



15th SIUNA Convention

(See Pages 3-8)

AFL-CIO President George Meany addresses the 15th Biennial Convention of the Seafarers International Union of North America.

Vol. XXXIII
No. 7

SEAFARERS LOG

July
1971

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

'people's forum' Probes Question Of Privacy

(See Page 2)

Gibson Predicts Prosperity In Maritime Fields

(See Page 2)

Seafarers Educational Conference

(See Pages 11-23)





Problems Of Privacy Aired

Sen. Ervin



Ed Carlough

Washington, D.C.

Sen. Sam Ervin (D-N.C.) has introduced a bill to ban the use of lie detectors in federal employment and in some parts of the private sector of the economy. The senator announced his intention to introduce the legislation at the first *people's forum*.

The *people's forum*, which considered various facets of the problem of privacy, was co-sponsored by the AFL-CIO Maritime Trades Department, with which the SIU is affiliated, and by the Transportation Institute, a Washington based research organization.

'Pernicious Instrument'

Sen. Ervin accompanied his announcement of the bill he later introduced by calling the lie detector, "one of the most pernicious of all the pseudo-scientific instruments of the twentieth century soothsayers."

He was the speaker at a banquet on the second day of the three-day conference.

The conference at the Washington Hilton Hotel began with a challenge to the 250 participants issued by SIU President Paul Hall, who is also president of the MTD.

Hall called on the participants to squarely face the issues, ask the probing questions and get the information necessary to make an intelligent judgment about the problem of privacy.

The keynote speaker was Edward J. Carlough, president of the Sheet Metal Workers Union and chairman of an MTD committee on privacy. Carlough recited several cases of invasion of the privacy of unions and union members and

said he was in favor of action to insure complete privacy for all individuals.

After the keynote had been sounded, the forum participants were involved in workshop sessions where two sides of problems like government surveillance of citizens, the role of credit bureaus and the use of lie detectors were debated.

Varying Views

At the three luncheon sessions, participants heard Prof. Allan Westin of Columbia University describe the growth of the surveillance business; Sen. John McClellan defend the use of court ordered surveillance for protection of the government; and AFL-CIO President George Meany voice his opposition to surveillance except in national security cases.

Workshop speakers came from labor, government, Congress and the campus. Labor was strongly represented among those attending the forum.

A questionnaire distributed to the participants revealed that 61 percent of the people who attended felt that many surveillance techniques were unfair and were used to attempt to learn things that should remain confidential.

And, 87 percent of the participants said they felt that privacy is less secure today than it was 10 years ago.

At the conclusion of the forum, SIU President Hall said he was "encouraged by the success of this first *people's forum*," and that the MTD and Transportation Institute were planning forums on other topics for the future.

MARAD's Gibson Sees Bright Maritime Future

Washington, D.C.

Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs and the Nixon Administration's top maritime advisor, has told the House Merchant Marine and Fisheries Committee that he believes this nation can achieve the goal of construction of 300 new American-flag merchant vessels during the next 10 years.

Testifying at oversight hearings, Gibson declared that not only could the United States reach this shipbuilding goal established in the Merchant Marine Act of 1970 but he predicted that the American share of foreign trade would expand to utilize these new ships and guarantee them cargoes.

Gibson's remarks came in prepared testimony and during a question and answer session before the committee under the chairmanship of Rep. Edward A. Garmatz (D-Md.) who wanted to know if the goals of the Merchant Marine Act could be attained.

Subsidies Forthcoming

Gibson's remarks brought the committee up to date on current progress in implementing the 1970 legislation. He also advised the Congressmen, in answer to a question by Rep. Thomas M. Pelly (R-Wash.), that President Nixon's recent easing of trade restrictions with Red China would provide more cargoes for U.S.

ships and would benefit the American-flag merchant fleet.

Discussing cargo differential subsidies, Gibson told the committee that his agency was involved in final negotiations to grant subsidies for construction of nearly \$200 million in shipbuilding contracts for Lighter-Aboard-Ship (LASH) vessels and that agreements for the grants would be signed this month. Among the shippers intending to build new vessels are the SIU-contracted Delta Steamship Lines and the Waterman Steamship Co.

Gibson said that he thought that the proposed construction was only the beginning of a marked increase in the amount of ships built in American shipyards. He also predicted that larger vessels would be the rule in the future.

"As you know, when the new maritime program was originally announced, we proposed the construction of 300 ships over the next 10 years," he said. "For purposes of estimating the number of bulk type ships in the 300 ships, a bulk vessel in the 75,000 to 100,000 ton range was used as a typical vessel. Since that time there have been many indications from the industry that the market demands the construction of much larger tankers in the 200,000-250,000 ton range."

Gibson called the larger ves-

(Continued on Page 7)

THE PRESIDENT'S REPORT

by PAUL HALL



Collective Strength in Unity

The Seafarers International Union of North America held its 15th Biennial Convention in Washington, D.C., last month and proved once again that men and women with common problems can best solve those problems by working together.

At the Convention, some 200 representatives of 90,000 workers—including a delegation from our own District—sat down and expressed their concern over the rights and welfare of all kinds of Seafarers.

The result is that these fully autonomous unions, tied together under the SIUNA banner, now will present a united front in the fight to solve our common problems and attain our common goals.

As expressed by the delegates themselves, one of these goals is the funding and implementation of the Merchant Marine Act of 1970. The Act holds promise for rebuilding our obsolete merchant fleet and for breathing a new spark of life into all phases of the maritime industry.

Through our collective power, through our own ability to recognize the needs of our industry, we fought for the law and it was a major victory to have it passed.

Our job now is to make the law work and delegates to the SIUNA Convention were quick to recognize this fact. They pointed out that all parties concerned—government, labor and management—must work together and "work diligently" to make the promise of the law a hard reality.

In a unanimously adopted resolution, delegates instructed their officers to push for "prompt and full implementation of the Merchant Marine Act of 1970" and they coupled these instructions with a call for

full compliance with cargo preference rules by all government agencies and departments.

They also demanded that the SIUNA "vigorously oppose any efforts to weaken the Jones Act," an Act which they termed essential to the nation's security—military and economic."

One of the major problems on which delegates took action is our current fight to save the United States Public Health Service hospitals and clinics.

Through our collective strength, we've already made Congress aware of the need to keep these facilities open.

But delegates recognized that the battle is not yet won. They issued a new call to Congress to move quickly to provide new funds for the maintenance of these facilities, and for their modernization.

In another action, Convention delegates called for an immediate end to the illegal seizure of U.S. fishing vessels on the high seas in open violation of international law. Delegates declared that government actions so far have "been neither strong enough nor successful."

Instead of "jawboning," the Convention called on the government to end these "piratical attacks" by Latin American nations, backing up action by the use of the U.S. Navy as escorts to the fishing fleet.

There were many other actions taken—action on the Jones Act, on housing, minimum wage, civil rights, consumer protection and Social Security.

Of particular interest to members of all American unions is a resolution pointing out that the increas-

ing number of foreign imports is "seriously reducing or even totally destroying" the purchasing power of thousands of American workers.

Delegates called for legislation to protect workers and industry from unfairly-produced imports.

They said the government should set up programs of assistance to industries and to communities adversely affected by the import competition. They also called for new programs for the rehabilitation, retraining or relocation of workers hurt by the increase of imports.

Delegates backed up these demands with fact and figures showing that the nation suffered a net loss of 400,000 jobs in 1969 because of imports, many of which are produced by American subsidiaries at substandard wages.

The interesting thing about all of these actions is that they were taken by representatives of nearly 40 unions. Unions engaged in many different maritime activities. Unions with different problems. And goals. And interests.

Yet, in the Convention hall, these differences were put aside. They were put aside in an effort to achieve the best for all men and women who make their living from the sea. Any problems which existed between the various affiliates were resolved on an amicable basis—for the common good.

That's what this Convention was all about. We get together every two years to solve our personal problems, then sit down to solve our common problems. We iron out our differences to work together. That's collective strength.



Delegates to the SIUNA Convention listen attentively as speakers comment on issues affecting the maritime industry.



SIUNA President Paul Hall delivers the opening address to assembled delegates at the union's 15th Biennial Convention.

SIUNA Convention Charts Union's Future Course

Washington, D.C.

Delegates to the 15th Biennial Convention of the Seafarers International Union of North America, representing 90,000 workers in maritime transportation and allied fields, met here June 21-25 to set the union's course of action for the next two years.

Chaired by SIUNA President Paul Hall, the 200 delegates moved on a broad range of problems—problems of national importance as well as matters of critical concern to maritime workers in the United States, Canada and Puerto Rico.

At the top of the agenda was a strong call for funding and implementation of the Merchant Marine Act of 1970 including full compliance with cargo preference rules by all government agencies and departments.

Call for Protection of U.S. Fishermen

The delegates, representing nearly 40 affiliated unions within SIUNA, also called on the federal government to take strong action to protect fishermen from interference and harassment in international waters.

One resolution declared that "in the first four months of 1971, over \$1.3 million in fines were levied against U.S. tuna boats captured illegally on the high seas by Latin American nations."

The resolution asked the government to act against such piracy by pressing claims for fines levied by the piratical nations. If such measures fail, delegates declared, then our tuna fleet must be protected by the U.S. Navy.

Citing recent incidents in which American lobstermen and fishermen have been harassed by Soviet fishing fleet patrolling off the East Coast, delegates called on the federal government to "take whatever steps are necessary to safeguard the lives, property and the right to a free pursuit of a livelihood of East Coast fishermen."

Through a series of nearly 50 other unanimously-adopted resolutions, the SIUNA Convention delegates took these actions:

- Protested efforts of the Department of Health, Education and Welfare to close the Public Health Service hospital and clinic system "in contravention of the Congressional intent which has been re-stated from time to time since 1798."
- Called upon Congress to enact the National Health Security Program favored by the labor movement "so that all Americans will have access to adequate health care."
- Urged the government to establish programs to assist industries, communities and workers adversely affected by foreign imports.
- Rejected proposals that "would delay increasing the federal minimum wage or . . . limit its coverage among working Americans."
- Went on record in favor of an immediate grant of construction permits to build the trans-Alaska oil pipeline.

Delegates adopted many other resolutions includ-

ing one urging the Administration to begin programs to upgrade the national economy.

Citing inflation and high unemployment, delegates favored a four-point program to revitalize the economic picture—a program to provide funding of public investment programs; raise the minimum wage; create 500,000 public service jobs; and institute tax reform to spread the tax burden more equally among working Americans."

Economic Revitalization Endorsed

AFL-CIO President George Meany, one of a score of speakers to address the five-day convention, hit hard on the nation's current economic problems.

"What we are getting is a blue-bird atmosphere at the White House and Madison Avenue gimmickry," he charged, adding that the Administration has "refused to spend \$12 billion already appropriated on

and government—both Congress and the Executive Branch—must remove unnecessary obstructions to competition abroad."

Full Cooperation Required

Inouye said that "twentieth century American capitalism, if it is to operate both effectively and efficiently, requires the full and mutual cooperation of management, banks, labor and government. Let's not be ashamed to become really tough competitors . . . let's be proud. Much is at stake—for you, for me and for the nation."

Sen. Edward M. Kennedy (D-Mass.), another Convention speaker, discussed the health care issue, including the status of the Public Health Service hospitals. He was loudly applauded when he announced that a bill he introduced earlier, a bill to keep the USPHS facilities in operation, would be passed within "a week or so."

Shortly after the convention ended, the Senate recommended that the facilities remain open until June 30, 1973.

U.S. Commerce Secretary Maurice H. Stans, in his Convention address, voiced optimism in a discussion of the economics of the maritime industry and predicted that "we will get the American Merchant Marine back on its feet as a full competitor for world trade . . ."

A similar note of optimism was sounded by Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs, who urged continuation of the "unity" which brought about passage of the Merchant Marine Act of 1970.

Ford Cites Progress

House Minority Leader Gerald R. Ford (R-Mich.) also appeared before the Convention to declare that "the Merchant Marine Act of 1970 will bring about the restoration of the American Merchant Marine. Contracts for the construction or conversion of 17 ships were signed recently and contracts for eight more vessels with another \$160 million will be executed in the near future."

Highlights from addresses of other Convention speakers appear elsewhere in this issue.

During the course of the five-day meeting, delegates acted on reports from the various affiliates and convention committees. They also accepted an Executive Officers' Report submitted by Hall, a report emphasizing the importance of implementation of the Merchant Marine Act of 1970.

The report pointed out that the American merchant marine has slipped from a number one position in 1946 to a number five position today among the merchant navies of the world.

The Merchant Marine Act would mean more jobs, both in building and manning ships. "We can be proud of the role we played in this historic legislation," the report declared. "We must now work to make this legislative mandate a reality."

On the final day of the convention, delegates unanimously re-elected Paul Hall as President and Al Kerr as Secretary-Treasurer along with a full slate of officers to guide the union for the next two years.



needed programs in a wide area of social services and has vetoed bills that would have created jobs."

Pledges AFL-CIO Support

Meany also voiced his support for the SIUNA in opposing any reduction in the 50 percent minimum for the transportation of American goods in American ships, referring specifically to the Administration plan to remove this rate in proposed trade with Red China.

He drew cheers from the delegates when he declared:

"I don't know what the reaction of the maritime trades is going to be, but whatever the reaction is, I can tell you here and now, it will have the backing of the AFL-CIO."

Sen. Daniel K. Inouye (D-Hawaii), in a major speech to the Convention, urged new and extensive efforts to improve the nation's foreign trade position.

"If we are to improve the import-export picture for the workers of afflicted industries at home," he said, "then labor must consider this factor in its demands, management must re-examine its practices

... for All Americans



... for All Americans

"We want to strengthen our relationship with you in the future, and between us—with the help of others that are interested in your industry—we will get the American seafarers' union back on its feet as a full competitor for the world's flag."

*Manuel H. Sosa
Secretary of Examiners*

The danger to our ship is...
...weaken U.S. Economy!



David C. McClung, right, president of the Hawaii State Senate, presents SIUNA President Paul Hall with a "poi pounder" gavel made of monkey pod wood.



Members of the Great Lakes Organizational and Grievance Committee in session.



Andrea Gomez, International Vice President Emeritus, gets a real welcome from President Hall. She administered the oath of office to officers elected by delegates.



Delegates listening intently to Convention reports.

Adopted Resolutions Cover Broad Spectrum

Washington, D.C.

Delegates to the 15th Biennial Convention of the Seafarers International Union of North America adopted more than 50 resolutions. These deal with social and labor issues as well as with problems confronting the maritime and fishing industries. Here are highlights from some of those resolutions:

REPEAL OF 14(B) — Re-counts the injustices of the phony "right-to-work" provision of Section 14(b) of the Taft-Hartley Act that prevents free collective bargaining by workers in 19 states and urges that the repeal of this anti-union legislation be a constant objective.

CIVIL RIGHTS — Recognizes the plight of minority Americans who are denied their full economic potential through lack of education and ignorance and prejudice, deplors the withholding of funds appropriated by Congress to implement programs to help the minorities and urges the Congress and Administration to re-establish these programs.

WAGE-PRICE CONTROLS — Notes the inflationary nature of our economy, characterized by high rates of unemployment, production cutbacks and increasing cost of living which are constantly reducing the buying power of the workers' incomes and has resulted in union negotiated wage increases to assist the workers' struggle for survival. The resolution notes these increases have not contributed to inflation as much as excessive corporate profits. Individual segments of the population should not be penalized, and urges the Administration to abandon the double-standard, one for workers and another for banks and big businesses.

MARITIME LEGISLATION — Calls for implementation of the Merchant Marine Act of 1970; the preservation of cargo preference laws; support of the Jones Act; continued operation of USPHS hospitals and the end of pirat-

ical seizures of American fishing vessels.

NATIONAL HEALTH CARE — Urges enactment by Congress of National Health Security legislation to reverse the trend toward ever-mounting costs of health care.

FOREIGN IMPORTS — Calls attention to how increasing foreign imports are displacing significant percentages of U.S. production and employment, seriously reducing or even destroying the purchasing power and jobs of thousands of Americans, and reducing the overall level of effective demand for all goods and services. The Resolution declares that the U.S. government should protect the interests of American workers and industry by implementing foreign trade regulations to correct the situation; and where necessary, establish programs of assistance to industries and communities which are seriously affected by the import competition.

THE VIRGIN ISLANDS AND THE JONES ACT — This resolution notes that the reason for the original exemption granted the Virgin Islands from the Jones Act, on the grounds that there was a lack of adequate U.S. shipping to service the trade, is no longer valid and it therefore calls for the application of the Jones Act to the Virgin Islands.

HOUSING — Calls attention to the disastrous shortage of decent housing which has forced millions to exist in squalor and notes that increased Federal appropriations for housing construction would alleviate this situation and would also reverse the current epidemic of unemployment in the construction trades and related industries. The resolution urges that the Administration and Congress provide funds for dwellings and control the high interest rates that have acted to act as a brake on private investment in housing.

FISH BOAT SEIZURES — Cites the piratical seizures of

U.S. fishing vessels by Latin American governments which have continued for over 10 years and have cost American seamen over \$2 million in fines and notes that the United States government continues to offer little resistance to this harassment and has neither cut off aid to the Latin American countries nor sent gunboats to protect U.S. vessels in international waters. The resolution states that American fishermen should not have to risk their lives trying to earn a livelihood from the sea, and unless action is taken by the U.S. government, the American tuna fleet will be swept from the sea. It urges immediate legislative and any other action necessary to end this deplorable situation, and to effect prompt restitution of the losses incurred as a result of the piratic acts.

MINIMUM WAGE — Points out that the present minimum wage is inadequate and calls for enactment of the AFL-CIO legislative proposal to increase the minimum wage and extend coverage under the law.

COMMUNITY SERVICES — Citing the past value of the AFL-CIO Community Services Activities program to help many Americans through disaster relief and community and social service programs, the resolution praises plans for the federation to expand these activities with pilot programs through central labor bodies in a select number of communities. It offers full support of the SIUNA for this expansion plan and urges full participation of SIUNA affiliates in any of the chosen communities.

CONSUMER PROTECTION — The resolution urges that the Congress favorably consider ways and means to protect the American consumer from shoddy products and misleading advertising by establishing an agency to act for the consumer and handle investigations of complaints of discriminatory pricing, advertising excesses and other consumer related areas.

EAST COAST FISHER-

MEN — Citing the recent harassment of American fishing vessels in international waters by Soviet vessels, the Resolution condemns this illegal interference and urges the government to take whatever steps are necessary to safeguard the lives and property of American fishermen.

EDUCATION — Cites the failure of American educational systems in the past, under state and local control to fulfill our educational needs. The resolution criticizes plans by the Administration to renounce the gains won by the federal aid to education programs, and institute a "block grant" program to return federal educational expenditures to the control of state governments, a system previously marked by failure. The resolution calls for SIUNA to urge Congress to reject block grant proposals and commit itself to programs that have shown success under federal control and to expand its education legislation to cope with the serious crisis in our schools and universities.

PUBLIC HEALTH SERVICE HOSPITALS — Notes that once more the SIUNA is fighting to preserve the United States Public Health Service Hospitals against attempts to close them or to turn them over to private operators. The Resolution calls for maintenance and modernization of the eight remaining hospitals and of the United States Public Health Service Clinics. In addition, it calls for approval of resolutions by the Congress which state Congressional opposition to Public Health Service Hospital closings. Finally, it calls for making retired Seafarers eligible for United States Public Health Service care.

ALASKAN OIL PIPELINE — Points out the critical importance of recently discovered oil in the Alaskan North Slope, and calls for the prompt construction of the Trans-Alaska Pipeline to Valdez. Also calls on Congress to resist any changes in current laws (especially the Jones Act) which reserve the carriage of domestic oil exclusively to American-flag tankers crewed by American seamen. Congress is further asked to enact fair and equitable Alaskan native land claims settlement legislation so that the rights of Alaska's native peoples are guaranteed and protected, and the development of Alaskan natural resources can proceed in an orderly manner.

SITUS PICKETING — Cites the discriminatory character of the restrictions on the picketing rights of building trades workers and calls for the enactment of situs picketing legislation.

FREE COLLECTIVE BARGAINING — Calls free collective bargaining a fundamental and indispensable right in a

free society and warns against the effort of those who would impose compulsion in place of the give-and-take of free collective bargaining. The resolution vows unalterable opposition to all forms of compulsory arbitration in labor-management relations.

FAIR CREDIT REPORTING — Views the Fair Credit Reporting Act as a sound first step in regulating the multi-million dollar consumer reporting industry, but holds that it does not yet safeguard the consumer's rights to privacy or confidentiality of information collected for the purposes of establishing an individual's credit worthiness, insurability, or employability. The resolution urges strengthening by new provisions in these areas, and every support should be given the enforcing agencies, particularly in the effort to give them real disciplinary powers.

PRIVACY — Cites the fact that the right of Americans to be left alone is guaranteed in our Constitution but, that this right, as a result of present day practice, is being subverted by invasions of privacy in both public and private sectors of our society. The resolution voices opposition to such incursions on privacy and commends the AFL-CIO Maritime Trades Department for its investigations exposing violations of this constitutional right and its co-sponsorship with the Transportation Institute of a "People's Forum" to bring this problem to the attention of the American people.

PROTECTION FOR OFFSHORE OIL WORKERS — Notes that legislation, sponsored by drilling contractors, has been introduced in the Congress to deprive workers in offshore oil and gas operations of Jones Act protection in cases of work-connected illness or injury by putting them under the Longshore and Harbor Workers Compensation Act. It urges vigorous efforts to defeat this and any other attempt to bar these workers from the right to sue, which has been a vital protection in this hazardous employment.

MILITARY CARGO CARRIAGE — Points to the fact that the current system of "competitive bidding" for military cargoes is creating extreme hardships for United States shipping companies, who are often dependent for survival on the cargo generated by the military service. The resolution notes that the cargo procurement system has forced cargo rates so low that United States shipping companies must bid for cargo at non-compensatory levels and are often forced into inequitable competition. Though changes have been proposed in the military branch that will control military procurement, they have not been accom-
(Continued on Page 7)



A portion of the large crowd attending the SIUNA Convention listen to a committee report.

Officers Elected

Washington, D.C.

On the final day of the 15th biennial convention of the Seafarers International Union, the more than 200 delegates unanimously re-elected Paul Hall to the office of president.

The delegates also voted unanimously for the re-election of Al Kerr as secretary-treasurer of the international.

Vice presidents chosen were:

Merle D. Adlum, Inland Boatmen's Union of the Pacific; **Ed Allensworth**, Transportation and Allied Workers of California; **Everett Clark**, Democratic Union Organizing Committee, Local 777, Chicago; **Frank Drozak**, SIU-AGLIWD; **Steve Edney**, United Cannery and Industrial Workers of the Pacific; **Fred Farnen**, SIU-Great Lakes District; **Gilbert Gauthier**, Canadian Marine Officers Union; **Milfred M. Gomez Jr.**, Sugar Workers Union of Crockett, Calif.; **Harry Jorgenson**, Marine Firemens Union; **Burt E. Lampher**, Staff Officers Association of America; **Raleigh G. Minix**, Military Sea Transport Union; **Carl C. Marino**, Cannery Workers and Fisherman's Union of San Diego.

Leonard J. McLaughlin, Seafarers International Union of Canada; **Earl Shepard**, SIU-Inland Boatmen's Union; **Austin P. Skinner**, New Bedford Fisherman's Union; **Keith Terpe**, Seafarers International Union of Puerto Rico; **Ed Turner**, Marine Cooks and Stewards Union; **R. A. Vincillione**, Inland Boatmen's Union of the Pacific; **Morris Weisberger**, Sailors Union of the Pacific; **Lindsey Williams**, SIU-United Industrial Workers of North America; **J. S. Winter**, International Union of Petroleum Workers and **John Yarmola**, United Industrial Workers of North America, Midwest.

Gibson Predicts

(Continued from Page 2)

sels "economically attractive because vessels of this size built with CDS (Construction Differential Subsidies) might not require operating subsidy to be competitive in world markets."

Asked by Rep. William S. Maillard (R-Calif.) whether there had been any improvement in the percentage of military cargoes carried on U.S.-flag ships, he told the committee that his agency was in contact with the Defense Department in hopes of bringing about a more equitable cargo procurement system for American ships.

"Our increased activity in the cargo preference area has already paid dividends," Gibson said.

"Recently a NASA cargo representing \$400,000 in freight revenue was booked inadvertently to move on a foreign-flag

vessel from Seattle to Sydney by a contractor who was 'unaware' of the cargo preference requirement. Quick action by our West Coast Market Development Offices and our insistence as to the applicability of Public Law 664 saved this cargo for American-flag carriage."

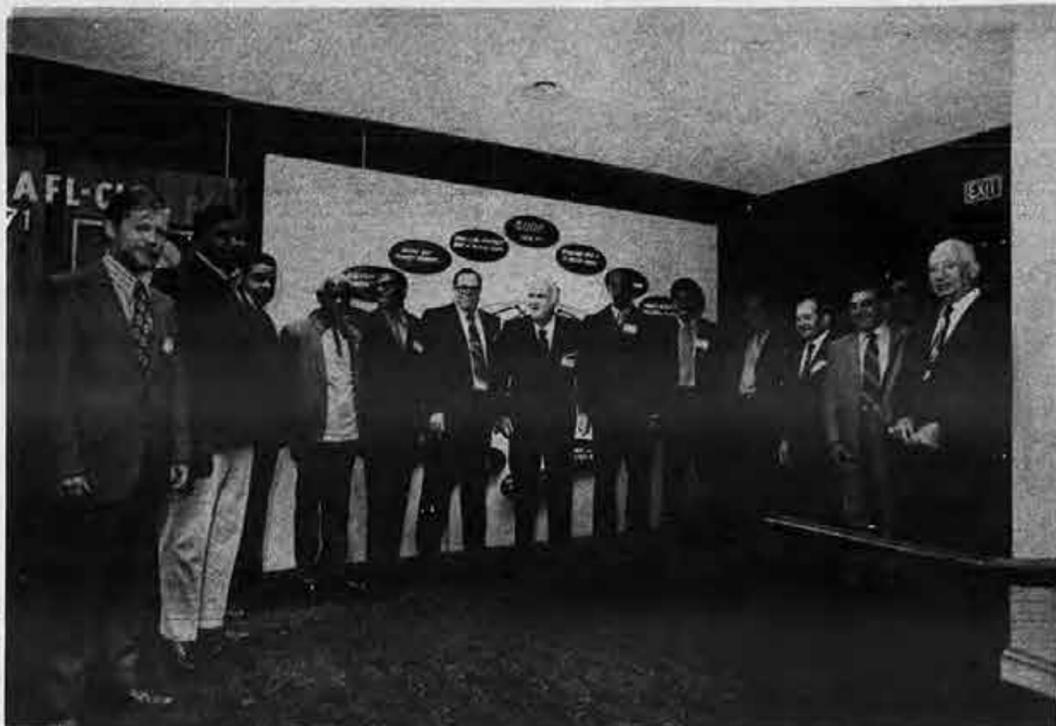
He informed the committee that there is a current study under way to evaluate cargo procurement programs by the Defense Department. He said that the study, conducted by representatives of the Commerce Department, the Federal Maritime Commission, Office of Management and Budget, Secretary of the Army, Secretary of the Navy, Chairman of the Joint Chiefs of Staff and the Defense Department, "is probably the most important study of the military-merchant marine relationship to take place in many years."

"Do Unto Others"

An interesting sidelight to the House Merchant Marine and Fisheries oversight hearings came in a question and answer session between Gibson and Rep. Alton Lennon (D-N.C.) concerning the role of freight forwarders in the maritime industry.

Lennon recalled that when Congress was asked to "abolish" freight forwarders, American shipping lines came to their rescue. However, he declared, "I have never felt that the foreign freight forwarders have responded . . . by trying, if possible, to book all they could on American-flag vessels."

In fact, he discovered at a New York forwarders meeting that "they did not agree with me that they owed an obligation to the American shipping lines for saving them."



SIUNA President Paul Hall and SIUNA Vice President Lindsey Williams meet with a delegation from the United Industrial Workers during SIUNA's 15th Biennial Convention in Washington.

Convention Resolutions

(Continued from Page 6)

panied by suggestions to change the procurement system. This resolution proposes the establishment of a system designed to give a fair and reasonable return to carriers of military cargo.

UNEMPLOYMENT COMPENSATION—Notes that unemployment is at a 10 year high, with millions of workers either not covered by an unemployment compensation system or if covered, have exhausted their benefit eligibility. The resolution states that benefits are too low to maintain even the most minimum living standard, and sees a major overhaul of the United States unemployment compensation system as necessary. This resolution calls for a uniform federal unemployment compensation system with higher benefits and longer eligibility.

NATIONAL ECONOMY—Unemployment is still rising and prices continue to increase. The buying power of the average wage of the non-supervisory worker is lower in 1971 than it was in 1965. The flood of imports has already displaced more than 600,000 workers and further increases will undoubtedly occur. This resolution calls for new policies required to meet the challenge of the seventies—to cut unemployment, reduce inflation and equalize our tax burden.

INTERNATIONAL FISHING AGREEMENTS—Notes that the State Department has failed to protect the rights of American fishermen in both the Atlantic and Pacific through its failure to enforce existing international agreements. The resolution demands swift, forceful action to end the attacks on the fishing fleet, and urges re-examination of agreements to add more strength to their provisions.

UNTYING FOREIGN AID—Declares that proposals

to remove the "Buy American—Ship American" requirements of the U.S. foreign aid program could not have come at a worse time for the American merchant marine and for the national economy. The resolution opposes any untying of the current requirements and urges Congressional action to legislate the requirement that assistance goods be purchased in the U.S. and shipped in American vessels.

CONSERVING OUR OCEAN RESOURCES—States that the tremendous resources of our world's oceans are being steadily drained because of two prime causes: poor and inadequate conservation practices, and the continued use of the oceans as the world's dumping grounds. The Seafarers International Union of North America strongly urges a renewed, redoubled concentration in the areas of oceanic conservation. SIUNA also supports all sensible programs of fish conservation throughout the world.

ATTACKS ON THE FREE USE OF INLAND WATERWAYS—Opposes the imposition of any so-called "user" tax on the inland river transportation industry. Such taxes would violate a basic right: full access and use of our lakes and rivers, would result in the loss of jobs and increase the cost of products shipped across the nation's inland waters. The SIUNA opposes any such taxes as being detrimental to the growth and operation of America's inland waterway system.

SOCIAL SECURITY—Asserts that periodic increases in Social Security benefits are not sufficient to allow our senior citizens to live comfortably in this age of rampant inflation. The SIUNA stands behind the AFL-CIO program calling for higher benefits for all Social Security retirees including an immediate 15 percent across-the-board increase plus an ad-

ditional 20 percent increase within one year.

INDICTMENT OF THE SIU FOR POLITICAL ACTIVITY—Condemns the indictment of the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, and eight of its principal officers as a threat to the rights of all affiliates within the International and all unions of the labor movement. The resolution expresses vigorous support of the AGLIWD in its defense of the constitutional right to engage in the political process and affirms support for the position of the AFL-CIO Executive Council condemning the attack on this right.

ORGANIZING OF FISHERMEN AND CANNERY WORKERS—Notes that the American fishing and fish canning industry has been in a state of decline over the past years as much of this industry has moved to Puerto Rico and American Samoa. Therefore SIUNA urges the formation of a sub-international union of fishermen and cannery workers, affiliated with the international union but operating as a separate organization, to better cope with the problems of the industry.

PROPOSED BOYCOTT OF ECUADORIAN PRODUCTS—Points out that since January of this year the country of Ecuador has assessed fines of over \$1.3 million against U.S. fishing boats seized in that country's self-proclaimed territorial waters up to 200 miles off shore. The U.S. government has not taken any effective steps to protect American fishermen, so the SIUNA resolves to call on the national AFL-CIO for support of a national boycott against Ecuadorian products or the products of any other nation engaged in harassment of U.S. fishing boats in international waters.



Convention Highlights



Delegation from Marine Cooks and Stewards led by Ed Turner, third from left.



C. J. "Buck" Stephens, New Orleans port agent.



Page Groton, director of the Boilermakers and Iron Ship Builders Marine Council.



Les Dennis, President, Railway and Airline Clerks.



SIU Vice President Lindsey Williams.



William Kircher, AFL-CIO Director of Organizing.



Steve Edney, United Cannery and Industrial Workers of the Pacific.



Morris Weisberger, Sailors Union of the Pacific, at the mike.

Unclaimed Wages for Seafarers at Delta

As of March 31, 1971, the following listed unlicensed personnel had unclaimed wages awaiting them at Delta Steamship Lines, Inc. Wages due may be claimed in person at the Port Purser's Office, Bienville St. Wharf, New Orleans, La. The

wages may also be obtained by writing to Port Purser, Delta SS Lines, Inc., P.O. Box 50250, New Orleans, La. 70150. Whether wages are claimed in person or by mail, he must furnish his Social Security number for verification of identity.

Abraham, Paul R.
Aldridge, E. C.
Allen, Barry
Allen, James L.
Ard, Max
Arnot, Elden R.
Baggett, C. E.
Baham, Vincent H.
Bailey, Q. P.
Balerie, Daniel
Bales, James H.
Barringer, Joseph E.
Bass, Francis
Bean, Charles M.
Beck, Donald L.
Benjamin, Robert P.
Bennett, Eddie P.
Berges, William I., Jr.
Bermonte, Luis E.
Bermudes, Julio J.
Bernard, Ferdinand
Bertrand, Gilbert
Birmingham, Robert L.
Bodden, J. E.
Boles, Richard J.
Boudreaux, Ivy H. III
Bourgot, Albert E.
Bradley, George
Bradley, James R.
Brewer, James H.
Brinson, Benny
Broadnax, Reginald E.
Brodeur, Joseph W.
Brown, J. R.
Brown, James
Brown, Joe, Jr.
Bultman, Douglas L.
Capro, Samuel J.
Carey, Riley D.
Carlson, William C., Jr.
Cascone, John L.
Catalanotto, Joseph
Cave, Joseph A.
Cee, Joseph W.
Chaban, Simon
Chandler, Wade D.
Chick, Earl I.
Clark, Raymond D.
Clarkson, Thomas R.
Cobb, Arnie C.
Colley, Walter R., Jr.
Collins, Allen, Jr.
Conner, Jimmy D.
Constantino, Enrique N.
Cowan, James B.
Coward, James C.
Crawford, Steve V.
Croly, William G., Jr.
Crowley, Eugene H.
Cuelles, Joseph R.
Curry, George
Dalton, Jack M.
Danko, Andrew
Danne, Adolph L.
Dantin, Gilbert J.
Davis, Gordon L.
Davis, R. S.
Davis, Rudolph
Day, Michael
Dees, L. C.
Delaney, Ed
Dickey, Fred J.
DiGrazia, Joseph
Donnman, Jerry T.
Dubourg, Anthony R.
Dufrene, James J.
Dumas, Duffy
Durand, Felix P., Jr.
Dwyer, James F.
Dyas, Harvis C.
Eady, Harold F.
Earley, Norman D.
Edmonds, James M.
Edwards, Sankey
Elliott, John C.
Ellis, Perry D.
Ellis, Michael R.
Engelder, Herbert O.
Estes, Frederick W.
Evans, M. N.
Evans, Marcus N.
Figueroa, Oscar
Fisher, Fletcher R.

Flores, A. A.
Foster, Harry N.
Fraisie, Owen W., Jr.
Frampton, Wilson R.
Frankewicz, Stephen J.
Frederiksen, Verner M.
Fuchillo, Dominick, Jr.
Gainer, William, Jr.
Gala, John J.
Galiano, Joseph
Garfin, Crisanto O.
Garner, Wayne, Jr.
Giarratano, D. L.
Gomez, Raymundo
Goodman, Clyde
Goodwin, E. R.
Goodwin, Earl R.
Grant, Franklin P.
Gray, Earl N.
Green, David W.
Green, Jesse T.
Greenwalt, William E.
Gregory, Sanford W.
Griebel, R. G. L.
Griffin, R. G.
Groue, Elmer T., Jr.
Guadamud, Luis E.
Haddox, T. R.
Hale, William
Hall, Charlie C.
Hallock, James L.
Hamilton, Joseph T.
Hargesheimer, Lonnie
Harman, Deloss C.
Harman, Edgar
Harris, William F.
Henderson, Harry
Henry, Isidore
Henton, M. R.
Hernandez, Alcadio T.
Hernandez, Ramon F.
Hill, John D.
Hofman, Douglas C.
Hoitt, Ernest R., Jr.
Hooks, Bobby
Howell, John E.
Hrolenok, John
Hudemac, Andrew
Hutchinson, Richard, Jr.
Hyde, Emmett E.
Hymel, Donald
Jackson, Rudolph, Jr.
Jacobs, Ronald L.
Jacobs, Stephen M.
James, Glen
Jankoski, Henry C.
Janner, Mike
Jefferson, N. A.
Jefferson, William D.
Jenkins, Leroy
Johnsen, Charles P.
Johnson, Cornelius
Johnson, James D.
Johnson, Norris L.
Johnson, Wayne K.
Johnson, William L.
Jones, Henry, Jr.
Jones, Nelson C.
Jordan, Dewey B.
Kaiser, William P.
Kelsoe, John W.
Kent, Ronald D.
King, Eaden E.
Kittchner, Frankie R.
Kleinman, Leon
Kuhar, Edward
Kushmer, Charles D.
Kyriakos, Isidore M.
Labigang, Frankie W.
Lambert, Charles M.
Lammon, Kenneth A.
Lea, Albert S.
Lemoine, Sam J.
Leonard, John J.
Lerner, Samuel H.
Leslie, Stanley E.
Lewis, James
Lewis, William H.
Lingo, Earl J.
Lobner, David B.
Lopez, Joe L.
MacGregor, William A.
Madurei, Jose

Magash, Nicholas, Jr.
Maley, Richard J.
Mannette, James S., Jr.
Maples, John A.
Margiotta, Anthony J.
Martin, Joe V.
Martin, Louis A.
McCarthy, Emmett G.
McCauley, John W.
McDuffie, T. R.
McKinney, Henry C.
McKinney, Henry G.
Meeks, Leonard B.
Menz, H. F.
Metros, Edward
Michel, Rosario J.
Miller, John J.
Miller, Norman G.
Miller, Patrick
Mistretta, Louis
Mitcham, Herman E.
Mitchel, J. C.
Mitchell, Albert
Mitchell, Charles J., Jr.
Mitchell, Ronald D.
Mixon, Iley T., Jr.
Molina, Guadalupe
Mora, Marco T.
Newman, Gregory J.
Newsome, D. A.
Newton, Charles
Norris, Elvin
Odom, Henry E.
Odum, Frederick L.
Ortiz, Vincente
Ostberg, Tage H. L.
Paccio, Donald W.
Palmer, James W., Jr.
Palombo, Victor M.
Pannell, Gary W.
Parker, W. E.
Patterson, Willie J. III
Pavolini, Michael R.
Payne, Perry S.
Perez, Acsiglo
Perkins, Huey L.
Pierre, George C.
Pitcher, Robert H.
Pitts, H. G.
Plummer, Thomas C.
Pollock, A. T.
Powell, John J.
Praytor, James
Pringi, Paolo
Purdy, Wilbur D.
Quintero, Alfonso
Radich, Tony J.
Ramsey, Charles E.
Razor, John P.
Richaux, Albert, Jr.
Rinker, Leroy
Ripoll, Anthony V.
Rivera, Jose A.
Robb, Wesley P.
Roberson, J.
Robertson, Dale
Robinson, John T.
Rocha, Alberto C.
Rose, William J.
Rosenberg, Alan Y.
Roy, Alfred
Roy, Alfred J.
Russell, Billy
Russo, Frank P.
Saberón, Bernard
Saik, Joachin D.
Sanford, S. A.
Santiago, Jose F.
Schenk, Lloyd Ed
Schultz, Charles L. IV
Scruggs, Thomas G.
Seabrease, Ronald W.
Self, Edward H.
Shafer, James R.
Sharp, Raymond E.
Sidman, John
Skillman, Lynn D.
Slayton, James E.
Small, Beverly R.
Smith, Charles E.
Smith, F. H.
Smith, Jerome D.

Spears, Richmond C.
Spears, Terrell B.
Speck, Fay E.
Spina, Carlos H., Jr.
Stewart, Max L.
Stirk, Francis S., Jr.
Stoup, Bennie T., Jr.
Stout, John E. M.
Stucky, Charles A.
Suarez, Joseph, Jr.
Sveum, Leif O.
Syms, Jack M.
Tank, William III
Tanner, Hoyt L.
Taylor, Joseph J., Jr.
Taylor, Lawrence R.
Thomas, Henry
Thomas, Joseph H.
Thomas, Joseph H., Jr.
Tippit, Stephen L.
Trehern, Morton
Treitler, Carl T.
Tremel, H. W.
Trent, John E.
Troatman, Albert L.
Trosclair, Bobby L.
Tucker, James L.
Turk, John
Tyner, Thomas A.
Umholtz, Fred E.
Urti, Angel J.
Vantress, Ronald E.
Vick, William B.
Vieira, John
VonHolden, Joachim R.
Waits, Bever
Walker, Rex B.
Walker, William D.
Warren, Vernon C.
Watkins, Howard L.
Weems, Charles P.
Wetzel, Lloyd J.
Wheeler, Orien
White, Garrard
Whited, John L., Jr.
Wilkinson, James A.
Williams, C. L.
Williams, Carmond L.
Williams, E. B.
Williams, Joseph
Williams, Neut
Williams, Theo M. III
Wilson, J. D.
Wilson, Orie A.
Wilson, Walker
Windham, Gary L.
Wolf, Philip
Wolff, Justin T.
Woodle, Roger S.
Wooley, Mark D.
Workman, Homer O.
Yates, Carl E.
Yates, Gerald A.
Ybarra, Valente B.
Young, Earl H.
Young, Edgar
Young, Jonathan N.

Carter, F.
Cassagne, Robert E.
Cauley, Clyde B.
Cline, J. E.
Colby, Edmund
Cole, Edward
Connelly, Wm.
Cooper, C.
Cotham, Charles W.
Cousins, W. M.
Craig, D. E.
Crew, R.
Cunningham, W. N.
Davis, M. C.
Davis, M. J.
Davis, Wilson J.
De Arce, R.
Delacruz, A. T.
Denehy, Thomas J.
DeSilva, H.
DiPietro, James J.
Dorsett, Dwain
Dowd, O.
Ellis, Francis M.
Falgoust, M. J.
Felix, H. M.
Fernandez, F. A.
Figueroa, A. B.
Firlie, L.
Fitton, Lewis
Forest, Jackson
Freder, G. E.
Galloway, N.
Galvin, F.
Garrecht, Ronald
Garrecht, Ronald J.
Gleason, J. H.
Goutierrez, H. J., Jr.
Greene, Brandon F.
Gregory, Howard
Hair, Geo
Hanson, Karl Hans
Harada, S.
Hashagen, G.
Hayes, F. B.
Hirabi, S. N.
Holland, R. A.
Holland, W. J.
Horsebus, Merlen
Holt, P. S.
Huckeba, J. J.
Huckeba, J. J., Jr.
Hulsebus, Merlen M.
Hunt, J.
Ilmer, W. Matpacka
Israel, J. A.
Itoman, Y.
Jackson, G. R.
Jahafi, Hammond N.
Jardine, W. S.
Jensen, S.
Johnson, A.
Johnson, William H.
Johnson, Wm.
Jordan, A. W.
Judd, R.
Kelly, Clarence
Kerr, George C.
King, R. G.
King, R. O.
King, Ralph O.
Knight, R. C.
Kopfler, W. B.
Kopfler, Wallace
Labue, Thomas V.
Laird, C. W.
Lavigne, T.
Leavell, W. L.
Lee, H. A.
Lee, Hubbert A.
Lekivitz, Alfred
Leon, A.
Lewkkee, L.
Lines, T. O.
Lockerman, W.
Lyons, A.
Maccoline, H. W.
MacDonald, Samuel M.
Markin, P. J., Jr.
Mathews, T. J.
Maxwell, K. J.
McGlove, F. S.
McClintic, William R.

McDougall, L.
McHale, Martin
McLain, J.
McLemore, John
Mendoza, Ernest
Messerall, Bobby L.
Montgomery, D. R.
Moreland, Dennis
Myers, Jake
Nelson, Arthur J.
Nelson, W. A.
Nelson, Wayne O.
Neris, Johnson
New, David E.
Norton, Alexander R.
Okuhara, Sosei
Ortiz, William O.
O'Sullivan, R. P.
O'Swinkle, Wm. A.
Overton, R. R.
Owen, John A.
Owens, R. J.
Owens, Robert J.
Owens, Wm.
Pakras, B.
Parker, Anthony C.
Paschalon, G. J.
Pastrana, F. A.
Patino, J.
Pekarak, Frederick R.
Pereira, R. M.
Pieczykolk, Frank
Pierce, Normond
Pimentel, R. F.
Pope, William
Potarsky, R.
Pritchett, R. C.
Ramon, Alvarez
Ray, Robert F.
Resto, Feliciano
Reynolds, F. L.
Rios, J.
Robertson, Philip
Rodriguez, Galo
Roney, J. S.
Russo, G. F.
Saberón, B.
Sablin, J. R.
Sampson, James L.
Sanders, E. B.
Sanders, Eugene B.
Saunders, O. H.
Saxen, J.
Scovel, Joseph
Selby, J. C.
Sen, Q.
Shea, W. R.
Singleton, W. C.
Sinush, Edward P.
Smith, Edward R.
Smith, R. C.
Sommers, E.
Sterling, Claude E.
Sterheim, M. P.
Sunagawa, S.
Swindel, W., Jr.
Takamine, C.
Takamine, Chosei
Tate, W.
Throp, F. R.
Toler, Richard L.
Torres, Felipe
Triguero, G.
Trinidad, A. P.
Underwood, Donald C.
Usher, Stephen E.
Valladares, John
Varona, R. B.
Vedrine, H. R.
Villacruzes, L. R.
Wade, L. G.
Waggoner, James C.
Weed, M. F.
Wheatley, J. E., Jr.
Williams, D. S.
Windsheimer, M.
Wolf, L.
Wong, H. M.
Woodell, Standish
Young, J. R.
Young, Jonathan N.
Young, S. M.
Zimbardo, Marvin P.

Through the Vote



BELLAND
FOR SIU

Opportunity for the Young

The 18-year-old vote is now an accomplished fact through the 26th Amendment to the U.S. Constitution. The ball has been planted firmly in the hands of the young people.

Politically, they represent an important new addition to the electorate at all levels, and potentially, they represent a force that could revolutionize American politics through the democratic process instead of the vain, violent method of street demonstration.

There is nothing to fear about that kind of revolution—the kind that comes from the ballot box. And, truly there is little to fear about giving the responsibility to those between the ages of 18 and 21.

For today's young person is taller, stronger, smarter than members of the generation that preceded his. His life expectancy is longer, there are more avenues of education for him.

If all the young people who have taken to the streets for some cause have been seriously trying to change what they perceive is a bad situation, they now have the opportunity to be of some real influence. Through the vote.

If there are problems that older people have been ignoring, the young people now have the chance to get them solved. Through the vote.

And if all the words about social justice and social progress have been more than empty rhetoric, the young people can produce dramatic changes in this society. Through the vote.

The ball, indeed, is in their hands, and the nation will be watching to see if they run with it.

We are confident that they will, for we have seen it happen. After all, as union members, 18-year-olds have always had the vote and they have always used it responsibly.

A Continuing Struggle

The death grip that the Administration applied to the eight remaining and vital Public Health Service hospitals and clinics has been loosened—and the fight goes on.

The Senate has adopted a resolution sponsored by Sen. Ted Kennedy (D-Mass.) that calls for the hospitals to continue operating until June 30, 1973.

The resolution is far less than a total victory. It is more in the nature of a stay of execution.

Yet it does provide a vital element for Seafarers and our friends who have been battling to prevent the unconscionable death of the oldest and finest system of public health in the United States. That element is time.

We must use it with wisdom and force. We must use it to defeat our enemies who are primarily cynical bookkeepers in the Office of Management and Budget who know nothing and care less about the American tradition of guaranteeing adequate and available medical care for its merchant sailors.

They flout the intent of Congress which has time after time called for the modernization and expansion of the PHS hospital network. And they disregard the strong voice of Americans across the land who are demanding far more—not less—government-sponsored medical care and delivery systems.

They are determined to eradicate an obligation that Americans have taken upon themselves for nearly two centuries—the health of the nation's merchant seamen—in the name of economy. And they do this knowing that to duplicate the excellent services provided by the PHS hospitals would cost Seafarers and their financially-starved industry precious millions of dollars.

The SIU has been a leader in the determined struggle to save the maritime hospitals. We will continue the fight. Because Seafarers know that their health—and the health of their brothers of the sea—and the health of their families—is on the line.



Letters to the Editor

Bills Paid Through SIU Pension Plan

To the Editor:

I am writing to thank the SIU for paying the balance of my doctors' bill which Medicare did not pay. I am glad to know that a retired member of the SIU is treated so well.

I really would not have been able to pay the balance of my bill without the help of the SIU.
Lambert Martindale
New Orleans, La.

members of my late husband, Claude V. Morgan, for all the help and kindness they extended to me during the hours of my bereavement. I would not know what to do were it not for their generous help.

I am very proud to say that my late husband was a member of this great organization. I do hope and pray that the SIU will go on forever for the sake of all the members and their dependents. There could not be a greater union than the Seafarers International Union.
Mrs. Carmen Morgan

S.S. Enger Crew Earns Kind Words

To the Editor:

I would like to thank the crew of the S.S. Enger for the help given to me while my husband was sick in the hospital.

My deepest thanks of all of you.

Mrs. "Jake" Longfellow
Houston, Tex. 77050

Words of Thanks

To the Editor:

I want to extend my appreciation to the members and officers aboard the *Transidaho* for their concern for my wife, Mrs. Dawine Stewart, who passed away on May 2, 1971.

To Captain Seitz who really hustled to get me home from Rotterdam, I say, thank you.

I'd like to say more, but I know that you all understand. I shall never forget this.

Hugh L. Stewart
Baltimore, Md.

HLSS Visit, Tour Impresses Parent

To the Editor:

My son John is a trainee at the SIU's Harry Lundeberg School of Seamanship at Piney Point, Md. I would like to express our gratitude for the existence of this school.

I have been there on visiting days and I can honestly say it is the greatest incentive program I have ever seen or heard of. The staff there is wonderful. You need only to ask one time for or about anything concerning the school, and they go to great lengths to explain about the school, its functions and the many advantages it has to offer.

I was there when they were having the Educational Conference, and although they were filled to capacity, everything was running smoothly.

I was there early enough to see the boys go through their color formation, and it was just the greatest thing to watch.

I hope all of the parents of trainees take advantage of the visiting days with their sons, if only once. I would not have missed it for the world.

Mary C. Little
Suidand, Md.

Belonging to SIU A Source of Pride

To the Editor:

All I can say is long live the SIU and all of the dedicated men who have kept the SIU strong and the best union in the world.

I have been on the beach due to an illness incurred on a four and a half month trip to Africa and India. I hope to soon be fit for duty again and to return to sea.

It has been a great experience going to sea, but it has been an even greater feeling being a Seafarer for 24 years.

I have heard some wonderful things about the school at Piney Point, Md. and am looking forward to going there in the future.

Best wishes to all of the brothers on land and at sea. Keep smiling and never say good-bye.

Paul Capo
Metairie, La.

Member Impressed With Conferences

To the Editor:

I was both pleased and impressed with the remarks of the delegates who attended the SIU's Educational Conference at Piney Point, Md. It just goes to show how far a union with good leadership can take its members. Holding these conferences is another good idea.

Although it has been a number of years since I last sailed, I always enjoy reading the LOG.

Harold Lockhart
Saint John's, B.C.
Canada

Widow Expresses Gratitude for Aid

To the Editor:

I would like to express my sincerest thanks and gratitude to the members of the SIU, co-

SEAFARERS LOG

July 1971 Vol XXXIII, No. 7

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

Executive Board
Paul Hall, President

Cal Tanner Earl Shepard
Exec. Vice-Pres. Vice-President

Al Kerr Lindsey Williams
Sec.-Treas. Vice-President

Al Tanner Robert Matthews
Vice-President Vice-President



Published monthly at 810 Rhode Island Avenue N.E., Washington, D.C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Washington, D.C.

POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

Seafarers Educational Conference



Delegates Study Union, Industry

Piney Point, Md.

The current state of the maritime industry and a look at its future was among the major topics discussed by delegates to the SIU's 10-day June Educational Conference at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The more than 100 rank and file representatives were elected from all major SIU ports to participate in this third educational conference held at HLSS.

And participate is precisely what they did.

They participated in free-flowing discussions between themselves and with union officials, on every aspect of union affairs conducted asea and ashore.

This series of educational conferences is designed to give the Seafarer a close-up look at the state of his union, the maritime industry and the problems both now face and will face in the future.

With the latest information available about the status of the maritime industry at their disposal, the delegates went on to develop the kind of full understanding that will eventually lead to meeting and overcoming the many problems they, their union, and their industry face in common.

The delegates found that even as they were meeting, events of deep concern to them were rapidly moving along in Washington, D.C. and elsewhere.

SIU President Paul Hall returned to the conference from a meeting in Washington to report to delegates on President Nixon's June 10th decision to set aside a 1963 Executive Order that requires that 50 percent of shipments of grain and wheat to Communist-bloc countries be transported in American-flag vessels.

Hall told the delegates that the SIU, with the backing of the 13.5 million member AFL-CIO, was working with the reconstituted Save Our Ships Committee to deal with the problems arising out of the White House decision.

In direct communication with the White House, AFL-CIO President George Meany attacked the President's decision and urged that the White House reconsider the move.

During another of their daily general assemblies, delegates were brought up to date on the attack presently being waged by the oil and grain lobbies against the provisions of the Jones Act, which protects American domestic shipping from the intrusion of foreign-flag ships.

President Hall reminded the delegates that the Jones Act has come under attack in the past also, but, as a result of the SIU's efforts, those attacks were beaten back.

Referring to the present assaults on the Jones Act, Hall told delegates:

"We have beaten these powerful lobbies before, and with your continued support, we'll beat them again."

Throughout the 10 days of the conference, the delegates discovered that discussions held on each of the major topics on the planned agenda of their sessions became building blocks of education and understanding.

In turn, the delegates discussed:

- Labor Union History
- The SIU's education programs
- The SIU Constitution
- The SIU Contract
- The SIU pension, welfare, and vacation plans
- Union meetings and shipboard behavior
- Legal issues and SIU political action

In a show of the kind of unity of action that has been the tradition of SIU members, delegates to the June conference went on record in full support of the recommendations of the first full-scale educational conference held in March, which aimed at setting the union's course of action for the future.

The essential theme of the June conference can be summed up in one word—Education. Education with the purpose in mind of enabling the union and its membership to set a true course towards the future.



Growth Through Education

The word "education" is certainly not new to Seafarers, but for the more than 100 rank and file delegates to the SIU's June Educational Conference, it is a word that has taken on new meaning and inspiration.

In their daily workshops, during general assemblies, and indeed, throughout the entire ten-day conference, the importance of education in the life of today's professional sailor was repeatedly emphasized and discussed.

Speaker after speaker—delegates, union officials, and educators on the staff of the SIU's Harry Lundeberg School of Seamanship—hit the deck to express and share ideas on the facets of education.

The SIU's vocational, academic, and trade union education programs were discussed not only in light of their past accomplishments, but also their future objectives and direction.

Delegates were told of plans now about to be implemented which would provide the foundation for a Seafarers education center whose nucleus would be the facilities of the Harry Lundeberg School at Piney Point, Md.

This educational center will provide the means through which every member of the SIU can avail himself of the opportunity to broaden his personal educational horizon—both vocationally and academically.

As the session on education progressed, the delegates learned how the center can be utilized by every Seafarer as a tool for meeting both the on-the-job and personal educational challenges facing them.

SIU President Paul Hall told the assembled delegates that the Harry Lundeberg School is dedicated to the educational needs of all Seafarers—young and old—and will constantly broaden its programs to meet those needs.

Delegates were reminded that the SIU's vocational education programs have prepared countless Seafarers, from those making their first trip to those veteran sailors seeking the new skills required for advancing up the ladder to better paying jobs.

With the conference holding its sessions on the grounds of the Harry Lundeberg School, the delegates had a first hand opportunity to examine the ultra-modern training facilities that have launched many young men on rewarding careers in the U.S. merchant marine.

The rank and file delegates not only took advantage of the opportunity to observe the vocational training program, but also found occasions to talk man to man with many of the students who will shortly be sailing with them as shipmates aboard SIU-contracted ships.

After the ten days of close contact with the school, its students and their teachers, many of the delegates said that they could now better understand, having seen with their own eyes,

what the SIU and the school are trying to accomplish, not only for the betterment of the individual, but for the benefit of the entire membership.

An impressive highlight of the session on education occurred when three HLSS students who had just passed Maryland's high school equivalency diploma examination were introduced to the assembly of delegates by Hazel Brown, director of academic education for the school.

Each of the young men, while pursuing his education in seamanship, simultaneously took part in the academic education program at the school. This program is intended to overcome the educational problems that have prevented members of the HLSS student body from securing their high school diplomas in the past.

The General Educational Development (GED) study course administered by the school is a unique program staffed by professional educators. The school maintains the latest in audio-visual teaching aids to supplement intensive instruction in remedial reading, math and all other subjects required for earning a high school diploma.

Brother William Hand, a delegate from the Port of New York and a former educator in the Florida state school system, took the floor during the session to offer a personal reflection on the educational facilities at the school.

"I came to Piney Point because as a former educator I wanted to see for myself what kind of school our union is running. I have served on committees in Florida and other states to evaluate school systems, and I can tell you that I have never seen anything to compare with the facilities here at the Harry Lundeberg School," said Brother Hand.

Miss Brown pinpointed the essential reason for having the GED program for trainees in answer to a question posed by Delegate Sam McDonald of San Francisco.

She told the delegates that a little over fifty percent of the student body at any one time lack high school diplomas. She reported that one objective of the program is to see to it that all of the students who enter the school without a high school education can leave with one if they so desire.

She added that only a small percentage of those students without a diploma have no desire to get one.

Further expansion of the GED program to provide every Seafarer without a high school diploma with the opportunity to get one through the Harry Lundeberg School is planned.

In addition, plans for opening the doors for Seafarers to obtain a higher education through a college level program, are included in the school's blueprint for the future.

Chairmen Report

George Rowland
New York

In Workshop #4 we had a very interesting discussion and slide view of the SIU's educational system, which impressed our group very much, especially the ground work being laid now for our future.

I am a graduate of law school and also a graduate of the SIU MEBA-2 Engineering School and hold a 3rd Asst. license. We have to begin somewhere and the Harry Lundeberg School here at Piney Point in my opinion is second to none, which is the SIU way.



John Hazel
New Orleans

We discussed Education and the Harry Lundeberg School of Seamanship. In our class this morning the discussions we had were very good. The showing of slides and comments on them was very good and very educational.

We also discussed and acted on the recommendations of the March Educational Conference. Our Workshop concurred 100 percent in these recommendations and recommend adoption by the entire conference.

Twelve years ago I left Leonardtown where I was born and raised. At the time I never dreamed that my union would some day have these fine facilities at Piney Point.



Eddie Craddock
Mobile

Our subject today in Workshop #2 was Education and the Harry Lundeberg School. We were shown slides on both subjects. These slides told about other unions having worker education programs, such as the apprenticeship program. It made me feel proud to know that the SIU goes much farther by teaching trade union education, vocational education, and academic training.

I have heard members criticize Piney Point, but the only complaint I have is that such a program was not started years ago.



Jack Holt
San Francisco

In Workshop #1 we reviewed the recommendations made by the March Conference and they were unanimously endorsed. We also learned through a visit from one of the instructors of the Harry Lundeberg School of Seamanship the various methods and techniques used to train students here at the school. It is my feeling, and the feeling of all the other delegates in my workshop that Piney Point is serving a very useful purpose to both the trainee as an individual and to our union as a whole. Now if this is brainwashing—I'm brainwashed.



SIU History: Early Struggles Paying Dividends

Reviewing the history of the Seafarers International Union during the June conference refreshed the memories of veteran Seafarers and, at the same time, acquainted new members with the facts they need to know about their union's years of struggle.

SIU Vice President Lindsey Williams spoke to the mixed audience of young and old members after a screening of the film "Tomorrow Is Also a Day" at the conference assembly hall aboard the vessel Charles M. Zimmerman.

"As I look out across this audience, I can see many men who are still sailing who lived through many of the history making events portrayed on the screen. History just doesn't happen, you know, it is made by men like you every day," said Brother Williams.

"This conference, and everyone attending it is making history in the fight for a better life for Seafarers and their families," he emphasized.

He reminded his audience that during the history of the SIU, the union has fought many battles against many foes. He pointed out how the Communist Party did as much to try to destroy the SIU in the early days as did the shipowners.

The Isthmian, Cities Service and Robin Lines organizing battles were some of the greatest fights waged by the SIU.

The battle to organize the 16 ships of Cities Service took four years, but at election time the SIU won with 85% of the votes.

The SIU's contract covering the 126 ships of Isthmian Line was signed one day before the Taft-Hartley Law went into effect.

In the late 1940s and early 1950s, with the major organizing battles substantially completed, the SIU turned its efforts towards securing a better quality of life for the Seafarer through contract negotiations with management.

In 1951, the SIU became the first maritime union to get a 40-hour week at sea for its members. The first welfare agreement was signed that same year. At about the same time, the first pension and vacation plans in the maritime industry began.



There was a time, as many delegates remembered, when a man had to work a solid year for the same company on the same ship in order to earn two weeks vacation pay. However, very few seamen got this modest vacation then, because just at about the time they accumulated the necessary time, the shipowners would use various means to force a man to leave his ship.

The film viewed by the delegates showed the way Andrew Furuseth set up the first organization for professional sailors on a lumber pile at the docks in San Francisco.

As far back as the turn of the century, Furuseth saw that federal legislation was needed to break the strangle hold the shipowner had over the life of the seaman.

Furuseth personally visited the halls of Congress to direct the attention of senators and congressmen to the plight of America's merchant seamen. He also eloquently carried the seaman's message to President Woodrow Wilson.

Almost singlehandedly he was responsible for the passage of the Seamen's Act of 1915. This Act contained the first basic improvements, modest though they were, ever made in the quality of life of the professional sailor.

Following in the steps of Furuseth, the SIU too has long known the need to fight for the kind of legislation that benefits the sailor and his industry.

Passage of the Merchant Marine Act of 1970 was a history making event made possible by the push supplied by the SIU and its membership.

However, delegates were reminded that still more effort must be directed towards seeing to it that all of the provisions of the Act are put into effect by the Administration.

Delegates learned that the history of the SIU is truly a history of struggle, not only to win new improvements in the quality of life for Seafarers but struggle also to preserve what has already been won.

Chairmen Report on History



Howard Menz
New Orleans

A lot of our brothers take lightly what we have today. As an old member of this union I can say that we were given nothing in the early days. What we have was earned by a long fight and continuous struggle with the shipowners. We can only keep this by working hard and backing our union.

Thanks to our union and its foresight to look ahead we are the best in the industry. Again, it is gratifying to know the union does care.

To maintain these conditions will be a constant fight and struggle. We can only go forward with the help and support of the membership.

In closing may I say I am glad I came to Piney Point. Coming up here I was told I would get brainwashed. On being here I wish to state this is not so. My short time here at Piney Point has been truly very worthwhile and worth the time and effort.



Joe Watson
New Orleans

This morning in Workshop 2 we had a very interesting and constructive discussion on labor history and especially SIU history. I would like to say that our workshop members are fully aware of the battles our union has fought, and is now fighting, to protect the benefits we have won during our history and especially the constant fight for legislation in Washington.

I joined this union in 1964 and to me the union hiring hall was something I always took for granted. But I learned today about the struggle to get the hiring hall and to keep it as the only source of manpower.

I would also like to mention that our workshop unanimously adopted the report from the May Conference on SIU History.



Francis Peredne
New Orleans

Many members take for granted what we have today. I, as an older member of the union, know nothing was given to us and nothing in the future will be given to us. We get only what we are big enough to get from the shipowners and this we get by working with, and supporting our union.

Due to our union looking forward and working towards a better union today we are the best in the industry. Our union history is very interesting, and our discussions refresh our memories and bring back to us many of the struggles and beefs we had in the past.

I feel that with the cooperation and support of all the membership we will go forward. In closing may I say I am glad that I was able to come to Piney Point as I had heard a lot of talk about Piney Point. And now that I have seen it, I think it's a great place and is an asset to our union.



Jack A. Olsen
Mobile

Workshop #4 unanimously approved the recommendations of March Educational Conference.

The picket lines must be manned at all times when a strike is called by the union. All good union men should partake as it is their duty to the union. Today a strike is called only when all other ways have been exhausted to achieve our goal. But we will not consent to "wild cat" strikes. A strike called will mean a lot of men are out of work.

Bill Manley and I had to have Union protection to leave a Cities Service tanker when we were fired for union activity in 1950. At a time like this it is good to know that you have union men to stand with you and to back you up. You must be in a situation like this to really understand what it means.

Chairmen Report on Constitution



Bill Hand
New York

In our workshop discussion we covered the SIU Constitution. We were shown slides and responsibilities as individuals and members of SIU by a constitution which was drawn up and voted on by the members themselves.

The ideals as set forth in the preamble and the fact that our democratic constitution as a base of all activities insures each member decent and respected treatment was vividly highlighted.

The reasons for the necessity to change the constitution to fit the changing times and to avoid government attempts at interference in our affairs was also shown.

The constitution spells out duties of members and officers and penalties for failure to properly uphold our constitution.



Jack Dalton
Houston

The delegates of Workshop #2 concurred in all of the recommendations made by the delegates at the previous conferences. In addition we discussed the Constitution in all phases governing the membership, its officers and its policies.

It would seem that after these discussions and the reviewing of the slides that our union, the SIU, operates in an atmosphere of freedom restricted only in some instances by government interference. However, in the final analysis it is the membership who approves the decisions and policies of the union.

The membership is thankful that they have been made aware of their rights and obligations. I believe that the SIU Constitution is the best democratic document ever written.



Charles Bedell
Philadelphia

In Workshop 1 we got a full education on our Constitution through the description outlined by the slide presentation and the discussion with our instructors.

It's most important for the membership to go all the way in donating to SPAD and MDL so we can go all out in fighting the establishment and various government agencies who are doing their best to destroy this union and its officials. We must remember that the constitution is the most important document in our daily lives as Seafarers. And our members should have the sole right as what its text reads and means.

Workshop #1 unanimously endorses the May Educational Conference on the Constitution.



Cosmo Argis
New Orleans

Our class concurred in the recommendations of the May Educational Conference and recommend concurrence in these recommendations by this entire conference. We also discussed the importance of SPAD donations to be used to keep the government from wiping us out. All members should contribute to SPAD.

We also learned that the Constitution is to us as a contract is to the shipowner and we should abide by our Constitution as we would expect companies to abide by our contract.

I am proud that I am a member of a union that's able and willing to sponsor such a wonderful program of education and welfare which makes it possible for me to understand the progress our union is making.

Members' Rights Defined in SIU Constitution

During candid discussions, delegates to the June education conference closely examined the development, meaning and purpose of the SIU Constitution which, since 1938, has spelled out in detail the conditions, rights and responsibilities of membership in the Seafarers International Union.

The SIU Constitution and its role in insuring the democratic operation of all union affairs was described this way by SIU President Paul Hall: "Our con-

stitution is the manner and means by which we govern ourselves and the document from which all the activities of this organization flows."

It defines the procedures and qualifications for election of union officers; provides for trial and appeals procedures in cases affecting individuals; details election balloting procedures and spells out in full the requirements for operation of a financial committee to review the monetary affairs of the organization.

The delegates learned as they examined the provisions of their union's constitution, that it is a document guided by the basic principles of democracy and adaptable to the desires and welfare of the Seafarer.

As they read the document in their workshops and discussed many of its specific provisions, the delegates found that the drafters of their constitution formulated a strong, yet flexible, constitution that has proper procedures for its

amendment when the need arises.

Through the foresight of the men whose efforts welded the document together, the need to amend the SIU Constitution has occurred on only a few occasions since 1938, mainly to adjust to changes in federal labor laws or membership shipping patterns.

The strength of the SIU Constitution is found in the emphasis the document puts on the rights of the individual, while at the same time provid-

ing for democratic majority rule and participation in all union affairs, the delegates found.

The delegates were impressed by the fact that their union constitution is a "living document" that has the strength and vitality to successfully meet the challenges of today, although written more than 30 years ago.

In workshops, the delegates learned that in the opinion of many public officials — men well acquainted with formulating laws and complex governing documents—the SIU Constitution is an efficient instrument dedicated to the service of SIU members.

Comments from members of government such as former Vice President Hubert Humphrey were read by the delegates. After reviewing a copy of the SIU Constitution Humphrey noted:

"The constitution seems to me to be an extremely democratic one and I am impressed with the emphasis which is placed upon ratification by members. I also approve the provisions with respect to providing for a trial committee.

Delegates to the conference concluded that the SIU's Constitution has and will continue to serve the needs of the membership.



SIU Contract: Describes Conditions of Work

Although many of the "good things of life" can be negotiated for addition to the contract at the bargaining table, delegates to the June education conference learned that the key to receiving the benefit of these things is steady employment.

At each bargaining session, the goals of SIU negotiators are twofold—to secure the best in wages, working conditions and fringe benefits while at the same time maintaining the job security of every SIU member.

A review of the development of the SIU contract, for both tankers and freightships, a review such as the one made during a session of the June conference, shows that the SIU contract is the finest available to the professional sailor today.

SIU Vice President Lindsey Williams informed the rank and file delegates of some of the severe problems facing other maritime industry unions because of their inability to maintain job security for their membership. He noted that at the same time as their membership's job security began to wane, they continued to negotiate without restraint for many short-term benefits.

Balance is the vital ingredient that must be present during the formulation of demands for improvements in existing contracts; a balance

that will move the Seafarer's standard of living forward, while at the same time preserving the industry that supports his job, delegates were told.

As an example of what disregard for job security can lead to, and how it can affect all of a union's benefit programs, Williams pointed out that members of some unions in the industry may soon have trouble collecting their union pensions because of an extremely poor ratio of jobs to men on pension.

He reported that union this year will have only 9,000 jobs to support more than 14,000 men on pension—a deficit that will put a tremendous burden on that union's pension fund.

He added that it takes approximately one million dollars to create one seafaring job today, and creation of new jobs is a primary objective of the SIU.

Through passage of such legislation as the Merchant Marine Act of 1970, legislation won in the halls of Congress by the SIU, the potential for SIU job security in the future is brighter, he noted.

The development of a sound contract—one that continues to improve as it preserves what has already been won—will mean progress for the future with the support of the individual SIU member, delegates were told.



Chairmen Report on Contract



Sam McDonald
San Francisco

Piney Point was just two words to me until I saw it as it is. I was skeptical about coming but am now grateful to the union as a whole for giving me this privilege.

In Workshop #3 we had a very lively and spirited discussion on the pros and cons of the contract. It was informative and constructive and all of the questions were answered in a forthright manner. The problems of labor and management were laid before us and we came out of the class with a much better understanding of the issues of the maritime field today.

This is a "give and take" deal from start to finish of all contract negotiations. We know we must let the shipowner "live" in order for us to have jobs.

Also we elected a man from each department to present our own suggestions to the membership.



Haywood Green
Mobile

In Workshop 4 we talked contract. This topic was most interesting since our contract is an instrument of the greatest importance to each of us. It spells out the many benefits that have been won over the years. We must also remember that we have a responsibility to live up to our side of the contract. Remember that we can strengthen our position and benefits when our officials go to the bargaining table to negotiate new contracts.

We also studied the history of our contract and learned of the hardships suffered by our brother seamen during the years leading up to the present days of decent conditions and many other benefits of which we are all aware. It is easy to enjoy the benefits and take them for granted unless you were involved during those lean years. I hope you will, like myself, become involved now and learn how to best protect what we have.



George Conell
Mobile

In Workshop #2 we concurred in the recommendations made by the delegates of the previous conference.

We discussed in detail the contract and the conditions of the industry. It is obvious that although things are in bad shape generally, the SIU is better off than the other maritime unions because of the efforts of our own membership and officials to police our contracts and shipping rights. It is very necessary for this type of work to be carried on.

And we support the union and its officials in their entire efforts.



Hans Spiegel
New Orleans

Today in Workshop 1 we discussed the SIU contract. Although prior to going into contract in this conference we had a lot to ask about, we now see the picture of a changing industry—and a new era under the Merchant Marine Act of 1970.

New ships are fine, but without cargo Seafarers can't work, so you see the fight is still in Washington to secure cargo, which is simply securing jobs for Seafarers. Through the continuing efforts of the SIU Educational Conferences and our policy of HLSS and Piney Point the SIU will survive and continue to grow.

Our workshop concurred unanimously in the March Conferences' action and recommendations.

In closing, thanks to all that made the conferences possible. These conferences will help to continue making us Number 1 in the maritime industry.

Union's Political Action An Irrevocable Right

Delegates to the June educational conference heard it from the top:

The SIU will continue to remain politically effective, despite pressures exerted against it by management-controlled governmental agencies and powerful lobbies whose interests lie in the destruction of the U.S. merchant marine. "Our battleground has transferred from the picket lines to the halls of Congress," SIU President Paul Hall told delegates assembled for the session dealing with legislative and political topics.

He noted that the reasons for focusing the SIU's efforts on battles in the congressional arena are many and varied, but lie basically in the power of Congress to make or break the U.S. maritime industry through the kind of laws it passes.



The delegates were reminded that without the effort and the commitment of the SIU, there would certainly have been no Merchant Marine Act of 1970, and no blueprint for building new ships at the rate of 30 ships per year.

New ships mean new jobs, but the preservation of existing jobs is just as big a battle to wage, the delegates were told.

Laws already on the books, such as the Jones Act, which has protected American domestic shipping, from the invasion of foreign-flag carriers, and the 50-50 clause of the Cargo Preference Act, are under heavy attack by powerful oil and grain lobbies.

In the past, as now, these lobbies have campaigned in Congress to water down if not en-

tirely destroy, the protections these laws afford the jobs of American seamen.

And again, as in the past, the SIU is almost singlehandedly fighting back. And, delegates were assured, with the continued support of the union membership, the SIU will defeat these powerful lobbies again.

Delegates were told that one of the basic rights of citizenship in a democracy is the right to be heard. Through the political action of the SIU, the voice of the professional sailor is being heard loud and clear in the legislative bodies of the nation.

In free flowing discussions on SIU political activities held during delegate workshops and at the general assembly, SPAD and the Maritime Defense League were singled out as the most effective tools for keeping the SIU politically active.

SPAD, delegates learned, is the means through which Seafarers' donations can work to protect the interests of every SIU member.

A full review of the Maritime Defense League's purposes was made by delegates, and they saw how it provides counsel and other legal help to Seafarers facing threats to their civil liberties and rights.

The conference went on record in full support of these two fighting funds and endorsed the recommendations of the previous educational conferences calling for increased political activities through SPAD.

In an address to the delegates, Howard Shulman, chief legal counsel for the Seafarers International Union, explained how unions today are facing severe and well organized attempts to restrain their political activities.

He added that the Seafarers International Union has been singled out in particular because of the effectiveness of its political activities in the fight for the interests of its members.

Indictment of the SIU and some of its officers has been the result of this effectiveness. And the SIU's fight against the indictments has won the support of the 13.5 million member AFL-CIO. Delegates to the June educational conference joined in the position taken by SIU members in port meetings and meetings at sea, that the SIU should use every available weapon to defend itself against indictments and other methods of harassment.



Chairmen Report

Charles Martinussen
New York

I would like to report that workshop #3 concurred unanimously to accept all the recommendations made by this and the two previous conferences.

I believe that Legal, Political Education today is every Seafarer's and their families' business and by that I mean that all and everyone of us strongly favor the support of our lobby in Washington, namely SPAD—Seafarers Political Activities Donation.

Because like a ship needs fuel and water to get to its destination, we Seafarers today need representation in Washington to get to ours.



James Prestwood
New Orleans

The May conference political action read and accepted and concurred unanimously in its entirety.

We viewed slides that show us without a doubt why we must enter into politics in all phases of government and the dollars it takes.

I learned more and understand more, as I am sure everybody did, why we must have SPAD and COPE for our salvation and I think every member should come to delegate conferences so that they too may also become aware of how much politics means in our everyday life.



Daniel Hamilton
Philadelphia

I come from the Port of Philadelphia, Pa. Our topic today in workshop #2 was politics. First of all we heard certain resolutions passed by the previous Conference. We also endorsed those resolutions.

In class we had an interesting discussion on politics. I learned what SPAD means to me and what the Maritime Defense League means to me.

In closing let me also say that I urge every Seafarer when he goes home, to register to vote. Because in this way there will be another SIU member to vote for the representatives and senators in Washington who will help our industry.



Walter "Blackie" Travis
New York

We talked about and learned the meaning of policy for our Union. A number of special interest groups in Washington have tried to bury Seafarers. SPAD is what takes care of our friends—that's you and I. So next time you pay off a ship, put in a "kick." See to it that the government does not put through any sneaky laws to hamstring the Seafarers.

We had our first fight for seamen in Washington in 1891. It was Andrew Furuseth who led that fight. At that time the Seafarers got legislation to protect themselves against crimps and commies.



Fringe Benefits Make Life Better for Seafarers, Dependents



Leadership in those things that make life's quality better for its members, has been the SIU's proud position throughout its history and is its constant concern today.

The SIU man has been a pioneer, opening previously unimagined vistas of security and dignity for himself and for the generations of merchant seamen still to come.

Delegates to the June conference learned it was the SIU that negotiated the first pension coverage for seamen in 1950. It was done to protect the Seafarer and his family from the danger of inadequate income during retirement years, years that should be looked forward to, not feared.

As the delegates took a close look at the SIU pension, welfare, and vacation plans, they found that the SIU plans are financially sound and will continue to be so, because of responsible management. However, as the delegates examined the status of other maritime union pension funds they found that some workers may soon come up short in collecting the benefits for which they have worked.

The delegates were told that the SIU has successfully protected its membership through foresight and proper management.

The first SIU pension provided for payments of \$70 per month, but as the rising cost of retirement has menaced the retired Seafarer's resources, the SIU has more than helped him to keep up the pace.

Today, as a result of continuing improvement in the provisions of the SIU pension plan, a Seafarer can retire on a full pension of \$250 per month at age 55, after 20 years of seetime.

This latest improvement in pension coverage for SIU members went into effect in 1970, and a number of veteran Seafarers are already en-

joying its benefits. Delegates to the conference also learned that there is no change in the medicare coverage enjoyed by retired Seafarers, and their wives, through the SIU welfare plan.

The pension plan provision which permits retirement at age 65 with 15 years of seetime or at any age with 12 years seetime when retirement is due to disability, remains fully in effect.

Vacations for the professional sailor were another pioneering step taken by the SIU in 1951. The first vacation benefit amounted to \$115 per year. Today, an entry rating Seafarer receives a \$1,000 vacation payment; middle ratings earn \$1,200, and top ratings qualify for \$1,400 in yearly vacation.

Pensions and vacations are not the only areas in which the SIU has led the way in caring for Seafarers.

High quality health care, one of the major cost burdens for workers in all industries, is also provided for the SIU member through the network of SIU clinics.

Every SIU member and his family has blanket protection during times of ill health and can count on the finest of professional care to be at his disposal when needed.

The SIU's welfare benefits are, delegates found after reviewing the provisions of the welfare plan, the finest available in the maritime industry today.

Pension, welfare, and vacation benefits, the kind enjoyed by SIU members and their families, were once only dreamed about by the man who went to sea.

Many delegates to the conference have sailing careers that extend back to those days. The days when there were no fringe benefits for the sailor were long ago, but not so long ago as to have been forgotten.



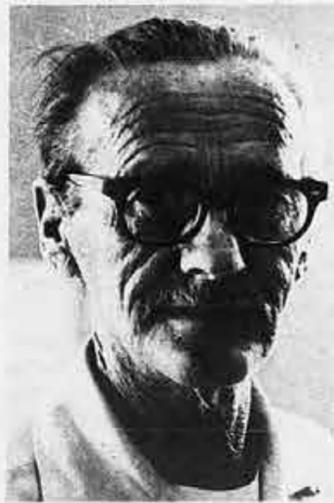
Workshop Chairmen Report on Benefits



Steve Mooney
New York

Of all the things in our union one of the most significant advances made in the maritime industry is the advancement of American seaman's rights to a pension and welfare program. I myself stand before you as a prime example of these benefits, having taken ill on March 9, 1970. I have only been able to work 3 months, 8 days in the past 16 months. A machine valued at over \$20,000 has been made available to me through our welfare plan if I so need it.

Now, brothers, here is something that I thought I would never live to see. I extend my thanks to the SIU.



James MacDonald
San Juan

In Classroom 3 we had a full discussion on our Pension, Welfare and Vacation Plan. It was good to find out that our Pension Plan is financially sound and that none of us have to worry whether we will get a pension when it is time to retire.

We all should realize that we do not enjoy this security by accident; it is the result of good planning by our union.

This morning our workshop unanimously adopted the report of the March Conference.

In closing I want to thank the officials and members for making my trip here possible.



James Gouldman
New Orleans

In our class we discussed and acted on the recommendations of the March Educational Conference. We unanimously concur in these recommendations and recommend this entire conference act accordingly.

Because of the broad coverage of our welfare plan we are better able to secure equipment and special coverage not included in other plans.

By being a member of the SIU I was able to secure thru my affiliations with the union special equipment that I may need in the future because of my condition.



Roberto Principe
San Francisco

We read the Preamble today by taking a reading test. After and yesterday—which shows the big changes made on our vacations plans and the great achievements.

Vacation: Discussion on our vacation plan and the difference from the days that you had to accumulate one year's time to get less than \$50. Today, when we are in the \$1,400 bracket.

Pension: As you can see and all know we have really made history. It is very impressive to see the work of all our union officers in securing a good pension.

We also voted and accepted the previous conference report.

SIU Union Meetings: Foundation for Growth

The foundation upon which any union is built, and grows from, is its membership. And this foundation is solid only if the members are active in union affairs—voicing individual opinions and offering constructive suggestions to make their union better for themselves and their fellow members. The vehicle provided for this participation in SIU affairs is in the form of union meetings held regularly in port headquarters and aboard ship throughout the year.

Delegates to the June Educational Conference were briefed on the importance of the union meeting and how it affects them and the SIU.

The delegates reviewed the history of the union meeting and found that this system of free expression of individual opinion dates back to the very beginnings of American democracy.

For the SIU man the union meeting is unique. Most members are aboard ships plying the oceans of the world. It is, naturally, impossible for these men to participate actively in shore-side union meetings.

In order to make up for this particular aspect of the Seafarer's life, which prevents him from easily getting to his union hall, the SIU, early in its history, developed the concept of the shipboard union meetings.

The SIU decided that if the membership could not attend a union hall meeting because of the nature of their work, then it was the union's responsibility to come up with a method of bringing the meeting to the Seafarer.

Through weekly shipboard meetings, SIU members in the remotest ports of the world and on the widest stretches of ocean are given as equal an opportunity to participate in their union's affairs as they have when they are ashore.

A Seafarer can just as effectively hit the deck with a suggestion, comment or beef dur-

ing a shipboard meeting as he can during a meeting in port. By having his comments reported in his ship's minutes, which are regularly sent to union headquarters by his ship's secretary reporter, union officials and others can also learn what the individual wishes to communicate to his shipmates.

This is why delegates to the June conference were urged to attend their union meetings, both asea and ashore, and to make their voices heard in their own interest and in the interest of their union's democratic method of conducting its affairs.

The importance of the ship's committee was also discussed by conference delegates. The duties of the ship's chairman in conducting shipboard meetings properly were reviewed, as were the duties of the secretary-reporter, educational director and department delegates.

Delegates to the June conference concurred in the recommendations of previous conferences as follows:

- That all delegates use the kits and educational materials distributed at Piney Point and bring them aboard their next ships to be used as the basis of future shipboard meetings and discussions.

- That a procedure be established for providing a substitute ship's chairman, educational director or secretary-reporter in the event one of them is unable or refuses to serve.

- That every Seafarer exercise his right to a voice in the affairs of his union.

The union meeting, at sea and ashore, is a vital tool of communication between Seafarers that leads to better understanding of mutual problems, and better understanding of our problems leads to their solutions, delegates observed.

Conference Delegate "Passes the Word"

Many of the delegates to the recent SIU Education Conferences at Piney Point felt strongly they should take what they learned to their shipmates as soon as possible.

One of the delegates to the March conference, Brother R. Michaelis delivered a report on the conference to his fellow Seafarers aboard the *S.S. Sacramento* (Ogden Marine).

Brother Michaelis told his shipmates that, like many of the other 250 delegates, he was "a bit skeptical" about the conference. But, by the end of two weeks, he reported:

"What seemed to amaze everyone was how open and straightforward the program was. We were invited to discuss some very touchy subjects and none of the issues was evaded."

Brother Michaelis said that activities outside the classroom—such as tours of the facilities at Piney Point—also helped delegates understand more about their union.

After the discussions had been concluded, Brother Michaelis said he was left with the impression that, as SIU President Paul Hall put it, "the day of the fist and club are over and if we are to survive as a union we have to use our brain power instead."

Brother Michaelis said he had also concluded, "the maritime industry is sagging and needs union cooperation. This can best be done by members supporting their executives in their efforts to win more ships over to the American flag. And last but not least to keep themselves as well informed as possible as to what is happening in and around the industry."

Brother Michaelis concluded his report by urging his shipmates to, "visit Piney Point either as a vacationer or crew conference member. I know you will enjoy it as we did, and 250 people cannot all be wrong."

Chairmen Report

John Castronover
New Orleans

In Workshop #4 we had our slide presentation on meetings and shipboard behavior.

In our discussion periods we kicked around many situations coming under these subjects.

One subject that drew a lot of discussion was the "shipboard agitator." This individual is anti-everything. The members in my workshop pretty much agreed that the best way to handle this type of guy is to demand proof from him when he makes his vicious attacks on our union or individuals. We insist on this proof and do not allow him to brush this demand aside. It will usually shut him up.



Charles Carlson
Wilmington

In Workshop #3 we had a slide presentation and a very good discussion on union meetings and shipboard behavior. The kits we have contain a wealth of information and must be taken aboard ship for our fellow Seafarers to share.

We read and discussed the reprints from the *Log*, and it was very clear to us that if we don't use the knowledge gained from this conference it is possible that one person can destroy what our people have worked so very hard to achieve.

The only things we did not like, was the fact that we didn't have the ten million dollars to give, because "politics is pork chops."



Ernest Ponson
New Orleans

In our workshop we discussed meetings both ashore and on board ship. It was pointed out the importance of our attending meetings. Because by "one vote" something could be passed that we may not like and it could affect us the rest of our seagoing life when the one vote you have, could have made the difference. A vote is important whether in a union meeting of ours or in politics.

We also discussed thoroughly the pamphlet *You be the Judge*, which brings to us the importance of donations to SPAD and the Maritime Defense League.



Roscoe Alford
Mobile

This has been a very informative conference. I have learned a lot. What I like to bring out here is that SPAD, CORE, and the Maritime Defense Fund was just a lot of words to a lot of us. But now since the 1970 Maritime Act we can see just how important it is to keep punching these dollars into the funds so that it is carried out and maintained and not lost after we have almost won the battle. So let's keep that money coming.



'The SIU—A Pacesetter'

During the June Educational Conference, the delegates were given the opportunity to present their comments on the conference program and on the union as a whole. In the pages that follow, the Seafarers Log presents excerpts from the delegates' written reports. Their comments and criticisms will help shape future conferences to better serve the SIU members who attend.

John A. Ryan New York

First I have to admit when I was notified of my forthcoming trip to Piney Point I wasn't very enthusiastic, because after listening to the distorted views of second- and third-hand information of some of my fellows brothers, I formed an opinion that Piney Point was a complete waste of time. To my surprise and amazement I find (happily I might add), that nothing was further from the truth.

From my first day in a work class I watched the attitude of my fellow brothers change from a negative attitude for some, and indifference for others, to enthusiasm for all. I watched the so-called "Generation Gap" between my younger and older brothers all but disappear.

The Seafarers International Union has proved it has been a pacesetter in the past, and with the unbelievable foresight our elected and appointed officials and fellow members have shown, I see no reason for that to change in the future.



James F. Slayton New York

This conference takes place at Piney Point, Md. It goes over everything about the SIU, which was started in the year of 1938.

In labor history we studied about the fights and strikes our union had in order to get what we have today.

I was really glad to come back to Piney Point and see just how much it has changed since I was here in 1968 as an HLSS student!



Tom Shoemaker New York

After spending these ten days at this conference, I, for one am proud to say that I am a member of Seafarers International Union. Before coming to this conference I always thought I was lacking in Knowledge about the many fields of unionism that it takes to make a good member. After going into the detailed studies and seeing the many slides and movies that have been furnished here, I find that the makeup of the union is much different than what I have been led to believe by some of the so-called "sea lawyers" that I have found aboard ship.

I now find that through lack of knowledge I have been beat out of jobs, lost benefits, and virtually pushed aside without realizing it. I now feel that although I still have much to learn I do know my basic rights and will be able to help other brothers who have not been fortunate enough to attend one of our conferences.



Paul Brinson Tampa

In summing up my stay here at Piney Point HLSS at the June conference, I am amazed at what the SIU has here and proud of being a part of it. In finishing our seven days spent in the workshops, I am now a more enlightened member of the SIU and more than impressed at the hard work that our president, Paul Hall, and the other officials had to do for the conditions I had taken for granted.

My word to brother members is, that when the opportunity comes your way to attend one of these conferences don't turn it down, come and enjoy yourself and I assure you that you will be a better SIU member when you leave.



Harmando Salazar Houston

My participation as a delegate to this Educational Conference here at Piney Point, Md., is a great honor for me. This Educational Conference not only points out how our union works for us, but it also gives us general information on our maritime industry.

Piney Point exists so we can have a more strong and powerful union in the maritime industry, and a much better union than any other maritime union.

What can I say about HLSS? I came to this school and I liked it and stayed and worked. I know what it took to build this place. Now I'm back and during my stay here I have seen the changes that have been made while I was gone. I can't find words to describe the progress at HLSS.



Walter F. Pulliam Norfolk

The good thing about the Harry Lundeberg School of Seamanship is that it gives the young men of today a chance for a good education and to learn seamanship.

It is a place where they can study for a high school diploma and become better citizens in later life. For a young man going to Piney Point, learning and doing will make him a good citizen, a good shipmate. The trainee that goes to the Piney Point school learns to work together and learns leadership qualities.

Since I have been here, I like what I have seen. I wish everybody I know could come down here to see the Harry Lundeberg School of Seamanship in operation. When I get back to Norfolk, I am going to tell other seamen about their Piney Point school and tell them what they are missing.



Isadore Paostroff San Francisco

Attending Piney Point as a delegate from San Francisco was to learn the problems of this union also to see what the boys who come here learn about seamanship. In labor we learned how much we progressed from 1938 til the present day. We learned about the Jones Act and why the Government wants to change it.

It served to bring out the importance of why we must support SPAD—it takes dollars to support this program in Washington and that means us.

We were urged to read and study the SIU Constitution to learn it well so we can know our rights on contract.



Daniel Balerio Houston

This is my first trip to Piney Point. From early association with so-called "graduates" of the Harry Lundeberg School of Seamanship, I had formed some opinions which were not entirely favorable towards this establishment. However, the product which came out of the various halls some four to five years ago, is vastly different from the young man who is being sent aboard SIU vessels today. This conference has done much to enlighten me in regards to the efforts which are being put forth by the officials and membership of this organization.

It is apparent that the quality of instruction is of a superior nature. This, coupled with the outstanding facilities and training aids of Piney Point is producing "experienced" seamen who have no "experience." In closing may I say that I am thankful for this opportunity to visit Piney Point. I have been afforded a first hand look at where my educational dollar is being spent. I am satisfied that that dollar is being well spent!



Ramon Sabater New York

During the course of his years a man learns many things. It's important for him to do so because it enables him to meet his needs and obligations. Also it gives him a better understanding of the world in which he lives. One of those occasions was when I was elected to attend the SIU conference at Piney Point. At first I didn't have any idea what it was all about. I learned the way the union conducts the business for us and the responsibilities of each member.



'A Starting Place for the Young'

Vincent Cortellacci New York

These past 10 days at Piney Point have informed me on training of the young men coming into our union, on the contract and constitution of our union. Many times much of what I learned was not from an instructor, although inspired by him, but from one of the brother members in the class.

Through the conference I learned the SIU is a far cry from what it used to be. It is even farther away from the days before 1938.

On Piney Point in particular, it has something for us all. It is a starting place for the young men coming into our union, and also a resting place for men retiring from years at sea, men who have paid their dues and deserve a rest in the finest conditions possible. For the years in between, it is a good vacation spot for men to spend some time. Here, men with or without their families can relax with boating, horseback riding and still the man will still be in an atmosphere he is used to because of the many conferences. He can renew old friendships and make new ones.



James H. Bruce New Orleans

I am glad that I came here, because I have learned some things about the union that I belong to. I am glad that I am an SIU member, I only wish that someone would have explained to me, why I was donating to SPAD. I would have been glad to have given and I would have given more, because I think when you have taken young boys off the street and given them something to look forward to, you are helping yourself and also the country that you live in. It makes a better place for all of us to live in. I believe in helping anyone that needs help, that will help himself. I hope this union will continue helping young guys that need help.



Robert E. Fowler Norfolk

None of us that came to Piney Point without a bachelor's degree, is going to leave with one. However, with the basic knowledge presented here, we should all be able to go back aboard ship and spread the working potential of our union.

Since graduating from the Andrew Furuseth School of Seamanship in the port of Norfolk, in 1965, I can visibly see here the strides of progress. I'm proud of the fact that I'm a part of today's progress and history; that future generations can look back on the achievement of the past, as we look back to the days of Andrew Furuseth and Harry Lundeberg.

What other labor union has such accommodations as Piney Point for its membership, maritime or otherwise? What other maritime union has a leadership that has guided them on such a sound basis as ours and with such an outlook for the future.

Indeed the SIU is fortunate!



Charles Crafford Norfolk

I was elected to come to this educational conference from the Port of Norfolk to see how things were going on in the union from the official side of the story. I don't regret coming as I have learned a great deal about it, and what makes this union tick on the other side which I didn't fully understand before. I heard a lot of good stories about this school and was glad to be able to come to see myself. In twenty-seven years of going to sea, this is the first union or organization that has anything like this. I think for the young men in the future it will be a God-send. I know I wished I could have had one to go to like this within the union. I also didn't realize how much they had done here in the short year since they started. But I see for myself that it will be here for a long time to come and help the younger members to be a greater help to the union when we oldtimers will be gone. And I hope they understand the unions of today and will show the people of tomorrow how it helps the people of today.



Paul C. Carter Tampa

Having been given the privilege and opportunity of attending Piney Point as part of the delegation to the Third Educational Conference, it is now my pleasure to jot down on paper some of my thoughts and opinions in regards to the Harry Lundeberg School of Seamanship and the type of training these young men are receiving here.

The very first day of the conference, I had definitely made up my mind that in addition to the Seamanship training given to these young men, that the opportunity for them to also receive a high school diploma was by far the most enlightening part of my visit. Then watching Miss Hazel Brown, the academic director, handing three young men their high school diplomas, really gave me a lump in my throat, because these young men were dropouts as I myself had been back in the Depression years.



Owen W. Fraisse, Jr. New Orleans

I would like to point out some of the things that impressed me. Number one on my list was the attitude of all the officials. Everyone was breaking their backs to help out. And I was taught to believe attitude produces productively, and it certainly did for me.

I learned more about my business as a seaman in ten days than I did in my four short years sailing. I also learned what a group of men from all walks of life can do once they are united. After all isn't that what this country of ours is all about?



Wayne Cravey Tampa

Piney Point is doing much more for our union members than I believed it was doing. You would have to come to one of the conferences to be able to understand what it is doing for all of its members. As for SPAD, I am going to give to SPAD because I want our union to keep on going and what is going to keep us going is money in SPAD. I think every union brother should put into SPAD if they want a job. I believe all our union brothers will put into SPAD after they find out what it is all about.



Paul Huseby New Orleans

I have enjoyed my stay at Piney Point for many reasons not only because of the comfort and pleasure of being in such pleasant and beautiful surroundings but also because of the classes we have attended.

I thought that I was fairly well informed on most phases of union activities but after seven sessions of classes and discussions, I have learned a lot. I also have a much better understanding of most things, particularly in the relationship between contracts, the constitution, education, politics, benefits, etc. I learned there really is no separation between them, they all overlap.

All in all I am better informed and much more confident in our future both as individuals and as a union.

It's a long way from number 2 Stone St.



William Condon Philadelphia

The Educational Conference of June 9 to June 19 gave me a better understanding of how our union functions towards the battling the whole way of life of SIU members and their families.

To do this, our union has had to enter every phase of community life. One of the most important is the political area in Washington. It seems to me every one connected with the SIU to support the legal and political contribution requested by our officials.

The physical plant at Piney Point has to be seen by all members. The meals, and facilities are the best that could be had. This was done by a very able administration under the direction of our President Paul Hall and the best officers there are. My thanks to all.



Albert R. Kennedy New Orleans

I know that the ten days from June 9-19 at Piney Point were very educational and fun for other SIU members and myself. During the time I was there I studied seven different subjects. History, HLSS, and Education, Constitution, Contract, Pension, Welfare and Vacation Benefits, Union Meetings and Shipboard Behavior, Political Education and Legal.

We also had plenty of good food and living quarters, a good bar-room and music, and good sports: bowling, pool tables, a gym for boxing and other exercises, swimming, boating (motor and sail), fishing, basketball, baseball, tennis and other fine sports. There is a two-hour movie shown every night.



'An Achievement To Be Proud of'

Elbert Kellum New York

Piney Point, without question is an achievement to be proud of. One can only speculate as to its growth in the future.

From my personal observations, it most certainly seems destined to fulfill its goal, namely, of turning out well-trained, young mariners for our industry.

The facilities and educational aids available to the trainees, plus the highly skilled instructors, all of whom take obvious pride in their task, is in my opinion, a tremendous asset for our seafaring industry.

Piney Point is indeed an achievement all can justifiably be proud of. It is unfortunate, that the critics, and there most certainly are a number of them, are not able to see, at first hand, the results of good, honest and resolute action and future planning by our elected union officials.



Richard Burkhart New York

In my estimation, Piney Point, namely the HLSS, is one of the best things to happen to the Seafarers International Union. That not only includes the educational conference but also all phases of training from lifeboatman to the excellent academic courses offered. It's hard to imagine the progress that has been made in the trainee program since I was here as bosun in November of 1969. I could go on praising everything at HLSS but that would take far more than the 200 words allotted to us. Therefore, instead I will mention the only thing I could find wrong: My height is 6'4" and the sheets aren't long enough. It must be an outstanding program, with good instructors, if that's the only fault to be found.

C. Kizzire Houston

I'd like to express my gratitude at being in the SIU. I put 21 years in the U.S. Navy. The SIU has more to give a young man today than the Navy has. The Navy is all right, but you cannot get up and tell the brass what you think about them. But my brothers can in the SIU. The food we eat is 100% better than the Navy.

The Harry Lundeberg School of Seamanship makes a man out of a boy. We as a whole make a better American than any other union. We brothers help other people more, for we understand better. We learn from other brothers and we work but eight hours a day. In the Navy you are on call 24 hours a day and if you don't work, then it is jail for you. I am glad I am an SIU brother.



Frank J. Connell Boston

The objective of all dedicated SIU Port Agents and Patrolmen should be to thoroughly analyze all situations, anticipate all problems prior to their occurrence and have an answer for all these problems.

This is one of the reasons that Piney Point was established, to prepare for the future.

I am impressed and know that other members feel the same way about an operation that looks to the future of the maritime industry.



Marvin Mullins Seattle

When I left Seattle to come here I didn't know what to expect. All the men that I had talked to who were graduates of the school told me all they did was work while here. They will be surprised to see how the work they started turned out when they come back. The grounds are well kept and beautiful. The docks and housing are well laid out and clean. Everything is impressive and now, not only do the trainees have a place to learn about lifeboats and cargo handling, they also have academic classes where they have a chance to complete their high school education and many of them are doing so.



John Minnahan Boston

A lot of us have had our eyes opened and also our minds. The men at sea most of the time do not take out time to look and see what is going on.

Unseen to the man at sea, is what our leaders are doing for us. But, brother, we must and can place trust in our leaders. As you all know Paul has to be in Washington, New York, etc. Very busy man. But when called upon he is there with the answer for us for all problems working for us.



J. E. McKee New York

I'd like to say this stay at Piney Point has been very enlightening. It has given me a different view on things the union is doing for its membership.

I think if more members could come and see first hand what it is like here, they'd have to say it's a fine place in all respects. The training they give the trainees here is a fine example of what's being done. They help these fellows out for a career at sea and I'm sure the young fellows appreciate it as much.



Ralph Larkins Baltimore

I was surprised and pleased when I first saw Piney Point. I had heard how it started and now see how far it has come. The thought of putting in 10 days made me more or less shudder. But as the others did I found the classes covered what I wanted to know and found every day more interesting. I was not bored or tired, and learned about our SIU and what was expected of me. I am sure I will be a better member for it. I wish to thank whoever set it up and hope they continue to hold these Educational Conferences and improve on them.



Carl Beard Baltimore

It's been very remarkable and interesting to attend the Seafarer's Educational Conference. I just wished that I could have attended this school 15 years ago and that's a fact.



W. Dixon New York

I am Willie H. Dixon, member of the SIU, I sail as FWA/oiler and pumpman. At this present moment I would like to express my feeling toward our educational conference taking place here in Piney Point. I think that our union is taking a great interest to make a better tomorrow for all the members of the SIU. To be earnest, I never knew about the union, not because I never wanted to learn about the union but because I never had anyone explain what I wanted to learn.



James Brack Baltimore

I came, I saw, I was conquered. Beautiful is the word, the grounds, the lodging, the food, and the classes.

Personally I think anyone who does not take advantage of this seminar and all like it is being extremely foolish. Yes, indeed, there are now three great citadels of learning on the east coast, "West Point," "King Point," and "Piney Point."



Joseph L. Diosco New Orleans

The Lundeberg Seamanship School provides opportunities for the trainees, as well as professional seamen, to further our education and to upgrade ourselves in our chosen livelihood. It also enlightens us on good trade unionism and informs us of the efforts of management, their lobbyists in Washington and their sympathetic politicians who foist phony anti-labor legislation on the maritime labor movement.



A. Pinchock Houston

This is the first time that I have come to this school. I never learned more about living in the days that I was going to sea. I was glad to get all this by coming to this school. I will tell more of the union men that have never been here. It has been good to learn all the history of labor unions and other ports, of the making of a good union man. This is the very best time that I ever had since I've been going to sea.



'The Most Important Part of Our Union'

Chester Iannoli Baltimore

What I have heard in the 10 days at Piney Point could not be put on paper. We all got a better impression of what really goes on in our union. Most of us never look at the constitution which is the most important part of our union. The only thing we really know is the contract.

I have been in the union 25 years and I learned more in 10 days here than in the last 25 years.



Thad Deloach Jacksonville

On arrival at Piney Point I was met with courtesy and briefed on the conference that was to take place, also a photo was taken and I was assigned a nice room for my stay. I had the best of everything that could be offered. It was educational and very interesting. I had things pointed out to me that I am sure will help me in my future years.

I urge everyone to come and take advantage of this opportunity, and I do say we need to stay strong in Washington. For that, we all need to give to SPAD so we can remain the best union there is, bar none.



Charles Dandridge Mobile

I have been a member of the SIU for 25 years. Never have I seen the contract put as clearly as can be and I am glad I came to Piney Point. I now understand more about SPAD and the Maritime Defense League and the school. I think the HLSS is the finest in the world, and a good place for a young man to learn about seamanship and get a good education with God's help and the SIU.



Armand Ramos Boston

I enjoyed studying the history of our great union. We often tend to forget what sacrifices we all had to make to make this such a good union to belong to. Thanks to the founders of our union and the current officials, our younger brothers will not have to hit the bricks as they did. I especially thank President Paul Hall for all that he has done for our members.



Richard Weiford Baltimore

Now that my stay here at Piney Point for the Seafarer's Educational Conference has come to an end, I can look back at what I have seen, learned and the people I have met and say "it has been worth my time and trouble."

I have gotten a fuller and better understanding of my union. By coming to this Conference it has given me a better understanding of all the older Seafarers and for them to have a better understanding of me, as a younger seaman.

I believe that in bringing the Seafarer to conferences such as this one, a member of the union can take a look at the trainees down here on the base and see for himself that his money is being used for a good program and that he is getting a good and well-educated seaman out of HLSS.



Arthur Machado New York

I would like to commend the Seafarers International Union for the fine job they are doing in training young men at Piney Point. This is my second opportunity to come to Piney Point. When I was here three years ago I never had the training the young men are getting today!

I was impressed with the way the teachers and the instructors are training the young men. They give them an opportunity for a "drop-out" to get a high school diploma.



Frank Feld San Francisco

I came to Piney Point to see for myself what this Educational Conference was. I attended every class and learned more about welfare, contract, pensions, and politics.

I hope that this conference continues and that every brother attends.



Dyer Jones Norfolk

I came to this conference as a delegate from Norfolk but I came as a skeptical person. I had heard stories from many people, most of whom hadn't been here themselves, telling about the wasted funds and that the trainees were just used for work horses. I intend on going home and doing my best to set their heads straight, if possible, and encourage them to come to the next conference.



S. L. McCormick Houston

Like many members I thought the boarding patrolman, yelling and screaming about SPAD donations were overdoing it. After attending the June Educational Conference I feel I must apologize to them for not giving a larger donation. My only excuse is that I didn't have the information necessary to know what SPAD was for.

I realize now how vital donations to SPAD are and resolve to ante up when I pay off in the future.



Daniel Maloney New York

I have had the pleasure and good fortune to have attended the June Educational Conference at Piney Point. I was very much impressed by the SIU facilities at Piney Point and also by the way it is run.

I think the trainee program is very good. It is a lot better than hiring people off the dock and I think it is starting to pay off as I think there are less foul-ups now than there used to be. It is now up to the members to set a good example for the trainees when they join a ship.



A. C. Ezell Mobile

My visit to Piney Point has been most interesting and first of all very educational. I know now about a lot of things concerning the union and membership that I have heard a lot of hearsay about. Visiting Piney Point really answered a lot of questions in my mind concerning the future of the SIU and just what is going on here at Piney Point and the Harry Lundeberg School. I did not know how the union went about getting bills passed in Congress to benefit seamen.



Timothy Fleming New York

My experience at the Educational Conference here at the Point, has been gratifying. It unlocked the doors, leading to the questions I had in the back of my mind. Being a new member in this industry and the Seafarers International Union, I now realize the importance of enlightening a good part of the membership. The supplements that we carry in our brief cases are beautifully prepared and are very interesting.

I am proud to be a part of its best organization in the Maritime Industry.



Thomas M. Crabb New York

I would like to express my thanks to this union for making it possible for me to come here and for making my stay here an enjoyable one.

I wish to thank all the staff for having patience with all of us and explaining the way this union really works, and all the trouble that the union officials go through to keep us members in ships to work on. And especially to Paul Hall who stays on top of the people in Washington to make sure that the owners do not wreck our union. And if it wasn't for SPAD we would not have anyone in Washington to fight for us.

And this school here for the kids is really something. The kids have nice manners and it's a pleasure to talk to them.



Wayne K. Johnson New York

First of all I would like to say is that Piney Point has really changed since 1969 when I was here as a trainee. When some people see Piney Point they think of a vacation place then not a trainee base. They get a chance to learn about education during the conferences. I think our money has been wisely spent down here in Piney Point.



Bert Keenan Mobile

Since coming to Piney Point on my second conference (I thought that I was well informed from my first but find I am learning more), I was taught just what labor movement is. As far as I can see, everything is pretty well covered in the nine supplements. I am pretty well up on our (SIU) past history and my main concern is our future.

I was surprised to see how the school was set up and the excellent way they train the boys here to be better shipmates.



'I Have a Better Understanding . . .'

Guadalupe Garza Houston

As a delegate from the port of Houston, Texas, I would like to say that the Harry Lundeberg School is very educational and also beautiful. Everyone here at Piney Point has been nice to me. I also would like to say that I am happy to be an SIU member. I have learned a lot since I have been here at Piney Point. And I know that I will learn more about our union. From now on, I will have a better understanding about SPAD.



William Linker Philadelphia

I am amazed at the complex and beautiful arrangement of Piney Point and the comfortable surroundings placed at our disposal, and the service accorded to us by the wonderful people working here.

Attending classes on the history of our union the Seafarers International Union, and General Trade Union History, we learned about HLSS and its trade union vocational and academic education programs. It is a wonderful thing.



Leonard Steinhardt New York

I want to stress one thing pertaining to Education. Education is most important for any Seafarer and it is the backbone of this industry. I believe that the young men who are being turned out of the Harry Lundeberg School will be the great for this union. I was amazed when I learned about the programs that have been set up for the membership of this union.

I would like very much to be able to finish my education with the help of the HLSS/GED program. I feel that the Education Conference is a fine thing for the membership of the union and that every member should take part in the 10 day program.



Wm. Gonzalez New Orleans

My stay here at Piney Point as a Conference Delegate has given me a chance to see the true working status of this union and makes me better understand my union as a whole I can not say enough about Piney Point. You have to see it to believe it. But I can thank all for making my visit here a good one.

I now understand how SPAD works and to how it can benefit the union and its members. Now I can take the knowledge back aboard ship and let it be known how important this really is.

I want to thank the officials and staff for what they are doing at Piney Point for the trainees. I also want to thank the union officials for a job well done.



Louis Goldman Wilmington

I feel that this trip to Piney Point was both educational and informative. I learned the results of the training programs of the HLSS. I have been a lot of places but this is really impressive. I personally think that it is a well-thought and carried-out program. We realize that these young men in training will contribute to our welfare and benefits.



Walter Fitzgerald Jacksonville

The School of Seamanship is a really good school.

The SY Dauntless is the best steamship I have ever seen. The engine room is clean and well kept.

A lot of people should learn about the school and what there is to offer. The teachers are seamen and are very good. Everyone should come and take advantage of this opportunity and see what the SIU has to offer.

I hope everyone can come to Piney Point, Md., and see and learn what the SIU stands for.



Vasco J. Tobey, Jr. New York

Piney Point to me is one of the finest investments that the SIU has made. Some of the things I've seen and heard since coming here, has in many ways helped me become aware and understand the maritime industry and especially the SIU.

Had I had the opportunity to come to the Harry Lundeberg School of Seamanship as a trainee, I know without a doubt, after watching these trainees, I would be a much better sailor than I am today. I went through the school when it was known as the Andrew Furuseth Training School, although it wasn't anything like this school here in Piney Point, it did help make me a member and a proud member of our union.

I believe there should be as many more of these educational conferences held as possible. It's the best way to inform the membership I have seen.



K. Abarones Seattle

As a delegate from the port of Seattle, I am very grateful for the opportunity given me to attend HLSS, and the Seafarers Educational Conference.

I have seen a few pictures, read about, talked about HLSS, but had not the slightest idea what was going on. I am at loss how to express myself and put into words, what I have seen, and what I have heard, and learned at the educational conference.

I pointed out, and my personal wish is, that every SIU man, member, or whoever he may be, should attend this conference. I am sure, after attending this conference, all these delegates from various ports, when they board a ship, will have lots of things to talk about, whatever the subject may be.



Leon J. Webb Jacksonville

Brother members of the Seafarers International Union I want to say thank you for letting me be a delegate of Jacksonville, Florida for the June Educational Conference. I want to say that it is something I have really enjoyed and hope that every SIU brother will at sometime have the same chance that I have. I had always thought this was just a place school kids came from to the ships. It is far more than that. I had always felt I did not like Piney Point HLSS, but now I cannot describe the beauty or my love for HLSS and its importance to our union.



E. F. Stewart San Francisco

As I think of the ten days I spent here at Piney Point and my participation, I find that my whole outlook has broadened. This educational Conference has given me complete understanding of our union and its part in the maritime industry. I am proud to be of this union and the small part I play in it. I now know what SPAD is and does, I also know what HLSS is and does.



James Tucker Mobile

Upon my arrival at Piney Point little did I realize that this place was as beautiful and unique and covered so large an area. There is everything to help the new SIU member to advance themselves.

Being an SIU member since 1964, I didn't know that so much existed within our union for the president and the officials to fight for the seaman.

After attending class each day I learned a whole lot about our union. I was paying it but I did not know what SPAD was for, but since I have been here at this conference I have learned that SPAD is a help to us. And that we need to keep paying it to help us as we go along in the seaman life.



Charles Taylor New York

I'm truly impressed with this whole program. I mean I never realized what this thing called SIU was all about. Now I have a pretty good idea of the mechanics involved. The impression that I was always under was, you give these men your money and they go out and buy a new car or something which was all right with me, as long as they gave me the protection I needed. Now I know some money goes to some good and worthwhile causes.

Actually, to tell the truth, SIU is probably the best thing that ever happened to me. Before I started going to sea I was headed for a rough and empty life. I was just a young jitter-bug on the block. Going to sea gave me a whole different outlook on life.

Since I have been going to sea I have gotten a lot of self-pride and I feel like I'm a real man of the world. If I quit today, it would probably have been the most influential time of my life. It's given me more of a practical education than any other experience in my life. Thank you for the opportunity.



SIU Ships' Committees



SEATTLE (Sea-Land)—The committee aboard the Seattle prepares to go ashore for a brief rest before their ship turns around for another outbound voyage. From top to bottom are: C. E. Hemley, educational director; J. B. Darris, secretary-reporter; W. Jarden, engine delegate; D. Ortiz, steward delegate; H. Steen, deck delegate, and E. Nicholson, ship's chairman.

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 department 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 communications barrier between a far-flung membership and the officials entrusted to head the union. They have succeeded in keeping the membership informed and active in the highest democratic traditions.



STEEL SURVEYOR (Isthmian)—The Steel Surveyor recently returned to Brooklyn's Erie Basin docks after a smooth Atlantic voyage. From left to right are: H. Joeng, steward delegate; W. Bushong, ship's chairman; J. Byers, educational director; J. Reed, secretary-reporter; C. Leahy, deck delegate; and A. De Roche, engine delegate.



NEW ORLEANS (Sea-Land)—Aboard ship in Port Elizabeth, New Jersey are from left, seated: L. E. Gillain, deck delegate; M. Landron, ship's chairman; A. Allen, steward delegate. Standing are: P. Ryan, educational director; D. Sacher, ship's secretary-reporter; E. Stewart, engine delegate.



OVERSEAS ALASKA (Maritime Overseas)—One of the newest vessels in the SIU-contracted fleet, the Overseas Alaska, has just completed another voyage. From left, are: W. Rhone, ship's secretary-reporter; J. Richburg, ship's chairman; B. Miller, deck delegate; P. Robidoux, engine delegate; A. Sanjurjo, steward delegate; B. Tagtmeir, educational director.



SEATRAINS SAN JUAN (Hudson Waterways)—Some sunshine topside is the order of the day for the Seatrains San Juan's committee as their ship rests at dock in Hoboken, New Jersey. From left are: J. Spencer, ship's chairman; E. Kaznowsky, secretary-reporter; R. La Gasse, educational director; J. Soto, deck delegate; A. Carmoeca, steward delegates, and J. Perez, engine delegate.

The Union at Sea



HOUSTON (Sea-Land)—SIU New York Port Agent Leon Hall (extreme left, standing) discusses recent voyage of the Houston with her ship's committee. From left, seated, are: J. Koranda, engine delegate; G. Atcherson, deck delegate; D. Susbilla, educational director. Standing next to Hall, from left: J. Robinson, ship's chairman, A. Aragonés, secretary-reporter; A. Mariani, steward delegate.



STEEL ARCHITECT (ISTHMIAN)—The Steel Architect recently docked at Brooklyn's Erie Basin with a cargo of sugar. From left, are: W. Drew, engine delegate; G. Corell, deck delegate; J. D. Price, ship's chairman; J. D. Reyes, ship's secretary-reporter; R. D. Bridges, steward delegate; and H. G. Harris, ship's educational director.



OVERSEAS AUDREY (Maritime Overseas)—One of the newest of SIU-contracted ships, the Overseas Audrey, has logged another voyage. From left are: Josephson, deck delegate; Spell, educational director; Longfellow, steward delegate; Brown, engine delegate; Wardlaw, ship's chairman; and Dave De Boissiere, ship's secretary-reporter.



CHARLSTON (Sea-Land)—The ship's committee aboard the Charleston from left are: T. Alberti, ship's chairman, L. Hernandez, engine delegate; J. Cortez, deck delegate; J. Hernandez, steward delegate, and S. Otero, educational director. Ship's secretary-reporter was on duty when the photo was taken and could not join the group.

PONCE (Sea-Land)—About to set sail for Puerto Rico are from bottom to top: A. Palmer, engine delegate; P. Fernandez, deck delegate; D. Butts, chairman; O. Sorrenson, steward delegate; C. Mainers, educational director, and A. McCullum, secretary-reporter.



Seafarers Join Union Pension Rolls



Antonio A. Racoya, 66, is a native of the Philippine Islands and now makes his home in Mountainview, Calif. He joined the union in the Port of San Francisco in 1950 and sailed in the steward department. He retired after 29 years at sea.



Benigno C. Bautista, 66, is a native of the Philippine Islands and now makes his home in Brooklyn, N.Y. He joined the union in the Port of Savannah in 1941 and sailed in the steward department. In 1962 he was issued a picket duty card during the Moore McCormack-Robin Line beef. His retirement ended a sailing career of 37 years.



Victor O'Briant, 70, is a native of North Carolina and now makes his home in New Orleans, La. He joined the union in 1944 in the Port of Savannah and sailed in the steward department. Brother O'Briant retired after a sailing career of 28 years.



William Archibald Walsh, 57, joined the union in the Port of Savannah in 1951 and sailed in the steward department. A native of New York, Brother Walsh is now spending his retirement in Savannah, Ga. His son, William Walsh, was the recipient of an SIU Scholarship Award in 1961.



James M. Nelson, 63, joined the union in 1942 in the Port of Mobile and sailed in the steward department as chief steward. A native of Georgia, Seafarer Nelson now makes his home in Grand Bay, Ala.



Richard Jerome Johnson, 55, joined the union in Elberta, Mich. in 1953 and sailed on the Great Lakes in the deck department. A native of Racine, Wis., Brother Johnson now lives in Bear Lake, Mich. He is an Army veteran of World War II. His retirement ended a sailing career of 27 years.



Ignacio Pires, 65, is a native of Portugal and now lives in Brentwood, L.I., N.Y. He joined the union in the Port of New York in 1948 and sailed in the steward department. When he retired, Seafarer Pires had been sailing 27 years.



Antonio Jorge Sanchez, 59, was an early member of the union. He joined in 1939 in the Port of Philadelphia and sailed in the steward department. He was issued a picket duty card in 1961 and again in 1962 during the Moore McCormack-Robin Line beef. Brother Sanchez served as department delegate while sailing. A native of Puerto Rico, Seafarer Sanchez now lives in Brooklyn, N.Y.



William Charles Paris, 74, is a native of Massachusetts and now lives in New Orleans, La. He joined the union in the Port of Boston in 1947 and sailed in the steward department. He is a Navy veteran of World War I. His retirement ended a sailing career of 41 years.



Augustin M. Rodriguez, 62, joined the union in the Port of New York in 1944 and sailed in the deck department as a boatswain. A native of Puerto Rico, Brother Rodriguez now makes his home in Brooklyn, N.Y. While he was sailing, Seafarer Rodriguez served as department delegate. He was also issued a picket duty card in 1962 during the Moore McCormack-Robin Line beef. Seafarer Rodriguez retired after 34 years at sea.



Basilio Estrella, 63, is a native of Puerto Rico and is now spending his retirement in Levittown Lakes, P.R. One of the first union members, Brother Estrella joined in 1939 in the Port of New York. He sailed in the engine department and often served as department delegate while aboard ship. His retirement ended a sailing career of 43 years.



Salvador Rivera, 56, joined the union in the Port of New York in 1946 and sailed in the steward department. A native of Puerto Rico, Brother Rivera now makes his home in Lake Park, Fla. He retired after 39 years at sea.



Luther Dills, 56, is a native of Georgia and is now spending his retirement in Houston, Tex. He joined the union in the Port of Norfolk in 1944 and sailed in the deck department as a boatswain. Brother Dills served in the Army from 1935 to 1941. His retirement ended a sailing career of 29 years.



Nicanor Orencio, 63, joined the union in the Port of Philadelphia in 1947 and sailed in the steward department. A native of the Philippine Islands, Brother Orencio now makes his home in Brooklyn, N.Y. he retired after sailing 45 years.



Ramon Encarnacion, 59, is a native of Puerto Rico and now makes his home in the Bronx, N.Y. One of the first members of the union, Brother Encarnacion joined in 1938 in the Port of New York. He served as department delegate while sailing. Seafarer Encarnacion was issued two personal safety awards in 1961 for his part in making the *Steel Surveyor* an accident free ship. His retirement ended a sailing career of 39 years.



Digest of SIU Ships' Meetings

SEATRAN GEORGIA (Seatrains), Mar. 21—Chairman J. Northcutt; Secretary W. E. Messenger; Deck Delegate John B. Noble; Engine Delegate Leonard R. Bailey; Steward Delegate Charles D. Johnson. \$163.00 in ship's fund and \$163.57 in movie fund. No disputed OT. One man missed ship in Honolulu.

ROSE CITY (Sea-Land), Feb. 21—Chairman Hans Lee; Secretary L. Pepper; Deck Delegate J. Owen; Engine Delegate Charles Riesh; Steward Delegate V. Charez. Everything is running smoothly with no beefs or disputed OT. Vote of thanks was extended to the steward department and all delegates for a job well done.

WARRIOR (Sea-Land), Mar. 28—Chairman Thomas Holt; Secretary Frank Naklich; Engine Delegate A. O. Castelo; Steward Delegate Sam Seabron. \$52.00 in ship's fund. Everything is running smoothly with no beefs. Vote of thanks to the messman for his good service.

SEATRAN TEXAS (Seatrains), Mar. 21—Chairman Leon R. Curry; Secretary John W. Parker, Jr.;

Deck Delegate J. E. Jordan; Engine Delegate A. E. Parker; Steward Delegate H. Pedrosa. Few hours disputed OT in engine department. Vote of thanks to the steward department for a job well done.

STEEL VOYAGER (Isthmian), Mar. 21—Chairman Melvin Keefer; Secretary J. W. Sanders. \$14.44 in ship's fund. Everything is running smoothly. Good crew on board. Vote of thanks to Chief Cook L. G. Dennis and Cook and Baker Joseph J. Kundrat for the good cooking and baking, and to the entire steward department.

CALMAR (Calmar), Jan. 31—Chairman Elbert Hogge; Secretary Howard Flynn; Deck Delegate S. Furtado; Engine Delegate William A. Tefner; Steward Delegate Harry E. Jones. Some disputed OT in deck department.

THE CABINS (Texas City Refining), Apr. 11—Chairman None; Secretary S. Berger; Deck Delegate George B. McCurley; Engine Delegate M. E. Carley; Steward Delegate J. Robayo. Delayed sailing beef in all departments to be taken up with patrolman at payoff. Vote

of thanks to the steward department for a job well done.

WARRIOR (Sea-Land), Apr. 12—Chairman Thomas Halt; Secretary Frank Naklich; Engine Delegate A. O. Castelo; Steward Delegate Douglas A. Thomas. \$52.00 in ship's fund. Disputed OT in each department. Vote of thanks to the steward department for a job well done.

THE CABINS (Texas City Refining), Mar. 21—Chairman E. Wallace; Secretary S. Berger; Deck Delegate George B. McCurley; Steward Delegate E. Cox. Seventy-four cents in ship's fund. No beefs were reported. Vote of thanks was extended to Brother Chapman, ship's delegate, for a job well done. Vote of thanks was extended to the steward department for a job well done.

TRANSGLOBE (Hudson Waterways), Mar. 28—Chairman William Leuschner; Secretary W. C. Sink; Engine Delegate Arthur G. Anderson; Steward Delegate E. V. Connor. \$16.00 in ship's fund. No beefs were reported. Everything is running smoothly.

STEEL DIRECTOR (Isthmian), Apr. 11—Chairman C. Miller; Secretary J. P. Baliday; Deck Delegate James Todd; Engine Delegate Angelo Blanco; Steward Delegate Stephen Dong. \$300.00 in ship's fund. Some disputed OT in engine department.

EAGLE VOYAGER (United Maritime), Apr. 11—Chairman Leo Paradise; Secretary B. A. Baa; Engine Delegate Wm. Roltonak; Steward Delegate Richard S. Smith. \$7.00 in ship's fund. Disputed OT in deck department.

MONTICELLO VICTORY (Victory Carriers), Feb. 7—Chairman W. Johnson; Secretary D. Pruet; Deck Delegate James C. Baudoin; Engine Delegate James Shelton; Steward Delegate Vincent A. Herbert. \$26.00 in ship's fund. Few hours disputed OT in deck department.

STEEL DESIGNER (Isthmian), Apr. 28—Chairman O. R. Ware, Jr.; Secretary, Angel Seda; Deck Delegate C. L. Hickenlatam; Engine Delegate Donald J. Hewson; Steward Delegate Stephen T. Dent. Everything is running smoothly

with no beefs. Some disputed OT in deck department.

HURRICANE (Waterman), Apr. 11—Chairman Dennis O'Connell; Secretary Thomas O. Rainey; Deck Delegate D. Messemmer; Engine Delegate Lyle Clevenger. No beefs were reported. Vote of thanks to the steward department for a job well done.

COLUMBIA BEAVER (Columbia), Apr. 4—Chairman R. S. Blake; Secretary Jack E. Long; Deck Delegate Edward A. Hattaway; Engine Delegate Robert E. Fowler; Steward Delegate Charles L. Martinson. Everything is running smoothly.

STEEL SURVEYOR (Isthmian), Apr. 4—Chairman William Bushong; Secretary J. Reed; Deck Delegate Clifford; Engine Delegate Robert Ellerman; Steward Delegate Antonio P. Trinidad. \$10.00 in ship's fund. Some disputed OT in deck department.

DEL ORO (Delta), Apr. 12—Chairman A. Kermagegiou; Secretary James Sumpter. Everything is running smoothly with no beefs and no disputed OT.

More Seafarers Retire to the Beach



Lauri John Markkanen, 69, is a native of Rauma, Finland and now lives in San Francisco, Calif. He joined the union in 1951 in the Port of New York and sailed in the deck department. His retirement ended a sailing career of more than 46 years.



Joseph Thomas Flynn, 57, is a native of Canada and is now spending his retirement in St. Clair, Mich. He joined the union in the Port of Detroit and sailed on the Great Lakes in the deck department. His retirement ended a sailing career of 36 years.



Herman S. Christensen, 70, is a native of Denmark and now lives in Teaneck, N.J. He joined the union in the Port of Norfolk in 1945 and sailed in the deck department as a boatswain. While sailing Brother Christensen served as department delegate. Seafarer Christensen retired after 38 years at sea.



Thomas Patrick Cummings, 50, joined the SIU in the Port of Boston in 1952 and sailed in the steward department. He served as department delegate while sailing. A native of Westfield, Mass., Seafarer Cummings now resides in Taunton, Mass. He is a Navy veteran of World War II.



Cleveland Joseph Vincent, 59, is a native of Louisiana and is now spending his retirement in Baton Rouge, La. He joined the union in 1953 in the Port of New York and sailed in the steward department. Brother Vincent is an Army veteran of World War II.



Basilio Boschi, 75, joined the union in the Port of New York in 1948 and sailed in the deck department. A native of Italy, Brother Boschi now makes his home in Norfolk, Va. He retired after 26 years at sea.



Luis Carbone, 58, is a native of Ponce, P.R. and now makes his home in Rio Piedras, P.R. He joined the union in the Port of San Juan in 1947 and sailed in the deck department as a boatswain. He retired after 26 years at sea.



Julius Bocala, 60, joined the union in 1947 in the Port of New York and sailed in the steward department. He served as department delegate while sailing. A native of the Philippine Islands, Brother Bocala now makes his home in Brooklyn, N.Y. His retirement ended a sailing career of 49 years.



Claudio A. Pineyro, 57, is a native of Uruguay and now lives in Baltimore, Md. He joined the union in the Port of Baltimore in 1947 and sailed in the deck department. Brother Pineyro retired after 35 years at sea.



Adolph B. Lange, 61, is one of the first members of the union. He joined in 1939 in the Port of Detroit and sailed on the Great Lakes in the deck department. A native of Michigan, Brother Lange now makes his home in Detroit, Mich. He is an Army veteran of World War II.



Luther C. Mason, 62, is a native of Mississippi and now makes his home in New Orleans, La. He joined the union in the Port of New Orleans in 1949 and sailed in the engine department. When he retired, Brother Mason ended a sailing career of 26 years.



Charles Howard Gill, 50, joined the union in the Port of Boston in 1944 and sailed as a steward. A native of Boston, Seafarer Gill now makes his home in Elkridge, Md. He retired after 29 years at sea.



Mervin O. Brightwell, 54, joined the union in the Port of Boston in 1948 and sailed in the deck department. A native of Georgia, Brother Brightwell now lives in Houston, Tex. He is a Coast Guard veteran of World War II and also served in the Army from 1935 to 1936. He retired after 26 years at sea.



Donald M. Hartman, 48, joined the union in 1947 in the Port of Baltimore and sailed in the deck department as a boatswain. A native of South Dakota, Brother Hartman continues to make his home there. He retired after sailing for 27 years.



J. R. Abobrook, 43, is a native of Eastland, Tex. and now lives in Brownsville, Tex. He joined the union in 1945 in the Port of New York and sailed in the deck department. He retired after sailing 26 years.



Digest of SIU Ships' Meetings

ARIZPA (Sea-Land), Mar. 28—Chairman D. Fitzpatrick; Secretary W. Lesovich; Deck Delegate Frank Rodriguez, Jr.; Engine Delegate Daniel Butts, Jr. Some disputed OT in engine and steward departments.

PRODUCER (Marine Carriers), Apr. 11—Chairman G. Trouche; Secretary S. A. Solomon; Deck Delegate Joseph J. George; Engine Delegate Leonard Kennedy. Disputed OT in engine and steward departments. Voted thanks to steward department for job well done.

SEATRAN MAINE (Hudson Waterways), Mar. 14—Chairman Malcolm Cross; Secretary Rocco L. Alford; Deck Delegate C. B. Dickey; Engine Delegate Charles N. Jackson; Steward Delegate R. C. Brown. No major beefs. Few items for boarding patrolman upon arrival in States. \$27 in ship's fund. Voted thanks to deck and steward departments for job well done.

WESTERN CLIPPER (Western Agency), Apr. 11—Chairman C. V. Majette; Secretary Alfred Hirsch; Deck Delegate Charles Mann; Engine Delegate Philip A. Brady; Steward Delegate James Mitchell.

Vote of thanks given chief cook, third cook for job well done. \$14 in ship's fund. No beefs.

SEATRAN NEW JERSEY (Seatrains), Apr. 20—Chairman B. Gillian; Secretary C. Ricc; Deck Delegate Thomas R. Glinn; Engine Delegate Frank Brazell. General discussion held. \$40 in ship's fund. Some disputed OT in deck department, otherwise everything running smoothly.

OVERSEAS ARCTIC (Maritime Overseas), Apr. 11—Chairman B. R. Pope, Secretary W. T. Rose. Some disputed OT in each department otherwise running smoothly.

HALCYON PANTHER (Halcyon), Apr. 4—Chairman A. Beck; Secretary E. Brown; Deck Delegate Alan R. Smith; Engine Delegate A. W. Spanraft; Steward Delegate G. Nicholson. \$12 in ship's fund. Repairs being made. Everything running smoothly. Good crew aboard.

SEATRAN CAROLINA (Hudson Waterways), Apr. 18—Chairman Peter Ucci; Secretary F. R. Karzhewicz; Engine Delegate B. Wright; Steward Delegate J. Ben-

nett. No beefs. Everything running smoothly. Voted thanks to steward and deck departments for job well done.

TAMPA (Sea-Land), Apr. 4—Chairman J. Vega; Secretary E. B. Tart; Deck Delegate R. Wright; Engine Delegate G. Salazar; Steward Delegate Julio Napoleonis. Everything running smoothly. Vote of thanks to steward department for job well done.

TOPA TOPA (Waterman), Apr. 11—Chairman Morton Kerngood; Secretary J. Pursell; Deck Delegate C. E. Owens; Engine Delegate F. A. Lee; Steward Delegate M. Paul Cox. Everything is running smoothly, no beefs. Voted thanks to steward department for job well done.

STEEL EXECUTIVE (Isthmian), Apr. 4—Chairman W. K. Dodd; Secretary Tony Gaspar; Deck Delegate Edward Dwyer; Engine Delegate Edward Arnold; Steward Delegate James P. Perryman. Repair list turned in. \$12 in ship's fund. No beefs. Some disputed OT in engine department.

CITY OF ALMA (Waterman),

Apr. 11—Chairman Hans Schmidt; Secretary W. H. Simmons; Deck Delegate W. Byrd; Engine Delegate W. R. Frampton; Steward Delegate James Gonzalez. Trip just started, nothing to report. Good crew aboard. Voted thanks to the steward department for a job well done.

FORT HOSKINS (Cities Service), Apr. 18—Chairman James M. Edmonds; Deck Delegate G. A. Paschall; Engine Delegate Elpin Kent; Steward Delegate Frederick Washington. Everything running smoothly. \$5 in ship's fund.

STEEL SURVEYOR (Isthmian), Apr. 11—Chairman W. Bushing; Secretary J. Reed; Deck Delegate Clifford Leahy; Engine Delegate Robert Ellenson; Steward Delegate Antonio P. Trinidad. \$10 in ship's fund. Some disputed OT in deck department.

TOPA TOPA (Waterman), Apr. 18—Chairman Morton Kerngood; Secretary J. Pursell; Deck Delegate C. E. Owens; Engine Delegate Y. G. Lee; Steward Delegate N. Paul Cox. Everything running

smoothly. No beefs, no disputed OT.

YORKMAR (Calmar), Apr. 11—Chairman Irwin Moon; Secretary S. Garner. No beefs reported. Chief cook missed ship in Baltimore and rejoined in Panama.

TAMPA (Sea-Land), Apr. 18—Chairman J. Vega; Secretary E. B. Tart. Ship in good shape. Everything in order. Voted thanks to steward department for job well done.

MOHAWK (Ogden Marine), Apr. 17—Chairman B. B. Price; Secretary E. Canonizado; Deck Delegate William S. Rudd; Engine Delegate John Crocker; Steward Delegate R. Lowe. Few hours disputed OT in deck and engine departments.

FAIRLAND (Sea-Land), Mar. 28—Chairman Jose Gonzales; Secretary S. Piatak; Deck Delegate Daniel P. Toman; Engine Delegate Robert Gustafson; Steward Delegate Willie Madison. Discussion held regarding needed repairs. Various items to be taken up with patrolman.



Digest of SIU Ships' Meetings

TRANSGLOBE (Hudson Waterways), May 23—Chairman William Leuschner; Secretary W. C. Sink; Engine Delegate Arthur G. Anderson; Steward Delegate E. V. Connor. Some disputed OT in deck department. No beefs.

SEATRAN GEORGIA (Seatrains), Apr. 18—Chairman O. Hernandez; Secretary W. E. Messinger; Deck Delegate Terrance M. Kibler; Engine Delegate A. Brown; Steward Delegate C. Johnson. \$213 in ship's fund. No beefs were reported.

SEATTLE (Sea-Land), May 2—Chairman G. Nicholson; Secretary J. Davis. No beefs were reported. Vote of thanks to the steward department for a job well done.

COLUMBIA (U.S. Steel), May 16—Chairman Peter Loik; Secretary Melano S. Sospina; Deck Delegate James S. Rogers; Engine Delegate Cliff Akers. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

BEAUREGARD (Sea-Land), Apr. 17—Chairman James E. Tanner; Secretary John S. Burke, Sr. \$31 in ship's fund. Discussion held regarding slop chest. No beefs were reported.

OVERSEAS SUZANNE (Maritime Overseas), Apr. 25—Chairman J. J. Boland; Secretary C. Gibson; Deck Delegate Fred Servahn; Engine Delegate George Silva; Steward Delegate Leonard M. Lelonek. \$20 in ship's fund. No beefs were reported. Vote of thanks to all departments for their cooperation in making this a happy ship.

ROBERT E. LEE (Waterman), May 1—Chairman A. Anderson; Secretary R. Donnelly; Deck Delegate R. McLeod; Engine Delegate A. S. DeArgro; Steward Delegate John Cherry, Jr. Some disputed OT in deck and engine departments.

NORTHWESTERN VICTORY (Victory Carriers), May 6—Chairman Harold F. Eady; Secretary Gus Skendelas; Deck Delegate Theodore E. Williams; Engine Delegate Patrick Donovan. Some disputed OT in Deck and Engine departments. Vote of thanks to the steward department for a job well done.

NEWARK (Sea-Land), May 9—Chairman D. Damerer; Secretary J. Utz. \$17 in ship's fund. Vote of thanks to the steward department for a job well done.

OVERSEAS VIVIAN (Maritime Overseas), Mar. 21—Chairman

Michael Casanueva; Secretary R. N. Boyd. No beefs were reported. Vote of thanks to the steward department for a job well done.

THE CABINS (Texas City Refining), Apr. 25—Chairman S. Johannsen; Secretary S. Berger; Deck Delegate George B. McCurley; Engine Delegate M. E. Carley; Steward Delegate James A. Jackson, Jr. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

WALTER RICE (Reynolds), Mar. 19—Chairman Tom A. Marteneau; Secretary L. Hagmann; Deck Delegate N. De Los Santos; Engine Delegate Joseph A. Cichomski; Steward Delegate Guillemio Martinez. Some disputed OT in deck department.

NEW YORKER (Sea-Land), Apr. 11—Chairman I. Cox; Secretary H. Donnell. \$10 in ship's fund. Everything is running smoothly except for a few hours disputed OT in deck department.

MOBILE (Sea-Land), Apr. 18—Chairman H. Lebley; Secretary Esteban Cruz. \$15 in ship's fund. No beefs and no disputed OT. Chief steward thanked the department for helping to keep the crew's mess hall clean at night.

JACKSONVILLE (Sea-Land), May 2—Chairman A. Caldera; Secretary I. Buckley; Engine Delegate A. J. Martinelli. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done. Special vote of thanks to the chief cook.

STEEL ARCHITECT (Isthmian), Mar. 7—Chairman V. Hopkins; Secretary E. Williams. \$20 in ship's fund. No beefs were reported.

ANCHORAGE (Sea-Land), Apr. 25—Chairman George Finklea; Secretary J. Roberts; Deck Delegate James Corder; Engine Delegate William Cachola; Steward Delegate Leon Butler. \$25 in ship's fund. Everything is running smoothly with no beefs.

PORTMAR (Calmar), Apr. 25—Chairman Leo Koza; Secretary T. A. Jackson. No beefs. Happy crew on board.

NEW YORKER (Sea-Land), May 9—Chairman I. Cox; Secretary H. Donnelly; Deck Delegate I. Kyrianos; Engine Delegate Johnny O'Neill; Steward Delegate John Robinson. General discussion about crew's conference at Piney Point. All hands agree it is the best thing

the union could have done for rank and file. \$8 in ship's fund. Few hours disputed OT in deck department to be taken up with patrolman.

ALBANY (Ogden Marine), May 9—Chairman D. E. Parker; Secretary John E. Samuels; Deck Delegate S. Kroovich; Engine Delegate E. McCaskey; Steward Delegate F. Rogers. \$2 in ship's fund. Everything is running smoothly. Good crew and good chow.

DETROIT (Sea-Land), May 9—Chairman P. Seknyk; Secretary V. Perez. No beefs were reported. Vote of thanks to the steward department for a job well done.

TRANSPANAMA (Hudson Waterways), Apr. 11—Chairman E. W. Rushing; Secretary F. A. Radzivila; Deck Delegate Allan E. Lewis; Engine Delegate Thomas C. Ballard; Steward Delegate James F. Clarke. Vessel took on a new crew after layup. Everything is running smoothly.

DELTA BRASIL (Delta), Apr. 18—Chairman Leon Kayser; Secretary S. Hawkins; Deck Delegate William Pittman; Engine Delegate Paul Thomas; Steward Delegate Albert Richoux. Some disputed OT in steward department otherwise everything is running smoothly. Vote of thanks to the steward department for a job well done.

YELLOWSTONE (Ogden Marine), Mar. 28—Chairman J. Zelay; Secretary George W. Luke; Deck Delegate Stanley Krawczynski; Engine Delegate Lorenzo V. Stirpe; Steward Delegate F. H. Copado. No beefs. Everything is running smoothly.

COLUMBIA (Ogden Marine), Apr. 19—Chairman H. B. Butts; Secretary J. A. Hollen; Engine Delegate James B. Smith; Steward Delegate Guy G. Gage. No beefs. Everything is running smoothly.

CHARLESTON (Sea-Land), Apr. 18—Chairman John Alberti; Secretary R. Aguiar; Deck Delegate Tony Kotsis; Steward Delegate Juan Hernandez; \$16 in ship's fund. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

BIENVILLE (Sea-Land), Apr. 25—Chairman C. A. James; Secretary Jasper C. Anderson; Deck Delegate Francis J. Buhl; Engine Delegate Stephen A. Jones; Steward Delegate Julian T. Lelinski. Disputed OT in engine and steward department.

YORKMAR (Calmar), May 2—Chairman I. Moen; Secretary S. Garner; Deck Delegate C. Psanis; Engine Delegate J. McDonnell; Steward Delegate Luther Gadson. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

OVERSEAS ULLA (Maritime Overseas), May 2—Chairman R. DeVirgiler; Secretary W. Datzko. \$29 in ship's fund. Few hours disputed OT in engine department.

OGDEN YUKON (Ogden Marine), Apr. 25—Chairman E. Gomez; Secretary Jose Albino; Deck Delegate Joe Shell, Jr.; Engine Delegate L. P. Anderson; Steward Delegate, R. J. Sherman. \$11 in ship's fund. Some disputed OT in deck department.

SEATRAN PUERTO RICO (Seatrains), May 31—Chairman C. L. Engelund; Secretary J. McPhaul; Deck Delegate M. F. Kramer; Engine Delegate W. O. Barrineau; Steward Delegate Robert G. Pattee. Some dispute OT in engine department. Vote of thanks to the steward department for a job well done.

AZALEA CITY (Sea-Land), May 16—Chairman, T. Nielsen; Secretary Ange Panagopoulos; Deck Delegate Arthur Hamilton; Engine Delegate Van Whitney; Steward Delegate Charles Wilson. Everything is running smoothly.

PONCE (Sea-Land), June 6—Chairman Dan Butts; Secretary Alva McCullum. \$317 in movie fund. Few hours disputed OT in deck department. Vote of thanks by all hands to chief steward A. McCullum for the fine job he did over the past eleven months in feeding, handling the movie fund, arrival pools, ship's secretary work.

TRANSCOLORADO (Hudson Waterways), June 13—Chairman F. J. Smith; Secretary J. W. Mims; Deck Delegate C. C. Smith. \$46 in ship's fund. No beefs were reported.

PORTLAND (Sea-Land), June 20—Chairman Luke Wymes; Secretary W. Moore; Deck Delegate Dimas Mendoza; Engine Delegate Estuardo Cuenca; Steward Delegate Joseph Righetti. Everything is running smoothly. Vote of thanks to the steward department for a good all-around job.

OVERSEAS CARRIER (Maritime Overseas), Mar. 28—Chairman Richard F. Ransome; Secretary Louis J. Cayton; Engine Delegate B. Freeman; Steward Delegate

Robert Trippe. \$10 in ship's fund. No beefs. Everything is running smoothly.

NEWARK (Sea-Land), June 27—Chairman D. Damerer; Secretary Jack Utz. \$17 in ship's fund. Some disputed OT in deck department.

WARRIOR (Sea-Land), June 13—Chairman John Beye; Secretary Frank Nahlicki. \$52 in ship's fund. No beefs and no disputed OT. Vote of thanks to the electrician who put in A.C. line through rooms.

CITY OF ALMA (Waterman), May 30—Chairman Hans Schmidt; Secretary W. H. Simmons; Engine Delegate W. R. Frampton; Steward Delegate James Gonzalez. Everything is running smoothly in all departments. Crew given a pat on the back for the fine way they conducted themselves in the port of Aaba, Jordan. This crew was a credit to the SIU. Vote of thanks was extended to the steward department for a job well done.

JACKSONVILLE (Sea-Land), June 13—Chairman E. Covert; Secretary I. Buckley; Deck Delegate Arthur Harrington; Engine Delegate Van Whitney; Steward Delegate Charles Wilson. Everything is running smoothly. Some disputed OT in deck and engine departments.

SEATTLE (Sea-Land), May 9—Chairman G. Nicholson; Secretary J. Davis. Repairs will be taken care of. There were no beefs reported. Vote of thanks to the deck department for keeping pantry and messroom clean at night. Vote of thanks to the steward department.

TRANSCOLORADO (Hudson Waterways), May 23—Chairman F. J. Smith; Secretary J. W. Mims. \$46 in ship's fund. No beefs were reported.

SL 180 (Sea-Land), June 6—Chairman C. F. Boyle; Secretary H. H. Alexander; Engine Delegate W. E. Nordland. Disputed OT in deck and steward departments.

PONCE (Sea-Land), May 16—Chairman Dan Butts; Secretary Alva McCullum; Deck Delegate Primo F. Fernandez; Steward Delegate Oscar Sorenson. \$317 in movie fund. No beefs were reported.

BETHTEX (Bethlem Steel), Apr. 18—Chairman Joseph R. Broadus; Secretary Claude Garnett, Jr.; Deck Delegate J. B. Rhodes; Engine Delegate A. Gurney; Steward Delegate Morris Maulsby. Everything running smoothly, no beefs.

Seafarers Vacation Center Offers the Best of Everything

Seafarers Vacation Center
Harry Lundberg School of Seamanship
St. Mary's County
Piney Point, Maryland 20674

I am interested in availing myself of the opportunity of using the facilities of the Seafarers Vacation Center.

First choice: From to

Second choice: From to

My party will consist of adults and children.

Please send confirmation.

Signature

Print Name

Book Number

Street Address

City State ZIP

There is still plenty of time left for summer vacations and the Seafarers Vacation Center at Piney Point, Maryland offers the best in everything for members and their dependents.

Now in its second year of operation the Vacation Center has proven immensely popular with Seafarers and their families. The Center boasts the best in recreation—from horseback riding to sailing on the Chesapeake Bay, modern accommodations, a highly-recommended dining hall and easy access to many historical points of interest in one of the nation's first colonies.

Best of all, it offers all this at a price comparatively well below that of commercial vacation centers.

Among the big attractions at Piney Point is the unique fleet the SIU has assembled over the years—a fleet of historical and romantic significance.

The largest of the fleet's fully operational vessels is the S. Y. *Dauntless*, a 250 foot- steel-hulled ship that won fame as the flagship of Fleet Admiral Ernest J. King in World War II. Other vessels include the tall-masted *Freedom*, former flagship of the sailing ship squadron at the U.S. Naval Academy at Annapolis. And there is the sleek-hulled sailing craft, the *Manitou*, which was John F. Kennedy's yacht during his time in the White House.

And there are numerous small sailing craft for the use of vacationing Seafarers and their families.

Seafarers interested in taking advantage of this low-cost, fun-filled vacation opportunity should fill in the accompanying application and return it to the Seafarers Vacation Center. Since accommodations are limited, they will be made on a first-come, first-served basis.

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Schedule of Membership Meetings

SIU-AGLIWID Meetings
 New Orleans Aug. 10—2:30 p.m.
 Mobile Aug. 11—2:30 p.m.
 Wilmington Aug. 16—2:30 p.m.
 San. Fran. Aug. 18—2:30 p.m.
 Seattle Aug. 20—2:30 p.m.
 New York Aug. 2—2:30 p.m.
 Philadelphia Aug. 3—2:30 p.m.
 Baltimore Aug. 4—2:30 p.m.
 Detroit Aug. 13—2:30 p.m.
 †Houston Aug. 9—2:30 p.m.

United Industrial Workers
 New Orleans Aug. 10—7:00 p.m.
 Mobile Aug. 11—7:00 p.m.
 New York Aug. 2—7:00 p.m.
 Philadelphia Aug. 3—7:00 p.m.
 Baltimore Aug. 4—7:00 p.m.
 Houston Aug. 9—7:00 p.m.

Great Lakes SIU Meetings
 Detroit Aug. 2—2:00 p.m.
 Buffalo Aug. 2—7:00 p.m.
 Alpena Aug. 2—7:00 p.m.
 Chicago Aug. 2—7:00 p.m.
 Duluth Aug. 2—7:00 p.m.
 Frankfort Aug. 2—7:30 p.m.

Great Lakes Tug and Dredge Section
 Chicago Aug. 10—7:30 p.m.
 †Sault Ste. Marie Aug. 12—7:30 p.m.

Buffalo Aug. 11—7:30 p.m.
 Duluth Aug. 13—7:30 p.m.
 Cleveland Aug. 13—7:30 p.m.
 Toledo Aug. 13—7:30 p.m.
 Detroit Aug. 9—7:30 p.m.
 Milwaukee Aug. 9—7:30 p.m.

SIU Inland Boatmen's Union
 New Orleans Aug. 10—5:00 p.m.
 Mobile Aug. 11—5:00 p.m.
 Philadelphia Aug. 3—5:00 p.m.
 Baltimore (licensed and unlicensed) Aug. 4—5:00 p.m.
 Norfolk Aug. 5—5:00 p.m.
 Houston Aug. 9—5:00 p.m.

Railway Marine Region
 Philadelphia Aug. 10—10 a.m. & 8 p.m.
 Baltimore Aug. 11—10 a.m. & 8 p.m.
 *Norfolk Aug. 12—10 a.m. & 8 p.m.
 Jersey City Aug. 9—10 a.m. & 8 p.m.

†Meetings held at Galveston wharves.
 †Meeting held in Labor Temple, Sault Ste. Marie, Mich.
 *Meeting held in Labor Temple, Newport News.



Directory Of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS ...675 4th Ave., Bldg. 11232 (212) HY 9-6600

ALPENA, Mich. ...800 N. Second Ave. 49707 (517) EL 4-3618

BALTIMORE, Md. ...1216 E. Baltimore St. 21202 (301) EA 7-4900

BOSTON, Mass. ...663 Atlantic Ave. 02111 (617) 482-4716

BUFFALO, N.Y. ...290 Franklin St. 14202 SIU (716) TL 3-9259 IBU (716) TL 3-9259

CHICAGO, Ill. ...9383 Ewing Ave. 60617 SIU (312) SA 1-0733 IBU (312) ES 5-9570

CLEVELAND, O. ...1420 W. 25th St. 44113 (216) MA 1-5450

DETROIT, Mich. ...10225 W. Jefferson Ave. 48218 (313) VI 3-4741

DULUTH, Minn. ...2014 W. 3d St. 55806 (218) RA 2-4110

FRANKFORT, Mich. ...F.O. Box 287 415 Main St. 49635 (616) EL 7-2441

HOUSTON, Tex. ...5804 Canal St. 77011 (713) WA 8-3307

JACKSONVILLE, Fla. ...2608 Pearl St. 32233 (904) EL 3-0987

JERSEY CITY, N.J. ...99 Montgomery St. 07302 (201) HE 9-9424

MOBILE, Ala. ...1 South Lawrence St. 36602 (205) HE 2-1754

NEW ORLEANS, La. ...630 Jackson Ave. 70130 (504) 529-7546

NORFOLK, Va. ...115 3d St. 23510 (703) 623-1892

PHILADELPHIA, Pa. ...2604 S. 4th St. 19148 (215) DE 6-3818

PORT ARTHUR, Tex. ...534 Ninth Ave. 77649

SAN FRANCISCO, Calif. 1321 Mission St. 94103 (415) 626-6793

SANTURCE, P.R. ...1313 Fernandez Juncos Stop 20 00908 724-2848

SEATTLE, Wash. ...2505 First Ave. 98121 (206) MA 3-4334

ST. LOUIS, Mo. ...4577 Gravois Ave. 63116 (314) 752-6500

TAMPA, Fla. ...312 Harrison St. 33602 (813) 229-2788

TOLEDO, O. ...935 Summit St. 43604 (419) 248-3691

WILMINGTON, Calif. ...450 Seaside Ave. Terminal Island, Calif. 90744 (213) 832-7285

YOKOHAMA, Japan ...Ineya Bldg., Room 810 1-2 Katgan-Dori-Nakaku 2014971 Ext. 281

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	148	107	52	50	10	146	117
Buffalo	71	11	11	11	1	71	11
Cleveland	29	17	11	11	1	29	17
Detroit	31	17	11	11	1	31	17
Milwaukee	17	2	10	11	2	17	11
New York	7	2	11	11	1	7	11
Philadelphia	43	17	28	7	1	43	17
San Francisco	112	76	97	46	2	112	76
Seattle	109	14	79	13	4	109	14
St. Louis	14	10	11	26	0	14	10
Sault Ste. Marie	111	131	83	71	17	111	131
Wilmington	44	19	27	11	2	44	19
Yokohama	712	363	301	211	45	712	363

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	1	3	3	2	3
Buffalo	82	172	51	41	14	172	214
Cleveland	9	13	11	11	1	9	13
Detroit	40	26	18	14	6	40	26
Milwaukee	73	19	11	14	1	73	19
New York	25	11	10	26	2	25	11
Philadelphia	11	7	11	11	1	11	7
San Francisco	11	11	11	11	1	11	11
Seattle	11	11	11	11	1	11	11
St. Louis	11	11	11	11	1	11	11
Sault Ste. Marie	11	11	11	11	1	11	11
Wilmington	11	11	11	11	1	11	11
Yokohama	11	11	11	11	1	11	11

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	11	11	11	1	11	11
Buffalo	11	11	11	11	1	11	11
Cleveland	11	11	11	11	1	11	11
Detroit	11	11	11	11	1	11	11
Milwaukee	11	11	11	11	1	11	11
New York	11	11	11	11	1	11	11
Philadelphia	11	11	11	11	1	11	11
San Francisco	11	11	11	11	1	11	11
Seattle	11	11	11	11	1	11	11
St. Louis	11	11	11	11	1	11	11
Sault Ste. Marie	11	11	11	11	1	11	11
Wilmington	11	11	11	11	1	11	11
Yokohama	11	11	11	11	1	11	11

Personals

Andrew Hemphill
Milo M. Kelso, asks that you write to him at 1311 High St. Alameda, Calif., or call collect 415-521-6699, concerning accident aboard the Achilles as she was leaving San Francisco, for Alaska.

Harold W. Lawrence
Your daughter, Deloris Efstrom, asks that you write or call soon. The entire family is anxious to hear from you. Her address is 6133 Audabon Dr., Pensacola, Fla. Telephone 904-476-7279.

John S. Foster
Your parents, Mr. and Mrs. H. A. Foster, ask that you contact them immediately at 5367 Wales Ave., Pensacola, Fla. 32506.

Lonnie S. Dukes
Your mother, Mrs. Amie Dukes, wishes to hear from you as soon as possible at Route 4, Box 818, Salisbury, N.C. 28144.

Jessie Lee James
Please contact your mother, Mrs. Agnes Lee James, at 11116 S. Berenda Ave. #1, Los Angeles, Calif. 90044.

James McFarlin
Ralph R. Romer would like to hear from you at 7220 Branch St., Hollywood, Fla. 33024.

Joseph H. Lument
Your sister, Mrs. Walter J. Beaquez, would like to hear from you at Box 257, Route 2, Biloxi, Miss. 39532.

Richard J. Koch
Your wife, Theresa, asks that you contact her as soon as possible at 20 Wilson Terrace, Livingston, N.J. 07039.

Kerris Brock
Please contact your wife Aggie as soon as possible in regard to an urgent family matter. Her address is 4335 Dunmore Ave., Tampa, Fla.

Oscar D. Johnson
Your wife, Evelyn, asks that you contact her at 1705 Ursulines Ave., New Orleans, La. 70116.

Edward Obloza
Your brother Stanley asks that you contact him at 543 Lawson St., Oregon, Ohio.

Carl B. Tanner, III
Your father, Carl B. Tanner,

Health Care Inadequate?

As part of the SIU's continuing drive for good health care for its members, the union asks that Seafarers report any difficulties encountered in obtaining health care to headquarters.

Incidents that should be reported are delays in admission, failure to receive treatment at PHS hospitals and clinics or private hospitals and clinics to which Seafarers may be referred; delays in reimbursement for health care expenses or any other situation that causes inconvenience.

Reports should be made to:
 The Director
 Seafarers Health and Welfare Plans
 675 Fourth St.
 Brooklyn, N.Y. 11232

Jr. asks that you contact him as soon as possible at 2316 Palos Verdes Drive West, Palos Verdes Estates, Calif. 90274.

Health Legislation Explained
 Washington, D.C.

Organized labor's case for the National Health Security program is explored in detail in a pamphlet and a legislative fact sheet issued by the AFL-CIO.

The 24-page pamphlet, Q & A on Health Security, gives a wide background on the program in question-and-answer format. It, along with the fact sheet, explains the basic aims and provisions of the National Health Security legislation that has wide bipartisan support in Congress.

Both the pamphlet and fact sheet are available at no cost from the AFL-CIO Pamphlet Division, 815 Sixteenth St., N.W., Washington, D.C. 20006.



Final Departures



Howard Edward DeFaut, 68, passed away Jan. 3, after an illness of several months, at St. Mary's Hospital in Duluth, Minn. A native of Sturgeon Bay, Wis., Brother DeFaut was a resident of Duluth when he died. He joined the union in the Port of Detroit in 1960 and sailed in the deck department as a boatswain. Seafarer DeFaut served in the Army from 1922 to 1926. When he died he had been sailing 27 years. Among his survivors are his wife, Dorothy. Burial was in Forest Hill Cemetery in Duluth.



Elmer Oscar Carlson, 62, passed away Apr. 3 of a heart attack in Superior Wis. He joined the union in 1968 in the Port of Duluth and sailed on the Great Lakes as a porter. A native of Chicago, Brother Carlson was a resident of Superior when he died. Among his survivors are his wife, Ellen. Burial was in Maple Cemetery in Maple, Wis.



John Louis Parris, 33, passed away Mar. 9 in San Francisco, Calif. A native of Philadelphia, Pa., Seafarer Parris was a resident of San Francisco, Calif. when he died. He joined the union in the Port of New York in 1963 and graduated that same year from the Andrew Furuseth Training School. He sailed in the deck department. Among his survivors are his mother, Lois McCusker of Drexel Hill, Pa. Brother Parris' body was removed to Philadelphia, Pa.



Matthew Joseph Nolan, 56, passed away Mar. 8 in New Orleans, La. He joined the union in 1943 in the Port of Boston and sailed in the engine department. He was given a personal safety award in 1960 for his part in making the *Alco Ranger* an accident free ship. A native of Watertown, Mass., Brother Nolan was a resident of Modesto, Calif. when he died. He had been sailing 28 years when he passed away. Among his survivors are his son Reginald D. Nolan of Empire, Calif. Burial was in St. Stanislaus Cemetery in Modesto, Calif.



Audience A. Kinard, 22, passed away Feb. 25 at Lincoln Hospital in the Bronx, N.Y. He was a resident of Prichard, Ala. when he died. Seafarer Kinard joined the union in the Port of New Orleans in 1967 and graduated that same year from the Harry Lundeberg School of Seamanship. He sailed in the engine department. Among his survivors are his mother, Sara Kinard of Prichard, Ala. Burial was in Pine Crest Cemetery in Mobile County, Ala.



Arnt N. W. Larsen, 73, was an SIU pensioner who passed away Mar. 31 after an illness of some years in St. Petersburg, Fla. He joined the union in 1940 in the Port of Norfolk and sailed in the deck department. Brother Larsen had retired in 1962 after 35 years at sea. A native of Norway, Seafarer Larsen was a resident of St. Petersburg, Fla. when he died. Among his survivors are his wife, Anna. Cremation was in St. Petersburg, Fla.



Robert Emmet Weeks, 62, was an SIU pensioner who passed away Jan. 2 from natural causes in Mobile General Hospital, Mobile, Ala. He joined the union in the Port of New York in 1944 and sailed as a steward. A native of Alabama, Seafarer Weeks was a resident of Magnolia Springs, Ala. when he died. Brother Weeks had been sailing 27 years when he retired in 1970. Among his survivors are his wife, Adeline. Seafarer Week's body was removed to St. John's Catholic Cemetery in Magnolia Springs, Ala.



Willie B. Toomer, 91, was an SIU pensioner who passed away Apr. 1 of heart disease in the USPHS Hospital, San Francisco, Calif. A native of Georgia, Brother Toomer was a resident of San Francisco when he died. Seafarer Toomer retired last year at the age of 90, after more than 75 years at sea. One of the first members of the SIU, Brother Toomer had joined in 1939 in the Port of Philadelphia and sailed as a chief steward. He sailed during five wars. Among his survivors are eight children and many grandchildren. Burial was in Olivet Memorial Park in Colma, Calif.



Michael Joseph Clifford, 58, passed away Jan. 3 after an illness of some months in Buffalo, N.Y. He joined the union in 1961 in the Port of Buffalo and sailed on the Great Lakes as a lineman. A native of Buffalo, N.Y., Brother Clifford was a resident there when he died. Among his survivors are his sister, Rita Fitzgerald of Lackawanna, N.Y. Burial was in Holy Cross Cemetery, Lackawanna, N.Y.



Johnnie Drexel Baxter, 19, passed away Feb. 24 in Metairie, La. A native of New Orleans, La., Brother Baxter was a resident of Kenner, La. when he died. He joined the union in 1969 in the Port of New Orleans and graduated that same year from the Harry Lundeberg School of Seamanship. Brother Baxter sailed in the engine department. Among his survivors are his mother, Martha B. Baxter of Kenner, La. Burial was in Garden of Memories Cemetery in Louisiana.



Eustachy Bulik, 59, passed away Dec. 1, 1970 from heart trouble in Bremen, Germany. A native of Poland, Seafarer Bulik was a resident of Jersey City, N.J. when he died. He joined the union in the Port of New York in 1943 and sailed in the engine department. Brother Bulik was issued a picket duty card in 1962. When he died he had been sailing 29 years. His body was brought back to Jersey City, N.J. for burial.



Russell Leroy Brundage, 48, passed away Feb. 27 of heart trouble in Tampa General Hospital, Tampa, Fla. A native of Tampa, Brother Brundage was a resident of Plant City, Fla. when he died. He joined the union in the Port of Tampa in 1966 and sailed in the deck department. He was a Navy veteran of World War II. When Seafarer Brundage died he had been sailing 21 years. Among his survivors are his wife, Nona Mae. Burial was in Oaklawn Cemetery in Plant City, Fla.



Richard Joseph Grant, 60, passed away Apr. 6 after an illness of five months in the U.S. Army Tripler General Hospital in Honolulu, Hawaii. A native of Boston, Mass., Brother Grant was a resident of East Meadow, N.Y. when he died. He joined the union in the Port of New York in 1947 and sailed as a steward. He was issued a picket duty card in 1961. Seafarer Grant had been sailing 35 years when he died. Among his survivors are his wife, Wilhelmina. Brother Grant's body was removed to Dublin, Ireland.



Robert F. Reynolds, 49, passed away Apr. 26 while sailing aboard the *Carrier Dove*. He joined the union in the Port of Mobile in 1969 and sailed in the engine department. A native of Alabama, Brother Reynolds was a resident of Birmingham, Ala. when he died. Among his survivors are his wife, Beatrice.



George Frederick Weston, Jr., 22, passed away Apr. 17 at the 67th Evacuation Hospital in Qui Nhon, Vietnam. He became ill while sailing in the engine department on a run to Vietnam. A native of Los Angeles, Calif., Brother Weston was a resident of California when he died. He joined the union in 1969 in Long Beach, Calif. Among his survivors are his mother, Joan Weston of Huntington Beach, Calif. Brother Weston's body was removed to Green Hills Mortuary in San Pedro, Calif.



William H. Lewis, 63, was an SIU pensioner who passed away Apr. 9 of illness in St. Mary's Hospital, Tuscon, Ariz. A native of New York, Brother Lewis was a resident of Hyde Park, N.Y. when he died. He joined the union in the Port of New York in 1944 and sailed in the deck department. Among his survivors are his nephew, Clayton W. Shafer of Hyde Park, N.Y. Brother Lewis' body was removed to East Park Cemetery in East Park, N.Y.



Gus W. Smalls, 21, passed away Mar. 22 in La Foorche Parish, La. He joined the union in 1968 in the Port of New Orleans and graduated that same year from the Harry Lundeberg School of Seamanship. Brother Smalls sailed in the deck department. A native of New Orleans, Seafarer Smalls was a resident of Algiers, La. when he died. Among his survivors are his wife. Burial was in Oakville Cemetery in Oakville, La.



Arthur Szmagalski, 45, passed away Apr. 21 of illness in Veterans Administration Research Hospital, Chicago, Ill. He joined the union in the Port of Chicago in 1961 and sailed on the Great Lakes in the engine department. He was a native of Chicago, Ill. Among his survivors are his son, Daniel Szmagalski of Lynwood, Calif. and his brother, Jerome Szmagalski of Chicago, Ill. Burial was in Holy Cross Cemetery in Calumet City, Ill.



Frank Hall, 85, was an SIU pensioner who passed away on Apr. 28 from natural causes in Albemarle Hospital in Elizabeth City, N.C. One of the first members of the union, Brother Hall had joined in 1939 in the Port of Norfolk. He sailed in the engine department and didn't retire until 1963 when he was 77. A native of North Carolina, Seafarer Hall was a resident of Camden, N.C. when he died. He was a Navy veteran of World War I. At his retirement he had been sailing 51 years. Burial was in New Hollywood Cemetery in Elizabeth City, N.C.

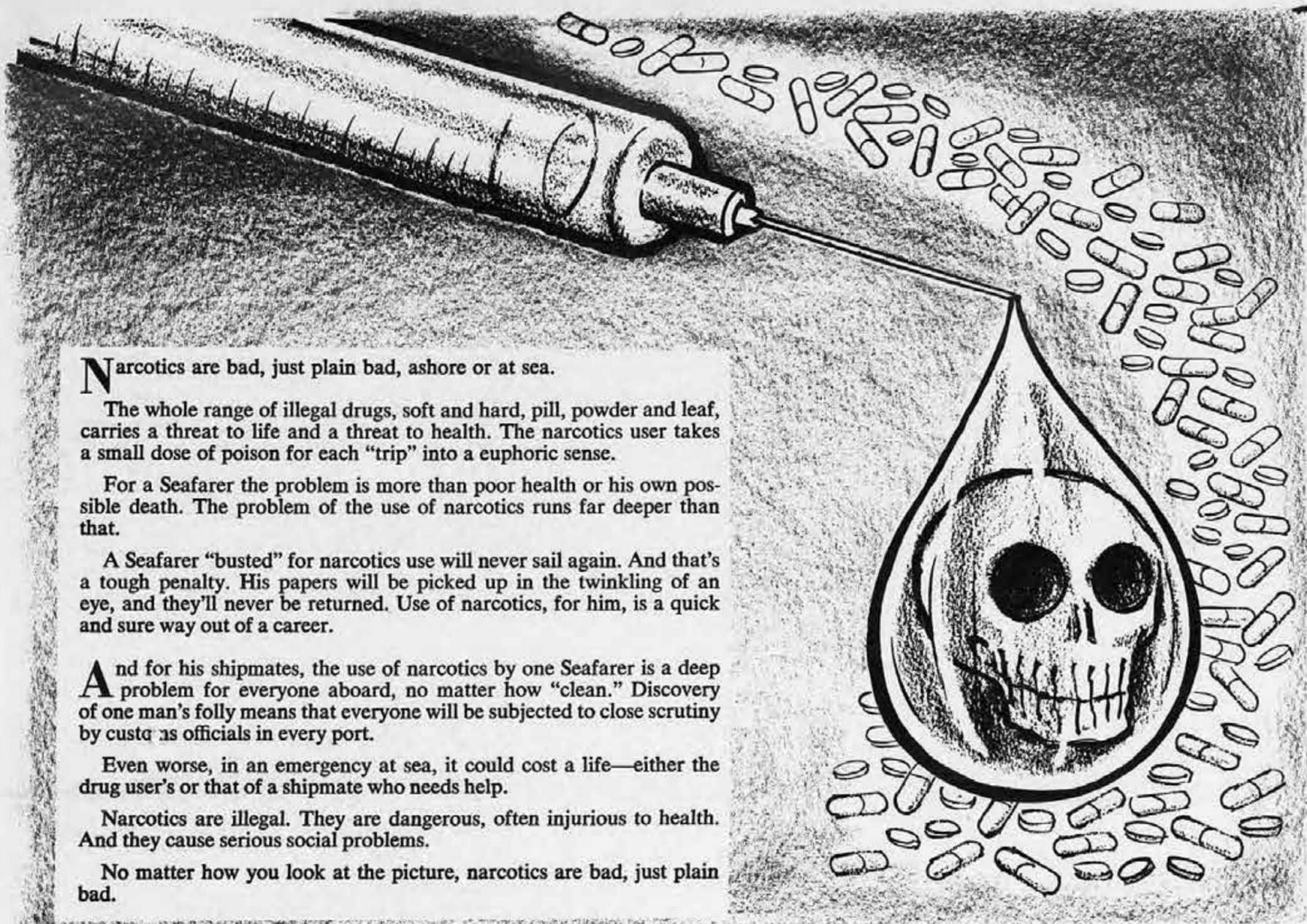


Carlyle R. Stack, 45, passed away Apr. 7 of illness in Baltimore, Md. He joined the union in 1944 in the Port of Baltimore and sailed in the engine department. Brother Stack was skilled as a painter when he entered the union. A native of Baltimore, Md., Seafarer Stack continued to make his home there at the time of his death. Among his survivors are his daughter, Jean Maria Stack of Linthicum, Md. Burial was in Lorraine Park Cemetery in Woodlawn, Md.



Louis E. Meyers, 50, was an SIU pensioner who passed away Apr. 9 in Seattle, Wash. of illness. A native of Baltimore, Md., Brother Meyers was a resident of Seattle, Wash. when he died. He joined the union in the Port of Norfolk in 1945 and sailed in the steward department. He had been sailing 25 years when he retired in 1968. Among his survivors are his wife, Lucille. Cremation was in Seattle, Wash.

Narcotics Can Cost You Your Job—FOREVER!



Narcotics are bad, just plain bad, ashore or at sea.

The whole range of illegal drugs, soft and hard, pill, powder and leaf, carries a threat to life and a threat to health. The narcotics user takes a small dose of poison for each "trip" into a euphoric sense.

For a Seafarer the problem is more than poor health or his own possible death. The problem of the use of narcotics runs far deeper than that.

A Seafarer "busted" for narcotics use will never sail again. And that's a tough penalty. His papers will be picked up in the twinkling of an eye, and they'll never be returned. Use of narcotics, for him, is a quick and sure way out of a career.

And for his shipmates, the use of narcotics by one Seafarer is a deep problem for everyone aboard, no matter how "clean." Discovery of one man's folly means that everyone will be subjected to close scrutiny by customs officials in every port.

Even worse, in an emergency at sea, it could cost a life—either the drug user's or that of a shipmate who needs help.

Narcotics are illegal. They are dangerous, often injurious to health. And they cause serious social problems.

No matter how you look at the picture, narcotics are bad, just plain bad.



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.

Protect Your SIU Benefits

The card reproduced on this page is the vital link between Seafarers and the benefits won for them in the fields of pension and welfare.

It is the enrollment-beneficiary card kept on file at union headquarters. And it serves as a means to assure Seafarers and their families of prompt payment of benefits due them.

The up-to-date enrollment card is a must, and the reproduced card on this page may be used to inform headquarters of any changes since the last filing—new dependents, a new address, a change in beneficiary. For members who have never filed an enrollment-beneficiary card, the reproduction offers an opportunity to register for benefits.

Both sides of the card should be filled out legibly and it is important that no information is left out. The beneficiary's name and address should be entered clearly, and the Seafarer's signature should be witnessed, but a notary is not necessary.

Cards are also available aboard all SIU-contracted ships, and in all SIU halls. No postage is necessary if the card is mailed in the United States.

Seafarers Welfare and Pension Plans 275-20th Street, Brooklyn, N.Y. 11215 ENROLLMENT-BENEFICIARY CARD

Name _____
 PRINT: LAST NAME FIRST NAME MIDDLE INITIAL
 Address _____
 PRINT: NUMBER AND STREET CITY ZONE NO. COUNTY STATE
 Social Security No. _____ Z No. _____
 Date of Birth _____

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary _____ Relationship to You _____
 PRINT: _____
 Address of Beneficiary _____
 PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE
 Date _____ Employee's Signature _____

Witness _____
 SIGNATURE _____
 Address _____
 PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

IMPORTANT—Dependents must be listed on Reverse Side



LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (✓) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children on this card to the Seafarers Welfare Plan, 275 — 20th Street, Brooklyn, N. Y. 11215.
Failure to do so could delay the payment of welfare benefits.