



# SEAFARERS LOG

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Seafarer Jorge Salazar receives 10,000th SIU baby savings bond from welfare representative John Dwyer.

## SIU Baby Bonds Now Number 10,000

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# SIU Upgrading Programs Expanded

In order to continue its tradition of supplying the best qualified seamen for each of the three departments aboard American-flag vessels and, in addition, fill the higher unlicensed ratings aboard the new vessels that will soon be sailing as a result of the Merchant Marine Act of 1970, the SIU has expanded its upgrading programs.

At the August monthly meetings in all ports, the membership voted unanimously to adopt a recommendation presented by SIU Vice President Frank Drozak calling for reopening of the SIU seniority upgrading programs, and the institution of a Bosun Recertification Program.

In the past, the seniority upgrading programs conducted by the SIU have been responsible for producing the necessary numbers of highly qualified Seafarers for jobs aboard ships under contract to the SIU.

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

Speaking at the August membership meeting in

the Port of New York, SIU Vice President Frank Drozak noted:

"If the SIU is to maintain its hard earned position we must prepare now to meet the challenge these new vessels will soon present—a challenge faced by both the maritime industry as a whole and by the Seafarer as an individual.

"It is my feeling that one of the finest tools we have to help meet this challenge is our seniority upgrading program."

Facilities are already available that will enable 15 Seafarers per month to attend upgrading classes at the Harry Lundeberg School of Seamanship at Piney Point, Md. It is expected that the monthly enrollment will consist of five Seafarers from each of the three shipboard departments.

The seniority upgrading program has a broad curriculum. Regardless of his department, every Seafarer is urged to participate in the seniority upgrading program. By doing so he will not only be helping himself up the ladder to better paying and rewarding jobs—he will also be helping the SIU.

The recommendation for the Bosun Recertification program is based on the fact that aboard SIU-manned vessels, the bosun is not only the most important unlicensed seaman, he is also the ship's chairman, which makes him the SIU's representa-

tive at sea. In addition, a good bosun must have knowledge of every skill required in the deck department.

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

A Bosun's Recertification Program Committee will shortly be elected from among SIU members now sailing in that rating.

It will be the task of this committee of rank and file members to determine what qualifications are necessary for the future training of competent bosuns.

Every SIU member with full "A" seniority who has one or more years of Coast Guard discharges in the rating of bosun will be qualified to participate in the program.

As a further incentive to participation in the recertification program, every bosun who completes the program will be given preference in shipping over those without a recertification endorsement. In addition, they will receive an increased vacation benefit.

The Union will inform Seafarers as to when applications can be made for participation in both the seniority upgrading program and the Bosun Recertification program.

U.S. - FLAG - OIL - SUPPLY - SUPPORT

## Getting Ready for Round Two

Backers of the campaign to require that at least half of all U.S. oil imports be transported by American-flag tankers made a strong and positive impact in the first test that came with the Senate vote on the proposal.

While we lost the first round in this unprecedented battle to secure a decent share of our nation's oil imports for our own ships, the 41-to-33 margin was close and, in fact, heartening. We know now that our determination to protect the national security and, at the same time, provide thousands of new jobs in the shipping and shipbuilding industry, is backed by strong logic and will prevail in future tests.

The SIU and its many friends, including the AFL-CIO Maritime Trades Department and its affiliates is even now preparing for Round 2 in the battle which will open as the 93rd Congress convenes in January.

We now know the nature of our opposition. It consists primarily of the oil lobby. It is formidable. But its arguments are hollow. And we know we can beat them with a campaign committed to securing and building our nation's position in the world's competition for oil.

The soundness of our arguments brought us the substantial support we received in the first round. We said that our nation cannot afford to be dependent—as it is now—on foreign powers to transport the tremendously increasing supply of petroleum that we must have from overseas sources.

By shipping at least half of our petroleum imports on U.S.-flag vessels, we would be protecting our country from the whims of foreign powers who could, by threatening to curtail our energy fuel resources, intimidate us at will.

And we detailed how the development of a fleet of tankers capable of carrying at least half of our oil imports now and in the future would bring enormous economic benefits to the United States, including thousands of jobs ashore and at sea.

More and more people are beginning to realize that the oil carriage proposal is in the area where legislative action must be taken so that our nation will have an economically viable merchant marine.

The substance of the arguments used by our opponents should be known by every Seafarer. It is based on two principal points.

The first is that America must appease foreign maritime nations—even at the cost of further weakening our own fleet. Opponents of the legislation contend that foreign powers will "retaliate" against the American-flag fleet

if our government reserves a decent share of our oil imports carriage for the U.S.-flag fleet.

The facts are that foreign-flag ships now transport 95 percent of our total imports and exports—leaving precious little to "retaliate" against. And in the oil import trade, the bulk of the tanker fleet is owned by American oil companies who have registered the ships under foreign flags to avoid paying U.S. taxes, decent wages and abiding by our nation's more rigid safety codes.

Their second argument centers on a concern that shipping a share of our petroleum imports on American-flag vessels could affect consumer prices.

But the oil companies shed crocodile tears in the area of consumer concern. Take Mobil Oil Corp., for example.

At the same time they were buying ads in newspapers under the guise of concern for the consumer and expressing opposition to the oil carriage measure, Mobil was being charged under New York State's antitrust laws for price fixing and price discrimination.

The New York State attorney general charged that Mobil rigged its pricing policies, *The New York Times* reported, "to restrain competition by conducting price wars in some areas, while maintaining artificially high prices in others, to the serious detriment of dealers and the public."

The truth is that Mobil and the other oil giants want complete control over the production, transportation, processing, distribution and pricing of the vital petroleum requirements of our nation. And in maintaining that control, they want to freeze out the American-flag fleet so that their own "runaway" tankers will retain the virtual monopoly they now hold on the transportation of our oil imports.

Their arguments are transparent. We know that logic lies with our position. That logic clearly shows that adoption of legislation requiring that at least half of our nation's oil imports be carried by American-flag ships is in the best interest of every citizen of the United States.



Paul Hall

# Oil Import Bill Suffers Narrow Senate Defeat; Round Two Ahead

Preparations are underway for the second round in the campaign to bring adoption of legislation that will require that a minimum of 50 percent of the nation's oil imports are carried aboard American-flag ships.

The proposal, which would guarantee the country an adequate tanker fleet as it confronts a critical need for overseas petroleum, was defeated by a narrow 41-33 vote in the Senate on July 26. Another seven Senators who were not present for the vote, were "paired" in favor of the measure, bringing to 40 the number of Senators who indicate their support.

(For further details, see pages 16-17)

"This is just Round 1 of a 20-round fight," SIU President Paul Hall said following the vote. "All we have to do is win one of the rounds, and Round 2 starts next January. We are getting ready for that right now."

The oil carriage measure, sponsored by Senators William Spong (D-Va.) and J. Glenn Beall (R-Md.), was presented as an amendment to the \$575 million authorization bill for the Maritime Administration's 1973 budget. The authorization measure itself passed overwhelmingly.

Senator Russell B. Long (D-La.),

chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee, was floor manager for the proposal. The amendment had earlier been approved by the Senate Commerce Committee, which is chaired by Senator Warren G. Magnuson, Washington Democrat. Senator Magnuson gave the measure strong backing during lengthy debate on the Senate floor.

The primary opponent of the measure was the powerful oil lobby which turned loose a tremendous effort against the proposal in order to protect its own foreign-flag tanker fleets against American-flag competition.

Supporters of the legislation knew the oil lobby opposition would be formidable. But results of this first attempt to gain a share of the nation's oil import cargo for the American-flag fleet indicated that many legislators found in the proposal a method to secure the nation against the dangers involved in the emerging energy crisis.

The SIU and the AFL-CIO Maritime Trades Department were joined by other maritime unions, the AFL-CIO and scores of labor organizations—including state and central local



Sen. William Spong



Sen. J. Glenn Beall

bodies of the AFL-CIO—in developing a team effort to promote the proposal.

They presented six primary reasons for requiring that at least 50 percent of our oil imports be carried aboard American-flag tankers:

- National security. The nation must have the tanker capacity required to import sufficient amounts of petroleum to keep the country moving. While the demand for imported oil increases, the domestic supply dwindles. And the American-flag tanker fleet is preempted by cut-rate foreign-flag ships which the oil companies utilize almost exclusively in the trade. In addition, the huge American oil firms own and operate most of the foreign-flag tankers.

These factors mean that under current practices, the United States would be almost totally dependent upon foreign-flag vessels to carry vitally needed oil imports in the event of an emergency.

- Jobs. Adoption of legislation to require that at least 50 percent of our oil imports be carried aboard American-flag tankers would mean the construction of hundreds of new ships. This, in turn, would result in more than 100,000 jobs in the shipbuilding, seafaring and related industries at a time when unemployment is a major American problem.

- Balance of payments. The United States is now running a severe deficit in her balance-of-payments position with other trading nations of the world. By paying American dollars to foreign-flag operators for the transportation of petroleum imports, that deficit becomes increasingly larger. Passage of the oil carriage legislation would result in American dollars being spent for the construction and operation of American ships by Americans, adding hundreds of millions of dollars to the plus side of the U.S. balance-of-payments position.

- Consumer protection. While foreign petroleum—including transportation—costs as much as a dollar a barrel less than domestic oil, it sells at the domestic price under the provisions of the oil import quota legislation.

The use of American-flag tankers would have no effect on the price of imported oil, but it would guarantee the nation's consumers a steady, reliable flow of petroleum imports independent of the whims of foreign powers who now dominate the field.

- Environmental protection. American-flag ships must meet the stiffest construction and manning standards

of safety in the world. The result is that U.S.-flag ships are far less likely to be involved in the mounting and devastating oil spills that are spoiling the waters and seacoasts around the world.

- No cost to taxpayers. Should operators of U.S.-flag tankers be guaranteed at least 50 percent of the nation's oil imports, that cargo would create an investment incentive that could result in tankers being constructed and operated without subsidy. In addition, Federal, state and local treasuries would benefit from the taxes on the profits and wages of the American operators and workers.

Noting that hundreds of supertankers have been and are being constructed in Japanese shipyards for use in the American oil import trade, Senator Long said:

"They will be paid for with American money. They will not have American machinery or American labor aboard those ships."

Long told his colleagues that a few years ago, 100 percent of the nation's oil was "produced with American labor at American wage standards and moved around in American equipment and American containers."

"Now we have lost 25 percent of it. We are projected to lose 50 percent of it. This is going to be the biggest single item in a disaster that will bankrupt America," he asserted. "To provide jobs for whom? The Chinese, Pakistanis, South Americans, Africans, Indians or anyone else."

Senator Spong said that "over the past several years our domestic tankers have been laid up to a degree that we are now the only major country in the world which relies upon flag ships of other nations to carry our oil products."

He called upon his fellow Senators to "be mindful of the possibility of an emergency arising in which we would be cut off with no tankers at all for the transportation of any fuel whatsoever."

He said that Americans are ready to invest \$13 billion for the construction of new tankers that would be required with legislation calling for at least 50 percent of our oil imports to be transported by American-flag tankers.

Senator Beall said that "as an American, I am proud that we are largely self-sufficient—able to stand on our own two feet and seldom required to place our future in the hands of other nations."

"But I am concerned that this might not continue to be the case unless we act now to prevent what I feel to be a serious challenge to our

(Continued on Page 7)



Sen. Russell Long



Sen. Warren Magnuson

## Rep. Wilson Predicts An Eventual Victory

Rep. Charles H. Wilson (D-Cal.) predicted eventual victory for the oil imports bill in a speech delivered to a luncheon sponsored by the AFL-CIO Maritime Trades Department.

He spoke shortly after the bill, supported by the SIU, had suffered a setback in the U.S. Senate. Rep. Wilson said the bill would eventually pass because, "the U.S. maritime industry has the greater weight of the evidence on its side."

He said he was "not at all impressed" by charges laid by opponents of the imports bill that its passage would mean increased costs to oil consumers.

"The only thing that need be affected by importation of oil in American-flag vessels is the windfall profit the oil companies make by trading import quota tickets," said Rep. Wilson.

He said that although the oil companies are the owners of huge foreign-flag tanker fleets, "they don't want the competition of tankers that the United States would certainly build to meet the requirements of import levels that will reach 24 million barrels a day by 1980."

"And, I for one would say it is a competition they deserve to lose."

He said the prime reason to require some U.S.-flag carriage of oil is national security. And he added that the bill would have other benefits in the field of employment, on the nation's balance-of-payments and in reduction of the outflow of American dollars into foreign hands.

He called the 33 favorable votes in the Senate "a solid nucleus on which to build," and said that nucleus of support would be important in the future to assure passage of the bill.



Rep. Charles Wilson

# Sea-Land's Charleston Makes Fast Turn-Around



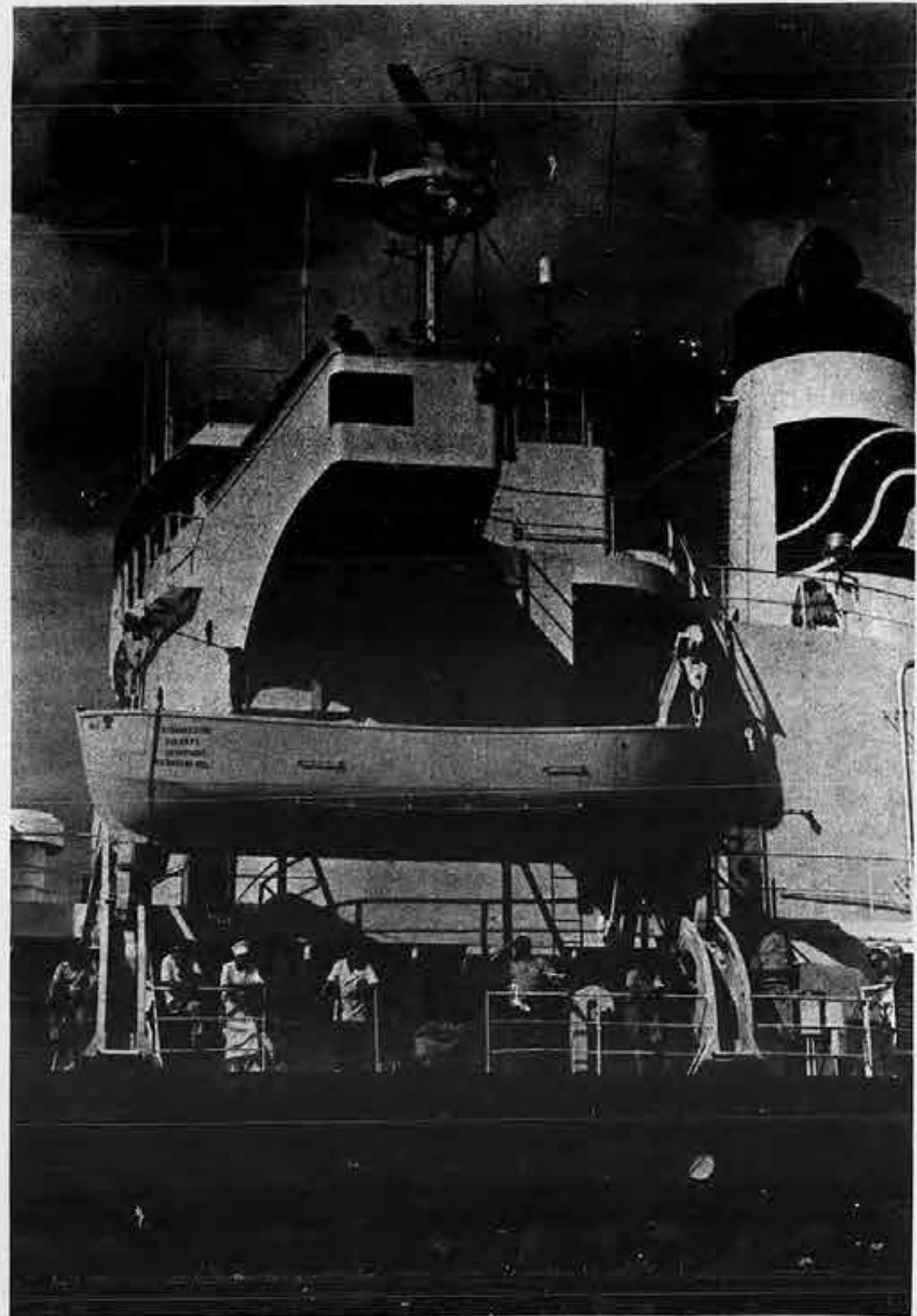
One of a sailor's most cherished blessings is smooth sailing weather. The SIU-manned containership *Charleston* (Sea-Land) has been enjoying her share lately during several recent coastwise voyages. The 497-foot long vessel glided into her

berth at Port Elizabeth, New Jersey last month on a balmy summer's day with all hands satisfied at having logged another SIU voyage. Built in 1945, the *Charleston* was originally launched as the *Marine Shark*, but

was converted to containership lines in 1968. She, like many other SIU ships, is on a fast turn-around basis, given only slightly more than 24 hours before heading out again.



Monkey fist sails through the air as the *Charleston* prepares to make fast her berth in Port Elizabeth's containership terminal.



*Charleston* crewmembers line ship's railing as they await payoff that will begin as soon as the gangway is set.

# Not Exactly an 'Old Salt,' But He Knew the Sea Life

Although he logged an active sailing career that spanned more than 49 years, the only salt water voyage 79-year old Tom Barich ever made was a five month trip aboard the SS *Lake Fillion* in 1919. That particular trip gave him a taste of the North Atlantic in winter, and the experience was more than enough to convince him that his destiny as a Seafarer was tied to the Great Lakes, not the deep seas.

Tom began sailing at the age of 24 in 1917, and retired on an SIU pension in 1966.

During the years between his first ship, the *John Staton*, and his last ship, the *J. Claire Miller*, Brother Barich set a course for his life that steadfastly paralleled events on the Great Lakes. He weathered through the bad times, "and there really were some bad times," recalls Tom. Then, while giving thanks for the blessing, rejoiced in the good times.

Each year for nearly fifty years, Brother Barich savored the unique excitement felt by every Great Lakes

man as he looks forward to the retreat of winter ice on the Lakes and the opening of the new shipping season.

"Stepping aboard that first ship of the new season each year is an event that sets a man's feelings to moving—it's like coming alive again after a long sleep," said Tom.

"During the bitter winter months, when you ship is locked in by the ice, you feel trapped too, and continuously yearn for the day when the first cracks will appear in the ice and things will get moving," notes Tom.

Tom can clearly remember some of the worst winters the Lakes have ever seen, "winters when a man's breath might almost freeze" and "when the ships looked lonely and unused."

For Tom, each sailing season of his career has its memories, some more exciting than others, but all none the less worth remembering.

During one trip, as Tom was at the wheel of a ship entering the breakwall at the entrance to the Port of South

Chicago, another Great Lakes vessel rammed its bow into the pilot house of Tom's ship.

"She was little more than arm's length away when she stopped, close enough to reach out and touch. I might have run if I'd had the time."

In June of 1919 Tom joined the old International Seaman's Union in the Port of Toledo.

There were some bitter conditions in those early days on the Lakes, conditions that really didn't improve until the SIU organized the Lakes fleets, said Tom.

Throughout his sailing career, Brother Barich was bolstered continuously by the knowledge that while a Seafarer's lot is not an easy one—none other offers a man quite the same challenge.

Tom is still meeting challenge head on in his own way these days.

During a routine visit to the USPHS hospital in Chicago about two years ago, doctors found that he had a heart condition that required the immediate



implanting of a pacemaker to save his life. In April of this year, Tom returned to the hospital for a checkup and had two new batteries placed in the pacemaker.

Today as his 80th birthday approaches, Tom keeps in shape by taking daily walks around the waterfront, and always stops by the SIU hall in Chicago to spin a yarn or two with old shipmates.

During a recent visit, Tom told SIU Chicago Port Agent "Scottie" Aubusson that he feels as good as any man twenty years younger—well enough in fact to ship out again.

Reflecting on Tom's determination, Aubusson noted:  
"He'd make it, too."

## Pennmar Sails Another Accident-Free Year

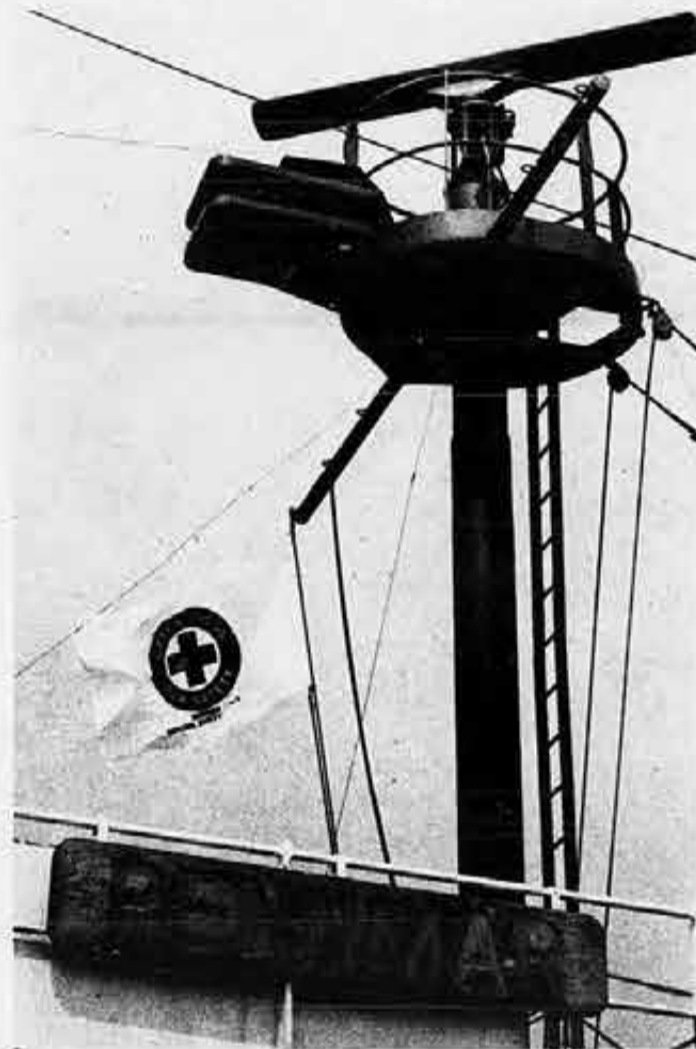
The SIU-manned *Pennmar*, a 14,975-ton freight-ship, has received the "Best Ship Safety Award" for logging the finest safety record in the Calmar fleet during 1971.

Three Calmar ships, the *Pennmar*, *Yorkmar*, and *Calmar* completed the 1971 voyage year with no work related disabling injuries to crewmembers, but the *Pennmar* also distinguished herself by having a lifetime accident frequency of only 5.7 per million man hours of exposure.

The *Pennmar* also won the best ship award in 1967.

In Calmar's Coastal Division, the SIU-manned *Bethflor* took the best ship award for her record of no work related disabling injuries during 255,144 exposure hours.

The *Bethflor* has won the award in her division for the last three years.



Capt. Malcolm Rowe, master of the *Pennmar*, receives safety award from Fred Sherman, vice president of Bethlehem Steel Corp., Marine Division. Pictured are (from left) from Spencer Bom-

gardner, 2nd ojce; Carl Andre, chairman, Accident Prevention Committee; Elbert Thompson, chief engineer; James Jervey, manager, intercoastal operations; Capt. Rowe; Arthur Eich, port captain;

Sherman; William Morris, SIU bosun; Herman Rohrs, and John Marshall, SIU steward. The ship's crewmembers were honored for their accident-free record in 1971.

# Baby Bonds Now Number 10,000

The ten thousandth U.S. savings bond was awarded last month by the SIU to the newly born daughter of 26-year-old Seafarer Jorge Salazar.

Isabel Salazar, born May 24, be-



## Baby 1

Joseph Cave Jr., the first recipient of an SIU savings bond for Seafarer's children, as he looked then, 20 years ago.

came the baby number 10,000 to receive the \$25 bond since the program started 20 years ago in June of 1952.

At that time, the first baby to receive the bond was Seafarer Joseph

Cave's son born Apr. 2, 1952. (Although the benefit program began in June, 1952, it was made retroactive to Apr. 1 of that year.)

Joseph Cave, Jr. is now 20 years old, a high school graduate, and a worker in the automotive field near his home in Kenner, La.

His father still sails in the deck department.

Brother Cave joined the union in 1941 in the Port of Houston. He was in Brooklyn union headquarters in 1952 when he heard about the birth benefit program which also included a \$200 maternity check. "I was shook," Seafarer Cave said. "I was broke at the time and the money sure helped. It was hard to believe then that they'd give money for having a baby."

He and his wife, Alice, also have a daughter, Karen, 7.

Today the maternity benefit and savings bond have become a regular part of the many welfare benefits offered by the union.

In fact, the maternity benefit given to Seafarer Salazar and his wife was \$300, a raise which went into effect in January of 1970.

Brother Salazar is a recent member of the union having joined in 1971 in the Port of New York. He sails in the steward department.

Seafarer Salazar and his wife, Zoraida, live in Brooklyn, N.Y. and have one other child, Jorge, Jr. who was born in 1969.



## Baby 10,000

Isabel Salazar, sleeping in the arms of her mother, Zoraida, is the 10,000th child to be given a savings bond by the SIU under its program for new born children of

members. Her father, Seafarer Jorge Salazar, accepts the bond from SIU welfare representative John Dwyer.

# LEGISLATIVE REPORT



By B. Rucker

The SIU is once again involved in the struggle to protect and preserve the Public Health Service Hospitals. Each year, one or more of the hospitals is threatened with being closed or transferred to community control.

Senator Kennedy has introduced a bill, S.3858, to amend the Public Health Service Act, which would impose more stringent rules on the Department of Health, Education and Welfare in any attempt to close the hospitals.

The SIU supports the statement submitted by the Maritime Trades Department to the Health Subcommittee of the Senate Labor and Public Welfare Committee.

The statement supports S.3858, but recommends stronger language in the bill to make it clear that Congress, not HEW, has authority over the hospitals, and that HEW must give adequate notice to Congress before any action can be taken to transfer or close a hospital.

Other recommendations to strengthen the bill include:

- A list of requirements which HEW must meet before any hospital can be transferred;
- More clearly defined care of "beneficiaries" in the event that a PHS facility is transferred;
- Provisions to modernize hospitals and expand them to provide better equipment, better care and research in new forms of medicine and disease control.

Since the health care of seamen in the hospitals is so vital, the SIU is supporting S.3858 and carefully following progress of the bill.

The amendment to require that 50 percent of imported oil be carried in U.S.-flag ships was strongly opposed in the Senate by the powerful oil lobby, and was voted down by the narrow margin of 33 to 41 (see story on Page 3).

The SIU is encouraged by the support and interest we received in the face of this opposition, and we shall continue to work hard for a bill to guarantee American ships a fair share of the vital oil cargo.

The House has passed the Senate version of the Merchant Marine Authorization for fiscal year 1973 for \$556,044,000 to cover construction differential subsidies, operating differential subsidies, research and development funds and funds for the reserve fleet and the maritime academies.

The bill also included an amendment to permit subsidized U.S.-flag ships to operate foreign-to-foreign. This provides more flexibility and better markets for the ships, and therefore more job opportunities for seamen.

### Congress and Lawmaking

(From time to time, we shall present information about Congress, its structure, and the legislative process, so that Seafarers may understand more about issues which concern them and what we are doing to promote those issues.)

The U.S. Congress is unique among western democratic, legislative bodies. Most national legislatures work within a parliamentary system.

In a parliamentary system, the chief executive (usually called the prime minister) is elected from the legislature. The president or monarch in such a system has formal powers, but de facto power is exercised by the prime minister.

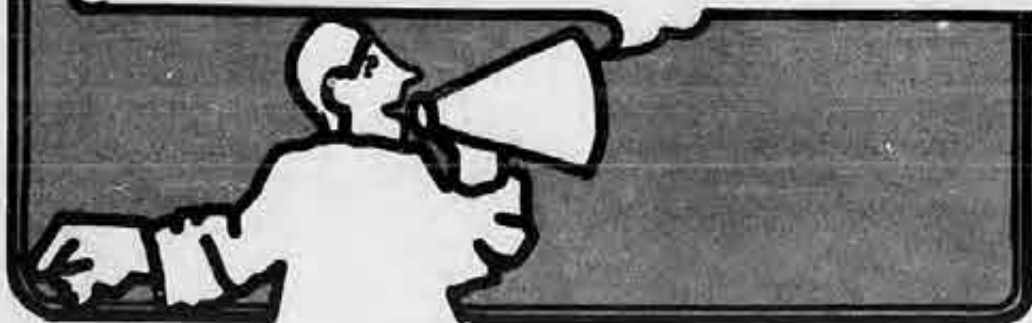
Cabinet members also are chosen from the legislature, and remain members. The cabinet retains control over the ruling party, and authority is not divided among committees, as it is in our system.

Our own government, on the other hand, invests authority in the President as chief of state and chief of government. Under the constitutional checks-and-balances concept, Congress is elected independently with a different set of leaders and different electoral bases. It is bicameral (two houses) whereas most other governments with a legislative system have taken power away from the upper house, leaving the real power concentrated in the lower house only.



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

## WHAT THEY'RE SAYING



### Stanley Gondzar

"I got my Pumpman's endorsement this week, and in a couple of weeks I'll take the test for Junior Engineer. The program here at our Upgrading Center has made all this possible, and I for one really appreciate it. This school not only benefits me, but it benefits the whole Union, and we should all be proud of it."



### James Hart

"I have found out since I came to the Upgrading Center that education, that means upgrading, is not just for the younger members but for any age, and you don't get too old to learn. Everyone I have come into contact with here in Piney Point has been more than glad to help and encourage me, something I didn't quite expect."



### S. Simpson

"The programs we have here in Piney Point offer the members of the SIU a chance to better their education and their career. We can get a high school diploma through the school's General Education Program, and we can get our endorsements through the different study courses at the Upgrading Center. It's a great opportunity, and I feel damn good to say I am an SIU member."



### Dyrell Davis

"Since my enrollment in the SIU program for upgrading, I have gained more insight into our Union's history and the efforts concentrated into the goal for a better life for Seafarers and their families. Being a relatively new member of the SIU, the educational program here has awakened in me an understanding of what Union Labor really means. What makes me most proud is that the SIU offers various programs to help the Seafarer attain the highest educational and vocational status that he is capable of."



## Labor Rejects Cargo Handling 'References'

Labor urged Congress to reject an Administration bill that would require tens of thousands of workers to receive government certificates of "good moral character" before they could work at designated docks, airports or other facilities where there is a "high risk" of cargo thefts.

AFL-CIO Legislative Director Andrew J. Biemiller wrote the House Ways & Means Committee that the "arbitrary" screening process proposed in the legislation would subject workers "to the constant threat of job suspension or job loss for personal activities that are totally unrelated to their employment."

He gave the federation's endorse-

ment to the detailed statement on the bill filed by the AFL-CIO Maritime Trades Dept., and to testimony presented by the Longshoremen.

Louis Waldman, general counsel for the Longshoremen, charged that the bill "would vest in administrative officials awesome, virtually unrestricted life-or-death power over the economic livelihood of tens of thousands of workers, including longshoremen, seamen, teamsters and others whose normal work brings them to the piers, docks and waterfront terminals."

Waldman's statement was endorsed at the committee hearing by the Washington representative of the unaffiliated Longshoremen's & Warehousemen's Union.

## Pipeline Wins First Round

U.S. District Court Judge George L. Hart, Jr. has lifted the two-year ban on construction of the Trans-Alaska oil pipeline, thus clearing the way for the Interior Dept. to grant the permit sought by a group of oil companies.

However, government spokesmen said that will not happen yet. Hart's decision clears the case for the U.S. Court of Appeals and, in Hart's words, "probably on to the

Supreme Court where the final decision will be made."

Aleyska, the oil company consortium, also announced that "work will not begin until all the legal issues are resolved."

If built, the nearly 800-mile long pipeline will bisect Alaska and will carry oil from Prudhoe Bay on the North Slope to the ice-free port of Valdez in Southern Alaska where it will be loaded on tankers for shipment to the West Coast.

## Money Due SIU Members

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

Richard S. Asmont  
Carmelo Attard  
Henry J. Broaders  
Claude A. Brown  
Edmond L. Cain, Jr.  
Douglas A. Clark  
Elmer C. Danner  
George Dakis  
James M. Davis  
Rudolph G. Dean  
Juan M. DeVela  
George Fossett  
Eugene C. Hoffman  
Charles J. Hooper  
Joseph Horahan  
Marshall V. Howton  
Francis X. Keelan  
George Kontos  
Allan E. Lewis  
James Lewis  
Peter Losado  
Benedicto Luna

Armando Lupari  
Hazel L. McCleary  
Edward McGowan  
Gerald R. McLean  
Terral McRaney  
Peter J. Mistretta  
Murphy, Theodore  
Joseph J. Naurocki  
David Nelson  
Reginald Newbury  
George Papamongolis  
Jeremiah E. Roberts  
Arthur Rudnicki  
Leonard Russi  
George Schmidt  
Ray F. Schrum  
James D. Smith  
Ray Smith  
Bella Szupp  
Ilus S. Veach, Jr.  
Joseph Wagner  
Robert F. Wurzler

## Round 2 Preparations Begin

(Continued from Page 3)

strength and defense capability," Beall declared.

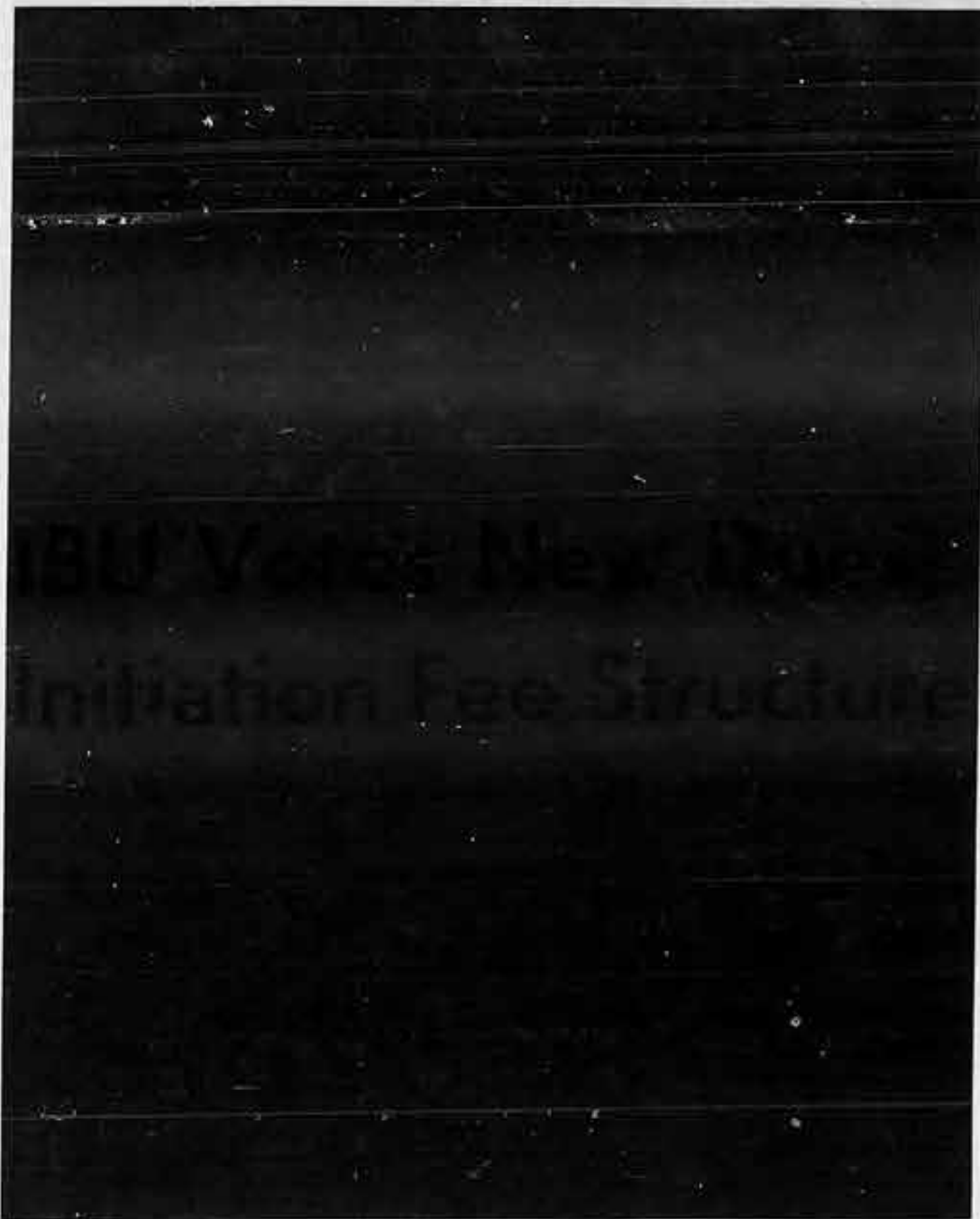
Senator Magnuson noted that the United States now stands 16th among the world's shipbuilding nations.

He cited the fact that most other maritime nations protect import and export cargoes for their own fleets, while the United States permits 95 percent of its oceanborne trade to be

transported in foreign-flag vessels.

To opponents' charges that other maritime nations would retaliate against the U.S. fleet if the government reserved a share of our oil imports for American-flag tankers, Magnuson said:

"Retaliation? Retaliation against what? They have been retaliating against us, these foreign countries. So let us talk about our own business for awhile."



Members of the SIUNA-affiliated Inland Boatmen's Union—tug and towboatmen who operate vessels on the Atlantic and Gulf Coasts and on the rivers—overwhelmingly approved a referendum in July increasing their quarterly dues to \$43 and establishing a union initiation fee of \$500.

Voting on the referendum was conducted by secret ballot in all IBU ports from Monday, July 17 through Saturday, July 22. The referendum, proposed by the IBU Executive Board Resolution of June 5, 1972, provides for amendment of the present IBU Constitution to include the new dues and initiation fee.

Effective as of July 1, 1972, the amendment to the IBU Constitution further provides that the increased dues rate shall be payable for the third quarter of 1972. The increased initiation fee applies to persons who become members of the IBU on or after July 1, 1972, except for those who have made part payment of their initiation fee prior to July 1, 1972. These men can pay the balance of their fee at the rate in effect prior to the proposed constitutional amendment, provided that the balance of the initiation fee due is paid before September 1, 1972.

On these pages are some photos of IBU members voting on the referendum in various ports.



Piney Point Port Agent Gerry Brown looks on as members of the IBU Balloting Committee tally votes on the IBU Dues and Initiation Fee Referendum. Left to right are Willard White, Ed Myslinski, Frank Zimba, and Rudy Carey.



Waiting for voting members are the balloting committee in the Port of New York. Left to right, Roger W. Gilderman, Woodrow Fuller and Jim Waters.



St. Louis IBU balloting committee welcomes voting member Paul Griffith, standing at right. Committee members are, left to right, Newton B. Hahl, Don Elkin, and Glen Patton.



In the Port of Houston, IBU members, left to right, Floyd Moore, Dennis Abshire, Paul Jenkins, Charlie Stuart and Robert L. Kieper, prepare to hand their ballots to the port balloting committee seated at table. Committee members, left to right are, C. L. Jones, Mark Conrad and A. Guidry.





IBU member Joseph Mrozek, left, prepares to enter voting booth to fill out ballot during voting on referendums. Others in photo are, left to right, Early J. Rush, John Hamilton, Nelson, Hopkins, and Michael Jaski.



Voting materials are prepared for shipment to headquarters after conclusion of IBU voting in Buffalo by, left to right, Art Miller, William Roach, Clif Miller, John Brennen, and John Scanlon.



Counting the overwhelmingly favorable vote of the IBU membership are, left to right, LeRoy Jones, New Orleans; John Simpson, Norfolk; and Frank Millin, Chicago.



IBU member William Snyder reaches the head of the voting line in balloting in Cleveland.



Signing the roster sheet in IBU balloting in Norfolk is Milton J. Murden, while Harold E. McCoy, background, deposits his ballot. Committee members are, left to right, Cristobal Jesolva, Bruce E. Knight and George W. Bowden Jr.



The open ballot box awaits IBU member Leo T. Surla, Sr., who signs roster sheet for committee members Gregory Bruno and Hinton Dickmeyer, seated, and Raymond Hughes, standing.

## Standing Firm!



## Editorial Comment

Our brothers in the SIU of Canada have voted to wage an all-out fight against the use of foreign-flag ships in Canadian waters.

Most of these ships are Canadian-owned and operating under flags of convenience. We know the problem that poses for the SIU of Canada, for it is one the U.S. members of our union have faced, and still face today.

It is a problem of diminished job opportunities, and of the weakening of the national economy through the attrition of the home merchant fleet.

*The Canadian Sailor*, the newspaper of the SIU of Canada, has rightly labeled these vessels "pirate ships." They are the focal point of the SIU of Canada's fight, a fight they call "the Real Challenge of the 1970s."

Challenges aren't new to our Canadian brothers. Their union fought off waterfront control by the Communist in the late 1940s. And when management launched a union-busting attempt against them in the 1960s, they fought again and won.

As their newspaper pointed out:

"We didn't crumble when they tried on numerous occasions to crush us, and now in 1972 we enter a new era, an era of new and greater achievement and opportunity for the Canadian Sailor and his family.

"We have fought for every gain we have made. Every improvement we now enjoy is a result of what the Canadian Sailor has struggled years for. No one has given us anything, we fought our way inch by inch for everything we have gotten.

"And we will continue to do so in spite of phoney political promises that encourage 'Flags of Convenience Ships' to take the very bread out of the mouths of the members of this Union and their families."

Time and again, Canadian Seafarers have demonstrated that any attempt to weaken and destroy their union only results in increased solidarity by its membership and a strengthening of their determination to keep their union strong.

It is this characteristic of unity and militancy that points to another victory for the SIU of Canada in its current struggle to protect the jobs and security of the men who make up that proud organization.

As fellow Seafarers in the Brotherhood of the Sea, we reaffirm our support of their efforts to advance the cause and interest of Canadian seamen.

## Letters to the Editor



### Mourns Al Kerr

After reading an old issue of the *Log* I just realized that Brother Al Kerr has passed on. It is a real regret that a trade union man has gone from us. He was one of the greatest. Always for the membership at all times. I can remember him during the war years when I shipped from the eastern seaboard.

I personally send my regards to his loved ones. He will long be remembered in the eyes of the SIU membership as some of us go from this world, a troubled world. Surely over there on the other shore there must be a place for seamen.

Allen R. Booth  
Stewart of the Del Rio

### Help When Needed

I wish to thank the Seafarers International Union for being so sympathetic and understanding in my time of grief.

There are so many people in this wonderful union to thank for helping me through this period of sorrow and grief.

I'll just say that without you all from New Orleans, Port Arthur and Houston, I don't know what I would have done. Thank you again.

Mrs. L. H. Dodson  
Houston, Texas

### Fine Farewell

I would like to express my most sincere thanks to the Captain, officers and crew of the *Transindiana* for the beautiful and moving way they said "Good Bye" to me upon my retirement.

Please accept my gratitude and my best wishes which will be with you at all times.

Edgar Vaher  
SS *Transindiana*

### 20 Happy Years

I want to thank the SIU for the happy 20 years I sailed with them. I had to retire on disability in March.

Woodrow W. McDaniel  
Dunbar, W. Va.

August 1972

Volume XXXIV, No. 8

### SEAFARERS LOG

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

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# GI Bill Benefits Raised by Senate

The Senate voted unanimous approval of a labor-backed increase in education and job-training allowances for the current generation of veterans. Its bill would increase the basic payment for a veteran with no dependents attending an educational institution fulltime from the current level of \$175 a month to \$250.

The Administration had proposed to increase the payment only to \$190, and a bill passed by the House in March provided a \$200-a-month allowance.

Every member of the Senate Veterans Affairs Committee joined Chairman Vance Hartke (D-Ind.) in sponsoring the increase and no effort was made on the Senate floor to reduce the level of benefits.

The AFL-CIO had testified to the need for the legislation at Senate hearing. The federation's Executive Council termed both the Administration proposal and the House bill inadequate.

Goal of the legislation is to bring benefits for Vietnam-era veterans up to the level of the G.I. bill enacted for World War II vets, which also included tuition and textbook allowances that must now be paid directly by the veteran.

## AFL-CIO Executive Council Sets Presidential Endorsement Policy

The AFL-CIO Executive Council in a special July meeting voted to refrain from endorsing any candidate for the office of President of the United States.

The 35-member council, with three dissenting votes, issued the following statement:

"Under the circumstances, the AFL-CIO will refrain from endors-

The Senate bill would raise the allowance for a married veteran from \$205 at present to \$297 a month, and to \$339 with one child plus an additional \$21 for each additional dependent. The allowance for single veterans taking fulltime vocational rehabilitation training would rise from \$135 to \$200, with proportionate increases for dependents. Vets in approved on-the-job training or apprenticeship programs would receive supplements of \$160 a month—up from the present \$108 level.

A new provision in the Senate bill would require government contractors and subcontractors to give employment preferences to Vietnam era veterans and to earlier veterans with service-connected disabilities if the veteran otherwise meets all of the qualifications for the job involved.

The legislation also would authorize government-insured educational loans to veterans, add some safeguards against abuses by correspondence and vocational training schools, extend a number of educational and job-training opportunities to dependents, and provide quicker payment of benefits.

Unless the House accepts the Senate bill intact, a House-Senate conference will be needed to reconcile differences between the two bills.

ing either candidate for the office of President of the United States.

"Those circumstances call for the maximum concentration of effort upon the election of senators and representatives whose records commend them to the working people of America.

"Affiliates are free, of course, to endorse and support any candidate of their choice."

## Hall Leads COPE Coordinating Unit

SIU President Paul Hall was named chairman of a five-member AFL-CIO COPE committee to coordinate union activities in the House and Senate campaigns for the upcoming national elections.

Serving with Hall on the COPE Co-

ordinating Committee are I. W. Abel, president, United Steelworkers of America; George Hardy, president, Service Employees International Union; John Lyons, president International Association of Iron Workers, and Peter Bommarito, president, United Rubber Workers.

## SIU Arrivals

Leslie O'Neill, born May 22, 1972, to Seafarer and Mrs. Johnny O'Neill, Carolina, P.R.

Lonnie Warren, Jr., born April 11, 1972, to Seafarer and Mrs. Lonnie D. Warren, Chesapeake, Va.

Robin Burns, born May 11, 1972, to Seafarer and Mrs. Robert D. Burns, Woodbury, N.J.

Steven Vogel, born April 10, 1972, to Seafarer and Mrs. Joseph S. Vogel, Dorchester, Mass.

Roger Hobbs, born Feb. 25, 1972, to Seafarer and Mrs. Bernie R. Hobbs, Prichard, Ala.

Tamara Trow, born June 6, 1972, to deceased Seafarer and Mrs. Robert E. Trow, Port Arthur, Tex.

Thomas Vanyi, born May 25, 1972, to Seafarer and Mrs. Thomas T. Vanyi, Flushing, N.Y.

Brenda Bonafont, born Feb. 13, 1972, to Seafarer and Mrs. Luis Bonafont, Yabucoa, P.R.

Jennifer Kent, born June 1, 1972, to

Seafarer and Mrs. Elkin Kent, New Orleans, La.

August Jackson, III, born May 22, 1972, to Seafarer and Mrs. August C. Jackson, Jr., New Orleans, La. 70122.

Todd VanBrocklin, born May 19, 1972, to Seafarer and Mrs. Henry C. VanBrocklin, Elberta, Mich.

John Davis, born Mar. 29, 1972, to Seafarer and Mrs. Linwood A. Davis, Fernandina Beach, Fla.

Jose DeLosSantos, born June 14, 1972, to Seafarer and Mrs. Jose A. DeLosSantos, Baltimore, Md.

Lawrence Taylor, born May 1, 1972, to Seafarer and Mrs. Lawrence R. Taylor, Hammond, La.

LeRoy Vito, born May 13, 1972, to Seafarer and Mrs. Rosalis J. Vito, Sr., Houma, La.

Veraliz Morales, born Mar. 10, 1972, to Seafarer and Mrs. Andrew Morales, Barceloneta, P.R.

Daniel Wentworth, born May 27, 1972, to Seafarer and Mrs. Arthur A. Wentworth, Jr., Rhinelander, Wis.

## Raphael Semmes in Hong Kong



With its mountains as a backdrop, the Port of Hong Kong makes an impressive sight for Seafarers. The Far Eastern port is frequently visited by SIU contracted ships such as the

Raphael Semmes which is seen here. This photo was taken by Seafarer L.O.D. Nielsen who sails in the deck department as an able seaman.

# DO NOT BUY!

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

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

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

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

**COSMETICS**—Shulton, Inc. (Old Spice, Nina Ricci, Desert Flower, Friendship Garden, Escapade, Vive le Bain, Man-Power, Burley, Corn Silk and Jacqueline Cochran). (Glass Bottle Blowers Association)

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

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

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

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

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

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

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

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

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

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

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

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

# SIU Vacation Center

The SIU Vacation Center in Piney Point, Md., is the place for you.

The place to swim, the place to sail. To enjoy all the comforts of a high-priced resort including spacious rooms, great food, and beautiful, well cared for grounds. And the price is right.

If that kind of vacation interests you, fill in the coupon below and mail it. A happy, restful time awaits you at the SIU Vacation Center.

Daily boat trips aboard one of the cruisers or sailboats are available at the SIU Vacation Center, and for retired Seafarer Thomas Olechowski and his wife Genevieve a sail on the waters of the Potomac River are an excellent way to relax. Brother Olechowski, who lives in New York, has been coming to Piney Point for the past three summers. "I try to make it down here as often as I can," he said, "because it's a place you can enjoy yourself with your own kind of people."



Seafarer Frank Bona's family enjoyed the many facilities of the SIU Vacation Center in Piney Point while Frank was working. Some families come to the Vacation Center while the Seafarer is at sea to give the children the opportunity for clean air, sunshine and healthy activities. Mrs. Jean Bona relaxes at poolside with her daughter Kellie, and nephew Joey, who is the son of retired Seafarer Carlos Bona.



Bike-riding is popular with nearly all the vacationers at the SIU Vacation Center, and it's sometime a family affair. Seafarer Antonios Trikoglou, who sails as a Bosun, and his wife Carol, get ready to take twins Helen and Tina, and little Michele out for a ride around the grounds.

Seafarers Vacation Center  
Harry Lundeberg 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 .....



Pat Rogers and his wife pay a visit to the Lundeberg Library during a quiet day at the SIU Vacation Center in Piney Point. The school's library and museum are popular attractions for seafarer vacationers.

# Worker Safety, Health Agency Ends First Year

The Occupational Safety and Health Administration has now completed its first fiscal year.

It reported that it had conducted 32,701 inspections in 29,505 establishments employing 5,987,206 workers in this first full year of operation.

This sounds highly impressive as an answer to the deep and bitter criticism that has been voiced by organized labor in reviewing OSHA's operations during the year. Yet, the next sentence in the brief

report made by the Safety Administration holds a clue to that very labor dissatisfaction. The OSHA press release continues:

"George C. Guenther, Assistant Secretary of Labor for Occupational Safety and Health, said 7,418, or 25 percent of the establishments inspected in the period July 1-June 30, were found to be in compliance with job safety and health standards."

It is the emphasis on that "25 percent" of the

establishments with a clean slate, rather than the 75 percent that were not, that sticks in labor's craw. It holds the key to the profound difference in the approach of organized labor and that of OSHA to the job of safeguarding workers' very lives and safety.

It is not the first time that OSHA has used this way of reporting the outcome of its inspections. Its previous reports have used this same complaisant approach to its jobs consistently. Yet, the story is NOT the 25 percent that are safe; but the story of the 75 percent that are not.

Only recently labor spokesmen have complained to Congress that OSHA has not shown the zeal in pushing its job of making the workplace safe as diligently as it should.

The viewpoint of organized labor is that the 25 to 75 percent ratio shall be turned around; that the emphasis and challenging concern of OSHA should be placed on the 75 percent of workplaces that are unsafe rather than the 25 percent that are.

Again, the OSHA Public Relations Department has an unusual propensity for carrying stories on the Commission's failure to make its charges against industry stick.

"A Tennessee wholesale paper distributor has successfully defended itself against a Labor Department allegation involving truck repair work in violation of job safety standards" in which a worker was killed, is one of OSHA's latest releases. Aside from a ludicrous proposed \$600 penalty against the company, it turned out that it was all the worker's fault and the company was exculpated.

Here again, the emphasis of OSHA is on industry rather than on the dead worker—on a sympathetic approach to the employer's problems rather than on a no-nonsense determination to cut down on accidents and dangerous working conditions. The broad lines of the labor viewpoint can be spelled out very simply.

• OSHA's standards of health and safety are not strict enough. A notable example is its standards in the asbestos industry, the first of its environmental standards. Labor has charged that the standard is so weak that it "may license the risk of death from asbestos-related cancer among thousands of exposed workers."

• OSHA's conception of the funds that are needed to do its job right is far too limited. "More Inspectors, More Money Needed to Implement Job Health, Safety Law" is the headline over an analysis made by the Teamsters.

## Legal Aid

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

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

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

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

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

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

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

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

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

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

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

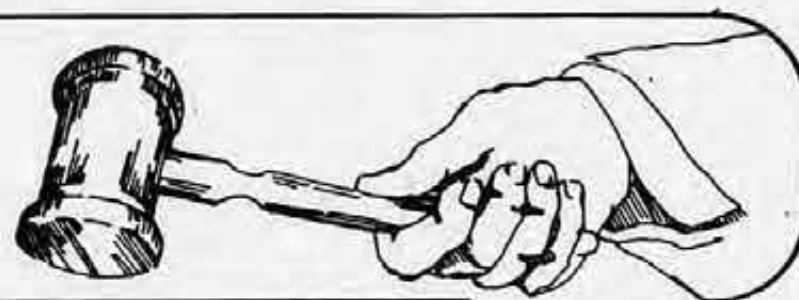
**Seattle, Wash.**—Vance, Davies, Roberts & Bettis  
1411 Fourth Avenue  
Seattle, Wash.  
(206) Mu. 2-7784

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

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

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

## Know Your Rights



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

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

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

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

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

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

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

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

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

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

**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

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

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

# Steel Voyager: Strong Lady of the Sea



Seafarer John Abrams (left, foreground) and Robert Campbell (right) are replenishing emergency stores for one of the lifeboats aboard the *Steel Voyager*. Standing in lifeboat in background are Seafarers J. Polsney (left) and Steve Digirobmo.

If the number of miles logged by SIU crews aboard the *Steel Voyager* were ever added up, they would surely be enough to put her in line for the record among veteran SIU-contracted vessels.

The *Steel Voyager* has been sailing under the SIU banner since the General Strike of 1946, and she's been a home away from home for many a "first tripper" and "oldtimer" alike down through the years.

She also come through with a scratch or a bump or two on other voyages during her days, so when her propeller ran afoul of a submerged obstacle on her most recent voyage from Hawaii this month—the old lady took it in her stride and went on with business as usual to complete her voyage safely to the Port of New York.



A trio of Seafarers, members of the crew of the *Steel Voyager*, pause a moment in the performance of their duties aboard the SIU-contracted ship.



Looking somewhat like the fins of an angry shark, the bent propeller blades on the *Steel Voyager* resulted from a run-in with a submerged obstacle. A short stopover in the shipyard put propeller in shipshape condition again.



All hands turned to for a full discussion of union matters during payoff aboard the *Steel Voyager* after voyage.



Silhouetted in a passageway, a Seafarer makes ready to do a long day's work aboard the *Steel Voyager*.



# REGISTER AND VOTE

## Digest of SIU



## Ships Meetings

**LA SALLE** (Waterman), June 13—Chairman None; Secretary Mario Canalejo, Sr.; Deck Delegate Guildford R. Scott; Engine Delegate Earl W. Clark. No disputed OT. Vote of thanks to the steward department for a job well done.

**TRENTON** (Sea-Land), June 4—Chairman James Shortell; Secretary Gus Skendelas; Deck Delegate Gerald R. Draney; Engine Delegate Joe Kordich; Steward Delegate Hallis Huff. No beefs. Everything is running smoothly. \$37 in ship's fund.

**STEEL APPRENTICE** (Isthmian), May 14—Chairman F. R. Charneco; Secretary P. P. Lopez; Deck Delegate F. Durham; Engine Delegate M. Havens; Steward Delegate J. Simpson. \$5 in ship's fund. Some disputed OT in engine and deck departments. Vote of thanks to steward department for job well done.

**SPITFIRE** (American Bulk), May 21—Chairman Walter Butterton; Secretary M. Deloatch. \$8 in ship's fund. No beefs. Everything running smoothly. Vote of thanks to steward department.

**TAMPA** (Sea-Land), May 28—Chairman C. James; Secretary J. Delise; Deck Delegate S. Hernandez; Engine Delegate A. O. Castelo. \$3 in ship's fund. Disputed OT in steward department. In general everything going well.

**ROBERT E. LEE** (Waterman), May 7—Chairman C. Wess; Secretary F. Kustura. \$38 in ship's fund. Some disputed OT each department. Vote of thanks to the steward department.

**SEATRAN CAROLINA** (Hudson Waterways), June 4—Chairman B. Edlmon; Secretary W. Sink; Deck Delegate Eugene O. Conrad; Engine Delegate Calvin L. Roulerson; Steward Delegate J. Engers. \$100 in ship's fund. Some disputed OT, engine and steward departments. Vote of thanks to the steward department.

**RAPHAEL SEMMES** (Sea-Land), July 2—Chairman B. Mignano; Secretary Duke Hall. No beefs, no disputed OT.

**YELLOWSTONE** (Ogden Marine), Mar. 12—Chairman Danny Merrill; Secretary W. G. Williams; Deck Delegate O. H. Dowd; Engine Delegate C. D. Berry; Steward Delegate J. H. Naylor. \$14 in ship's fund. No beefs. Everything running smoothly. Thanks to steward department for job well done.

**ROBERT E. LEE** (Waterman), May 28—Chairman C. Webb; Secretary F. Kustura; Deck Delegate Monte R. Pereira; Engine Delegate H. J. Romero. \$8 in ship's fund. Disputed OT in each department. Vote of thanks to the steward department.

**TAMPA** (Sea-Land), June 11—Chairman C. James; Secretary J. Delise; Deck Delegate S. Hernandez; Engine Delegate A. Castelo. \$3 in ship's fund. Everything running smoothly. Some disputed OT in the deck and engine departments.

**OVERSEAS ALICE** (Maritime Overseas), June 4—Chairman R. Newell; Secretary F. Costango; Deck Delegate R. Foster; Engine Delegate F. E. Perkins; Steward Delegate H. Long. \$13 in ship's fund. Everything is running smoothly with no beefs. Special vote of thanks to the steward department for extra goodies.

**TRANSIDAHO** (Hudson Waterways), June 12—Chairman Frank Gaspar; Secretary Aussie Shrimpton. \$165 in ship's fund. Some disputed OT in deck department.

**SEATRAN CAROLINA** (Hudson Waterways), June 4—Chairman B. Edlmon; Secretary W. Sink; Deck Delegate Eugene O. Conrad; Engine Delegate Calvin L. Paulerson; Steward Delegate J. Engers. \$100 in ship's fund. Some disputed OT in engine and steward de-

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

**SAN PEDRO** (Sea-Land), June 4—Chairman George King; Secretary Ray H. Casanova. Some disputed OT in engine department. Vote of thanks to the steward department.

**VANTAGE HORIZON** (Vancor), June 11—Chairman Bobby L. Trosclair; Secretary James Temple; Deck Delegate Robert Brooks; Engine Delegate Thomas R. Reading; Steward Delegate H. Koppersmith. Everything running smoothly, no beefs. Vote of thanks to the steward department and to the 4-8 watch for a job well done.

**MONTICELLO VICTORY** (Victory Carriers), June 11—Chairman James R. Colson; Secretary D. P. Mason; Deck Delegate James M. Bolen; Engine Delegate R. Orse; Steward Delegate J. Effinger. Ship being cleaned up and everything running smoothly. Vote of thanks to the steward department.

**YORKMAR** (Calmar), May 29—Chairman Antieno Antonius; Secretary Johnny W. Givens; Deck Delegate S. Furtado; Engine Delegate W. M. Teffner; Steward Delegate Marion P. Kaminski. Everything running smoothly.

**YORKMAR** (Calmar), June 18—Chairman Antieno Antonius; Secretary Johnny W. Givens; Deck Delegate Sabster Furtado; Engine Delegate W. M. Teffner; Steward Delegate Marion P. Kaminski. Everything is running smoothly. Vote of thanks to steward department for job well done.

**CHICAGO** (Sea-Land), June 4—Chairman Dan Butts; Secretary W. J. Davis. \$19 in ship's fund. No beefs reported. Vote of thanks to the steward department.

**ROSE CITY** (Sea-Land), Mar. 26—Chairman J. Pulliam, Jr.; Secretary R. Barker; Deck Delegate J. Williamson; Engine Delegate H. Miller; Steward

Delegate J. Clarke. \$38 in ship's fund. No beefs.

**PITTSBURGH** (Sea-Land), Apr. 30—Chairman A. Ringuette; Secretary S. W. McDonald; Deck Delegate A. Hickey; Engine Delegate T. Owen; Steward Delegate H. Downey. \$58 in ship's fund. No beefs reported.

**SEATRAN GEORGIA** (Seatrains), Apr. 30—Chairman C. B. Pickle; Secretary J. Krause; Engine Delegate Joseph M. Daly; Steward Delegate Russell E. Taylor. \$139 in movie fund. Some disputed OT in engine department. Good trip with no beefs.

**STEEL APPRENTICE** (Isthmian), Apr. 30—Chairman F. R. Charneco; Secretary P. O. Lopez; Deck Delegate F. Durham; Engine Delegate M. Havens; Steward Delegate J. Simpson. \$5 in ship's fund. Some disputed OT in deck and engine departments. Patrolman to be contacted regarding dirty wash water tanks.

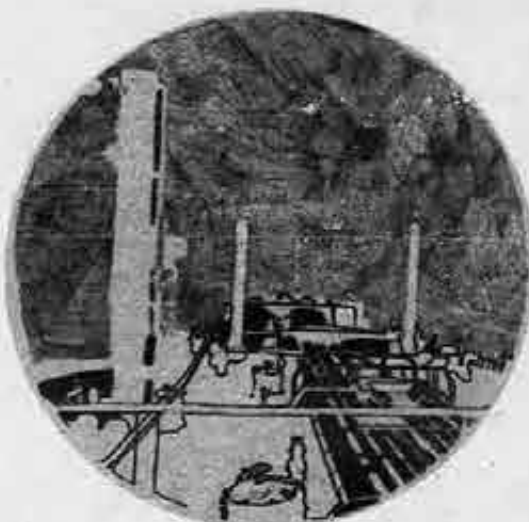
**OVERSEAS PROGRESS** (Maritime Overseas), May 14—Chairman R. Darville; Secretary J. Prestwood. Some disputed OT in each department to be taken up with patrolman. Motion made to have air conditioning unit installed in ship's hospital.

**OVERSEAS ALICE** (Maritime Overseas), May 7—Chairman Richard Newell; Secretary Frank Costango; Deck Delegate David P. Rivers; Engine Delegate F. E. Perkins; Steward Delegate Harry Long. \$37 in ship's fund.

**SEATRAN LOUISIANA** (Seatrains), May 21—Chairman A. Vilanova; Secretary G. M. Wright. \$40 in ship's fund. Some disputed OT in deck department. Thanks to the steward for getting radio.

**TAMPA** (Sea-Land), June 4—Chairman C. James; Secretary J. Delise; Deck Delegate S. Hernandez; Engine Delegate A. Bastelo. \$3 in ship's fund. Some disputed OT, deck and engine departments.

# Oil Carriage Bill:



## The Battle Resumes

Legislation that would require that at least half of all U.S. petroleum imports be carried aboard American-flag tankers is of enormous importance to Seafarers. And it will be important for decades to come.

Because such legislation could ultimately provide thousands of secure jobs for the men who would man and build the hundreds of tankers that would be required.

That is a major reason why the SIU fought hard in the battle to gain passage of the measure that lost by a narrow 41-to-33 margin in the Senate. And that is why the union will be back to fight again with the opening of the 93rd Session of Congress in January.

The battle lines were drawn during the first hearings before the House Committee.

The SIU, the AFL-CIO Maritime Trades Department and others favoring the bill argued that:

- The nation is facing a severe energy crisis. By 1985 our country, which until recent years was totally capable of meeting its own petroleum needs, would find itself forced to import from overseas sources 60 percent of our required oil supplies.

- While the United States could not change the fact that foreign powers would control the source of vitally needed petroleum, we could remove our current dependence upon foreign-flag ships to transport that fuel.

- By requiring that at least half of all imports be carried by American-flag ships, the Congress would be strengthening the nation's security position by guaranteeing the development of a fleet of tankers capable of providing an uninterrupted flow of energy fuels.

- This, in turn, would create a boom in the shipbuilding and ship operating industries, with more than 100,000 jobs being opened.

- By utilizing ships built by Americans, operated by Americans and manned by Americans, we would be providing a tremendous boost for our long-suffering balance-of-payments position in world trade. The billions of dollars that would be invested in the tanker fleet—if not spent for American-flag tankers—would have to be invested in foreign operations, placing a large additional burden on our precarious balance-of-payments situation.

As the bill progressed through the legislative channels, the opposition—led by the oil lobby superpower—moved into high gear.

Their challenge to the bill was based

primarily on two arguments—first, that shipping petroleum on American-flag tankers would increase the price of oil and oil products to the consumer; and second, that by restricting a certain portion of the oil import trade to U.S.-flag vessels, the nation would be inviting retaliation from foreign nations.

The SIU and the MTD countered by noting that the giant oil companies bring petroleum to our shores at a cost that is generally \$1 a barrel less than the cost of domestic oil. Yet they charge consumers the domestic price for the foreign oil and pocket the difference.

Under the current oil-import pricing structure, the additional cost of shipping half of our oil imports American would be about 10 cents a barrel—and that cost could easily be absorbed in the price that the consumer now pays for foreign petroleum.

Proponents of the bill rapped the "retaliation" charge as being equally phoney.

The huge oil consortiums—though American owned in nearly all cases—operate a major share of the foreign-flag tanker fleet that now has a virtual monopoly on our oil imports. In addition, fully 95 percent of all American imports and exports are transported by foreign-flag ships, while other major maritime nations protect 30 percent and more of their home trade for their own fleets.

These facts could lead only to the conclusion that since our maritime industry in the foreign trade is already dominated by foreign powers, there was little they could do to retaliate.

Indeed, testimony before the hearings in both the House and the Senate Committees showed that the oil lobby's principal interest was not in America's security, but in protecting their own foreign-flag runaway fleets from American-flag competition.

The measure was amended in the Senate and on the Senate floor during debate to reduce the anxieties of some Congressmen, particularly those from the foreign-oil dependent New England states.

Oil imported for certain specific uses, including home-heating crude, were among the exemptions worked out.

It is likely that many of the same arguments will be presented again when the bill is introduced in the 93rd Session of Congress.

And the SIU will be among those in the front ranks working to persuade the Congress that the best interests of the nation, its economy and its workers will be served with passage of the bill.

## 40 Senators Favor U.S. Oil Carriage

The SIU had the support of 40 United States Senators in the crucial vote on a measure to require that at least 50 percent of certain oil imports be carried by American-flag tankers. Of those favoring the bill, 33 voted "yes," while seven more were "paired" for the measure but did not actually cast a vote. The measure lost by a narrow 41-to-33 vote. These are the Senators who favored the SIU position:

### Voting For

James B. Allen (D-La.)  
J. Glenn Beall (R-Md.)  
Wallace F. Bennett (R-Utah)  
Alan Bible (D-Nev.)  
Harry F. Byrd, Jr. (I-Va.)  
Robert C. Byrd (D-W.Va.)  
Howard W. Cannon (D-Nev.)  
Clifford P. Case (R-N.J.)  
Lawton M. Chiles, Jr. (D-Fla.)  
Alan Cranston (D-Calif.)  
Robert J. Dole (R-Kan.)  
Sam J. Ervin (D-N.Car.)  
Mike Gravel (D-Alaska)  
Edward J. Gurney (R-Fla.)

### Paired For

Allen J. Ellender (D-La.)  
Daniel K. Inouye (D-Ha.)  
Thomas F. Eagleton (D-Mo.)  
Hubert H. Humphrey (D-Minn.)  
George McGovern (D-S.Dak.)  
Frank Church (D-Idaho)  
Howard H. Baker, Jr. (D-Tenn.)

## Opposition's Target Is U.S.-Flag Fleet

Primary opposition to the SIU-supported measure to require that at least 50 percent of America's oil imports be carried by U.S.-flag vessels came from the powerful and experienced oil lobby.

As a group, organizations that make up the oil lobby have historically been against the revitalization of the American-flag merchant marine. And they have been the chief supporters of policies that protect the "runaway" tanker fleet that is owned by Americans, but flies foreign flags in order to avoid U.S. taxes, wages and safety standards.

Among the organizations that appeared before Congressional committees in opposition to the measure to transport at least half of our oil imports on American-flag ships were:

**The American Committee for Flags of Necessity:** This is the organization of the "runaway" fleet. And it is the organization dominated by the giants of the American oil industry.

The organization, which represents the operators of hundreds of tankers flying the flags of Liberia, Honduras and Panama, raised the spectre of "retaliation." Its representatives said that is the U.S. government decided to revitalize and protect its tanker fleet by restricting a fair share of American oil imports for its carriage, other maritime nations would restrict their trade to their own vessels.

The fact is that most other nations do reserve for their own fleets massive amounts of their own imports and exports, while 95 percent of all American oceanborne trade is now transported by foreign-flag ships. What the American Committee for Flags of

Necessity truly wants to protect is the right of the "runaway" fleet to economically strangle the American Merchant Marine so that their own foreign-flag ships can continue to operate without paying American taxes, employing American seamen or abiding by American safety standards.

**The Committee of European National Shipowners:** This organization, dominated by the operators of merchant fleets of the world's major shipping nations—Greece, Japan, the Netherlands, Norway, Sweden, Great Britain, Belgium, Denmark, Finland and France among them—has consistently been in the front ranks of those who would destroy the American Merchant Marine.

Their representatives testified against the U.S. Cargo Preference Act and against the Merchant Marine Act of 1970.

Their dedication is to knocking the U.S.-flag fleet out of business, and making our nation completely beholden to foreign-flag operators for both service and the cost of that service.

**The Committee for a National Trade Policy:** American multinational corporations dominate the organization. Of the 25 corporations represented on its Board of Directors, 18 are from U.S. multinational conglomerates who have stripped industry from American and placed it in low-wage countries, while at the same time retaining their U.S. marketing structure.

The cost to the U.S. economy has been enormous and includes the exportation of at least 900,000 jobs.



# Labor Solidly Backs U.S. Fleet's Cause

SIU's friends in the trade union movement provided solid support for Seafarers in their effort to gain passage of legislation to require that at least half of certain oil imports be carried by American-flag tankers.

The AFL-CIO Maritime Trades Department, along with the AFL-CIO Legislative Department, spearheaded the drive on Capitol Hill.

SIU and MTD President Paul Hall thanked the heads of the union organizations that actively supported the measure, noting that the bill "would have required an extensive shipbuilding program with consequent benefits in terms of jobs, national security and the total economy."

"As you know," he wrote, "the measure was narrowly defeated in the Senate and because of your efforts (the vote) was much closer than otherwise would have been the case.

"Of course we are disappointed," he added, "but we are not disheartened because as a result of our joint efforts we have established a good solid basis for resumption of this important fight in the next session of Congress. The support given to us by your organization and others which joined us in this campaign provided a most encouraging example of what can be accomplished against great odds when we give our best effort together for the benefit of the total labor movement."

Hall said similar legislation will be sought in the next session and the continued support of the labor groups "can only lead to ultimate victory."

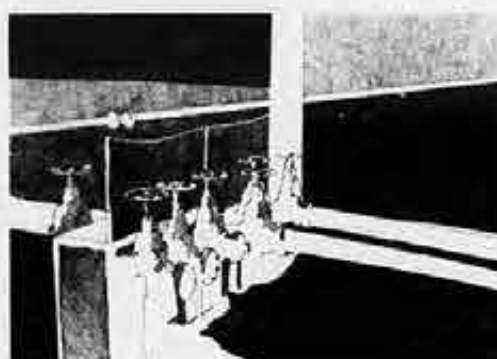
The union organizations that ac-

tively supported the oil carriage amendment included:

- Flight Engineers' International Association
- American Postal Workers Union
- American Radio Association
- Transport Workers Union of America
- Bricklayers, Masons and Plasterers International Union
- Insurance Workers International Union
- International Brotherhood of Teamsters, Chauffeurs, Warehousemen and helpers of America
- International Chemical Workers Union
- International Association of Bridge, Structural and Ornamental Iron Workers
- Office and Professional Employees International Union
- Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
- International Brotherhood of Firemen and Oilers
- Boot and Shoe Workers' Union
- Service Employees International Union
- American Federation of State, County and Municipal Employees
- Allied Industrial Workers of America, International Union
- International Association of Heat and Frost Insulator and Asbestos Workers
- The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America

- Hotel and Restaurant Employees and Bartenders International Union
- Distillery, Rectifying, Wine and Allied Workers International Union of America
- International Longshoremen's Association
- International Brotherhood of Pottery and Allied Workers
- International Union of Wood, Wire and Metal Lathers
- Air Line Pilots Association
- Laborers' International Union of North America

- Sheet Metal Workers International Association
- International Union of Operating Engineers
- United Transportation Union
- Retails Clerks International Association
- Local No. 18, Industrial Union of Marine and Shipbuilding Workers of America
- United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
- Glass Bottle Blowers' Association
- The American Railway Supervisors Association
- International Brotherhood of Painters and Allied Trades
- International Brotherhood of Bookbinders
- American Federation of Technical Engineers
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
- International Association of Fire Fighters
- International Association of Machinists and Aerospace Workers
- International Jewelry Workers Union
- American Federation of Teachers
- United Telegraph Workers
- Brotherhood of Maintenance of Way Employees
- United Rubber, Cork, Linoleum and Plastic Workers of America
- International Brotherhood of Electric Workers
- Local 733, International Brotherhood of Electrical Workers
- International Ladies' Garment Workers Union



- International Printing Pressmen's and Assistants' Union of North America
- Industrial Union of Marine and Shipbuilding Workers of America
- Amalgamated Transit Union
- American Federation of Government Employees
- International Molders and Allied Workers Union
- Brotherhood of Sleeping Car Porters
- International Union of Electrical, Radio and Machine Workers
- Local No. 284 Laundry Workers, Cleaners and Dyers Union

As citizens and workers, Seafarers have the right and the responsibility to participate in the political processes of this nation. This is especially important to Seafarers because activities at the legislative and administrative levels of government affect every Seafarer and his family every day of his working life.

Because seafaring is a federally regulated occupation, progress must come through laws adopted by the Congress and favorable action by the Executive Branch of the government.

Seafarers political participation is important every day. It is especially important right now. We must pay constant attention to the security of Seafarers in the areas affected by legislation and

executive action. We must maintain our union's continuing efforts:

- To win approval of legislation requiring that a percentage of U.S. oil imports be carried in American-flag ships.
- To win passage of legislation that will close the Virgin Islands' loophole in the Jones Act which robs Seafarers of employment opportunities.

Equally important is the urgency of continuing the fight to keep open the U.S. Public Health Service Hospitals.

These are but samples of the vast range of activities in which we must be engaged constantly

to protect the security and employment of Seafarers.

Seafarers know that no one will do their fighting for them. Their achievements can only be accomplished by their own efforts through the instrument of their union.

One effective way in which Seafarers protect their interest and win the fights that are essential to their well-being is through the voluntary contributions made to the Seafarers Political Activity Donation (SPAD).

Seafarers are urged to keep their voice loud and clear in this important area of union activity by contributing to SPAD.

**SUPPORT SPAD**

# baltimore: an active



Located on the Patapsco River, just over 12 miles north of Chesapeake Bay, the Port of Baltimore is one of the busiest in America. Along the 45 miles of deepwater frontage, ships in the Port of Baltimore carry their cargoes to and from cities all over the world.

Just a sampling of the many products shipped through the Port of Baltimore show how varied it is: coal, lumber, soy beans, fertilizer, iron and steel manufactures, glass products, chrome ore, sugar, bananas, crude rubber and molasses.

One of the main docking areas in the port is at Sparrows Point where the Bethlehem Steel Company operates its huge steel producing plant.

At the Sparrows Point yard recently —on a day that felt more like late fall than early summer—the SIU-contracted *Portmar* returned from her 50-day voyage to the West Coast.

The *Portmar*, which was formerly known as the *General T. H. Bliss*, was completely rebuilt in 1965 at the Bethlehem Steel Key Highway Repair Yard in Baltimore. Owned by Calmar Steamship Corporation, she makes

regular runs to the West Coast carrying steel over and bringing lumber back.

On her way to the West Coast, the 500-foot-long *Portmar* passes through the Panama Canal and makes her first stop in Long Beach, Calif. She then goes on to Port Richmond, Calif., and either Portland, Ore. or Seattle, Wash.

Returning to the east, the 15,000 deadweight ton ship calls at about 25 lumber ports before getting into Atlantic waters and the Port of Baltimore once again.

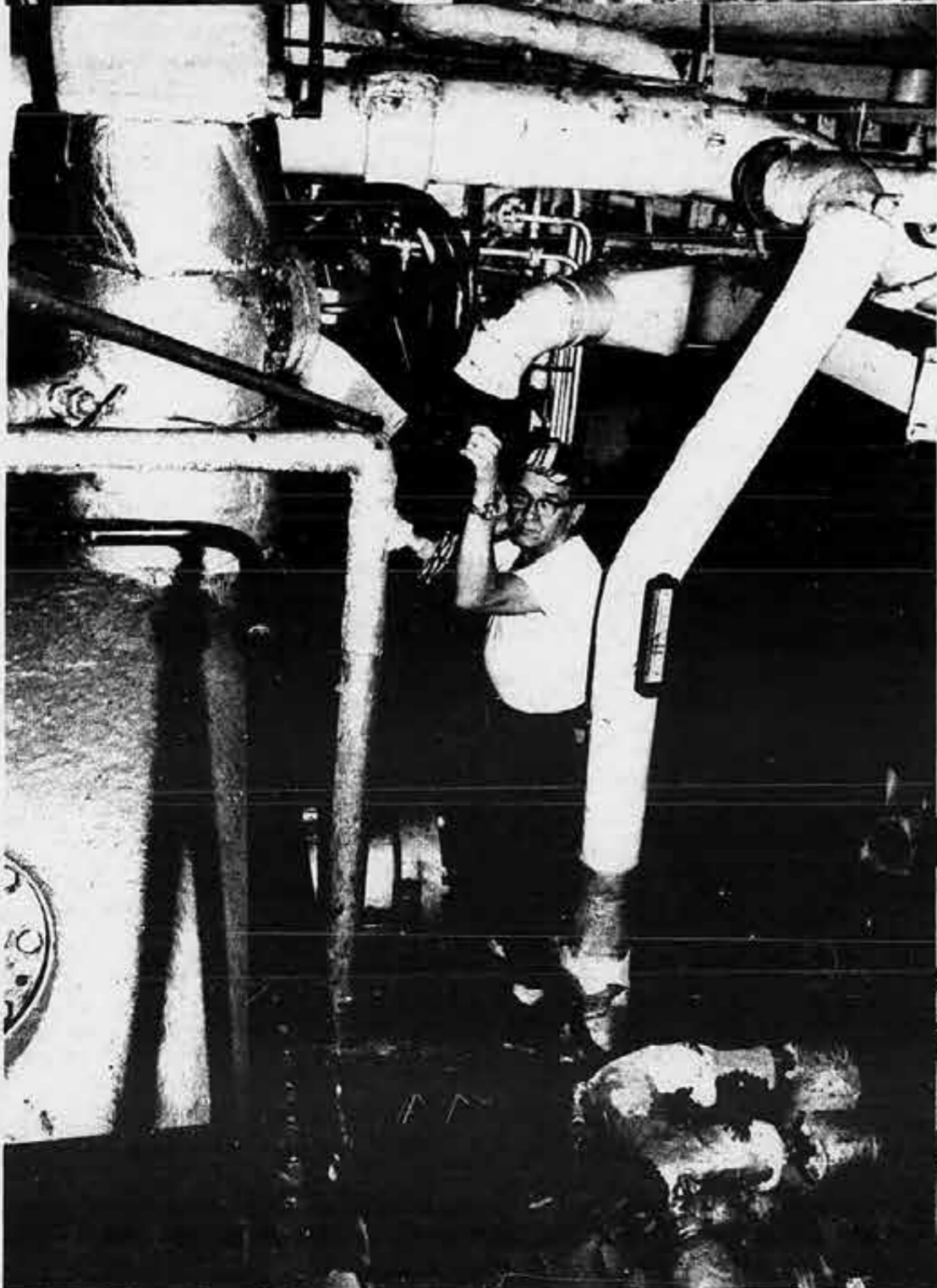


The SIU maintains an active office in the Port of Baltimore to keep pace with the needs of members. In photo at top Seafarer Frank Allen applies for a vacation and is aided by Patrolman Ed Smith. At bottom, Seafarer William Sears settles some problems during payoff.



Seafarer Vincent Cipriano checks the engines aboard the SIU-contracted *Portmar* during a recent stopover in the bustling Port of Baltimore.

# port



Seafarer Paul Garland, chief cook aboard the *Portmar*, slices into a ham for the crew's noontime meal and at bottom, Seafarer Harry Schockney is surrounded by a welter of pipes below decks.

Seafarer Ray Crawford ties off a deck rope on the *Portmar* as the sleek prow of the *Portmar*, bottom, pulls next to one of the many piers that service the great Port of Baltimore.

# ANNUAL REPORT

For the fiscal year ended November 30, 1971  
SEAFARERS WELFARE FUND  
275 20th Street, Brooklyn, New York 11215

to the  
SUPERINTENDENT OF INSURANCE  
of the  
STATE OF NEW YORK

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

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

Item		
1. Contributions: (Exclude amounts entered in Item 2)	\$3,405,591.13	
(a) Employer (Schedule 1)		
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$3,405,591.13
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	135,811.79	
(b) Dividends	38,843.76	
(c) Rents	1,871.04	
(d) Other (Specify)		
(e) Total Income from Investments		176,526.59
4. Profit on disposal of investments		922,057.22
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) See attachment	294,464.44	
(b) Clinic services rendered to participating groups	265,056.01	
(c) Total Other Additions		559,520.45
7. Total Additions		\$5,063,695.39

## DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	\$ —0—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	3,779,940.40
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fee, etc.)	1,716,836.07
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	478,447.66
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	\$ 478,075.60
(b) Allowances, Expenses, etc. (Schedule 2)	20,336.46
(c) Taxes	28,945.31
(d) Fees and Commissions (Schedule 3)	89,676.48
(e) Rent	41,677.86
(f) Insurance Premiums	10,475.61
(g) Fidelity Bond Premiums	—0—
(h) Other Administrative Expenses (Specify) See attachment	806,914.77
(i) Total Administrative Expenses	1,476,102.09
13. Loss on disposal of investments	678,503.50
14. Decrease by adjustment in asset values of investments	
15. Other Deductions: (Itemize)	
(a) See attachment	239,497.41
(b)	
(c) Total Other Deductions	239,497.41
16. Total Deductions	\$8,369,327.13

## RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$3,758,863.38
18. Total Additions During Year (Item 7)	\$5,063,695.39
19. Total Deductions During Year (Item 16)	8,369,327.13
20. Total Net Increase (Decrease)	(3,305,631.74)
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities) See attachment	\$ 453,231.64

## Part IV

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

## Part IV—Section A

Statement of Assets and Liabilities  
Seafarers Welfare Plan  
File No. WP-59298  
As of November 30, 1971

## ASSETS<sup>1</sup>

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 488,116.84	\$ 444,204.75
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) (See attachment)	68,306.12	141,944.59
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	52,529.44	36,603.23
b. Stocks:		
(1) Preferred	5,808.71	—0—
(2) Common	948,123.27	—0—
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal		
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	1,931,731.25	—0—
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)	160,300.00	160,300.00
(1) See attachment % 100		
(2) %		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured	1,790,050.94	1,777,753.80
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) See attachment	537,724.05	795,675.09
8. Total Assets	\$5,982,690.62	\$3,356,481.46

## LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable (See attachment)	2,192,605.96	2,890,586.54
12. Accrued expenses		
13. Other liabilities (Specify) See attachment	31,221.28	12,663.28
14. Reserve for future benefits	3,758,863.38	453,231.64
15. Total Liabilities and Reserves	\$5,982,690.62	\$3,356,481.46

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

## SEAFARERS WELFARE FUND

Attachment to 1971 New York State Insurance Department Annual Statement  
Year Ended November 30, 1971

### Page 6—Item 6—Other Additions

Restaurant sales	\$ 119,011.35
Equipment rentals	33,694.91
Miscellaneous income	27,839.79
Reimbursement of prior years' expenses attributable to the Seafarers Pension Fund in connection with:	
Collection fees and expenses	\$ 50,728.66
Special Services Department	63,189.73
	\$ 294,464.44

### Page 6—Item 12d—Fees and Commissions

Total fees paid	\$ 102,282.20
Less charged to Wage Insurance Program—Escrow account	12,605.72
	\$ 89,676.48

### Page 6—Item 15a—Other Deductions

Acquisition of fixed assets	\$ 29,357.99
Capital donated to wholly owned corporations	209,151.36
Tax on transfer of securities	988.06
	\$ 239,497.41

### Page 6—Item 12(h)—Other Administrative Expenses

Tabulating service	\$ 279,969.85
Stationery	52,472.65
Postage	9,382.86
Equipment rental	25,708.55
Electricity	880.58
Linen service	172.24

Miscellaneous .....	(11,378.31)
Telephone and telegraph .....	14,147.11
Repairs and maintenance .....	7,220.64
Cleaning .....	3,006.00
Dues and subscriptions .....	1,551.93
Employees benefits .....	26,773.58
Port shipping activity report service .....	17,850.00
Microfilming .....	2,732.65
Licenses and permits .....	101.25
Trustees' meetings expense—miscellaneous .....	122.30
Maintenance of real estate—Brooklyn, N.Y. ....	1,191.44
Litigation costs .....	1,810.35
Office improvements .....	105.92
Contribution to Pension Plan .....	157,085.93
Information booklets .....	54,622.97
Temporary office help .....	3,340.58
Personnel recruitment .....	21,189.15
New York State Insurance Department—examination fee .....	5,317.54
Maintenance of real estate—Bayou Le Batre, Alabama .....	104.88
Educational conference—Piney Point, Md. ....	131,432.13
	\$ 806,914.77

Medical and Safety Program facilities—		
Brooklyn, N.Y. ....	104,175.23	114,774.40
Puerto Rico .....	67,745.24	—0—
Chicago, Illinois .....	324,280.07	325,708.06
New Orleans, Louisiana .....	46,912.15	47,545.04
Baltimore, Maryland .....	49,258.72	49,258.72
Furniture and fixtures—Blood Bank Program..	780.36	1,251.02
Equipment—Outports .....	9,302.05	12,109.70
Cemetery plots .....	416.60	2,812.43
Restaurant facilities—		
New Orleans .....	102,148.72	103,149.42
Philadelphia .....	22,976.38	22,976.38
Mobile .....	19,752.13	19,841.17
Recreational facilities .....		
New Orleans .....	462.00	462.00
Houston .....	21,963.53	21,963.53
Puerto Rico .....	612.80	612.80
Loans receivable—		
Seamen's Loan Program .....	120,473.92	143,990.57
Seniority Upgrading Program .....	153,503.82	180,687.91
Food inventories .....	3,623.57	3,497.81
Miscellaneous .....	124.00	314.07
	1,693,058.08	1,908,302.29
Less reserve for fixed assets .....	(1,155,334.03)	(1,112,627.20)
Total other assets .....	\$ 537,724.05	\$ 795,675.09

Page 6—Items 17 and 21—Fund Balance

	Beginning of Year	End of Year
Reserve for welfare benefits for pensioners and their dependents .....	\$4,545,656.00	\$6,120,514.00
Fund balance (deficit) .....	(786,792.62)	(5,667,282.36)
	\$3,758,863.38	\$ 453,231.64

( ) Indicates negative figure

Part IV—Section A

Item 2—Other Receivables

	Prior Year	Reporting Year
Great Lakes Seamen's Appeals Board .....	\$ 1,608.07	\$ 1,582.48
Great Lakes Tug and Dredge Region Appeals Board .....	804.05	791.28
Seafarers Puerto Rico Division Welfare Fund..	65,894.00	98,067.93
Harry Lundeberg School of Seamanship .....	—0—	41,502.90
	\$ 68,306.12	\$ 141,944.59

Part IV—Section A

Item 11—Accounts Payable

	Prior Year	Reporting Year
Due to Great Lakes Tug & Dredge Pension Fund .....	\$ 18.93	\$ —0—
Due to Seafarers Vacation Fund .....	45,936.12	40,696.19
Due to Welfare New York Restaurant Corp....	4,295.60	—0—
Due to Seafarers Pension Fund .....	2,081,282.65	2,847,303.87
Due to MAP Norfolk Building Corp. ....	22,995.65	—0—
Due to Harry Lundeberg School of Seamanship	31,349.54	—0—
Due to Welfare Baltimore Restaurant Corp....	6,727.47	2,586.48
	\$2,192,605.96	\$2,890,586.54

Part IV—Section A

Item 13—Other Liabilities

	Prior Year	Reporting Year
Unapplied contributions .....	\$ 3,543.00	\$ 7,779.11
Miscellaneous .....	27.50	—0—
Payroll deductions withheld .....	16,081.49	4,308.25
Mobile sales tax payable .....	94.16	107.05
New Orleans sales tax payable .....	179.67	246.59
Wage Insurance Program—escrow account....	11,295.46	222.28
	\$ 31,221.28	\$ 12,663.28

Part IV—Section A

Item 3e—Subsidiary Organizations

	Capital Stock	Donated Capital	Less Reserve*	Prior Year	Reporting Year
Welfare New York Building Corp. ....	\$ 2,000.00	\$ 907,753.41	\$ 902,753.41	\$ 7,000.00	\$ 7,000.00
Welfare Philadelphia Building Corp. ....	2,000.00	346,675.94	330,675.94	18,000.00	18,000.00
Welfare Baltimore Building Corp. ....	2,000.00	1,230,477.35	1,188,377.35	44,100.00	44,100.00
Welfare New Orleans Building Corp. ....	2,000.00	1,247,775.53	1,229,975.53	19,800.00	19,800.00
Welfare Mobile Building Corp. ....	2,000.00	201,817.79	190,017.79	13,800.00	13,800.00
Welfare New York Restaurant Corp. ....	2,000.00	117,303.18	81,703.18	37,600.00	37,600.00
Welfare Baltimore Restaurant Corp. ....	2,000.00	91,424.07	73,424.07	20,000.00	20,000.00
	\$14,000.00	\$4,143,227.27	\$3,996,927.27	\$160,300.00	\$160,300.00

\* It is the policy of the Plan to reflect its fund balance on a cash basis, therefore a reserve is set up representing fixed assets acquired by the Fund and donated to its corporations. The difference between donated capital and respective reserve represents cash contributed for operating purposes.

Individual filings on Part IV, Sections A, B and C for the foregoing subsidiary corporations will be made under separate cover.

Part IV—Section A

Item 7c—Other Assets

	Prior Year	Reporting Year
Advances to corporations—		
Welfare Mobile Building Corp. ....	\$ 27,165.50	\$ 30,932.12
Welfare Philadelphia Building Corp. ....	13,700.97	18,590.81
Welfare Baltimore Building Corp. ....	45,867.32	43,076.56
Welfare New Orleans Building Corp. ....	45,136.24	42,018.22
Welfare New York Building Corp. ....	25,001.70	118,607.75
Welfare New York Restaurant Corp. ....	—0—	111,070.79
Advance to Seafarers Welfare Plan Clinic, Chicago, Ill. ....	100,500.00	100,500.00
Insurance claims receivable .....	538.41	576.00
Due from participating groups re medical clinic services .....	1,729.60	1,608.48
Security deposits .....	359.00	204.00
Fixed Assets (see attachment for reconciliation)...		
Furniture and fixtures—Plan office .....	342,440.45	348,055.83
Furniture and fixtures—Detroit office .....	10,921.23	10,921.23
Training facilities—Bayou Le Batre, Ala.*....	31,185.47	31,185.47

Employer trustee:

X *[Signature]*

Employee trustee:

X *[Signature]*

Others (Indicate titles):

# ANNUAL REPORT

For the fiscal year ended November 30, 1971

SEAFARERS PENSION FUND

275 20th Street, Brooklyn, N.Y. 11215

to the  
SUPERINTENDENT OF BANKS  
of the  
STATE OF NEW YORK

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

Part IV

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

Part IV—Section A

Statement of Assets and Liabilities  
Seafarers Pension Plan  
File No. WP-158707  
As of November 30, 1971

**ASSETS**

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 683,036.46	\$ 491,700.18
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify) Allocated but unpaid by other Funds	2,202,426.94	3,102,696.78
b. Dividends or experience rating refunds		
c. Other (Specify) Due from other Funds	1,946.67	—0—
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	2,695,631.24	3,071,667.59
(2) Common	15,074,013.96	20,369,603.40
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	1,213,135.00	120,372.00
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	32,046,209.31	39,519,919.41
d. Common Trusts:		
(1) (Identify) AFL-CIO Mortgage Investment Fund	999,732.43	999,732.43
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1) %		
(2) %		
4. Real estate loans and mortgages	221,266.02	208,397.93
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income	20,274.04	769,018.92
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$55,157,672.06	\$68,653,108.64

**LIABILITIES**

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses	20,748.01	9,654.12
13. Other liabilities (Specify) See Attachment	2,362.00	76,946.51
14. Reserve for future benefits	55,134,562.05	68,566,508.01
15. Total Liabilities and Reserves	\$55,157,672.06	\$68,653,108.64

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

**SEAFARERS PENSION PLAN**

Attachment to the Annual Report Form D-2  
Year Ended November 30, 1971

**Part IV—Section A—Item 13—Other Liabilities**

	Prior Year	Current Year
Unclaimed benefits	\$ 2,362.00	\$ 1,862.00
Due to other Fund	—0—	75,084.51
	\$ 2,362.00	\$ 76,946.51

**Part IV—Section B**

Statement of Receipts and Disbursements  
SEAFARERS PENSION PLAN  
As of November 30, 1971  
File No. WP-158707

**CASH RECEIPTS**

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$11,663,090.96	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$11,663,090.96
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Receipts From Investments:		
(a) Interest	\$ 2,362,446.89	
(b) Dividends	706,479.59	
(c) Rents		
(d) Other (Specify)		
(e) Total Receipts From Investments		3,068,926.48
4. Receipts From Sale of Assets:		
a. Sales to parties-in-interest		
b. Sales to others	25,458,271.06	
c. Total Receipts From Sale of Assets (Schedule 2)		25,458,271.06

**5. Other Receipts:**

a. Loans (Money borrowed)		
b. Other (Specify) See Attachment	157,806.86	157,806.86
c. Total Other Receipts		
6. Total Receipts		\$40,348,095.36

**CASH DISBURSEMENTS**

7. Insurance and Annuity Premiums Paid to Insurance Carriers and Payments to Service Organizations (including Prepaid Medical Plans)		
8. Benefits Provided Directly by the Trust or Separately Maintained Fund		5,135,348.83
9. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
10. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
11. Administrative Expenses:		
(a) Salaries (Schedule 3)	\$ 83,746.45	
(b) Allowances, expenses, etc. (Schedule 3)	13,269.90	
(c) Taxes	4,627.45	
(d) Fees and commissions (Schedule 4)	157,775.45	
(e) Rent	5,855.23	
(f) Insurance Premiums	155.97	
(g) Fidelity Bond Premiums	1,725.00	
(h) Other Administrative Expenses (Specify) See attachment	627,021.26	
(i) Total Administrative Expenses		894,176.71
12. Purchase of Assets:		
(a) Investments: (Other than real estate)		
(1) Purchased from parties-in-interest		
(2) Purchased from others		
(b) Real Estate:		
(1) Purchased from parties-in-interest		
(2) Purchased from others	34,375,828.94	
(c) Total Purchase of Assets		34,375,828.94
13. Loans (Money loaned)		
14. Other Disbursements: (Specify)		
(a)		
(b) See Attachment	134,077.16	
(c) Total Other Deductions		134,077.16
15. Total Disbursements		\$40,539,41.64

**Part IV—Section B—Item 5b**

**Other Receipts**

Repayment of Medicare benefits paid on behalf of Seafarers Welfare Plan	\$ 74,685.70
Repayments of real estate mortgage—principal	12,868.09
Receipt of accrued interest on bonds purchased	58,735.52
Reimbursement of expenses paid on behalf of others	1,946.67
Benefits refunded	9,355.88
Taxes withheld from pensioners	215.00
	\$ 157,806.86

**SEAFARERS PENSION PLAN**

Attachment to Annual Report Form D-2  
Year Ended November 30, 1971

**Part IV—Section B—Item 14a**

**Other Disbursements**

Medicare benefits paid on behalf of Seafarers Welfare Plan	\$ 82,134.00
Accounts payable at December 1, 1970 paid	20,748.01
Accrued interest paid on bonds purchased	30,980.15
Payment of taxes withheld from pensioners	215.00
	\$ 134,077.16

**Part IV—Section B—Item 11h**

**Other Administrative Expenses**

Stationery and printing	\$ 11,139.53
Postage	1,084.81
Telephone and telegraph	1,566.83
Tabulating service	406,693.02
Microfilming	427.67
Equipment rental	3,230.10
Employee benefits	21,038.84
Miscellaneous	(1,463.91)
Miscellaneous Trustees meetings expense	9.42
Repairs and maintenance	603.67
Dues and subscriptions	520.15
Outside office help	551.16
Office improvements	15.89
Personnel recruitment	3,178.38
Special Services Department	63,189.73
Educational conferences	131,432.13
Less included in accounts payable	(16,196.16)
	\$ 627,021.26

( ) Indicates negative figure



**YORKMAR** (Calmar), Apr. 30—Chairman Angeles Antonio; Secretary J. W. Givens. Everything is running smoothly with no beefs. Vote of thanks was extended to the steward department for a job well done.

**TOPA TOPA** (Waterman), Apr. 16—Chairman A. Hanna; Secretary L. Nicholas; Deck Delegate Ray Willis; Engine Delegate Thomas R. Hall; Steward Delegate M. P. Cox. Everything is running smoothly. Disputed OT in steward department to be taken up with patrolman. Vote of thanks to the steward department for a job well done.

**RAMBAN** (American Bulk Carriers), Apr. 30—Chairman M. L. Farsbeter; Secretary J. Craft; Deck Delegate R. C. Maddox; Engine Delegate O. Motley; Steward Delegate C. R. Hendricks. Few hours disputed OT in deck department.

**TRANSIDAHO** (Hudson Waterways), Apr. 23—Chairman Frank Gaspar; Secretary Aussie Shrimpton. \$150 in ship's fund. No beefs and no disputed OT. Suggestion was made that the SIU hall in Philadelphia be contacted to see if something can be done regarding transport facilities and telephone communication from the dock where the ship berths.

**OAKLAND** (Sea-Land), Mar. 26—Chairman Albert Ahin; Secretary C. Johnson; Deck Delegate W. MacDonald; Engine Delegate D. E. Barnes; Steward Delegate O. Arndt. \$37 in ship's fund. Some disputed OT in deck department.

**GATEWAY CITY** (Sea-Land), May 4—Chairman L. Rodrigues; Secretary W. N. Hem; Deck Delegate E. Kirkland; Engine Delegate Ray W. Anderson. Some disputed OT in engine Department. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**CHARLESTON** (Sea-Land), May 7—Chairman Antonio Kotsis; Secretary R. Hernandez. Everything is running smoothly except for a few hours disputed OT in deck department.

**THETIS** (Rye Marine), Apr. 30—Chairman Ben Weinberg; Secretary Roy R. Thomas; Deck Delegate J. Owen; Engine Delegate C. C. Madsen; Steward Delegate J. T. Shields. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

**HURRICANE** (Waterman), Apr. 2—Chairman Joe Collins; Secretary R. R. Maldonado; Engine Delegate A. Abrams; Steward Delegate Henry Jones, Jr. Some disputed OT in deck and engine departments. Ship's Chairman Joe Collins extended a vote of thanks to the crew for conducting themselves like good union men during the voyage, stating that this is the best bunch of men he sailed with in many years. Vote of thanks was also extended to the steward department for a job well done.

**MT. VERNON VICTORY** (Victory Carriers), May 21—Chairman V. Grima; Secretary Bill Stark; Deck Delegate Desmond Stevens; Engine Delegate Donald Murray. \$10 in ship's fund. Vote of thanks was extended to the steward department for a job well done.

**PENN CHAMPION** (Penn), May 21—Chairman J. T. aMnn; Secretary V. L. Swanson; Deck Delegate J. D. McPhee; Engine Delegate F. Jankins; Steward Delegate I. Gray. \$23 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**BETHTEX** (Bethlehem Steel), May 6—Chairman M. J. Kerngood; Secretary D. N. Lippy. Everything is running smoothly except for some disputed OT in each department. Vote of thanks was extended to the steward department for a job well done.

**ROBERT E. LEE** (Waterman), March 26—Chairman Claude Webb; Secretary F. Kustura; Deck Delegate Monte R. Pereiro; Engine Delegate H. J. Romero. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done.

**TRANSCOLUMBIA** (Hudson Waterways), Apr. 2—Chairman A. Otremba; Secretary F. Hall; Deck Delegate E. Makela. \$12 in ship's fund. Some disputed OT in deck and engine departments.

**CHICAGO** (Sea-Land), May 7—Chairman Dan Butts; Secretary J. M. Davis. \$19 in ship's fund. OT beef in engine department to be taken up with patrolman.

**SEATRAN MARYLAND** (Hudson Waterways), Apr. 30—Chairman Enos E. Allen; Secretary J. B. Archie. Most of the repairs have been completed. Everything is running smoothly with no beefs. Extended thanks to steward department.

**OVERSEAS TRAVELER** (Maritime Overseas), May 14—Chairman W. Crawford; Secretary J. Davis. \$120 in ship's fund. Few beefs to be taken up with boarding patrolman. Vote of thanks to the steward department for a job well done.

**DELTA BRASIL** (Delta), May 14—Chairman James F. Cunningham; Secretary Thomas Liles, Jr.; Deck Delegate George C. Pierre; Engine Delegate John Brolenck; Steward Delegate Orlando Gonzalez. Few hours disputed OT in deck department.

**BOSTON** (Sea-Land), May 21—Chairman Juan Vega; Secretary S. F. Schuyler; Deck Delegate John Japper; Steward Delegate Pedro Sanchez. Everything seems to be running smoothly. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

**STEEL VOYAGER** (Isthmian), Apr. 23—Chairman Dutch Keefer; Secretary J. W. Sanders. \$23 in ship's fund. Everything is running smoothly. Vote of thanks was extended to all department delegates for their cooperation. Thanks was also extended to the following members of the steward department, Chief Cook Lionel Antoine, Baker Jerry W. Trayer and 3rd Cook Arthur Rudnick for doing a fine job.

**PENN LEADER** (Penn Shipping), June 6—Chairman E. Wagner; Secretary N. Hatgimisios; Deck Delegate Joseph Stanton; Engine Delegate Johannes Roos. Crew voted and carried unanimously to accept the new contract.

**STEEL VOYAGER** (Isthmian), May 7—Chairman Dutch Keefer; Secretary J. W. Sanders. \$23 in ship's fund. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**TRANSLOBE** (Hudson Waterways), May 7—Chairman Robert G. Merrreo; Secretary Michael Klepeis, Jr.; Engine Delegate Richard G. Cookmam; Steward Delegate James Marshall. \$11 in ship's fund. No beefs were reported.

**WESTERN PANET** (Western Tankers), May 27—Chairman James P. Ahern; Secretary S. Kolasa; Deck Delegate Ronald J. Crain; Engine Delegate R. G. Sawyer. Some disputed OT in deck department. Vote of thanks to the

chief cook and baker and messmen for a job well done.

**YELLOWSTONE** (Ogden Marine), Apr. 16—Chairman Danny Merrill; Secretary W. G. Williams; Deck Delegate O. H. Dowd; Engine Delegate C. Berry; Steward Delegate J. Naylor. \$15 in ship's fund. Everything is running smoothly with no beefs.

**FALCON COUNTESS** (Falcon Tankers), May 14—Chairman Joe Richburg; Secretary Jimmie Bartlett; Deck Delegate B. Jarratt; Engine Department Robert M. Moody; Steward Delegate Cecil H. Martin. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**TRANSIDAHO** (Hudson Waterways), May 14—Chairman F. Gaspar; Secretary, Aussie Shrimpton; Deck Delegate Thomas P. Anderson; Engine Delegate E. R. Sierra; Steward Delegate Frank Rahas. \$170 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.



**PENN LEADER** (Penn Shipping Co.)—P. Pedro (center, top), educational director aboard the *Penn Leader*, seems to have a bird's eye view of other members of the ship's committee. From left are: R. Anerino, deck delegate; N. Hatgimisios, secretary-reporter; E. Wagner, ship's chairman; R. Tomeo, engine delegate, and J. Carames, steward delegate.



**ROBERT E. LEE** (Waterman)—Off a coastwise trip and about to sail for the Mideast, the *Robert E. Lee* recently stopped over at Bayonne, New

Jersey. Her committee includes, from left: A. Glasscock, steward delegate; H. Messick, engine delegate; J. Sumpter, secretary-reporter;

R. Kelly, deck delegate; G. Torche, ship's chairman, and S. Miller, educational director.



**SHAME  
LONELINESS  
UNEMPLOYMENT  
DEATH  
DRUGS  
ARE  
A  
BUMMER**



## Wandering the Seas

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

## Of Flesh And Steel

Forging and tempering  
The molten ore,  
The founders live  
Engulfed by fume and flame  
With slag upon their tongues.

Numbed, with crazed eyes,  
They watch  
The fall of a brother  
Into the volcanic cauldron  
Floating, atomizing  
In hissing steel.

Each foot of girder  
Rising into the clouds  
Contains his bone.

Henri Percikow

## Kentucky

A log cabin, now a shrine  
For the man at the rail  
Who stood tall with vision;  
A tribute of freedom,  
His wisdom rooted in the land.

Gently rolls the land,  
Through the heart of Kentucky.  
The steel blue tint of May blossoms  
Colors her northern fields  
Where thoroughbreds graze in the blue grass.

Men crouching in pits,  
Their flesh etched with blue coal,  
Will not forever murmur  
A prayer for sunshine . . .  
And the blue grass above.

Henri Percikow

## Join The Skamps

Let's go back to the beautiful mountains;  
And ride the troubled crystal sea.  
Let's encamp by those throbbing fountains;  
And be amidst the kind ones we see.

Let's go over swamp trails into the camps  
And enter the midway's festival Spring.  
Let's join the rejoicers with the skamps;  
And help be tramp, prince and king.

Roy Lee Hinson

## The Sea and the Steel Admiral

The sea is angry and furious as  
The *Steel Admiral* sails along.  
Yet there is beauty mysterious  
As she slowly takes me home.

The waves go up, then down again  
Like they're playing some sort of game.  
The wind blows cold,  
And the white caps glow;  
Ah, the sea is in command.

Hate versus Love is the ultimate.  
Which is better, to be  
A fool and mad with hate,  
Or a man who is cool and free  
And glad with love from the ultimate.

Milton Armstead, Jr.

## Ships' Committees



**FAIRLAND (Sea-Land)**—In good spirits after a smooth voyage from Puerto Rico to Port Elizabeth, New Jersey are, from left front: G. Burke, ship's chairman; G. Rowland, engine delegate; F. Motus, steward delegate, and G. Evans, educational director. In rear, from left, are: R. Garay, deck delegate, and R. Goodman, secretary-reporter.



**STEEL ADMIRAL (Isthmian)**—Standing clockwise from left around the Steel Admiral's secretary-reporter P. Batayais, who has the seat of honor topside, are: B. Wright, ship's chairman; J. Kennedy, deck delegate; W. Syndberg, engine delegate, and J. White, steward delegate.

### Seafarers Welfare, Pension and Vacation Plans

FOR THE MONTH OF JULY 1972

FOR PERIOD DECEMBER 1, 1971 thru JULY 31, 1972

	NUMBER OF BENEFITS	AMOUNT PAID
<b>SEAFARERS WELFARE PLAN</b>		
Scholarship .....	1	\$ 94.66
Hospital Benefits .....	1,318	33,929.38
Death Benefits .....	19	50,151.37
Medicare Benefits .....	92	511.90
Maternity Benefits .....	24	4,800.00
Medical Examination Program .....	775	23,241.35
Dependent Benefits (Average \$432.65) .....	2,176	94,134.68
Optical Benefits .....	608	8,620.56
Meal Book Benefits .....	241	2,401.00
Out-Patients Benefits .....	4,291	37,748.00
Summary of Welfare Benefits Paid .....	<u>9,545</u>	<u>255,632.90</u>
Seafarers Pension Plan—Benefits Paid .....	<u>1,935</u>	<u>469,025.00</u>
Seafarers Vacation Plan—Benefits Paid (Average \$504.94) .....	<u>1,178</u>	<u>531,619.03</u>
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b><u>12,658</u></b>	<b><u>\$1,256,276.93</u></b>

# Delta Gives Model To SIU Museum

A glass encased five-foot long scale model of the *Del Norte*, a recently retired combination cargo-passenger vessel continuously manned by Seafarers since she was launched in 1946, has been donated by Delta Lines to the SIU's Harry Lundeberg Maritime Museum at Piney Point, Md.

In addition to the model, Delta Lines had earlier donated the ship's wheel, bell, and bridge name board which were saved after the *Del Norte* made her last voyage.

C. J. "Buck" Stephens, SIU New Orleans Port Agent, accepted the model on behalf of the Lundeberg museum from Captain Daniel Kirby, Delta's vice president in charge of operations. The model had been on display in the lobby of Delta's

Buenos Aires office but was sent to New Orleans when Delta learned of the museum's present drive to collect maritime artifacts for display.

The new museum, established by the Union at the Harry Lundeberg School of Seamanship, is dedicated to the preservation of memorabilia relating to America's maritime industry and to depicting the vital role played in that history by the men of the SIU.

Among the other items of historical interest donated by Delta Lines to the Lundeberg museum was an assortment of photographs of ships formerly operated by the company, starting with its first vessel, the *Boundbrook*, a Hog Island type vessel that sailed on her maiden voyage in 1919 from New Orleans to Brazil.



Capt. Daniel Kirby, left, vice president of Delta Lines, and C. J. "Buck" Stephens, SIU New Orleans port agent, stand by model of the *Del Norte*, which Delta presented to the Harry Lundeberg Museum at Piney Point.

## Upgrading Class Schedule at Lundeberg School

Upgrading classes are now being conducted at Harry Lundeberg School. Classes for the following ratings are available: Lifeboat, Able Body Seaman, Quartermaster, Fireman, Watertender, Oiler, Reefer, Electrician, Junior Engineer, Pumpman, Deck Engineer, Machinists, Tankerman.

Classes begin every two weeks on the following dates:

September 7, 12; October 5, 19; November 9, 23; December 7, 21.

Under a new U.S.C.G. ruling, graduates of the HLS will be able to qualify for upgrading with reduced seetime. Those wishing to upgrade to

AB need only 8 months seetime as ordinary seaman. Those wishing to upgrade to FWT, and Oiler need only 3 months seetime as a wiper.

Consult the following chart to see if you qualify.

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

- 4 passport photographs (full face)

- Merchant Marine personnel physical examinations using USCG form CG-719K given by either U.S.P.H.S. or S.I.U. Clinic. Those applicants already holding a rating

### Ratings

AB  
FWT, Oiler  
All other QMED

### HLS Graduate

8 mos. O.S.  
3 mos. wiper  
6 mos. wiper

### All Others

12 mos. O.S.  
6 mos. wiper  
6 mos. wiper

other than wiper in the engine department or AB do not require a physical.

- Sub-chapter B of the United States Coast Guard regulations state that the officer wishing certification as a Tankerman "shall furnish satisfactory documentary evidence to the Coast Guard that he is trained in, and capable of performing efficiently, the necessary operation on tank

vessels which relate to the handling of cargo." This written certification must be on company stationery and signed by a responsible company official.

- Only rooms and meals will be provided by Harry Lundeberg School. Each upgrader is responsible for his own transportation to and from Piney Point. No reimbursement will be made for this transportation.

Name ..... Age.....

Home Address ..... S.S. #.....

Mailing Address..... Book #.....

Phone .....

Ratings Now Held .....

What Rating Interested In .....

Dates Available to Start .....

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

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

Return completed application to the attention of:

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

# Seafarer Douglas: Artist on the Sea

Seafarer Vernon Douglas says that "painting is something to do to keep the time going" on those long voyages. This chief steward is painting so well, however, that he sold one of his works for \$300.

Sailing with the union for nearly 24 years, Brother Douglas has been painting for over seven years now. He never went to school to learn painting but instead "just picked it up."

Brother Douglas became interested in two quite different painters from very different eras—Norman Rockwell, who still paints today and

Michelangelo, the famous Renaissance artist. "They both have different styles," says Douglas, "and I'm trying to get both styles together."

Many of his paintings are reproductions of photographs he finds in magazines. For instance, right now he's finishing a reproduction of a photo showing a cyclone threatening a small house in the Midwest of America.

Seafarer Douglas first makes a pencil drawing before painting and at present he's started on a composite copy of two different photographs.

Brother Douglas, who is an Army veteran of World War II, started sail-

ing "for something to do." He had gone to music school and learned to play the saxophone, but couldn't make money doing it for a living. He still plays for his own enjoyment, however.

Now sailing on the *Portmar*, Doug-

las has been with the vessel for seven months and is very active on the ship's committee.

A native of Baltimore, Md., where he was born in 1923, Seafarer Douglas continues to make his home there.



Seafarer Vernon Douglas stands beside one of his latest paintings in

his room on board the *Portmar* where he is sailing as chief steward.

## Statement of Ownership

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION  
(Act of October 23, 1968; Section 4369, Title 39, United States Code)

1. TITLE OF PUBLICATION  
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7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)  
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8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state) None
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The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes:  Have not changed during preceding 12 months  Have changed during preceding 12 months
10. EXTENT AND NATURE OF CIRCULATION

	Average no. copies each issue during preceding 12 months	Actual number of copies of single issue published nearest to filing date
A. TOTAL NO. COPIES PRINTED (Net Press Run)	56,242	55,000
B. PAID CIRCULATION		
1. Sales through dealers and carriers, street vendors and counter sales	None	None
2. Mail subscriptions	None	None
C. TOTAL PAID CIRCULATION	None	None
D. FREE DISTRIBUTION by mail, carrier or other means		
1. Samples, complimentary, and other free copies	36,153	37,153
2. Copies distributed to news agents, but not sold	None	None
E. TOTAL DISTRIBUTION (Sum of C and D)	36,153	37,153
F. OFFICE USE, left-over, unaccounted, spoiled after printing	20,089	17,847
G. TOTAL (Sum of E & F—should equal net press run shown in A)	56,242	55,000

## SIU Upgrading Center at Work

Veteran SIU members are taking a step up the ladder of success in a variety of courses offered them at the SIU Upgrading Center in Piney Point, Md.

A full range of study in nearly all fields is available for members wishing to take advantage of this self-advancement program.

Among the available programs are lifeboat, Able Bodied Seaman, Quartermaster, Fireman, Watertender, Oiler, Reefer, Electrician, Junior Engineer, Pumpman, Deck Engineer, Machinist and Tankerman.

Details of the program, a schedule of starting dates and an application for enrollment appear on Page 26 of this issue of the *Log*.

Seafarer Allen Batchelor studied hard during his three weeks at the Harry Lundeberg Upgrading Center in Piney Point, and it paid off. Earlier this month, Seafarer Batchelor passed Coast Guard examinations and received endorsements as Refrigeration Engineer, Machinist, and Junior Engineer. Seafarer Batchelor said: "I always wanted a better education like my own brother and sisters, but I had to always be the breadwinner. I am over 60, now, and here is my Union giving me a chance to get this much-needed education at no cost to me."

Robert Kalmus, Director of Vocational Education at the Harry Lundeberg School, congratulates two recent upgraders who received Fireman, Watertender and Oiler endorsements after studying at the Upgrading Center. They are, from left, Seafarers Paul Kerney and John Copado. Seafarer Copado said: "The training I got here helped me with the endorsements which I wouldn't have been able to get any other way." Seafarer Kerney said: "At this school we are thinking of the future. Our Union is producing the trained manpower to supply the new ships."



Union education is an important part of the curriculum at the Harry Lundeberg Upgrading Center. It is in these classes that the Seafarer learns more about his union and his industry, and of his rights and his responsibilities. Here, Union Education Instructor Mike Sacco discusses the role of the *Seafarers Log* in the education of SIU members with Seafarers, from left, Charles McCue, Kevin Conklin, Spurgeon Simpson, Dyrrell Davis, Engine Upgrading Instructor John Tilli, James Lee Hart and Stanley Gondzar.



# New SIU Pensioners



**Milford E. Alexander, 69**, is a native of Louisiana and now makes his home in New Orleans, La. One of the early members of the union, Brother Alexander joined in 1939 in the Port of New Orleans. He sailed in the steward department.



**Edward L. Lane, 47**, joined the union in 1952 in the Port of New Orleans and sailed in the engine department. Brother Lane served as ship's delegate while sailing. He was also issued two picket duty cards in 1961. A native of Illinois, Seafarer Lane now resides in New Orleans, La. He is a Navy veteran of World War II, and served in that branch of the service from 1943 to 1951.



**James H. Maxey, 46**, joined the union in 1946 in the Port of New York and sailed in the deck department. Brother Maxey served as ship's delegate while sailing. A native of South Carolina, Seafarer Maxey now lives in Charleston, S.C.



**Alfred C. Jutchess, 63**, is one of the first members of the union, having joined in 1938 in the Port of New Orleans. Brother Jutchess sailed in the deck department. A native of Minnesota, Seafarer Jutchess is now making his home in Baltimore, Md.



**Thomas E. Clough, 63**, is a native of Maryland and now lives in Houston, Tex. He joined the union in 1941 in the Port of Baltimore and sailed in the deck department. Brother Clough served as ship's delegate while sailing. His retirement ends a sailing career of 45 years.



**James P. Walters, 44**, is a native of Brooklyn, N.Y., and continues to make his home there. He joined the union in 1959 in the Port of New York and sailed in the deck department. Brother Walters served as ship's chairman while sailing. He served in the Army from 1946 to 1947. Seafarer Walters retired after sailing 28 years.



**Lowell E. Harris, 60**, is a native of North Carolina and now resides in Macon, N.C. He joined the union in 1947 in the Port of Norfolk and sailed in the steward department.



**James B. Harrison, 44**, joined the union in 1946 in the Port of Galveston and sailed in the engine department. A native of Alabama, Seafarer Harrison now resides in Semmes, Ala.



**John Johnson, 65**, joined the union in the Port of Frankfort and sailed in the deck department. A native of Pierport, Mich., Brother Johnson now makes his home in Arcadia, Mich. Brother Johnson retired after sailing 21 years.



**Oliver L. Lee, 68**, is a native of Dover, Fla., and now lives in Lady Lake, Fla. He joined the union in 1949 in the Port of Tampa and sailed in the engine department. In 1967 Brother Lee received his Third Assistant Engineer's License. Seafarer Lee served in the Air Force from 1921 to 1922.



**Cassell C. Bridgman, 55**, is a native of Swan Quarter, N.C., and now makes his home in Elizabeth City, N.C. He joined the union in 1953 in the Port of New York and sailed in the deck department. Brother Bridgman was given a personal safety award for his part in making the *Seatrain Georgia* an accident-free ship during the latter part of 1960. Brother Bridgman is a Coast Guard veteran of World War II.



**Amos Hebert, 65**, is a native of Cameron Parrish, La., and now resides in Orange, Tex. He joined the union in Port Arthur and sailed in the steward department.



**Wong Lee, 65**, joined the union in 1953 in the Port of New York and sailed in the steward department. Brother Lee was issued picket duty cards in 1961 and 1962. A native of China, Seafarer Lee now resides in Brooklyn, N.Y. He is an Army veteran of World War II.



**Stravros V. Papoutsis, 66**, joined the union in 1951 in the Port of New York and sailed in the steward department. Seafarer Papoutsis was issued a picket duty card in 1961. A native of Greece, Brother Papoutsis now resides in Manhattan, N.Y.



**Jerome A. DiDomenico, 63**, joined the union in the Port of New York and worked as a boat dispatcher. A native of New York City, Brother DiDomenico now lives in Massapequa, N.Y.



**Oscar Stevens, 70**, is a native of Arkansas and now makes his home in Megargel, Ala. One of the first members of the union, Brother Stevens joined in 1939 in the Port of Mobile. He sailed in the deck department. Seafarer Stevens was very active in the union, assisting in organizing drives and participating in all strikes. Brother Stevens served in the Navy from 1920 to 1922.



**John Paerels, 65**, joined the union in 1946 in the Port of New York and sailed in the deck department. A native of Louisiana, Brother Paerels now makes his home in San Pedro, Calif. His retirement ends a sailing career of 46 years.



**Roy F. Bauers, 65**, is a native of Missouri and now makes his home in Carp Lake, Mich. He joined the union in the Port of Detroit and sailed in the deck department. Seafarer Bauers' retirement ends a sailing career of 38 years.



**Albert H. Richards, 65**, is a native of St. Thomas, Virgin Islands, and now is living in Philadelphia, Pa. One of the first members of the union, Brother Richards joined in 1938 in the Port of Baltimore and sailed in the steward department. Seafarer Richards' retirement ends a sailing career of 45 years.



**Edward H. Smith, 71**, is a native of Michigan and now resides in Toledo, O. Brother Smith joined the union in the Port of Detroit and sailed in the deck department on the Great Lakes. Seafarer Smith has been sailing for 40 years.



**Ernest R. S. Bright, 63**, is one of the first members of the union having joined in 1939 in the Port of New Orleans. He sailed in the engine department. A native of Mississippi, Brother Bright now lives in St. Bernard, La. Seafarer Bright's retirement ends a sailing career of 45 years.

# DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

June 1-30, 1972

## DECK DEPARTMENT

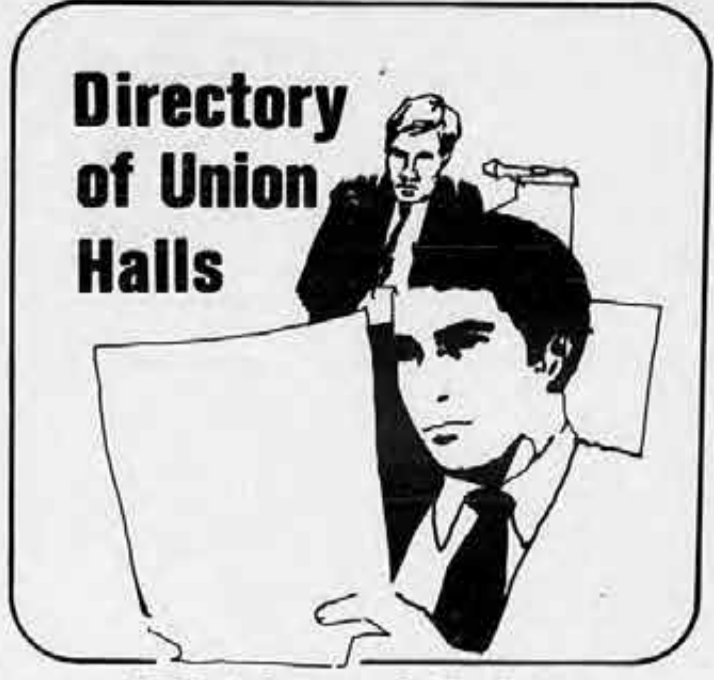
Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	13	5	2	2	0	27	15
New York.....	122	58	68	29	9	225	94
Philadelphia.....	9	10	4	0	0	20	21
Baltimore.....	37	11	27	6	0	107	31
Norfolk.....	25	10	7	8	0	51	29
Jacksonville.....	23	16	12	6	0	45	17
Tampa.....	13	14	4	5	0	9	14
Mobile.....	46	11	6	0	0	115	39
New Orleans.....	7	20	49	26	0	152	69
Houston.....	109	32	33	20	3	94	106
Wilmington.....	14	7	7	5	0	23	16
San Francisco.....	92	65	77	55	1	137	79
Seattle.....	41	22	19	12	1	51	19
Totals.....	396	281	315	174	14	1056	549

## ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	6	3	1	2	0	10	7
New York.....	98	50	55	33	7	161	118
Philadelphia.....	6	7	3	2	0	10	17
Baltimore.....	21	26	20	15	2	85	44
Norfolk.....	16	9	9	2	0	29	25
Jacksonville.....	16	28	9	19	0	26	29
Tampa.....	6	8	0	4	0	6	5
Mobile.....	22	22	10	3	0	63	53
New Orleans.....	68	34	38	32	0	136	95
Houston.....	59	45	32	24	1	93	97
Wilmington.....	9	13	8	4	0	16	20
San Francisco.....	92	93	75	72	1	117	76
Seattle.....	20	19	11	13	0	29	16
Totals.....	439	360	271	225	11	781	602

## STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston.....	3	0	1	1	1	7	4
New York.....	80	55	38	35	6	153	105
Philadelphia.....	6	3	5	1	0	21	8
Baltimore.....	22	17	14	10	1	65	19
Norfolk.....	14	14	9	3	0	27	28
Jacksonville.....	11	5	11	7	1	17	11
Tampa.....	20	7	2	0	0	18	7
Mobile.....	28	5	8	3	0	73	38
New Orleans.....	51	23	37	14	0	103	69
Houston.....	33	31	23	18	6	94	94
Wilmington.....	10	9	12	7	0	10	11
San Francisco.....	79	33	46	42	5	98	57
Seattle.....	15	7	21	7	0	22	6
Totals.....	372	209	227	148	20	708	457



## Directory of Union Halls

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

- PRESIDENT**  
Paul Hall
- SECRETARY-TREASURER**  
Joe DiGiorgio
- EXECUTIVE VICE PRESIDENT**  
Cal Tanner
- VICE PRESIDENTS**  
Earl Shepard  
Lindsey Williams  
Al Tanner  
Robert Matthews
- HEADQUARTERS** .....675 4th Ave., Blyn. 11232  
(212) HY 9-6600
- ALPENA, Mich.** .....800 N. Second Ave. 49707  
(517) EL 4-3616
- BALTIMORE, Md.** .....1216 E. Baltimore St. 21202  
(301) EA 7-4900
- BOSTON, Mass.** .....215 Essex St. 02111  
(617) 482-4716
- BUFFALO, N.Y.** .....290 Franklin St. 14202  
SIU (716) TL 3-9259  
IBU (716) TL 3-9259
- CHICAGO, Ill.** .....9383 Ewing Ave. 60617  
SIU (312) SA 1-0733  
IBU (312) ES 5-9570
- CLEVELAND, Ohio** .....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.** .....P.O. Box 287,  
415 Main St. 49635  
(616) EL 7-2441
- HOUSTON, Tex.** .....5804 Canal St. 77011  
(713) WA 8-3207
- JACKSONVILLE, Fla.** .....2608 Pearl St. 32233  
(904) EL 3-0987
- JERSEY CITY, N.J.** .....99 Montgomery St. 07302  
(201) HE 5-9424
- MOBILE, Ala.** .....1 South Lawrence St. 36602  
(205) HE 2-1754
- NEW ORLEANS, La.** .....630 Jackson Ave. 70130  
(504) 529-7546
- NORFOLK, Va.** .....115 3d St. 23510  
(703) 622-1892
- PHILADELPHIA, Pa.** .....2604 S. 4th St. 19148  
(215) DE 6-3818
- PORT ARTHUR, Tex.** .....534 Ninth Ave. 77640  
(713) 983-1679
- SAN FRANCISCO, Calif.** .....1321 Mission St. 94103  
(415) 626-6793
- SANTURCE, P.R.** .....1313 Fernandez Juncos,  
Stop 20 00908  
(809) 724-0267
- SEATTLE, Wash.** .....2505 First Ave. 98121  
(206) MA 3-4334
- ST. LOUIS, Mo.** .....4577 Gravois Ave. 63116  
(314) 752-6500
- TAMPA, Fla.** .....312 Harrison St. 33602  
(813) 229-2788
- TOLEDO, Ohio** .....935 Summit St. 43604  
(419) 248-3691
- WILMINGTON, Calif.** .....450 Seaside Ave.  
Terminal Island, Calif. 90731  
(213) 832-7285
- YOKOHAMA, Japan** .....Iseya Bldg., Room 810  
1-2 Kaigan-Dori-Nakaku  
2014971 Ext. 281

## MEMBERSHIP MEETINGS' SCHEDULE



- SIU-AGLIWD Meetings**  
New Orleans.....Sept. 12—2:30 p.m.  
Mobile.....Sept. 13—2:30 p.m.  
Wilmington.....Sept. 18—2:30 p.m.  
San Francisco.....Sept. 14—2:30 p.m.  
Seattle.....Sept. 22—2:30 p.m.  
New York.....Sept. 5—2:30 p.m.  
Philadelphia.....Sept. 5—2:30 p.m.  
Baltimore.....Sept. 6—2:30 p.m.  
Detroit.....Sept. 8—2:30 p.m.  
†Houston.....Sept. 11—2:30 p.m.
- United Industrial Workers**  
New Orleans.....Sept. 12—7:00 p.m.  
Mobile.....Sept. 13—7:00 p.m.  
New York.....Sept. 5—7:00 p.m.  
Philadelphia.....Sept. 5—7:00 p.m.  
Baltimore.....Sept. 6—7:00 p.m.  
Houston.....Sept. 11—7:00 p.m.
- Great Lakes Tug and Dredge Section**  
†Sault Ste. Marie .....Sept. 14—7:30 p.m.  
Chicago.....Sept. 12—7:30 p.m.  
Buffalo.....Sept. 13—7:30 p.m.  
Duluth.....Sept. 15—7:30 p.m.  
Cleveland.....Sept. 15—7:30 p.m.
- Toledo.....Sept. 15—7:30 p.m.  
Detroit.....Sept. 11—7:30 p.m.  
Milwaukee.....Sept. 11—7:30 p.m.
- SIU Inland Boatmen's Union**  
New Orleans.....Sept. 12—5:00 p.m.  
Mobile.....Sept. 13—5:00 p.m.  
Philadelphia.....Sept. 5—5:00 p.m.  
Baltimore (licensed and  
unlicensed).....Sept. 6—5:00 p.m.  
Norfolk .....Sept. 7—5:00 p.m.  
Houston.....Sept. 11—5:00 p.m.
- Railway Marine Region**  
Philadelphia.....Sept. 12—10 a.m. &  
8 p.m.  
Baltimore.....Sept. 13—10 a.m. &  
8 p.m.  
\*Norfolk.....Sept. 14—10 a.m. &  
8 p.m.  
Jersey City.....Sept. 11—10 a.m. &  
8 p.m.
- †Meeting held at Galveston wharves.  
†Meeting held in Labor Temple, Sault Ste. Marie,  
Mich.  
\*Meeting held in Labor Temple, Newport News.



# Final Departures



**William H. Whitaker, 21,** passed away Aug. 25, 1971 while working on board the *S.S. Trent*. A native of San Diego, Calif., Brother Whitaker was a resident there when he died. Seafarer Whitaker joined the union in the Port of Houston and sailed in the engine department. Among his survivors is his mother, Clara Prince of San Diego.



**Robert M. McEvoy, 67,** passed away on April 26 of illness in the USPHS Hospital in New Orleans, La. Seafarer McEvoy joined the union in 1951 in the Port of Mobile and sailed in the engine department. A native of Alabama, Brother McEvoy was a resident of Mobile, Ala. when he died. Among his survivors is his wife, Hazel. Brother McEvoy's body was removed to Magnolia Cemetery in Mobile.



**Adam A. Kosinski, 52,** passed away Nov. 3, 1966 while serving as a crewmember on the *Robin Hood*. A native of Maryland, Brother Kosinski was a resident of Providence, R.I. when he died. He joined the union in 1951 in the Port of New York and sailed in the deck department. Seafarer Kosinski had been sailing 34 years when he died. Among his survivors is his wife, Winifred.



**James D. Lewis, 29,** passed away Mar. 18 from accidental drowning in Sabine County, Tex. A native of Geneva, Ala., Seafarer Lewis was a resident of Port Arthur, Tex. when he died. He joined the union in Port Arthur in 1968 and sailed in the deck department. Among Brother Lewis' survivors is his wife, Sandra. Seafarer Lewis was buried at Rest Haven Cemetery, Samson, Ala.



**Charles D. McClung, 20,** passed away June 6, 1968 while serving as a crewmember aboard the *Alcoa Commander*. A native of Richwood, West Va., Brother McClung was a resident of Canvas, West Va. when he died. Seafarer McClung joined the union in 1967 in the Port of New York and sailed in the engine department. Among his survivors is his mother, Emma James of Blackwood, N.J.



**Charles D. McDonald, 55,** passed away on April 15 of heart disease in Zieger Osteopathic Hospital in Detroit, Mich. Brother McDonald joined the union in 1961 in the Port of Detroit and sailed on the Great Lakes. Brother McDonald was a resident of Detroit when he died. Among his survivors is his wife, Florence. Burial was in Holy Sepulchre Cemetery in Southfield, Mich.



**Jalmer A. Johnson, 69,** passed away Sept. 20, 1971 after a long illness in the Houghton County Medical Care Center in Hancock, Mich. Brother Johnson joined the union in 1953 and sailed on the Great Lakes. He was a resident of Toivola, Mich. at the time of his death. Among his survivors is his wife, Saima. Burial was in Toivola Cemetery in Toivola.



**John Harrobin, 73,** passed away on March 28 of illness in Veterans Administration Hospital in East Orange, N.J. A native of Pennsylvania, Seafarer Harrobin was a resident of Irvington, N.J. when he died. He joined the union in 1957 in the Port of New York and sailed in the deck department. Brother Harrobin served picket duty during the Greater New York Harbor Strike of 1961. He was a Navy veteran of World War I. Among Seafarer Harrobin's survivors is his wife, Theresa. Burial was in Holy Cross Cemetery in North Arlington, N.J.



**John W. Ashby, 34,** passed away Sept. 24, 1969 as a result of accidental drowning in Wilmington, N.C. Seafarer Ashby joined the union in the early part of 1969 and sailed in the engine department. A native of Port of Spain, Trinidad, Brother Ashby was a resident of Manhattan, N.Y. when he died. Among his survivors is his wife, Catherine. Brother Ashby's body was removed to Manhattan.



**Rofujio P. Garza, 66,** was an SIU pensioner who passed away Apr. 2 in the USPHS Hospital in New Orleans, La. Brother Garza joined the union in 1943 in the Port of New Orleans and sailed in the steward department until his retirement last year. A native of Louisiana, Seafarer Garza was a resident of New Orleans. Among his survivors is his wife, Ruby. Burial was in Lake Lawn Cemetery in New Orleans.



**Carl C. Jordan, 46,** passed away on April 7 in New Orleans, La. A native of Brookhaven, Miss., Brother Jordan was a resident of Amite, La. when he died. He joined the union in 1945 in the Port of New Orleans and sailed in the steward department. Among his survivors is his wife, Gladys.



**Robert L. Ferguson, 53,** passed away on May 6 of illness in Veterans Administration Hospital in Little Rock, Ark. Brother Ferguson joined the union in 1951 in the Port of New Orleans and sailed in the engine department. Brother Ferguson had been sailing over 30 years when he died. A native of Clarendon, Ark., Seafarer Ferguson was a resident of Stuttgart, Ark. when he died. He was an Army veteran of World War II. Among his survivors is his mother, Jessie Ferguson of Stuttgart. Burial was in Shady Grove Cemetery in Clarendon.



**Mack B. Singleton, 56,** passed away on April 21 of heart trouble in Provident Hospital, Baltimore, Md. A native of Georgia, Brother Singleton was a resident of Baltimore when he died. He joined the union in 1945 in the Port of New York and sailed in the steward department. Brother Singleton had been sailing 32 years when he died. Among his survivors is his wife, Emma. Burial was in Arbutus Memorial Park in Baltimore County, Md.



SIU pensioner **Lynden A. Webber, 69,** passed away March 10 after an illness of three months in the USPHS Hospital in Baltimore, Md. One of the first members of the union, Brother Webber joined in 1938 in the Port of Baltimore and sailed in the steward department. Brother Webber had been sailing 35 years when he retired in 1967. A native of the British West Indies, Seafarer Webber was a resident of Baltimore, Md. when he died. Among his survivors is his wife, Carrie. Burial was in Arbutus Memorial Park in Baltimore.



**Alexander Stankiewicz, 51,** passed away on May 26, 1971 after an illness of some time in the USPHS Hospital in Seattle, Wash. A native of Pennsylvania, Brother Stankiewicz was a resident of Philadelphia, Pa. when he died. He joined the union in 1951 in the Port of Seattle and sailed in the deck department. Brother Stankiewicz was an Army veteran of World War II. Among his survivors is his sister, Josephine Olivieri of Philadelphia. Burial was in Hillside Cemetery in Roslyn, Pa.

## William Thompson, 76 Worked to Start SIU

A Seafarer who had been very active in the union movement since the early 1920's and had literally walked hundreds of picket lines; whose background was so varied that it included architecture, engineering and farming—passed away at the age of 76 on May 23.

William Thompson sailed as a chief steward until his retirement on an SIU pension less than two years ago. Since 1960 he had been plagued with illnesses but it didn't seem to slow him down. At the age of 75 he was working on a Texas farm trying to get 14 Apaloosa brood mares through a horse disease epidemic.

His union involvement began in 1922 when he joined the International Seamen's Union which was founded by Andrew Furuseth. In 1932 in Seattle, Wash. Brother Thompson joined the Marine Cooks and Stewards and went out on strike with them in both 1934 and 1936. In the latter strike he served on the picket lines 108 times. At that time he was also on the Strike Committee with Harry Lundeberg who two years later would found the SIU.

Thompson also helped organize workers on ships, in car washes and filling stations, and at Philco Radio.

During the 1940's, Brother Thompson embarked on a new career. In 1942 he became Area Project Engineer for the Federal Public Housing Authority in Bremerton, Wash.

In a letter written in 1943 by Rear Admiral of the Navy A. Taffinder, Brother Thompson was highly praised for his work on this project. The Admiral wrote, "when Mr. Thompson was assigned to this work, the Housing Projects were behind schedule. Due to his energetic efforts red tape was eliminated wherever possible and contractors were persuaded to reorganize to expedite progress."

Brother Thompson then became an employee of the Navy Public Works Department in Pearl Harbor, Hawaii as a Senior Inspector of Construction. In this job, Thompson worked on dry docks, buildings, marine railways, pile structures and road pavings.

Seafarer Thompson, who was a Navy veteran of World War I, was born in Bronson, Tex. Because he was an orphan he was raised in the Masonic Home in Ft. Worth. In a letter to the union, Thompson once wrote that even though the home was "a nice place, I made a vow that none of my younger kin would ever be raised in an orphanage."

Thompson's daughter, Mrs. Cecilia Funk, lives in Branchville, N.J.

Seafarer Thompson died in the USPHS Hospital in Galveston, Tex. He had been suffering for 34 days with a cerebral vascular ailment.

Like many an old-time Seafarer, Brother Thompson lived and work hard during his years on earth. Now his body rests in a Houston, Texas, cemetery.

# Many Imported Items Fail Safety Standards

By Sidney Margolius

• In the five months from February to June of this year the Food and Drug Administration banned 200 different types and brands of toys as legally unsafe. Of these, 106 were imported, 50 from Hong Kong alone, and 37 from Japan.

• Of 21 fabrics and clothing items found to be highly flammable by the Federal Trade Commission in 1970 and the early part of '71, 17 were imported, eight of them from Japan alone.

• Most of the seizures of colorful pottery containing leachable lead involved imports, especially from Mexico and Italy, but also from Japan and 16 other countries.

• In recent years, the safety of some imports of small electric appliances and building materials also has been questioned by Underwriters Laboratories, and by building officials in Chicago and Los Angeles.

The FDA alone reported earlier this year that there has been a 42% increase in detentions of imported products not meeting government safety requirements during the fiscal year 1971. The number of shipments of imported products detained increased from 6,900 to 9,700. Dockside inspections increased from 17,800 to 26,900. Besides lead-leaching pottery and dinnerware, many of the detentions involved foods, such as tuna and swordfish contaminated by mercury, and pesticide residues in cheese.

Because of these and other incidents involving hundreds of items, the safety of many imported products has become a problem to government agencies as well as the consuming public.

## Hurts Families

Moderate-income families especially are affected, since many of the hazardous imported products are low-priced toys and clothing articles such as cheap silk or nylon scarves from Japan. One particularly flammable scarf was made of nylon with a metallic stripe.

So widespread is the problem that Walter Johnson, head of FDA's Division of Children's Hazards, recently made a special trip to the Far East to try to get manufacturers to consider safety problems in the design and production of toys. (My understanding is that the effort was partly successful; some success with Japanese and Hong Kong manufacturers, not much in Taiwan.)

The FDA also has issued special warnings about the glazed pottery that could result in lead poisoning under certain conditions, especially when used for acid foods such as fruit juices, soft drinks, wines, cider, coffee, all foods containing vinegar, cooked fruits, tomato products, and others. Some 400 shipments of such brilliantly-colored pottery have been denied entry since 1970 when the FDA intensified its surveillance, according to *FDA Papers*, the agency's publication.

Customs officials, too, have maintained a closer watch, spurred by the Federal Trade Commission's recent and praiseworthy hard-nosed attitude towards flammable fabrics.

Some domestic products also have been found to be extra-hazardous in several of these categories, including both toys and garments, and also pottery in a few cases. For example, several Georgia mills were found to have produced flammable cotton chenille

bathrobes. Napped fabrics like chenille, especially if loosely woven, tend to be particularly flammable. Chenille berets imported from Italy also were the subject of an FTC warning.

## U.S. More Diligent

But in general, U.S. mills and manufacturers have tended to be more diligent in certifying the flame-resistance of a fabric. Too, U.S. appliance manufacturers almost always submit their products to Underwriters Laboratories for some safety testing, or, in the case of gas appliances, to the American Gas Assn. In toys, manufacturers now must meet higher safety standards recently set by the FDA Bureau of Product Safety.

But imports of toys are especially hard to control because there are so many importers of the same products.

The FDA might plug the flow of some dangerous toy at one point, but other importers may still bring it in.

Among the kinds of imported toys often found hazardous are baby rattles that can be taken apart exposing small objects or squawkers that can be swallowed, or sharp chime prongs; toys held together by sharp staples or tacks that can become exposed; toys and musical instruments with sharp edges; dolls with pins attaching veils or headpieces; and stuffed toys with eyes attached by rigid points.

## Safer Sleepwear

A new and stricter flammability standard for children's sleepwear became effective July 29. The mandatory standard issued by the U.S. Commerce Department applies to all children's night-gowns and robes in sizes through

6X. All sleepwear manufactured after July 29 must pass the specified flame test or be labelled to show that it is not flame resistant by government standards. According to William V. White, a long-time government product-safety expert, increasing quantities of good-quality sleepwear that meet the new standard are coming on the market at prices 50 cents to \$1 above previous tags on more-flammable garments.

Some of the new sleepwear is made with modacrylic fiber such as Dynel and Verel, which is flame-resistant. Others are made of chemically-treated cotton, White advises. Of course, there still will be plenty of flammable garments to guard against above the 6X size until the government completes its work on a standard for older children's sleepwear.

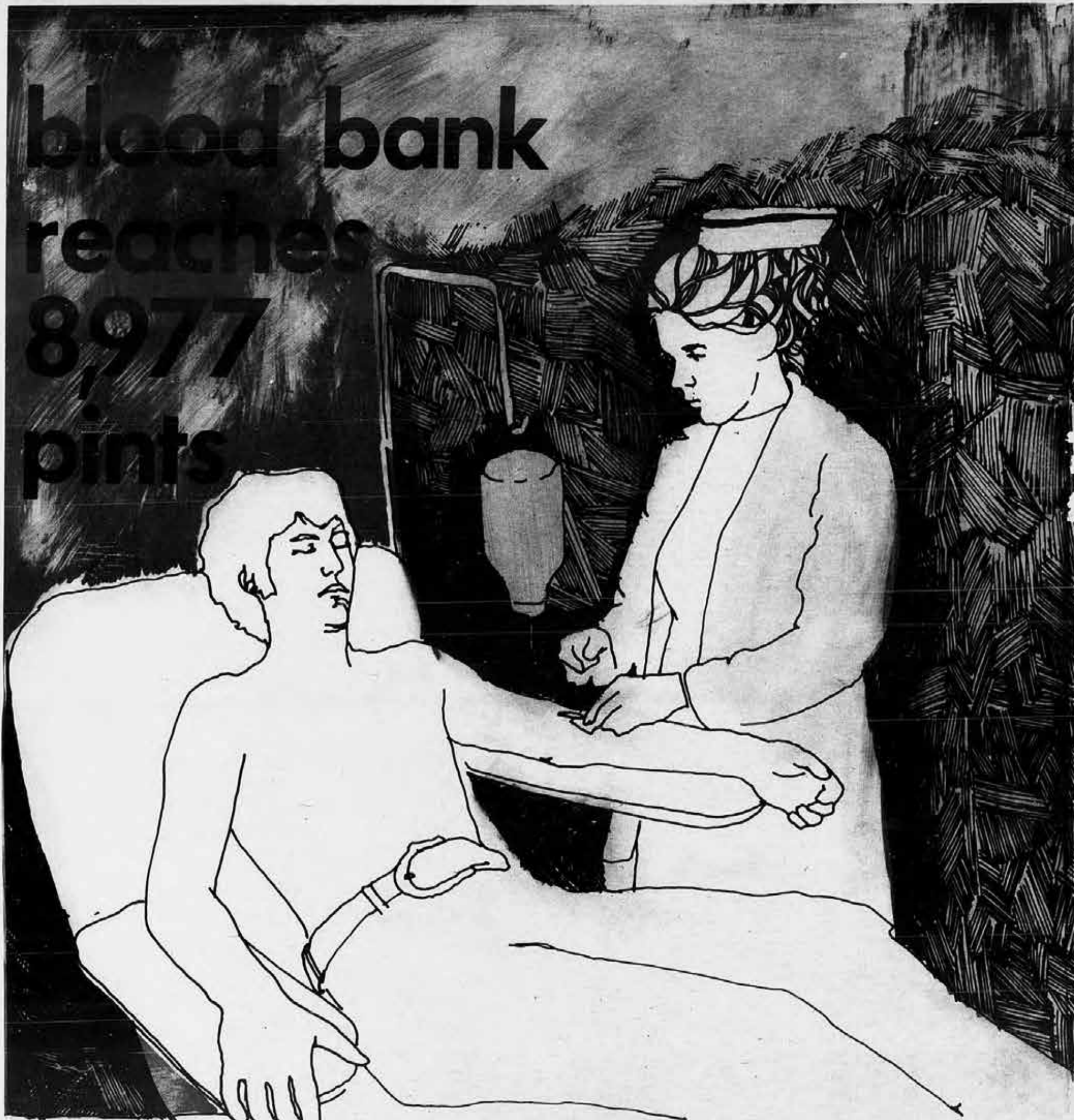
## SIU-Manned Sea-Land Boston Glides into Home Port



Piled high with containers, the Boston receives a gentle assist from tug

as she glides into her berth at Port Elizabeth, New Jersey. The 497-foot

long vessel has just returned from a coastwise voyage.



Seafarers have a reputation for teamwork and a history of coming through when needed.

Once again SIU teamwork is needed—needed to see to it that your union's blood bank remains continuously stocked with a ready supply of whole blood to serve you and the members of your family in time of emergency.

There are many valuable things in life but at times nothing is more valuable to life itself than a pint of whole blood. Blood transfusions are now one of the most common procedures performed in hospitals, and in recent months the demand upon the SIU Blood Bank has been great.

Since the SIU Blood Bank was established on January 6, 1959, a total of 8,977 pints of blood have been donated by Seafarers and their families.

Through these donations of blood, a strong wall of protection has been built around Seafarers and their families—protection in the form of a guaranteed supply of blood that can be drawn upon when needed.

It's the type of protection that doesn't change, regardless of where a Seafarer is, ashore or at sea—anywhere he and his family may live.

And it's the type of protection that must be kept up by your blood donations. Remember, it takes just one pint and a few minutes to not only protect yourself and your family but your shipmates and their families as well.

The next time you drop anchor near the SIU's Pete Larsen Memorial Clinic in Brooklyn or near the SIU hall in any port, take a moment to make an appointment to give blood.

It's really a job for teamwork, and we're all on the same team!