well find a strong opponent in former governor Robert McNair.

If all this looks too good for Democrats and organized labor, there is another side of the coin. Some friends of labor are in trouble. They include Senator Claiborne Pell (D-R.I.) and Senator Thomas J. McIntyre (D-N.H.).

The House is far harder to gauge in the 1972 elections. Americans for Democratic Action estimates that 40 conservatives can be defeated.



# A Stout Defender Returns to America

Like many of her sister SIU-contracted ships, the *Mohawk* (Ogden Marine, Inc.), is a vital link in the chain of civilian American-flag vessels servicing far-flung U.S. military outposts around the world.

Built in 1945, the *Mohawk* is a converted C-4 freight ship—one of 106 commercial U.S.-flag vessels currently under charter to the U.S. Navy's Military Sealift Command. This fleet of ships—dry cargo vessels, tankers, and vessels used to support oceanographic research—is part of our country's active "fourth arm of defense."

More than 94 percent of the total outbound military cargo leaving from U.S. ports last year was transported on ships of the U.S. merchant marine.

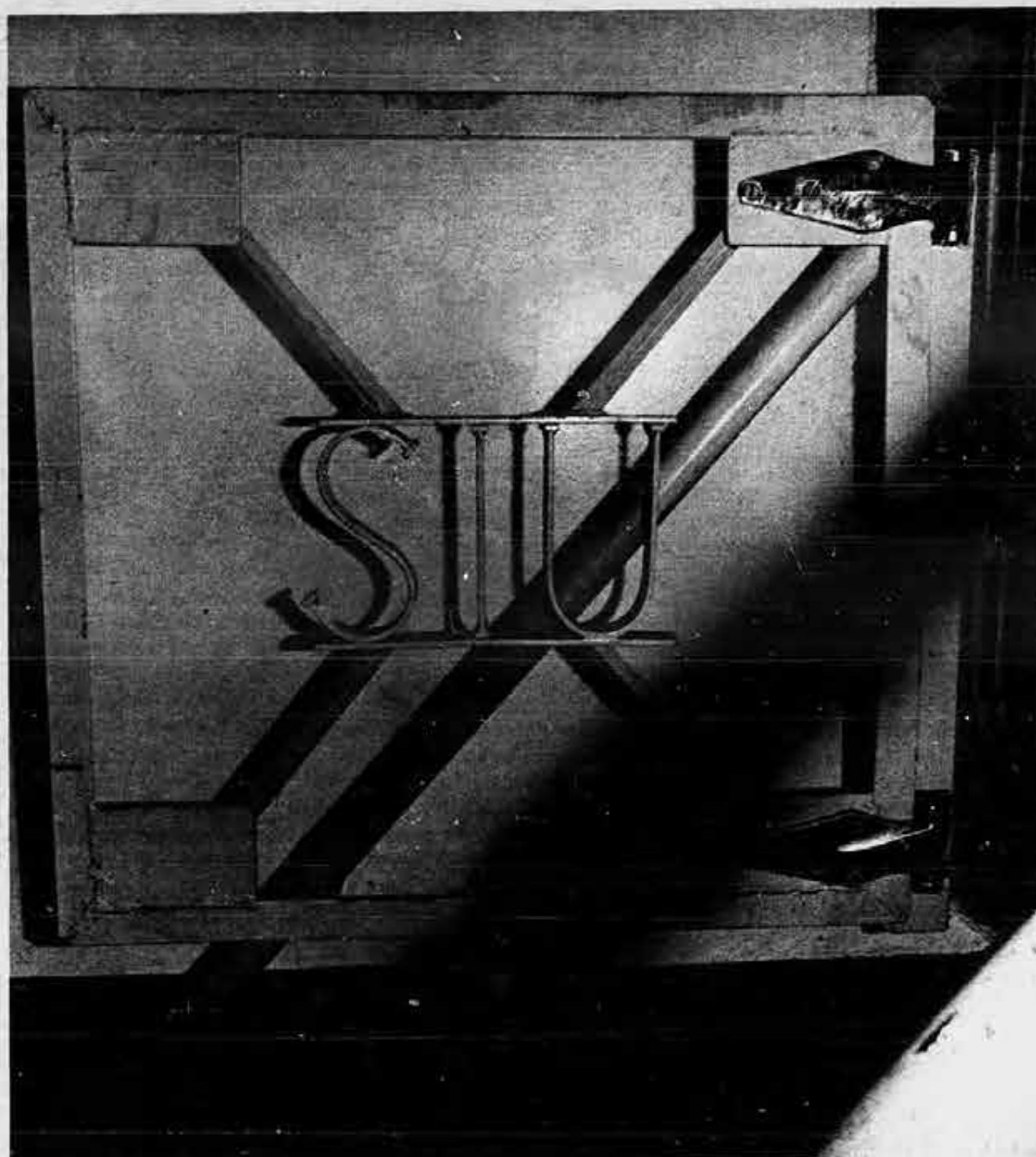
The *Mohawk* is a proud ship performing an important task and when she dropped anchor after a recent four month voyage throughout the Far East at the Military Ocean Terminal in Bayonne, New Jersey all hands received another "job well done."



Mohawk cook L. Dekens (left) and utilityman J. Fernandes take short break in galley now that noontime meal has been served.



G. Bradley (left, standing) and S. Hewitt talk with SIU Representative Bill Hall. Both men are recent graduates of the SIU's Harry Lundeberg School, and Brother Hewitt has just completed his first trip.



Early in her sailing career the *Mohawk's* ladder gate leading below to the engine room was decorated with the hand rolled and welded letters "SIU" by a metal craftsman who sailed as a member of one of her first crews. The handiwork is a unique trademark for a fine ship.



F. Cooper, who sails as deck maintenance aboard the *Mohawk*, is about to report topside for payoff after four month voyage.



SIU Headquarters Representative Bill Hall (standing, right) discusses maritime problems during shipboard meeting aboard the *Mohawk*.





Congressman Louis Stokes (D-Ohio) greets students from the Harry Lundeberg School at a luncheon in Washington, D.C. sponsored by the Maritime Trades Department, AFL-CIO. From the left: James Oliver, Ricky Vienna, Stokes, Alexander Klaneski, and Jason Parker.

## Stokes Cites Need to Keep Lakes Operating Year-Round

The need for technology to keep ports open and working year-round on the Great Lakes is of grave importance to the rebuilding of the American-flag fleet there, said Rep. Louis Stokes (D-Ohio).

"We will have to do something about the winter closing of ports and canals. We are close to finding the right ways to do it," he said.

The benefits of a year-round port operation would be two-fold, the congressman explained. First, with longer months for shipping, companies would receive a greater return on original investments. Secondly, the backlog of commodities that wait on the docks for the break in

the season or to be sent by rail or truck around the ice-clogged lakes would be reduced.

"There are unexplored potentials, untapped markets in the Great Lakes and we need some dedicated application to attracting them to U.S.-flag shipping if we are again to see a healthy Great Lakes fleet left under the American flag," Rep. Stokes said.

### New Technology Needed

New technology, "perhaps in the form of new barges" is needed, he said, with reference to the "aged and decrepit" ships that now sail the Lakes under the American flag.

Rep. Stokes also called for new subsidy legislation that

"takes into account the special nature and special problems of our Fourth Seacoast."

He added that 3½ million tons of cargo sailed from the Lakes to Europe during 1971, and "not a single pound traveled under the U.S. flag."

"It is proof that we have not put the Merchant Marine Act of 1970 to work in the Great Lakes area, and I feel it is time for us to begin to correct that oversight," Stokes said.

Failure to correct this situation would cause a "worsening of all the problems with which U.S.-flag shipping on the Lakes is afflicted," he said.

Also, the rates of the rail-  
(Continued on Page 18)

## Coalition Formed to Block Proposed Cutback in Nation's Railroad Service

Members of railroad labor, Congress and a state government have formed a coalition to stem a mounting threat of drastic new cuts in rail service all across the nation.

The coalition was formed as the result of two developments which are seen as ominous signs for the future of economy.

The first was the announcement by the Interstate Commerce Commission back in mid-January that it has adopted new procedures to make it possible for railroads to abandon freight operations more easily.

The second development was the filing of a report by the trustees of the bankrupt Penn Central calling for a 45 percent slash in its giant 20,000-mile system, which encompasses about two-fifths of all U.S. rail mileage. The

trustees also want to lay off nearly 10,000 PC employees.

In its order, ICC proposed a new "short form" whereby railroads can drop lines almost immediately when "no serious public opposition is seen." A second "modified" form would let carriers discontinue service that annually averages 34 cars or less of freight per a mile. Abandonment would be immediate unless opponents could quickly produce "substantial" countering evidence.

### Restraining Order Issued

Donald S. Beattie, executive secretary of the Congress of Railway Unions, warns that the new procedures "could lead to abandonment of more than 20 percent of existing U.S. rail lines."

Attorney William P. Mahoney for the CRU, composed of six rail unions, and the State of Pennsylvania have so

far succeeded in holding up the procedures by obtaining a restraining order from U.S. District Court Judge Michael H. Sheridan in Harrisburg, Pa.

Their suit against the ICC will now go to a special three-judge federal panel in Pennsylvania, with Sheridan as one of the judges. Three other states—Kansas, Nebraska and Illinois—have petitioned to intervene in support of the plaintiffs when the case is tried on its merits.

Mahoney and the Pennsylvania Public Utilities Commission sought the restraining order on grounds the ICC's action was "illegal" because procedures were announced without allowing a hearing as required by the Administrative Procedures Act. In the trial they will charge the agency illegally is "trying to rewrite the Interstate Commerce Act."

## National Geographic Story Features HLS

Known for its colorful and in-depth informative features, *National Geographic* magazine in its February, 1972 issue presents a special article, "Maryland On The Half Shell" which is of interest to Seafarers.

In this 41-page expository, particular mention is given to the Harry Lundeberg School. Below is an excerpt:

"Near Pincey Point on the Potomac, not far from St. Mary's City, where English colonists established Maryland's first capital in 1634, a small forest of masts symbolizes the region's seafaring tradition. The masts rose above the Harry Lundeberg School, run by the Seafarers International Union and the shipping companies with which it has contracts. Administrator Ken Conklin explained the school's mission: 'To guide and encourage those seeking careers at sea, and to help those already in the profession to gain greater skills.'

"Each year, Mr. Conklin said, more than 1,000 young men graduate from Lundeberg. To train its students, the school has assembled an impressive fleet of vessels. Largest is the 258-foot steam yacht *Dauntless*, the former *Delphine*, commissioned by automobile maker Horace Dodge, who died without ever seeing it. At the Lundeberg piers I also saw the yawl *Manitou*, often sailed by President John F. Kennedy, and many other craft, some fitted out as floating school-houses."

## Fire Fighters Call for National Fire Academy

The International Association of Fire Fighters, AFL-CIO, has called upon the federal government to sponsor a National Fire Academy to "help rectify a tragic case of neglect, in which lives and property are sacrificed needlessly to fire."

The union, whose more than 156,000 members include most of the professional fire fighters in the nation, said in testimony prepared for delivery before the National Commission on Fire Prevention and Control, which is holding hearings on the state of U.S. firefighting and prevention services:

"We are constantly appalled by the contrast between federal government assistance, through the Department of Justice and the Federal Bureau of Investigation, to local law enforcement agencies, and the lack of any on-going programs of assistance, financial or programmatic, to local fire departments. It is a tragic case of neglect, in which lives and property are sacrificed needlessly to fire."

At present, the union charged, "there is no national leadership, no real clearinghouse, no central focus for providing suggested minimum standards, or uniform training methods, or recommendations for administrative improvements, or guidance to communities on getting more for their money in fire fighting equipment."

"All these things are urgently needed—not sometime, but now. The creation of an adequately-financed National Fire Academy is the best way of achieving them."

The proposed academy, the union suggested, should be modeled on the FBI Academy, which gives police officers short, intensive training courses and encourages the trainees to teach in their own police forces.

## Scholarship Plan Info

Beginning June 1, 1972, the Seafarers International Union will undertake a new scholarship program designed to give professional Seafarers who missed an education an opportunity to earn a high school diploma.

Developed by Miss Hazel Brown, Harry Lundeberg School Director of Education, and her professional staff, the scholarship plan will be available to all Seafarers. Interested members will be given a specially-developed test to determine the amount of study each will need in order to take the high school equivalency examination.

For further information on this innovative program, clip the coupon below and mail it to Miss Brown.

Miss Hazel Brown  
Director of Education  
The Harry Lundeberg School  
Piney Point, Md. 20674

Please send me more information about the High School Scholarship Program.

Name .....  
Address .....  
City ..... State ..... Zip Code .....



## LEGISLATIVE REPORT



Hearings are in progress now in the House Merchant Marine and Fisheries Committee on H.R. 12324, which would require that 50 percent of all oil imports be shipped in American-flag ships, and which SIU supports.

Members of the House Merchant Marine and Fisheries expressed displeasure with testimony given Feb. 24 by Ralph Snyder, Acting Director of the Office of Oil and Gas, U.S. Department of Interior. Mr. Snyder opposed H.R. 12324 on the grounds that it would be contrary to the U.S. policy of international free trade and that it would increase the cost of oil to the American consumer.

However, when questioned by committee members, Mr. Snyder admitted that the Department had not done studies to substantiate the claim.

### 50-50 Oil Bill

Rep. John D. Dingell (D-Mich.) pointed out that we have 750,000 deadweight tons in tanker lay-up. He went on to say that Japan, France, Sweden and Great Britain impose a 50 percent shipping requirement on imports. The committee has spent nearly a year considering ways to increase use of U.S.-flag ships for cargo as a step toward improving the national economy and in the interest of national defense.

The hearings on this important bill are continuing. A report on the hearings appears in this issue.

The SIU is currently following with great interest the Foreign Trade and Investment Act of 1972, S. 2592, introduced jointly by Sen. Vance Hartke (D-Ind.) and Rep. James Burke (D-Mass.).

S. 2592 deals with the growing crisis in international trade, a crisis that has a direct impact on the livelihood of the American Seafarer and the future of the maritime industry. It has as its goal the restoration of America's economic health and of a favorable balance in international trade and investment.

It would stem the rising tide of imports, which adversely affect the U.S., and would control the activities of multinational corporations, which contribute greatly to the export of American jobs and technology. S. 2592 has been referred to the House Ways and Means Committee.

The SIU also supports a bill introduced by Rep. Garmatz (D-Md.), and Rep. Thomas Pelly (R-Wash.), H.R. 12886, to amend the Merchant Marine Act of 1920 (The Jones Act) to include the Virgin Islands.

The Jones Act, designed to protect domestic shipping in our domestic waters, excluded the Virgin Islands, but the President was given executive authority to include the Islands in the future. No President has ever chosen to do that.

Thus, this Virgin Islands loophole remains one major breach in the law and could be used, for example, as an excuse for shipping Alaskan oil in foreign-flag tankers. The oil could be moved from Alaska to the Virgin Islands on foreign flag tankers, refined, then moved to the mainland of the United States again on foreign tankers.

H.R. 12886 has been referred to the Merchant Marine and Fisheries Committee. No hearings have been scheduled yet.

### Route of a Bill

Seafarers should know that in one session of Congress, more than 1,000 bills will be introduced in the House of Representatives. About one-fourth of that number will be introduced in the Senate. After it is introduced, a bill is numbered, referred to the appropriate committee for consideration, labeled with the sponsor's name and sent to the Government Printing Office so that copies can be made for study and action. Many bills each session are killed at some step in the legislative process, simply because no action is taken.

The first committee action on a bill usually is a request for comment by interested agencies of government. It may be considered by the full committee or the chairman may assign it to a subcommittee. Hearings may be public, closed (executive session) or a mixture of both. The subcommittee considers the bill and reports to the full committee its recommendations and any proposed amendments. The full committee votes on the recommendations.

Once the bill is reported out by the committee, it goes to the floor of the House or Senate, where it is discussed and voted on. If there are conflicting provisions in the House and Senate versions, a conference committee of interested senior members of both houses meets to resolve the differences. The conference committee version is voted on by each of the houses and is sent to the President for signature.

At any point in Congressional deliberations a negative majority vote can cause the bill to die, and many more die than are passed.

## Maritime Council Report

(Continued from Page 4)

making function is a determination that the American Merchant Marine will speak with one voice on this important issue. The problem is so great that individual effort cannot solve it, and the council is a symbol of the determination of all the members that the problem be solved through joint action.

The Board of Governors, which is the policy-making body of the National Maritime Council, holds meetings quarterly in Washington to coordinate and develop programs for the council. The Board of Governors is comprised of the presidents of 13 U.S.-flag shipping lines, 14 shipbuilding companies and six maritime labor unions—shipyard, seagoing and shoreside. The government is represented by Secretary Gibson.

The 12-man Executive Committee, of which President Hall and I are members, meets bi-monthly, although in the last few months, we have been meeting at least monthly in order to get everything functioning as quickly as possible.

The Executive Committee advises the Board of Governors and has the responsibility to ensure the execution of all policies and directives.

In addition to the nationwide promotional activities, the National Maritime Council has set up Regional Action Groups in four regions of the United States—East Coast, Gulf Coast, West Coast and the Midwest. These groups will establish and maintain close contact with exporters, importers and freight forwarders to acquaint them with American-flag services and enlist their support to promote the use of these services.

Each of the regions is actively pursuing these objectives. They have begun by sponsoring local activities where shippers, both importers and exporters, get together with company and union representatives for an evening. The most recent of these activities was a dinner sponsored by the East Coast group on February 2, 1972. Secretary of Commerce Maurice Stans was the principal speaker at this kickoff affair in New York. Each of the other regions has held, or is planning to hold similar affairs.

In addition to group meetings, the Regional Action Groups are planning "Task Force" visits. On these visits a member of management and a union representative will visit shipping executives for a face-to-face meeting to encourage use of U.S.-flag ships. The four consistent themes of these task force visits are:

First, sending cargo in U.S.-flag ships protects our commerce from dominance by foreign nations.

Second, shipping American is good business since it contributes on the fa-

vorable side of the balance-of-trade and balance-of-payments picture.

Third, U.S. ships provide good and dependable service.

And fourth, a strong American Merchant Marine provides an invaluable service to the national defense.

Although the major thrust of the council's efforts will be through this kind of personal relationship with the men who send cargo around the world, the council will also conduct public relations and advertising programs.

A national Public Relations and Advertising Committee, headed by President Hall, has been formed to develop and execute a coordinated program. The theme of the campaign will be, "It Costs No More" to ship by the U.S.-flag lines. Billboards promoting the ship-American theme have been placed in cities around the nation as a beginning for this campaign.

The Maritime Administration has dedicated its staff to promote and support the National Maritime Council. The Maritime Administration's Office of Market Development actively promotes the U.S.-flag fleet on a full-time basis. The Market Development group has field offices in seven major cities in the United States. The field representatives make personal calls to major shippers and serve as liaison men for the American-flag shipping companies.

The Washington office has developed statistical reports showing cargo flow, commodity by commodity, over all the principal trade routes. These reports and other data generated by the Market Development people have been analyzed by the Executive Committee of the National Maritime Council. It is shocking when you see, in black and white, figures that prove U.S.-flag ships carry only 5 percent of the cargo moving in and out of our country.

By studying this data, we will be able to identify problem areas for the U.S.-flag fleet and target further promotional campaigns in these areas. Through these varied efforts we are developing a meaningful program that should pay off in more cargo and new markets for American ships.

I urge the AFL-CIO Maritime Trades Department to pledge its continued support of the National Maritime Council and aid in its campaign to promote a greater share of cargo for carriage by American-flag ships. Further, I urge that the Port Councils actively assist and back the activities of the National Maritime Council's Regional Action Groups. In this connection, we ask that the affiliated unions request their local unions to join the regional efforts of the council.

## Transportation Problems Aired

(Continued from Page 4)

The arrival of the jumbo jets in some cases has intensified the already existing problems of airport congestion and of transportation to and from airports.

Long distance rail passenger transportation has all but been eliminated by the car and plane, forcing many lines into bankruptcy. In the area of freight transportation, the situation is much the same.

The trucking industry is faced with inconsistent state regulations on sizes and weights which hamper the industry's efficiency.

Environmental and displacement controversies are blocking the construction of roadways and pipelines.

U.S.-flag ships' share of foreign trade

cargoes has dropped to an all-time low.

These are but a few of the problems that must be overcome. But, the overall picture is not necessarily that bleak. There are elements within each segment of the transportation industry that are prospering and these should be studied to see if they contain lessons for other segments.

This report represents a preliminary analysis of the entire transportation system, mode by mode, and spells out in detail what I have touched upon here.

Future reports will look at these modes in greater detail and attempt to find solutions to some of the problems which will lead to the development of a truly integrated transportation system for the entire nation.



# An Experienced Traveller Learning Seafaring Skills

Many of the young men who come to the Harry Lundberg School say that they want to go to sea because of a desire to travel and see the world.

Some of them have, indeed, done some travelling throughout the United States and some, mostly veterans, have been overseas. But few have had the adventures of Steve Garay, 21, from Berkley, Calif.

Last year, Steve, who has completed one year of college, found himself in a rut. "I was working for a bank," he recalls. "I worked in a new, modern building—all air-conditioned, with no windows, and I felt trapped."

So Steve talked it over with his parents and decided to strike out on his own. He sold his motorcycle, and with \$900 began what was to be a 10-month trip that would carry him half-way around the world.

Steve hitch-hiked first across the United States and up to Montreal, Canada, to visit friends. From there, he went to Ottawa where he made his only expenditure for travel—\$160 for a flight to London. From then on, from England to France, Spain, North Africa, Pakistan and India, it was all on his own.

"Perhaps the most important thing I learned," Steve said, "was that people in all parts of the world are interested in you. They care."

He recalled that young people, particularly, despite language barriers can identify with a young American travelling alone in their country. "In North Africa," Steve said, "I met a kid my own age and he invited me to be his brother. His mother took me in, patched up my clothes, fed me and gave me a place to sleep. It was like adopting a family."

He remembers, too, that in Pakistan he ran out of money and became seriously ill with

jaundice. "But, the people I had met were wonderful. They took care of me."

Vivid in his mind is the contrast he saw coming down from the stark highlands of Turkey and Afghanistan into the lush and fertile greenlands of Pakistan. Vivid, too, in those days just before the outbreak of hostilities between Pakistan and India, is his recollection of the feelings of the people of those two countries.

"The Pakistanis were militant in their hatred of the Indians, but the people of India did not feel any hatred toward them," he said.

Of all of the countries he travelled through, Steve remembers India as being the most interesting and vital. "So much of Europe, and even Turkey and Pakistan, seem modern—the only difference being their language and their money," he said. "But India teems with its millions of people, and it seems too alive."

What was the most beautiful sight he saw? "The Bavarian Alps are indescribably beautiful," he recalls. "If you have read 'Heidi,' it's like you can almost see her playing with her goats in the valey beneath flag-decked stone castles."

But for Steve the most beautiful sight was that of the Taj Mahal in India. "It has been described as a dream in marble," he said, "and it's like something you would only expect to see if you could climb through the clouds."

But, he saw suffering and misery, too, in Europe, North Africa and India, in particular. "One thing," he said, "is that now I will never again be that concerned with my own problems."

For Steve, the yearning to travel is not yet over, and that is why he is now at the Lundberg School, preparing for a career at sea. "There is so much yet to see and so much to learn," he said, "and there is no better opportunity to see this world than that open to the Seafarer."

## 50-50 Oil Bill Hearings

### Dingell Raps Interior for False Data

Interior Department opposition to a bill that would require half of the U.S. oil imports to sail under the U.S.-flag came under heavy fire from members of the House Merchant Marine and Fisheries Committee at a hearing in Washington.

Rep. John J. Dingell (D-Mich.) said he thought the Interior Department, represented at the hearing by Ralph Snyder, acting director of the Office of Oil and Gas, had not "seriously studied the problems of the U.S. merchant marine."

Rep. Dingell said the Interior Department's reasoning that importation of oil in U.S.-flag ships would increase cost to the consumer was, "just plainly wrong."

Mr. Snyder said that the Interior Department hadn't been aware that U.S. tankers would qualify for operating subsidies under the Merchant Marine Act of 1970, and added, perhaps we ought to go back and redo our cost analysis with that in mind."

Other members of the committee, including its chairman Rep. Edward A. Garmatz (D-Md.) were also critical of the Interior Department stand.

#### Control Fleet Debated

Rep. Garmatz pointed out that the Interior Department position cited "an effective control fleet" of American ships

sailing under foreign flags as sufficient for national security in times of crisis.

"Who are your department's experts," Garmatz asked, "and where do they get this notion that we have effective control of that fleet?"

Prior to the intense questioning by committee members, Mr. Snyder had described the energy crisis growing in America and estimated that oil imports would rise from the present 3.4 million barrels a day to eight million barrels a day in 1980 and to 12 million barrels a day in 1985. Both the 1980 and 1985 prediction assume that the Alaskan North Slope oil production will be about three million barrels a day. If not, he said that quantity of oil would have to be added to the import total.

"We are just about at the point of exhaustion of new capabilities in domestic production of oil," Mr. Snyder told the committee, "and we have no choice but to import a lot of oil."

#### A Last Resort

Also testifying at the hearing was Michael Klebanoff, president of Ogden Marine Corp., who said he supported the 50 percent requirement because:

"We in the tanker business can go ahead only if we know the cargo is reserved to the

U.S.-flag fleet."

Klebanoff added that, "as an American citizen I believe that this bill is required if we are to have a tanker fleet sufficient to assure the nation's ability to maintain an adequate energy supply both in peacetime and in times of war or national emergency."

Alfred Maskin, executive director of the American Maritime Association, reminded the committee that "no other nation looks to foreign vessels for so huge a percentage of its carrying capacity."

#### Security Risk

He said that percentage makes America's security potentially vulnerable in times of crisis if the other world fleet refuse to sail under U.S. control for political or military reasons.

The American tanker fleet is in a depressed condition, Maskin said, and the only hope on the horizon is the bill under consideration by the committee.

Also testifying was P. N. Gammelgard of the American Petroleum Institute who opposed the bill saying that ways should be found to make the U.S.-flag tanker fleet competitive with world market rates, without what he called "mandatory flag restriction on U.S. oil imports."

## Perlis Calls Controls 'Facade and Charade'

Leo Perlis, director of the National AFL-CIO Price Watchdog Program charged that "nobody in the Administration cares much for the consumer, whether he is overcharged or undersold. But the feeding and care of business is of great concern in Washington."

He called the Administration's Phase II "neither fair nor firm." As a result, he said, "Everybody in Washington is confused." Perlis examined the various inadequacies of Phase II from the absence of labor or consumer members on the Price Commission, "a political party" to the listing of items which are eligible for exemptions.

"The list is long and getting longer every day," Perlis said. Meat, used clothing and cars, all fresh vegetables, tuition fees, insurance premiums on new life insurance and medical care prices are now on the exempt list, he noted.

Especially pernicious, according to Perlis, is the situation in rents where "landlords are using every conceivable subterfuge to increase their profits at the expense of their tenants."

In addition to increasing rent some landlords have re-

duced services, Perlis said. "Many tenants do not complain to the Internal Revenue Service for fear of being evicted on other trumped-up charges," he added.

That fear has been well founded enough to cause the AFL-CIO Price Watching Committee in Denver, Colo. to refuse any further rent complaints because "it does not want to assume the responsibility for causing the eviction of tenants," Perlis said.

This, combined with the Price Commission's decision to exempt 40 percent of all rental units from controls, "gives landlords a field day," he said.

In the area of consumerism, Perlis said Americans should be told "there are no real retail price controls," only a "facade." Americans also should be aware, he said, that "there is no real enforcement of what controls there are; that it is only a charade."

Perlis, who is also director of the AFL-CIO Department of Community Services, spoke to representatives of labor, management and government at a luncheon sponsored by the eight-million member AFL-CIO Maritime Trades Department.

## Supertanker Being Built

(Continued from Page 2)

can-flag merchant marine composed of modern and efficient vessels capable of carrying 30 percent of our international commerce in competition with foreign-flag ships within the next few years.

"This laudable percentage goal, some six times our present deplorable participation, can become a reality only when American-flag ships carry the huge cargoes, such as oil, which now make up the largest percentage on a tonnage basis of our international trade."

"We believe that American-flag tanker operations will expand into services requiring relatively large modern and efficient vessels capable of competing effectively with foreign-flag tankers," said Williams.

The Merchant Marine Act of 1970 provides that under certain conditions American-flag tanker trade on a foreign-to-foreign port basis will be permitted.

The Bethlehem official said that if approval of the trans-Alaskan pipeline is achieved, "the North Slope oil moved therein must ultimately reach the mid-West and East. The economics of a Seattle to Chicago pipeline, or one across Central America, will dictate use of U.S.-flag tankers considerably larger than the 70,000 to 120,000-deadweight ton vessels now under construction for Alaska-West Coast service."

Sixty-three percent of the 272 tankers of 200,000 tons and over now under construction in the world are in the

250,000 to 275,000 deadweight ton class.

The new tanker design incorporates a number of innovations to minimize the possibility of ocean pollution.

Among them is a cargo control station equipped with remote tank level indicators and remote control of the hydraulically operated cargo valves. The design complies with the stringent requirements of the U.S. Coast Guard for seaworthiness after damage.

## Lakes' Needs

(Continued from Page 16)

roads that operate in the Great Lakes area are "discriminating," he said. This is wrong because the rates violate "the spirit, if not the letter, of the Interstate Commerce Act and the National Transportation Policy," Rep. Stokes noted.

The time is now, he said, to alter the laws or "work for a better definition of the Great Lakes in both its foreign and domestic trade roles in the codes of the various regulatory agencies."

Company shipping management is another area where improvement is necessary so "a coordinated set of services, ship types, shipping rates and charges could help 'pick up the business that now passes the U.S.-flag by,'" the congressman added.

But, concluding on an optimistic note, Rep. Stokes said he had "faith that details of such marketing coordination and coordination of transportation of goods can be achieved."



## Computer Gives Soviets 'Book' On Fishing Fleet

With help from a computerized control center, equipped with electronic gear Flash Gordon never dreamed of, Russian fishery officials in Moscow can now instantly pinpoint the position of every one of the ships that make up the Soviet armada of fishing vessels across the world's oceans.

The electronic heart of the computer center is a huge illuminated wall map of the world divided into 22 squares, each of which encompasses a principal Russian fishing ground.

Seated at a round table in the center of the room, one man can run the entire complex; his only companion is the whirling, buzzing computer.

Each morning the computer's memory bank is purged of its old data and fed the latest information on Russian fishing operations around the world. This data comes to the center on a teletype system connected to five smaller data banks secretly located throughout the USSR.

Among other things, the computer is told which vessels are laid up in port or enroute to the fishing grounds. The position of every vessel is then transferred to the illuminated map and shows up as a numbered light.

In a demonstration of the

center's efficiency staged for a Moscow newspaper, the exact position of every Russian fishing vessel operating in the North Atlantic off the United States and Canada was projected on the illuminated map. The center, which is in constant radio contact with every major Russian fishing vessel anywhere, then choose a vessel at random and established voice contact with the selected ship within sixty seconds.

The estimated distance between the ship's position and the control center in Moscow was in excess of 6,000 miles.

In another demonstration, the center's director established voice communication with the captain of the whaling factory-ship *Sovetskaya Rossiya* sailing in the Pacific Ocean enroute to Vladivostok.

The center was established in 1969 by the Division for Coordination of Computer Operations, but its existence was only recently made public.

When the director of the control center was asked what military implications the control center might have, he responded that the only objective of the complex operation is the accumulation of data on fishing fleet operations, catch of fish, and movement of schools of fish.

## Seafarer Finds New Pen Pal Using Note-in-Bottle Routine

Since ancient times, sailors have hoped to get some response from throwing messages into the sea.

When the early mariners rode the waves they threw wax-sealed clay crocks into the

ocean with the names of their ship engraved on the outside and a message to the gods that the ship only desired peace on her voyage.

In modern days, sailors have put messages in sealed bottles hoping that someday—even years later—someone would find one of the bottles and read its note.

The number of such bottle recoveries is not too high, probably owing to the fact that the messages are in some large fish's stomach.

However, sometimes a sailor just might luck out. This is exactly what happened to Seafarer William McKinnon of Lynn, Mass.

Since he began sailing, the 33-year-old ordinary seaman has thrown into the ocean numerous bottles with messages inside. "Finally," he writes in a letter to the *Log*, "one of my bottles was found off the beach in Miami, Fla."

Not only was it found, but pleasantly enough it was found by a young girl studying at the University of Connecticut. She answered Seafarer McKinnon's note and they "have been corresponding every since." So throwing bottles overboard may not only appease the gods, it can also start a friendly relationship.

By the way, the message McKinnon put in the bottle read, "Help! I'm being held prisoner on a ship."

## Antarctic Fish One Up On A. Granatelli

Cars are not the first to use anti-freeze. Fish in the icy Antarctic waters have been using it for ages.

Scientists doing experiments in that cold region of the world want to discover more about this substance in order to use it to help mankind.

For instance, if the anti-freeze could be made synthetically in large enough amounts it could be employed to lengthen the lifespan of blood used for transfusions, by keeping it almost frozen.

To find out more about the anti-freeze, scientists would like to perform a blood transfusion between the Antarctic fish and a fish from waters that are less cold, such as the North Atlantic.

Scientists are now taking blood from Antarctic fish by inserting a hypodermic needle in their hearts. About 1½ pints of blood are extracted from the larger fishes which range from five to six feet long.

## HLS Graduates Get Diplomas



Eleven more trainees make ready to begin their careers at sea after graduating from the Harry Lundeberg School. Just before boarding a bus which will take them to New York, members of graduating Class 80 took time to pose for their picture with Mike Sacco, SIU Patrolman on assignment at the HLS. Front row, left to right, are E. Porter, W. Hardee, J. Downs, D. Tucker, F. Vullo, and Sacco. Back row are E. Horowitz, A. Blash, D. Churchill, J. Brunson, A. Beyl, and J. Gitkov.



Preparing to board their first ship after completing 12 weeks training at the Harry Lundeberg School are these happy members of Class 81. Posing with them in the school's Anchor Room are Paul Veralopulo, left, lifeboat and deck instructor, and Galen Underwood, a former HLS student who is now working at the school. Standing left to right are Veralopulo, P. Hawker, W. Horne, G. Smith, D. O'Neal, and Underwood. Kneeling are L. Rodriguez, G. Saviar, T. Fischer, and J. Cahill.



For six graduates of the Harry Lundeberg School's Class 81-B, graduation ceremonies held a special meaning—not only did the ceremonies signal completion of their 12-week training program, but they also were able to achieve high school diplomas through the HLS academic program. The six high school achievers were Eugene Petit, David DiLisa, Ronald Mann, David Garber, Elmer Makua, and James Haygood. Left to right, front row, are John Yarmola, union education instructor; Maqua, Petit, Mann, David Hanratty, Glenn Madden, and Ken Conklin, commandant of trainees. Back row, left to right, are Haygood, Lawrence Faunce, Don Thomas, Garber, and DiLisa.



Graduates of Class 82-A pose with SIU Vice President Earl Shepard following graduation ceremonies at the school. Left to right are Barry Daumit, William Bauer, Jon Paresa, William Salyers, Armando Rodriguez, Edmund DiCrotti, Shepard, and Carl Hazelton. The happy group left Piney Point the following morning for New York to await jobs on their first ships.



# SIU Ships' Committees

The foundation of any effective union is a well-informed membership. The informed, knowledgeable member is an active member. He contributes suggestions to improve the union; he takes pride in his union and what it is doing for him and his fellow members.

In most unions it is a fairly simple job to keep the entire membership informed of the union's workings. But, the SIU is unique in that most of its members are aboard ships scattered throughout the oceans of the world. Yet, they still have the right to full participation in union activities.

This is accomplished through regular shipboard meetings—ship's committee meetings—to keep them informed and up-to-date on SIU doings, as well as affording them an opportunity to voice their opinions on issues affecting the whole membership.

The ship's committee meetings serve as a vital two-way communication link that enables the union

to best implement the wishes of its individual members for consideration by the entire membership. It also affords union headquarters the means to send members at sea news of interest and to keep them abreast of meetings at union halls across the country.

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

Each Sunday while a ship is at sea, the ship's committee chairman calls a meeting for all unlicensed personnel. There are six members of the standing ship's committee with three elected and three appointed delegates, but every Seafarer is urged to attend each meeting and become involved in the proceedings. The six include the ship's committee chairman, the education director, the secretary-reporter, and elected representatives of the deck, engine and steward departments.

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the

group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

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

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

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

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



**S.L. 180 (Sea-Land)**—Home from Bremen, Germany after a smooth voyage are, from left: C. Boyle, ship's chairman; A. Raventini, engine delegate; B. Perridge, deck delegate; W. Anderson, educational director; E. Klingvall, secretary-reporter, and G. DeBaere, steward delegate.



**CHARLESTON (Sea-Land)**—Seated clockwise around table are: A. Romero, deck delegate; R. Hernandez, secretary-reporter; A. Kotsis, ship's chairman; J. Pasko, engine delegate; P. Shaughnessy, educational director, and A. De Jesus, steward delegate.



**AZALEA CITY (Sea-Land)**—The Azalea City began the new year with a voyage to Spain and Italy. Ship's committee from left is: A. Parker, engine delegate; C. Hemby, educational director; K. Teschke, deck delegate; E. Jordan, ship's chairman; S. Segree, secretary-reporter, and J. Gleaton, steward delegate.



**SEATRIN INDIANA (Hudson Waterways)**—Aboard the Seatrain Indiana are, from left: A. Camacho, engine delegate; R. Ayalo, educational director; J. Kane, deck delegate; A. Rabera, ship's chairman; H. Ortiz, steward delegate, and W. Datzko, secretary-reporter.



**SUMMIT (Sea-Land)**—Members of ship's committee from left are: S. Stornes, educational director; A. James, steward delegate; G. Welstead, engine delegate; T. Williams, secretary-reporter; W. Koflowitch, deck delegate, and J. Gonzalez, ship's chairman.



**JEFF DAVIS (Waterman)**—The ship's committee aboard the Jeff Davis, which was in the Port of New York for repairs, are from left: R. Hines, education director; H. P. Lopez, deck delegate; E. Atkins, engine delegate; B. McGowan, chairman; H. L. Durhal, reporter-secretary, and R. Sessions, steward delegate.



# SIU Ships' Committees



**TRANSCOLORADO** (Hudson Waterways)—SIU Headquarters Representative Bill Hall (right) meets with Transcolorado's committee during payoff in Weehawken, New Jersey. From left are: N. Morris, deck delegate; A. Anderson, secretary-reporter; L. Fontaine, engine delegate; H. Cross, steward delegate, and O. Powell, ship's chairman.



**BIENVILLE** (Sea-Land)—Enjoying a coffee break at end of voyage from Puerto Rico to New York are, back row standing: E. Sorensen, steward delegate; J. Ruic, deck delegate; T. Deloach, secretary-reporter, and R. Meffert, ship's chairman. Seated, from left: C. Dahlhaus, engine delegate, and E. Loulourgus, educational director.



**SEATRIN OHIO** (Hudson Waterways)—On the deck of the Seatrain Ohio, the ship's committee lines up for a photo. From left are: E. Terrazzi, engine delegate; P. Whitlow, education director; A. D. Carter, steward delegate; W. Fitch, reporter-secretary; T. Kelsey, chairman, and L. W. Snodgrass, deck delegate.



**S.L. 181** (Sea-Land)—Relaxing after voyage home aboard the ultra-modern S.L. 181 are, from left: J. Robertson, engine delegate; K. Anastasiou, educational director; J. McHale, ship's chairman; N. Tagliamurris, steward delegate; G. Walter, secretary-reporter, and N. Perez, deck delegate.



**STEEL ADVOCATE** (Isthmian)—Topside aboard the Steel Advocate are, from left: P. Riberdy, deck delegate; L. Ceperiano, secretary-reporter; L. Loo, engine delegate; J. Thomas, steward delegate; H. Workman, ship's chairman, and W. Evitt, educational director.



**SEATTLE** (Sea-Land)—On board the Seattle, members of the ship's committee are about to ask a question from the chairman, E. Tirelli, who is seated. Standing from left are: V. Genco, deck delegate; W. Jordan, engine delegate; P. Siems, steward delegate, and W. Hand, reporter-secretary.



**TAMPA** (Sea-Land)—In the crew's recreation room aboard the Tampa are, from left: J. Atherton, educational director; R. Williams, steward delegate; A. Castelo, engine delegate; C. Gonzale, deck delegate; O. Irsen, ship's chairman, and R. Barnes, secretary-reporter.



## Seafarer Tolbert Rescued From Icy Great Lakes by Fellow Crew Members

Quick action by two SIU members saved the life of a brother Seafarer after he fell from a dock into the icy waters alongside the *Peter Robertson* in the Port of Duluth.

Seafarer Willard Tolbert was shifting cables on the dock when he accidentally slipped and fell into the space between the dock and the ship.

Deckhand R. Hale saw Tolbert fall and immediately dove in after him. Hale brought the



Willard Tolbert

unconscious Tolbert to the surface where, with the help of others, both were pulled out of the water.

Seafarer Rudy Luzzi, who sails as wheelsman, applied mouth to mouth resuscitation and revived Tolbert.

Tolbert was then rushed to St. Mary's Hospital in Duluth. After six days of recuperation, Willie is now back on the *Peter Robertson*, and none the worse for wear, reports SIU Duluth Port Agent Jack Allen.



## Burks Celebrate 45th Anniversary in Duluth

Seafarer and Mrs. Guy P. Burk proudly display their 45th wedding anniversary cake in the port of Duluth. Cake was especially decorated with a reproduction of the *Diamond Alkalai*, a Great Lakes self-unloader on which Brother Burk has sailed as oiler for the last 6 years. All hands extended best wishes for many more years of smooth sailing for the Burks.



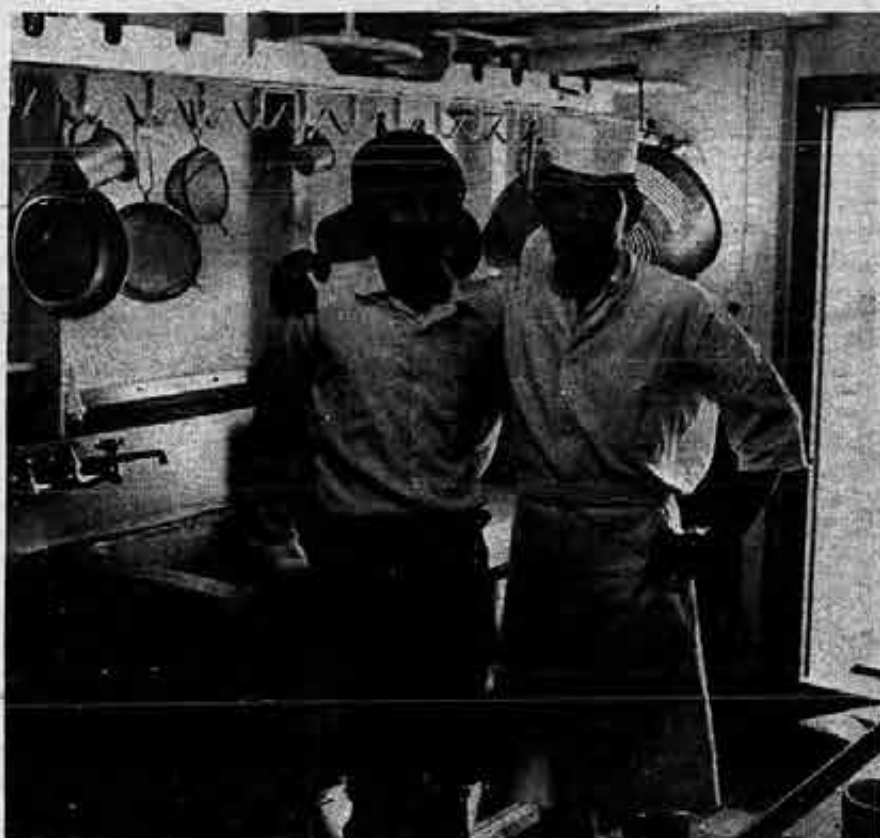
## Anderson's Versatile Vehicle

"Eddy's Snug Harbor" is the trailer home of Seafarer Edgar "Tiny" Anderson. A Seafarer since 1954, Anderson sails nine months out of each year and uses the house trailer to travel around the country the other three months. He even has used the trailer as a field kitchen for Caesar Chavez's farm workers on the West Coast during their dispute with the growers.



## Fixin' Time Aboard the Seatrain Indiana

When the *Seatrain Indiana* prepares its next repair list it won't include the generator for the air lift fan. Chief Electrician Raymond Ayalo is busy fixing rotor on generator during a stop-over in Weehawken, New Jersey.



## Father-Son Team Draw Praise

Seafarers aboard the *Seatrain Ohio* report they are receiving fine service from the steward department father and son team of R. Reyes, messman, and chief cook G. C. Reyes (right). The elder Reyes has been sailing on SIU ships for more than 20 years while his son launched his sailing career a little over a year ago.



## Financial Committee at Work

The fourth-quarter financial committee was busy handling union business at the end of the year in the Port of New York. The men were elected at the December Membership meeting. Clockwise are: John Sweeney; Carmine Caropreso; Warren Cassidy; Daniey Dean, chairman; Frank Adkins, and Louis Basta.



## Wandering the seas

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

We are the men who go down to the sea in ships.  
God sets a special watch over us because in  
our need we ask for it.  
He has let great men of the sea before our  
time fight for our needs  
And he gave them many victories.

Will we let ourselves be blinded to our good?  
Do we not need the fight and the spirit  
Andrew Furuseth had when he said:  
"Work is prayer." "Tomorrow is also a day," and  
"Know your rights and know your duties."

We see much of God's handiwork at sea.  
Men have marred it but it has not lost its  
beauty nor its strength.

Seafarers, Brothers all, don't give up the ships!  
Don't throw away the pride in our industry.  
The sea is still here! New ships are on the ways!  
And we shall—God willing—go down to the sea  
in them.

Thurston J. Lewis  
S/S Iberville

Once mighty, like a Samson,  
Yankee clippers oceans plowed.  
Manned by freedom's iron sons.  
The cream of a nation—Proud  
Americans in ships supreme,  
wrested and won their place.  
First, in peace and in war,  
they led the world in the race.

Gone now are those days, 'tis said.  
Seamen, Curse this bitter hour!  
Our good ships fly a foreign flag.  
Seafarin's lot grows more dour.  
Our merchant fleet is in the shoals,  
fast headin' for the rock.  
The rudder's gone, we've lost control.  
Greed has shorn our Samson locks.

It's old, the same old, old story.  
It's really a national disgrace.  
New ships don't fly "Old Glory."  
Other flags are taking her place.  
As seamen age and take the beach,  
Alien crews take up their skills.  
Our youngsters cannot fill the breach.  
Cheap labor swells the owner's tills.

In 1812 we defended our right  
to keep our seamen our own.  
Now ships have fled abroad,  
while our good men stay home.  
'Cause men of greed would rather risk  
our ships in flags of foreign lands,  
than pay honest wages earned  
by loyal seamen's able hands.

We need men of vision, Leaders.  
Like who pursued the whale and cod.  
Those who sailed for Orient trade,  
And placed their trust in God.  
Asking for only the chance to gain  
by ship and seafarers able,  
the just rewards of their labors,  
and to keep their homeland stable.

Who'll check the runaway fleets?  
Who'll turn the dastards plot?  
Will congress heed desperation's plea,  
and investigate the lot?  
Don't whitewash this; let all be true  
to their solemn oaths and vow.  
Our time's 'most run, the danger's here.  
The tide must be turned now.

James L. MacGinnis  
M-1662

## SIU Arrivals

Michelle Straub, born Nov. 9,  
1971, to Seafarer and Mrs. Wil-  
liam A. Straub, Erie, Pa.

Frank Dangelo, born Nov. 5,  
1971, to Seafarer and Mrs. Vito  
J. Dangelo, Lawrence, Mass.

Alma Ayala, born Nov. 24,  
1971, to Seafarer and Mrs.  
Ramon Ayala, Santurce, P.R.

Charles Davis, born Oct. 27,  
1971, to Seafarer and Mrs.  
Charles D. Davis, Sr., Escanaba,  
Mich.

Peggy Gallagher, born Sept. 5,  
1971, to Seafarer and Mrs. Ed-  
ward C. Gallagher, Jr., Houston,  
Tex.

Marcelo Primero, born Nov.  
3, 1971, to Seafarer and Mrs.  
Frank D. Primero, Seattle, Wash.

Jamie Smith, born Nov. 1,  
1971, to Seafarer and Mrs.  
Robert L. Smith, Manistique,  
Mich.

Shay Bailey, born Nov. 2,  
1971, to Seafarer and Mrs.  
Elmer E. Bailey, Mobile, Ala.

Charles Hutchins, born Nov.  
25, 1971, to Seafarer and Mrs.  
Charles W. Hutchins, Prichard,  
Ala.

Lisa Rainier, Jr., born June  
21, 1971, to Seafarer and Mrs.  
Harold M. Rainier, Jr., Mathews,  
Va.

Tyran Roberts, born Sept. 2,  
1971, to Seafarer and Mrs. Jesse  
J. Roberts, Port Arthur, Tex.

John Batson, born Nov. 22,  
1971, to Seafarer and Mrs.  
Robert M. Batson, Norfolk, Va.

Wayne Linnette, Jr., born June  
10, 1971, to Seafarer and Mrs.  
Wayne Linnette, Norfolk, Va.

Frederick Washington, born  
Nov. 20, 1971, to Seafarer and  
Mrs. Frederick L. Washington,  
New Orleans, La.

Charles Bell, born Nov. 21,  
1971, to Seafarer and Mrs.  
Archibald Bell, Lakewood, Calif.

Brenda Jager, born Jan. 18,  
1971, to Seafarer and Mrs.  
Michael J. Jager, Salisbury, Md.

Rachel Hawkins, born Nov. 3,  
1971, to Seafarer and Mrs.  
Thomas H. Hawkins, Kirkland,  
Wash.

Leslie Kennedy, born Nov. 27,  
1971, to Seafarer and Mrs. Al-  
bert L. Kennedy, Brooklyn, N.Y.

Paul Hayes, born Sept. 14,  
1971, to Seafarer and Mrs. Eu-  
gene K. Hayes, Alpena, Mich.

James Mastrokalos, born Nov.  
24, 1971, to Seafarer and Mrs.  
James Mastrokalos, Freehold,  
N.J.

Rodney Lockamy, born Sept.  
4, 1971, to Seafarer and Mrs.  
David E. Lockamy, Supply, N.C.

John Taylor, born Aug. 8,  
1971, to Seafarer and Mrs. Alton  
J. Taylor, Orange, Texas.

Keith Brown, born Oct. 9,  
1971, to Seafarer and Mrs. Julius  
Brown, New Orleans, La.

Kevin Clifford, born Aug. 7,  
1971, to Seafarer and Mrs.  
Robert H. Clifford, Southgate,  
Mich.

James Feagin, born Aug. 30,  
1971, to Seafarer and Mrs.  
James A. Feagin, Crestview, Fla.

Cassie Foster, born Sept. 20,  
1971, to Seafarer and Mrs. Ellis  
G. Foster, Belhaven, N.C.

Adam Colson, born Sept. 10,  
1971, to Seafarer and Mrs. Car-  
lton H. Colson, Maxton, N.C.

Richard Downs, born Aug. 16,  
1971, to Seafarer and Mrs. Leon-  
ard A. Downs, Sr., Diggs, Va.

Glenda Sain, born Oct. 4,  
1971, to Seafarer and Mrs. Alvin  
T. Sain, Port Arthur, Tex.

Tamara Hughes, born July 17,  
1971, to Seafarer and Mrs. John  
W. Hughes, Baltimore, Md.

Carl Thompson, Jr., born Oct.  
26, 1971, to Seafarer and Mrs.

Carl E. Thompson, Mobile, Ala.  
Robert Austin, born July 17,  
1971, to Seafarer and Mrs. Med-  
ford L. Austin, Hatteras, N.C.

Burck Schultz, born July 6,  
1971, to Seafarer and Mrs.  
Burckhard V. Schultz, New York,  
N.Y.

Georgia Gail Tyler, born Oct.  
19, 1971, to Seafarer and Mrs.  
Gilbert C. Tyler, Chesapeake,  
Va.

Thomas Forgrave, born Sept.  
27, 1971, to Seafarer and Mrs.  
Thomas S. Forgrave, Sault Ste.  
Marie, Mich.

Alone Walton, born Aug. 30,  
1971, to Seafarer and Mrs. Al-  
bert C. Walton, Bronx, N.Y.

Steven Meeks, born Oct. 9,  
1971, to Seafarer and Mrs. Jesse  
Meeks, Cleveland, Texas.

Donna Hennessey, born Oct.  
10, 1971, to Seafarer and Mrs.  
Michael P. Hennessey, Rochester,  
N.Y.

Dimitrios Loulourgas, born  
Apr. 1, 1971, to Seafarer and  
Mrs. Emilius D. Loulourgas,  
Allston, Mass.

Katie McDowell, born Sept. 3,  
1971, to Seafarer and Mrs. Wil-  
liam H. McDowell, Lancaster,  
N.Y.

Jacqueline Hicks, born Dec.  
1, 1971, to Seafarer and Mrs.  
Fred R. Hicks, Jr., Virginia  
Beach, Va.

Christopher Furman, born  
Aug. 7, 1971, to Seafarer and  
Mrs. Donald E. Furman, Blounts  
Creek, N.C.

Helen Cartos, born Sept. 2,  
1971, to Seafarer and Mrs. John  
Cartos, Jr., Norfolk, Va.

Jennifer Spence, born Aug. 21,  
1971, to Seafarer and Mrs. Roy  
Franklin Spence, Blytheville, Ark.

Lori Willis, born Sept. 13,  
1971, to Seafarer and Mrs.  
Adrian D. Willis, III, Virginia  
Beach, Va.

Clark Daoust, born Sept. 6,  
1971, to Seafarer and Mrs. Eu-  
gene R. Daoust, Alpena, Mich.

Tamara Hughes, born July 17,  
1971, to Seafarer and Mrs. John  
W. Hughes, Baltimore, Md.

Clifton Deakle III, born Aug.  
5, 1971, to Seafarer and Mrs.  
Clifton A. Deakle, Jr., Mobile  
Ala.

Jeffrey Cravey, born Aug. 19,  
1971, to Seafarer and Mrs.  
Wayne M. Cravey, Tampa, Fla.

Michael Willard, born July 2,  
1971, to Seafarer and Mrs. Leslie  
W. Willard, Toledo, O.

Judith Rakas, born Sept. 4,  
1971, to Seafarer and Mrs. Frank  
Rakas, Jr., Allison, Pa.

Martin Schultz, born Aug. 12,  
1971, to Seafarer and Mrs. Wil-  
liam Schultz, Frankfort, Mich.

Dena Dobbins, born July 16,  
1971, to Seafarer and Mrs. Dean  
D. Dobbins, Oakland, Cal.

Duane Livingood II, born Sept.  
11, 1971, to Seafarer and Mrs.  
Duane D. Livingood, Duluth,  
Minn.

Lillian Broadus, born Sept. 10,  
1971, to Seafarer and Mr. Joseph  
R. Broadus, Channelview, Tex.

Peggy Rodriguez, born July  
13, 1971, to Seafarer and Mrs.  
Carlos Rodriguez, New Orleans,  
La.

Bonnie Sullivan, born Sept. 27,  
1971, to Seafarer and Mrs. John  
H. Sullivan, Buffalo, N.Y.

Shawanda Amison, born Sept.  
16, 1971, to Seafarer and Mrs.  
Craig S. Amison, Beckley, W.  
Va.

Tina Benedict, born July 26,  
1971, to Seafarer and Mrs. Fran-  
cis Benedict, New Orleans, La.

Calvin Foote, born June 23,  
1971, to deceased Seafarer Wil-  
liam F. Foote and Mrs. Esther  
Foote, Arabi, La.

Gloria Gill, born Oct. 2, 1971,  
to Seafarer and Mrs. Marcos  
Gill, New Orleans, La.

Dean Hively, born Sept. 28,  
1971, to Seafarer and Mrs.  
Franklin G. Hively, Baltimore,  
Md.

Raymond Watson, born Oct.  
4, 1971, to Seafarer and Mrs.  
Raymond Watson, New Orleans,  
La.

Faith Corley, born Oct. 3,  
1971, to Seafarer and Mrs.  
Charles E. Corley, Pikeville, N.C.

John Rhew, born Feb. 3, 1971,  
to Seafarer and Mrs. Lawrence  
W. Rhew, Sr., Galveston, Tex.

Charles Saranthus, born Oct.  
7, 1971, to Seafarer and Mrs.  
Charles E. Saranthus, Irvington,  
Ala.

Christopher and Kevin Werda,  
born Oct. 7, 1971, to Seafarer  
and Mrs. Myron L. Werda,  
Alpena, Mich.

Wendy Hughes, born Oct. 6,  
1971, to Seafarer and Mrs. Mur-  
ray L. Hughes, Isle of Palms,  
S.C.

Aaron McBride, born Apr. 1,  
1971, to Seafarer and Mrs. James  
McBride, Seattle, Wash.

Cathleen Osborne, born Oct.  
17, 1971, to Seafarer and Mrs.  
Cecil Osborne, Jr., Wyandotte,  
Mich.

Jannette Droz, born Sept. 28,  
1971, to Seafarer and Mrs.  
Manuel Droz, Vega Alta, P.R.

Jill Moran, born Aug. 3, 1971,  
to Seafarer and Mrs. Patrick D.  
Moran, North Olmsted, O.

Tiffany Dyas, born Oct. 5,  
1971, to Seafarer and Mrs.  
Arnold D. Dyas, Whistler, Ala.

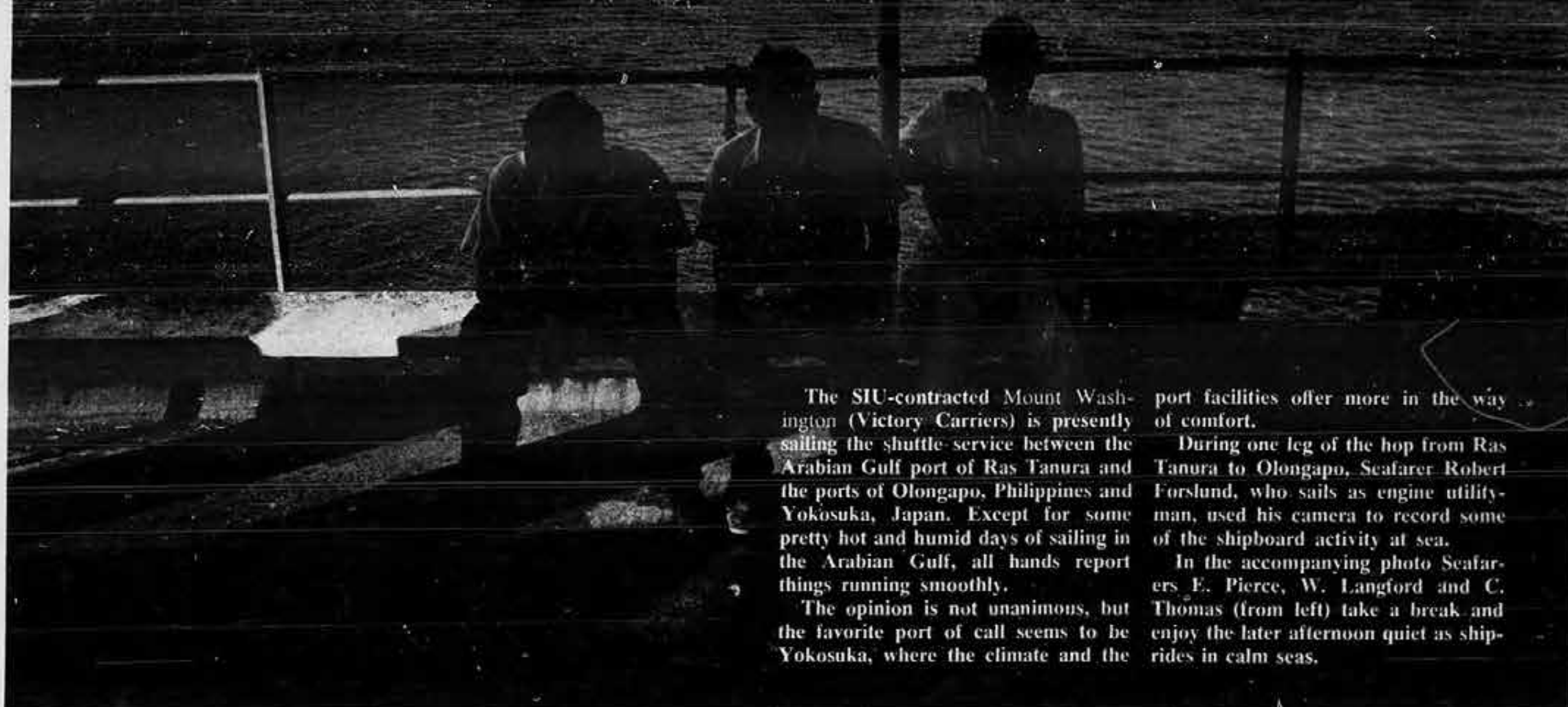
## Baby Receives SIU Benefit



Seafarer Palestine M. Dial (left) receives a \$25 U.S. Savings Bond from SIU Toledo Port Agent Donald Bensman, as Brother Dial's daughter Melina looks on. The bond is part of the SIU Benefit Program. For every new arrival in a Seafarer's family a savings bond is awarded in the baby's name.



## Mount Washington On Shuttle Run



The SIU-contracted Mount Washington (Victory Carriers) is presently sailing the shuttle service between the Arabian Gulf port of Ras Tanura and the ports of Olongapo, Philippines and Yokosuka, Japan. Except for some pretty hot and humid days of sailing in the Arabian Gulf, all hands report things running smoothly.

The opinion is not unanimous, but the favorite port of call seems to be Yokosuka, where the climate and the

port facilities offer more in the way of comfort.

During one leg of the hop from Ras Tanura to Olongapo, Seafarer Robert Forslund, who sails as engine utilityman, used his camera to record some of the shipboard activity at sea.

In the accompanying photo Seafarers E. Pierce, W. Langford and C. Thomas (from left) take a break and enjoy the later afternoon quiet as shiprides in calm seas.



Spending time between watches in the crew's recreation room are, from left: Mohamed Salem, S. P. Paano, and R. Sanko.



Chief Cook D. Tomilloso (left) and third cook Hermogenes Romero kept all of the galley ovens going at sea to turn out roast beefs, hams, and assorted other specialties for crew.



A hearty dinner at sea aboard the Mount Washington is enjoyed by, from left around table, Seafarers Felix Deguzman, Chester Hoff, H. Perry, Dwight Clayton, Eric Branlund, Kanoi Sato, and Joseph Ryan.



There's a bright morning sun on the horizon as deck department Seafarer Frank Pasquali applies fresh coat of paint to bulkhead. In background, Odduar Hansen is putting finishing coat on ship's railing.



There are always plenty of empty dishes after a good meal. Ed Figueroa (left) and Benson Hale, pantryman, are returning things to ship-shape order.



# Excess Weight Can Shorten Life



Dr. Logue

As a service to its members and their families the Seafarers International Union will publish periodically in the Log a medical column written by Dr. Logue. The column will deal with some fairly common ailments or medical problems, their diagnosis and treatment.

By Joseph B. Logue, M.D.  
SIU Medical Director

Unfortunately, obesity and overweight are major health problems in the United States today. It is estimated that more than 20 percent of all adults over 30 years of age in this country are obese, and an even higher percentage are overweight.

Carrying 30 or more pounds over your normal weight classifies you as obese while carrying more than 10 but less than 30 extra pounds labels you as overweight.

The mortality rate increases as excess poundage accumulates. In people who are 25 percent or more overweight, the mortality rate is 50 percent higher than for those of normal weight.

How people become overweight is a matter of simple mathematics. If you consume 500 more calories per day than you expend in energy, by the end of the week you will have added another pound of unnecessary weight to what may already be an embarrassing waist line. This is not difficult to do. Three martinis at lunch time will easily add the 500 calories, so will a quarter pound of fudge.

We know how we get fat but often we don't know why. Some of us eating habits developed in childhood that can only result in obesity if we don't change them. A family's style of eating is determined by parents who may sometimes overemphasize starches, fats and carbohydrates in menu planning.

Children from such families carry these eating habits into adulthood and much too often we find another generation locked into eating habits that contribute to continued obesity and overweight. The notion that a fat child is a happy child should be forgotten, and today's parents have an obligation to see to it that their children consume diets that are well balanced in both quality and quantity.

Overweight Seafarers, young and old, join in denying overeating, yet those extra pounds represent food they have eaten in excess of actual need. Some blame their wives' or mothers' delicious home-cooking—or even the steward department aboard ship—but the truth is they can continue to enjoy this cooking, and still cut many unwarranted calories from their diets if they simply eat less.

Very few people gain weight because of medical reasons, and these cases require careful diagnosis and treatment. Also, remember that normal weight increases with age. The 40-year Seafarer weighs more than he did at 18, but these additional pounds may not make him overweight.

## Overweight Person Endangers Health

The overweight person carries his useless burden every step he takes, and the longer he carries unnecessary weight the closer he gets to having trouble with other areas of his health.

The heart, kidneys, gall bladder and arteries are just some of the organs of the body that are ad-

versely affected by excess pounds. Gout and diabetes are only two of many diseases that are complicated by overweight.

A Seafarer's heart bears the burden of extra pounds. To lift each extra pound up and down a gangway and carry it through work and play, the heart must pump that much harder. If you've had heart disease from some other cause, then obesity will further harm your heart and lead to more serious trouble.

Overweight is also hard on the legs. The mechanics of carrying the extra pounds may lead to varicose veins and possibly trouble in your joints.

Excess weight also creates psychological difficulties—especially in young people. It is embarrassing and injures self-esteem. It also tends to limit sports and other healthful activities.

Clearly, it is important for each of us to lighten the burden of excess pounds that we constantly carry but some of us may still need an extra push.

For a sensible weight control program, the following factors are necessary.

**Motivation:** If there are no psychological factors which require treatment first, then a person should list all the reasons in favor of losing weight. His health, his appearance, and the general feeling of well being that accrues to those on a good weight regimen.

**Medical Supervision:** Weight can be controlled without the aid of your physicians but medical supervision is the wise way. Your physician knows best from a health standpoint, and can assist in setting a realistic weight goal. He can check your general health to de-

termine that the weight loss is not injurious to your health.

**Exercise:** Every person who is not physically handicapped, whether worried about weight or not, should have a program of daily physical exercise. This can be accomplished by a 6 minute routine of exercises every morning when a person first arises. It need not be fatiguing but it must be regular.

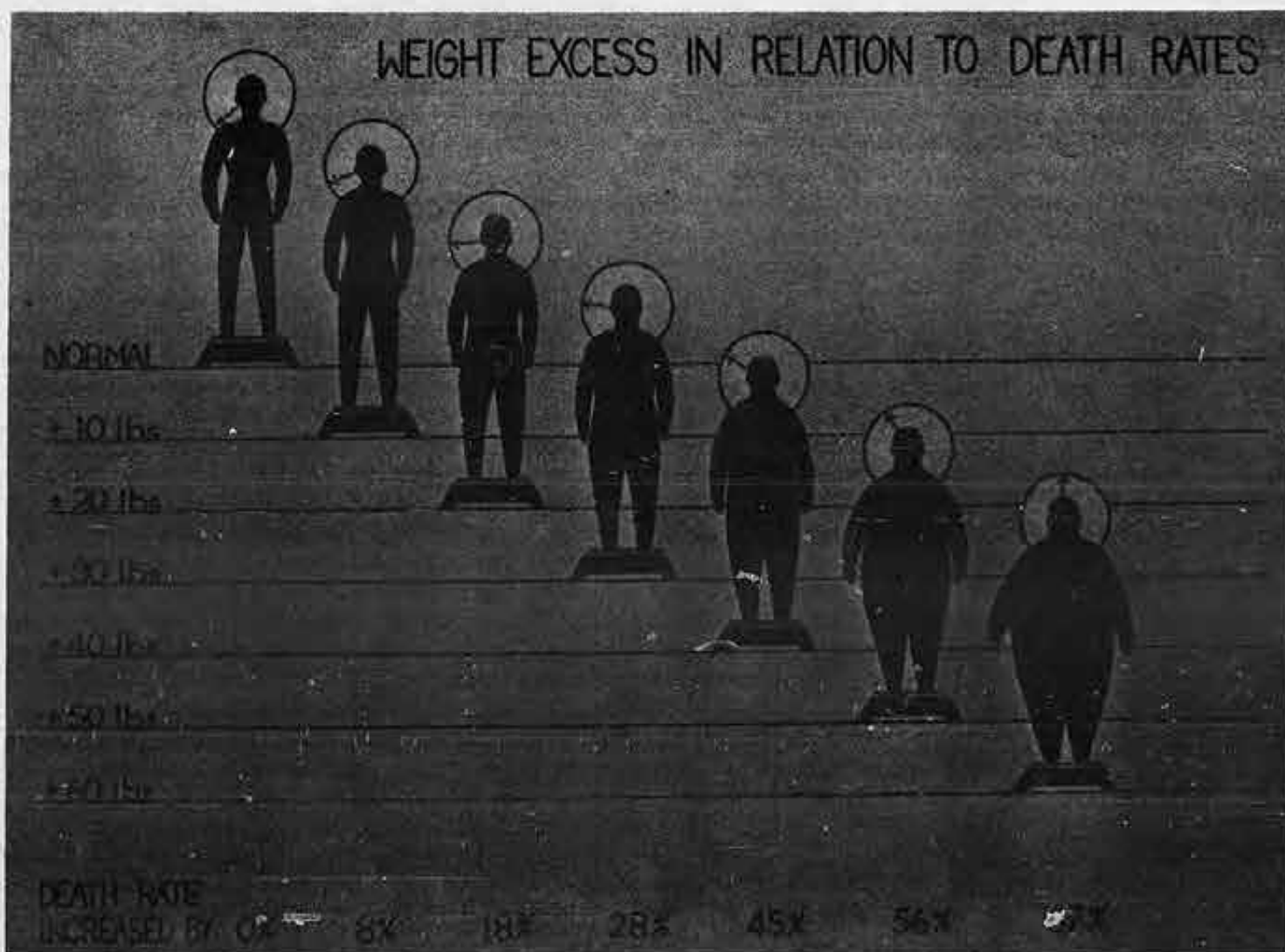
**Well Balanced Diet:** Crash and fad diets for losing weight should be avoided. They seldom succeed in keeping the weight down. Often they are dangerous because they do not provide all the different food nutrients. You don't need special foods. You should eat every day from the four basic food groups:

- milk and milk products.
- meat, fish and poultry.
- fruits and vegetables.
- breads and cereals.

Select from these groups, adjusting total food intake to the number of calories to maintain or to reduce weight, depending upon your goal.

Dairy foods fit well in weight control diets even though some people think they must reduce or eliminate milk and other dairy foods to lose weight. An eight ounce glass of whole milk supplies 160 calories, and if weight is your problem, an eight ounce glass of skimmed milk is only 90 calories, and contains the essential ingredients less a certain amount of fat.

Tomorrow never comes for those who are planning to reduce their weight. Now is the hour. Don't kid yourself—it's not easy to shed those extra pounds, but you will enjoy the extra years of life you save.







An Old  
Ankner

Built in 1941, the 47,700-deadweight-ton *Monticello Victory* (Victory Carriers) recently docked in Perth Amboy, New Jersey after a four month voyage on the oil run from the Persian Gulf and Pakistan to Italy and home again.

Despite the long years of service put in by the tanker, she remains in ship-shape condition and is a favorite of SIU tankermen.

Perth Amboy is her usual stateside port and after a quick turn-around she sailed again for the Persian Gulf ports.



Chief cook Rick Williams is about to return a roast to the oven after basting. Brother Williams and the entire steward department receive high praise for their menus.



A friendly round table scuttlebutt session on maritime affairs and other topics of interest was held in the recreation room aboard the *Monticello Victory* during ship's payoff. Seated at table are, from left: SIU Headquarters Representative Bill Hall, Captain Jensen, master of the *Monticello Victory*; Wilson Yarbrough, chief steward; W. "Ting" Thomas, ship's bosun, and company's Port Captain Smith.



Ship's quick turn-around means a quick haircut for Werner Becher, who sails as able seaman aboard the *Monticello Victory*.



There's some heavy teamwork topside as L. Harvey, M. Leuschner and H. Schmidt (l-r) handle some routine maintenance.



Fireman Gene Speckman cleans burner as engine department prepares to fire-up for new outbound voyage.



# Tax Form Is Really Nothing to Fear; Fee-Charging Tax Service Could Be

By Sidney Margolius

Last year many moderate-income wage-earners sought the expensive and often-erratic help of fee-charging tax services, mainly because the government had eliminated the short-form return. Everybody now must use the more complicated Form 1040.

Actually there is nothing to worry about. The first page of Form 1040 itself can be used as a short form return, if that really is in your best interest, simply by filling in the top half and looking up your tax in the tax table provided in the instruction booklet. Form 1040 really is more favorable to you because it allows you to subtract from your income permitted adjustments such as allowable sick pay, moving expenses to a new job, and several types of employee job-travel expenses. The old short form had no place to take these "adjustments" (not to be confused with "deductions").

If you want, the Internal Revenue Service even will figure out your tax for you providing you use the standard deduction (not necessarily desirable). You merely fill in the several lines on the form specified in the instruction booklet, and the IRS will compute your tax, and send you either a refund or a bill for any additional amount you owe.

If you have enough potential deductions to make itemizing worthwhile, making out your return is a little more laborious. This is why the fee-charging private tax services are booming. Everybody's getting into this money-making act which is costing small taxpayers mil-

lions of dollars a year. Even small-loan companies, banks, and Sears and Montgomery Ward stores have joined the storefront services in charging, usually, \$12 to \$20 for filling out the forms.

## Several Disadvantages

Besides the cost, there are several fallacies in using these fee-charging services:

Many are not wholly dependable. Several surveys last year by enterprising newspaper reporters found different tax services often came up with different results. Often the temporary personnel who fill out the forms are low-paid college students, housewives, salesmen and others given quickie training courses for this purpose. I know how these services operate because I've moonlighted myself by preparing the tax workbook for one of the largest tax services.

Especially doubtful for their knowledge are the tax preparers in loan companies and temporarily converted salesmen in chain stores.

Even if you use a tax service you still have to know, at least approximately, your potential adjustments and deductions. Only you know what deductible expenses you had for medical care, church and charities, mortgage and other interest on debts, other deductible taxes you paid, and allowable job expenses. Where a commercial service can help, if it has well-trained personnel, is to remind you of various potential adjustments and deductions, and other tax-savers such as "income averaging" (if you had unusually high income last year); which of your dependents may be qualified; and

whether you had any of the less frequent deductible expenses such as a qualified skill-upgrading course.

However, you can take your return to a local IRS office that has a tax assistance unit and get help without any expense. Elizabeth Fowler, a *New York Times* financial writer points out. The government also has made it easy to buy its own \$.75 tax guide, *Your Federal Income Tax*, by putting it on sale at post offices. More comprehensive and often clearer guides such as the Lasser book at \$2 provide detailed checklists and explanations.

We want to explain the basic types of tax-savers and note some of the common mistakes small taxpayers make.

**Exemptions.** This year—largely because of the campaign by labor unions—you can deduct \$675 for each qualified dependent. As well as for yourself and wife, you can claim exemptions for children under 19, or over if a full-time student during some part of each of five months of the calendar year, and even if your child had \$675 or more income of his own part-time work.

In fact, he can claim himself as an exemption on his return if he has to file one. If he had less than \$1,700 of income, (or \$2,300 if married), he doesn't have to file at all unless taxes were deducted from his pay. Then he should file to get a refund.

You also can claim exemptions for other close relatives if you provide more than half his or her total support. If you shared the support with others, one of you can claim the ex-

## SIU Welfare, Pension and Vacation Plans

### CASH BENEFITS PAID REPORT PERIOD

FOR PERIOD DECEMBER 1, 1971 thru JANUARY 31, 1972

SEAFARERS WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship .....	15	\$ 4,353.43
Hospital Benefits .....	3,896	97,382.22
Death Benefits .....	53	149,000.00
Medicare Benefits .....	279	1,571.80
Maternity Benefits .....	102	20,391.80
Medical Examination Program .....	1,101	33,130.80
Dependent Benefits (Average \$445.72) .....	4,916	208,821.06
Optical Benefits .....	1,201	17,542.13
Meal Book Benefits .....	659	6,581.94
Out-Patients Benefits .....	10,791	82,948.00
Summary of Welfare Benefits Paid .....	23,013	621,723.18
Seafarers Pension Plan—Benefits Paid .....	3,743	947,315.37
Seafarers Vacation Plan—Benefits Paid (Average—\$587.58) .....	2,781	1,536,987.61
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b>29,537</b>	<b>3,106,026.16</b>

## Weisberger Is Reelected

SIUNA vice president Morris Weisberger has been reelected to his 14th consecutive term as president of the San Francisco Bay Area Port Council of the AFL-CIO Maritime Trades Department.

Weisberger is also secretary-treasurer of the SIU-affiliated Sailors Union of the Pacific and a vice president of the Cali-

fornia Labor Federation, AFL-CIO.

Reelected as the Port Council's vice president was Al Clem, executive officer of the Operating Engineers Local 3.

Brandon E. Tynan, secretary of the Marine Staff Officers Association, an affiliate of the SIU, was elected secretary-treasurer of the Council.

emption by agreement. Failure to file the Multiple Support Declaration is a frequent error. Such dependents must have less than \$675 of taxable income—other than social security and other nontaxable income.

**Adjustments.** There are a special group of subtractions from income which you take under Part III on page 2 of Form 1040. Note especially that you do not have to itemize "deductions" to exclude from your taxable income permitted "adjustments" such as allow-

able amounts of sick pay you received from your employer, a welfare fund or insurance company. As the instructions point out, the amount of sick pay you can exclude from income is subject to specified waiting periods and limitations.

If you moved your residence because of a new job at least farther away from your home than the distance from your old residence to your former place of work, you can exclude specified moving expenses. Note especially the tricky "distance requirement."



# know your rights

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

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

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

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

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

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

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

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the *Seafarers Log* a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

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

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



# Seafarers, Including One Female, Retire



**Clyde Garner, 63**, is a native of Randleman, N.C. and now makes his home in Mobile, Ala. He joined the union in 1947 in the Port of Norfolk and sailed in the steward department. Brother Garner received a personal safety award for his part in making the *DeSoto* an accident-free ship during the first half of 1960. Also, while he was chief steward on board the *Arizpa* in 1961, the ship was awarded a Certificate of Sanitation by the U.S. Public Health Service. Brother Garner was an Army veteran of World War II.



**Nicholas P. Kondylas, 65**, joined the union in 1946 in the Port of New York and sailed in the steward department. A native of Greece, Brother Kondylas now makes his home in Baltimore, Md. His retirement ended a sailing career of 45 years.



**Sheldon Gilbert, 65**, is a native of Elberta, Mich. and continues to make his home there. He joined the union in the Port of Elberta and sailed in the engine department on the Great Lakes. His retirement ended a sailing career of 27 years.



**Stephen R. Laffey, 70**, is a native of Ireland and now makes his home in Duluth, Minn. He joined the union in 1945 in Cleveland, O. and sailed on the Great Lakes.



**Alberto De La Paz, 63**, is a native of Puerto Rico and now makes his home in Santurce, P.R. One of the first members of the union, Brother De La Paz joined in 1938 in the Port of Baltimore and sailed in the deck department.

## Female Sailor Ends Career

For a woman who gets "seasick on a swing," Teresa Davis managed to get through 20 successful years as a Seafarer.

Sister Davis was one of the few female sailors left in the union when she retired last year on an SIU pension.

She sailed on the Great Lakes where the union once had 150 women working the busy passenger trade. Today, with the demise of the passenger ships, there are only about six women left.



Now, as she occupies herself by painting and redecorating her home, Sister Davis recalls how she unexpectedly became a sailor.

In the spring of 1951 she was working as a waitress

in a Michigan restaurant when a union official called to see if she would be a stewardess on the Great Lakes. Sister Davis was 46 years old at the time and had "never dreamed of working on a boat."

She said she couldn't take the stewardess job but the official was persistent and finally convinced her to try sailing for a summer.

Sister Davis began sailing June 16, 1951 on the Ann Arbor Railroad's car ferry No. 5. She liked the new job so much that after Labor Day "when the regular job on boat No. 6 came up for bid" she applied for the position, and began working regularly on Dec. 4, 1951.

The winter waters on Lake Michigan are very rough and Sister Davis "had some terrible days of seasickness in the beginning." She was so ill that she wanted to quit but the rest of the crew convinced her to stick it out and finally she became thoroughly seaworthy.

Twice a day Sister Davis made round trips from Frankfort, Mich. to Kewaunee, Wis. and Manitowoc, Wis. She always sailed aboard boat No. 6 which in 1959 was renamed the *Arthur K. Atkinson*.

The *Atkinson* carried a crew of about 40 and during most of the year, Sister Davis was the only woman among them. Each summer when the passenger rolls increased heavily, an extra woman was put on board.

The boat carried three crews and most of them worked four hours on and four hours off. But the hours were different in the galley department and Davis worked 7 a.m. to 1 p.m. and 5 p.m. to 7 p.m.

All year round Sister Davis and the rest of the crew worked 20 days with eight days off. "There's something about a sailing job," she said, "that after you've worked it awhile, it makes other jobs look uninteresting."

When Sister Davis retired, she was not only one of the few women left on the Lakes, she was also next to the last of the original *Atkinson* crew from December of 1951.



**Ansley E. Forrester, 65**, joined the union in the Port of Baltimore in 1957 and sailed in the engine department. A native of Virginia, Brother Forrester now lives in Pasadena, Md.



**Elmer C. Danner, 66**, is a native of Harrisburg, Pa. and continues to make his home there. He joined the union in the Port of New York in 1957 and sailed in the steward department. Brother Danner was issued a personal safety award for his part in making the *Robin Locksley* an accident free ship during the first half of 1960.



**Oliver Lewis, 67**, is a native of Maryland and now makes his home in Baltimore. He joined the union in 1944 in the Port of Boston and sailed in the steward department. Brother Lewis was issued a picket duty card during the Greater New York Harbor Strike of 1961. He retired after sailing 32 years.



**Joseph E. Barringer, 60**, is a native of Memphis, Tenn. and now makes his home in New Orleans, La. He joined the union in the Port of New York in 1944 and sailed in the engine department. Brother Barringer is an Army veteran of World War II.



**Orazio Farrara, 65**, is a native of Providence, R.I. and now lives in Fort Walton Beach, Fla. He joined the union in 1947 in the Port of New York and sailed in the steward department. Brother Farrara served as ship's delegate while sailing.



**David Archia, 64**, is a native of Georgia and now makes his home in Oakland, Calif. He joined the union in 1940 in the Port of Philadelphia and sailed in the steward department. Seafarer Archia received a personal safety award for his part in making the *Seatrail New Jersey* an accident free ship from Nov. 1, 1960 to April 30, 1961. His retirement ended a sailing career of 49 years.

## Retiree Garfin Still Active

For most of his career at sea, Brother Crisanto Garfin chose to sign on for the longer voyages, so that in some years he sailed for as much as 365 days straight—without any vacation time.

In 1969, after more than 20 years of seafaring, he swallowed the anchor and retired on his well earned SIU pension.

Born in 1896 in the Phillipine Islands, Brother Garfin sailed as cook on many of the first ships ever put under contract by the SIU.

He clearly remembers what conditions were like for Seafarers in those days, and is proud to have had a part in fighting to change them.



Today, just as in the days of the 1946 General Strike, when he hit the bricks on a picket line with his shipmates, Garfin continues to see seafaring as more than just a job—"it's a way of life"—and a man doesn't change his way of life overnight.

That's why Garfin, who makes his home in the Port of New Orleans, always puts aside a part of his day for a visit to any SIU ships that may be in port.

Even when he travels to other countries, Garfin visits any of the ports he can to search out the SIU ships and introduce himself to his union brothers.

The crew of the *Trent* recently wrote to the *Log* to thank Garfin for a visit he made to their ship when she stopped in Buenos Aires, Argentina.

Speaking for the crew, Chief Steward Charles Turner noted in his letter:

"He was helpful to quite a few of us, especially when it came to explaining the difference between Argentina's old and new money and the difference in the rates of exchange from U.S. dollars to pesos.

"As every Seafarer knows, the mailing of letters in foreign ports is often a problem. Brother Garfin collected a batch of letters from his union brothers on the *Trent* and saw to it that they were properly stamped and mailed.

"Finally, he even went souvenir shopping with a bunch of us and got bargains for us on many things that would ordinarily have cost us more. He didn't ask for a thing—just told us to say hello for him to all his old shipmates and friends, and say he hopes to see them too in the near future."

Seafarer Garfin may have retired from the sea, but it's clear he hasn't forgotten it or his many shipmates.



# DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 1, 1972 to January 31, 1972

## DECK DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	10	10	7	0	15	9
New York	74	45	52	21	1	229	189
Philadelphia	21	15	63	2	0	43	23
Baltimore	43	14	24	6	0	145	86
Norfolk	15	9	13	6	0	59	44
Jacksonville	19	15	2	3	1	57	53
Tampa	32	21	1	2	0	32	21
Mobile	53	52	26	13	0	103	39
New Orleans	91	41	69	31	2	217	130
Houston	103	52	56	25	0	149	92
Wilmington	15	21	2	0	0	56	75
San Francisco	103	52	57	28	0	176	151
Seattle	37	40	3	4	0	69	52
Totals	613	367	318	148	4	1350	964

## ENGINE DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	5	5	4	0	8	9
New York	57	68	43	31	0	205	342
Philadelphia	9	11	5	1	0	28	23
Baltimore	39	20	27	10	2	103	55
Norfolk	21	16	5	9	0	47	47
Jacksonville	7	19	5	9	0	22	54
Tampa	14	21	0	2	0	14	21
Mobile	32	14	22	21	0	70	34
New Orleans	67	66	57	38	3	147	161
Houston	62	68	49	30	0	130	110
Wilmington	16	20	0	0	0	19	59
San Francisco	87	67	58	37	0	103	183
Seattle	33	32	2	2	0	40	61
Totals	448	427	278	194	5	936	1159

## STEWARD DEPARTMENT

TOTAL REGISTERED TOTAL SHIPPED REGISTERED ON BEACH

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	1	1	0	4	4
New York	47	40	40	36	4	151	148
Philadelphia	6	8	2	2	0	16	9
Baltimore	31	9	11	10	3	87	21
Norfolk	3	13	4	1	0	27	37
Jacksonville	15	16	5	1	1	33	41
Tampa	15	8	1	1	0	15	8
Mobile	3	0	16	14	0	74	33
New Orleans	58	37	40	37	0	170	81
Houston	51	43	27	26	3	107	106
Wilmington	8	11	6	0	0	28	34
San Francisco	56	63	28	43	1	106	85
Seattle	44	16	1	0	0	65	26
Totals	340	264	182	182	12	883	633



## Digest of SIU Ships' Meetings

**FALCON DUCHESS** (Falcon Tankers), Oct. 17—Chairman R. D. Schwarz; Secretary S. A. Freeman. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**BEAUREGARD** (Sea-Land), July 18—Chairman James E. Tanner; Secretary John S. Burke, Sr.; Deck Delegate B. Hager; Engine Delegate Alfred R. Fry. \$31 in ship's fund. Disputed OT in deck and engine departments. Everything is running smoothly.

**NEW ORLEANS** (Sea-Land), Oct. 3—Chairman M. Landron; Secretary D. Sacher. \$10 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**ANCHORAGE** (Sea-Land), Oct. 3—Chairman Bobby Gillian; Secretary J. Roberts; Deck Delegate Robert Myers; Engine Delegate Donald V. Cox; Steward Delegate E. Joseph. \$26 in ship's fund. No beefs were reported.

**EAGLE TRAVELER** (United Maritime), Sept. 26—Chairman Joseph Bourgeois; Secretary A. W. Hutcherson; Deck Delegate John C. Bokus; Engine Delegate Nathaniel P. Davis; Steward Delegate W. J.

Caldara. \$5 in ship's fund. No beefs were reported.

**BEAUREGARD** (Sea-Land Service), Sept. 27—Chairman James E. Tanner; Secretary John S. Burke, Sr.; Deck Delegate Fred Doney; Engine Delegate Alfred R. Fry; Steward Delegate F. P. Magallanes. \$31 in ship's fund. Everything is okay with no major beefs. Vote of thanks was extended to the steward department for a job well done. In turn the steward gave a vote of thanks to all the crew and officers for their good cooperation for the one year out in Vietnam.

**PORTLAND** (Sea-Land), Oct. 10—Chairman Luke Wymes; Secretary W. Moore; Deck Delegate A. Pickur; Engine Delegate G. Winchester; Steward Delegate J. Rodriguez. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**SEATRAN SAN JUAN** (Sea-Land), Sept. 26—Chairman A. Sakellis; Secretary A. Aragon; Deck Delegate A. Vallyo; Engine Delegate H. J. St. Clair; Steward Delegate C. Rios. Few hours disputed OT in deck department.

**TRANSIDAH** (Hudson Waterways), Oct. 3—Chairman Frank Gaspar; Secretary Aussie Shrimp-

ton; Deck Delegate Charles Hill; Engine Delegate John P. Schaefer; Steward Delegate Frank Rahas. \$112 in ship's fund. Unlicensed personnel donated \$62 to American Merchant Marine Library. No beefs and no disputed OT.

**PANAMA** (Sea-Land), July 4—Chairman C. P. Pereira; Secretary O. R. Frezza; Deck Delegate Edward S. Sekella; Engine Delegate William H. Reynaldo, Sr.; Steward Delegate Martin Sierra. Smooth trip so far. Few hours disputed OT in engine department, otherwise no beefs.

**OAKLAND** (Sea-Land), Sept. 18—Chairman Albert Ahin; Secretary C. N. Johnson; Deck Delegate Kenneth E. Lee; Engine Delegate A. Michalski; Steward Delegate W. McMillion. No beefs. Everything is running smoothly.

**RACHEL V** (Vantage), Sept. 12—Chairman James B. Dixon; Secretary R. Spencer; Deck Delegate Lawrence B. Kelly; Engine Delegate Joseph R. Valdes; Steward Delegate W. C. Daniels. Brother James Hand, educational director, who was delegate at SIU Educational Conference, reported on same. Vote of thanks was extended to the steward department for a job well done. No beefs were reported.



## Membership Meetings' Schedule

<b>SIU-AGLIWD Meetings</b>		Buffalo.....Mar. 15—7:30 p.m.
New Orleans.....Mar. 14—2:30 p.m.		Duluth.....Mar. 17—7:30 p.m.
Mobile.....Mar. 15—2:30 p.m.		Cleveland.....Mar. 17—7:30 p.m.
Wilmington.....Mar. 20—2:30 p.m.		Toledo.....Mar. 17—7:30 p.m.
San. Fran. ....Mar. 22—2:30 p.m.		Detroit.....Mar. 13—7:30 p.m.
Seattle.....Mar. 24—2:30 p.m.		Milwaukee.....Mar. 13—7:30 p.m.
New York.....Mar. 6—2:30 p.m.		
Philadelphia.....Mar. 7—2:30 p.m.		<b>SIU Inland Boatmen's Union</b>
Baltimore.....Mar. 8—2:30 p.m.		New Orleans.....Mar. 14—5:00 p.m.
Detroit.....Mar. 17—2:30 p.m.		Mobile.....Mar. 15—5:00 p.m.
†Houston.....Mar. 13—2:30 p.m.		Philadelphia.....Mar. 7—5:00 p.m.
		Baltimore (li-
<b>United Industrial Workers</b>		censed and
New Orleans.....Mar. 14—7:00 p.m.		unlicensed Mar. 8—5:00 p.m.
Mobile.....Mar. 15—7:00 p.m.		Norfolk.....Mar. 9—5:00 p.m.
New York.....Mar. 6—7:00 p.m.		Houston.....Mar. 13—5:00 p.m.
Philadelphia.....Mar. 7—7:00 p.m.		
Baltimore.....Mar. 8—7:00 p.m.		<b>Railway Marine Region</b>
Houston.....Mar. 13—7:00 p.m.		Philadelphia.....Mar. 14—10 a.m. &
		8 p.m.
<b>Great Lakes SIU Meetings</b>		Baltimore.....Mar. 15—10 a.m. &
Detroit.....Mar. 6—2:00 p.m.		8 p.m.
Buffalo.....Mar. 6—7:00 p.m.		*Norfolk.....Mar. 16—10 a.m. &
Alpena.....Mar. 6—7:00 p.m.		8 p.m.
Chicago.....Mar. 6—7:00 p.m.		Jersey City.....Mar. 13—10 a.m. &
Duluth.....Mar. 6—7:00 p.m.		8 p.m.
Frankfort.....Mar. 6—7:00 p.m.		
<b>Great Lakes Tug and Dredge Section</b>		†Meeting held at Galveston
Chicago.....Mar. 14—7:30 p.m.		wharves.
†Sault		†Meeting held in Labor Tem-
Ste Marie Mar. 16—7:30 p.m.		ple, Sault Ste. Marie, Mich.
		*Meeting held in Labor Tem-
		ple, Newport News.



## Directory Of Union Halls

<b>SIU Atlantic, Gulf, Lakes &amp; Inland Waters Inland Boatmen's Union United Industrial Workers</b>		<b>FRANKFORT, Mich.</b> .....P.O. Box 287 415 Main St. 49635 (616) EL 7-2441
<b>PRESIDENT</b>		<b>HOUSTON, Tex.</b> .....5804 Canal St. 77011 (713) WA 8-3207
<b>Paul Hall</b>		<b>JACKSONVILLE, Fla.</b> .....2608 Pearl St. 32233 (904) EL 3-0987
<b>EXECUTIVE VICE PRESIDENT</b>		<b>JERSEY CITY, N.J.</b> .....99 Montgomery St. 07302 (201) HE 5-9424
<b>Cal Tanner</b>		<b>MOBILE, Ala.</b> .....1 South Lawrence St. 36602 (205) HE 2-1754
<b>VICE PRESIDENTS</b>		<b>NEW ORLEANS, La.</b> .....630 Jackson Ave. 70130 (504) 529-7546
Earl Shepard	Lindsey Williams	<b>NORFOLK, Va.</b> .....115 3d St. 23510 (703) 622-1892
Al Tanner	Robert Matthews	<b>PHILADELPHIA, Pa.</b> .....2604 S. 4th St. 19146 (215) DE 6-3818
<b>HEADQUARTERS</b> .....675 4th Ave., Bklyn. 11232 (212) HY 9-6000		<b>PORT ARTHUR, Tex.</b> .....534 Ninth Ave. 77640 (713) 983-1679
<b>ALPENA, Mich.</b> .....800 N. Second Ave. 49707 (517) EL 4-3616		<b>SAN FRANCISCO, Calif.</b> 1321 Mission St. 94103 (415) 626-6793
<b>BALTIMORE, Md.</b> .....1216 E. Baltimore St. 21202 (301) EA 7-4900		<b>SANTURCE, P.R.</b> .....1313 Fernandez Juncos Stop 20 00908 724-2848
<b>BOSTON, Mass.</b> .....215 Essex St. 02111 (617) 482-4716		<b>SEATTLE, Wash.</b> .....2505 First Ave. 98121 (206) MA 3-4334
<b>BUFFALO, N.Y.</b> .....290 Franklin St. 14202 SIU (716) TL 3-9259 IBU (716) TL 3-9259		<b>ST. LOUIS, Mo.</b> .....4577 Gravois Ave. 63116 (314) 752-6500
<b>CHICAGO, Ill.</b> .....9383 Ewing Ave. 60617 SIU (312) SA 1-0733 IBU (312) ES 5-9570		<b>TAMPA, Fla.</b> .....312 Harrison St. 33602 (813) 229-2788
<b>CLEVELAND, O.</b> .....1420 W. 25th St. 44113 (216) MA 1-5450		<b>TOLEDO, O.</b> .....935 Summit St. 43604 (419) 248-3691
<b>DETROIT, Mich.</b> 10225 W. Jefferson Ave. 48218 (313) VI 3-4741		<b>WILMINGTON, Calif.</b> .....450 Seaside Ave. Terminal Island, Calif. 90744 (213) 832-7285
<b>DULUTH, Minn.</b> .....2014 W. 3d St. (218) RA 2-4110 55806		<b>YOKOHAMA, Japan</b> .....Isaya Bldg., Room 810 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

## School Kids 'Adopt-a-Ship'

Five SIU-contracted companies are among the steamship lines participating in the "adopt-a-ship" program sponsored by The Propeller Club of the United States.

Under the 35-year-old program, an elementary school class adopts a ship and then begins corresponding with its captain through their teacher.

The children ask about the ship, the crew, cargoes and the countries visited by the vessel.

Captains not only write back to the class, they often visit the children at their school when in port.

Right now, there are over 334 adopted United States Merchant Marine ships. Among the companies involved are SIU-contracted Delta Steamship Lines; Military Sealift Command, Atlantic; Military Sealift Command, Pacific; Sea-Land Service, and Waterman Steamship Corp.



# Final Departures



**Ditlef K. Moller**, 58, was an SIU pensioner who passed away Oct. 31, 1971 of natural causes in USPHS Hospital, Staten Island, N.Y. He joined the union in 1944 in the Port of New York and sailed in the engine department. Brother Moller served as department delegate while he sailed. A native of Norway, Seafarer Moller was a resident of Brooklyn, N.Y. when he died. He had been sailing 38 years when he retired last year. Among his survivors is his sister, Olga Elisabet Aarstad of San Francisco, Calif. Burial was in Greenwood Cemetery in Brooklyn.



**Robert C. Brennan**, 71, was an SIU pensioner who passed away Nov. 16, 1971 of illness in Cumberland Hospital, Brooklyn, N.Y. A native of Columbia, Brother Brennan was a resident of Brooklyn when he died. He joined the union in 1941 in the Port of New York and sailed in the steward department. He had been sailing 47 years when he retired in 1964. Among his survivors is his wife, Antonia. Burial was in Evergreen Cemetery in Brooklyn.



**William E. Scott**, 48, passed away Mar. 13, 1970 as a result of injuries he received when struck by a car in New Orleans, La. on Mar. 11, 1970. He joined the union in 1949 in the Port of New York and sailed in the deck department. Among his survivors is his mother, Mrs. E. McCudden. Burial was in Queen of Heaven Cemetery in Hillside, Ill.



**Roy H. McCance**, 60, passed away Sept. 30 of illness in Riverside Hospital, Jacksonville, Fla. A native of Florida, Seafarer McCance was a resident of Jacksonville when he died. He joined the union in 1949 in the Port of Tampa and sailed in the engine department. Brother McCance was issued a picket duty card in 1961. He was a Navy veteran of World War II. Among his survivors is his wife, Lonnie. Burial was in Evergreen Cemetery in Jacksonville.



**John F. Gersey**, 70, was an SIU pensioner who passed away Jan. 2 of illness at the Slidell Memorial Hospital, Slidell, La. A native of Pennsylvania, Brother Gersey was a resident of Slidell when he died. He joined the union in 1940 in the Port of Philadelphia and sailed in the steward department. Gersey had been sailing 39 years when he retired in 1964. Burial was in Forest Lawn Cemetery in Slidell.



**Andrew O. Nickle**, 64, was an SIU pensioner who passed away Dec. 7, 1971 of illness in New Orleans, La. He joined the union in 1949 in the Port of Tampa and sailed in the engine department. Nickle served as ship's delegate while sailing. He had been sailing 29 years when he retired in 1971. A native of Maryland, Brother Nickle was a resident of New Orleans when he died. Among his survivors is his wife, Lyvona. Burial was in Greenwood Cemetery in New Orleans.



**William Piesczuk**, 64, was an SIU pensioner who passed away Nov. 28, 1971 of illness in Pennsylvania Hospital in Philadelphia, Pa. A native of Pennsylvania, Brother Piesczuk was a resident of Philadelphia when he died. Seafarer Piesczuk joined the union in 1948 in the Port of Philadelphia and sailed in the steward department. He retired in 1964. Burial was in Holy Redeemer Cemetery in Philadelphia.

**Hillery Courtney**, 56, passed away Oct. 10, 1970 in the USPHS Hospital in San Francisco, Calif. after an illness of two months. A native of Alabama, Brother Courtney was a resident of Port Arthur, Tex. when he died. Seafarer Courtney had recently joined the union and had been sailing out from the West Coast. Among his survivors is his daughter, Deborah Courtney Farquhar of Port Arthur, Tex. Burial was in Greenlawn Cemetery in Port Arthur.

**John Combs**, 25, passed away Jan. 2, 1971 in Detroit, Mich. A native of Michigan, Brother Combs was a resident of Detroit when he died. He recently joined the union and was sailing on the Great Lakes. Among his survivors is his wife, Marie. Burial was in Grand Lawn Cemetery in Detroit.

**Wayne O. Babcock**, 31, passed away Feb. 16 in Williamsburg, Va. Brother Babcock had recently joined the union and was sailing out from the East Coast. A native of Richmond, Va., Seafarer Babcock was a resident of Williamsburg when he died. He had served in the Marine Corps. Among his survivors is his father, Robert N. Babcock of Williamsburg. Burial was in Williamsburg Memorial.

**Charles E. Daniels**, 53, passed away Sept. 8, 1970 of natural causes while sailing on board the *Fanwood*. Brother Daniels was a resident of Greenwich, N.Y. when he died. He had recently joined the union. Among his survivors is his wife, Peggy. Brother Daniels was buried at sea.

## Fred Harvey, 86, Dies Following Illness

Fred Harvey, 86, died January 12, 1972 in the USPHS Hospital on Staten Island, N.Y., following a three-month illness.

He retired from the SIU in 1965 but still kept up with union affairs during his retirement. Following the monthly membership meetings in the Brooklyn Hall, he could often be found in the Port O' Call recounting for whomever would listen stories of his 65 years sailing the world's oceans.

He began sailing in 1900 on the sperm whalers shipping out of San Francisco and, despite many words written extolling the life of adventure and romance of the seafaring man, Harvey always maintained that "it was far from romantic."

He often retold stories of the "poor food, bad quarters and worse pay" that were prevalent in those days before the sailors had a union to look out for their interests.

As a member of the merchant marine his career spanned two World Wars, the Korean War and the Vietnam Conflict. He also served in the French Foreign Legion for a brief period during World War I, when he was wounded several times.

He was fond of saying that he sailed virtually "them all, from sail to coal to steam." Indeed, he practically did during his days at sea.

In his home on Staten Island, Harvey hoarded many mementoes from his voyages around the world. He kept a log of his every journey and collected souvenirs indigenous to the many ports he visited.

Throughout the years he was a frequent contributor of articles to the *Seafarers Log*. He was the subject of a special feature in the September, 1970 issue of the *Log*.

He was a member of the South Street Seaport Museum in Manhattan.

Seafarer Harvey is survived by his wife, Margaret and a son, John, of Croydon, Pa.

Harvey stipulated that his body be donated to the New York University of Medicine for the benefit of science.

'... I guess  
I sailed  
them all.'



The top photo shows Fred Harvey at the wheel of the three-masted *Wavertree* as the vessel makes her way to the South Street Seaport Museum—on lower Manhattan. This was to be Harvey's last voyage after some 65 years of sailing the seas. In the bottom photo he is pictured as a young man (second from right, standing) aboard the *Barmbek* in Hamburg, Germany in 1908.



# DRUGS



## one trip could mean a lifetime

Will it be a few hours or a lifetime?

That's the question facing a Seafarer who reaches for a reefer, or a needle to take him temporarily away from this world.

Nobody takes dope intent on making a lifetime out of it. They take it to get away from reality for a few hours, to "turn on." They argue it is just a diversion, just a harmless once-in-a-while thing.

But for a Seafarer it could be forever.

A Seafarer found with any kind of drug—an upper, a downer, horse, pot, speed or any of the others—is through.

Through with the sea, through with his career. Beached and washed up forever.

That's a tough price to pay but there are reasons for it, good reasons. A ship needs a full crew with each man pulling his own weight at all times. A Seafarer on a "trip" can't pull his own weight. And, in an emergency that might mean death for someone else.

Aside from that, a Seafarer caught with drugs taints his ship and his shipmates in whatever port they land. That ship and those men are marked by customs officials and police all over the world. So one man's use of dope hurts a lot of others. It is not just "his own thing."

And finally, you don't have to have medical degrees to see the wreckage of lives that have come to depend on drugs. It's all around you in hollow-eyed men who have "shot" whatever chance they had to know the good life into their veins. Hopes for their recovery in this world are very slim.

So when it comes to dope, the real question is: Is it going to be for just a few hours, or will it stick for a lifetime?

## SIU Social Security Office Answers Questions of Members on Disability, Medicare, Eligibility

**Q.** My 71-year-old husband died recently. Social Security sent me a check for \$234. Isn't the lump-sum death benefit payment always \$255?

**A.** No, the amount of the lump-sum death payment under Social Security can vary from \$211.20 to \$255, depending on the worker's average earnings under Social Security. The amount of payment is three times the monthly benefit at 65, but never exceeds \$255.

**Q.** When I first applied for my Social Security card, I used my nickname. Now that I've started working full time, I use my proper name. Does it make any difference that my nickname is on my card?

**A.** Yes. To ensure that your earnings record is accurate and carefully in *Your Medicare* up to date, you should call or visit any Social Security office and have your name corrected.

**Q.** I am 65 and have Medicare, but my doctor does not accept direct payment from Medicare and has sent me an itemized bill. How can I file a claim for the amount Medicare will reimburse me over the \$50 annual deductible?

**A.** Follow the directions carefully in *Your Medicare Handbook*. Fill out Part 1 of the Request for Medicare Payment form and attach the itemized bill. Then mail the itemized bill and the form to the

address shown in the upper left-hand corner of the form. You'll find extra copies of the form at most doctors' offices or at any Social Security office. If you have any problems understanding the form, call or visit any Social Security office. The people there will be glad to answer your Medicare questions.

**Q.** How often should a person check his Social Security record?

**A.** Check with your local Social Security office if you change jobs a lot or have any reason to think your earnings have not been reported accurately . . . about once every three years. If you find a mistake on your record, get in touch with any Social Security office for help in correcting the mistake.

**Q.** If a worker becomes severely disabled, what is the first thing he should do with regard to Social Security?

**A.** Even though the benefits can not be paid until the seventh month of disability, it is most important for the disabled worker to get in touch with any Social Security office as early as possible . . . as soon as he knows his illness is expected to last a year or longer. This can help the worker avoid any loss or delay in cash benefits.

**Q.** I just started working and paying into Social Security.

Can you tell me how long a person must work under Social Security to be eligible for benefits at retirement age?

**A.** Anyone starting his or her working career now will be

fully insured for retirement benefits after 40 quarters (10 years) of work under Social Security. One quarter equals a fourth of the year or three years. If you divide a year into

four quarters . . . then January through the end of March is the first calendar quarter. The second quarter begins with April, the third July, and the fourth with October.

## AFL-CIO Seeks 15% Boost In Social Security Payments

The AFL-CIO has called on Congress to boost Social Security benefits "at least" 15 percent this year and another ten percent next year.

In testimony on a House-passed five percent increase, AFL-CIO Legislative Director Andrew J. Biemiller called the House bill a step forward, but declared that it nevertheless falls "far short of what is required when measured against the need."

Biemiller pointed out that today's average benefits fall far short of what is needed to take the aged out of the poverty level. Today's average Social Security benefit for a single retired worker is \$126 a month, or \$1,536 a year. For a retired couple it is \$221 a month, or \$2,652, while for 2,500,000 widows, the average is only \$114 a month.

"The average Social Security benefit for a retiring couple is little more than one-half the Department of Labor's modest but adequate budget for a retired couple," Biemiller said.

### Lists AFL-CIO Goals

He listed the following improvements as goals of the AFL-CIO:

✓ A minimum benefit of \$150 a month for low wage workers after 30 years of covered employment.

✓ Liberalization of the amount a retiree is permitted to earn before having his benefits cut.

✓ Placing the disabled under Medicare and liberalization of Medicare benefits including coverage of prescription drugs and elimination of the \$5.80 premium now paid monthly by the elderly.

✓ An increase in the proposed wage base of \$10,200 to \$15,000 to increase benefits.

✓ Widespread improvements in the welfare system, notably establishment of an income floor.

Nelson H. Cruikshank, president of the National Council of Senior Citizens, said that Congress could raise Social Security benefits 20 percent without raising the Social Security tax or even using general revenue to pay for the added benefits.

Up to now, Cruikshank said, Social Security financial policy has been based on the assumption that wages and salaries subject to the Social Security tax would remain at the same level for the years ahead. This is not so with the result that increased payroll taxes will make it possible to pay for higher benefits and still keep the Fund actuarially sound.



2-1-1