

## Alaska, Hawaii, Puerto Rico Cost of Living Studied

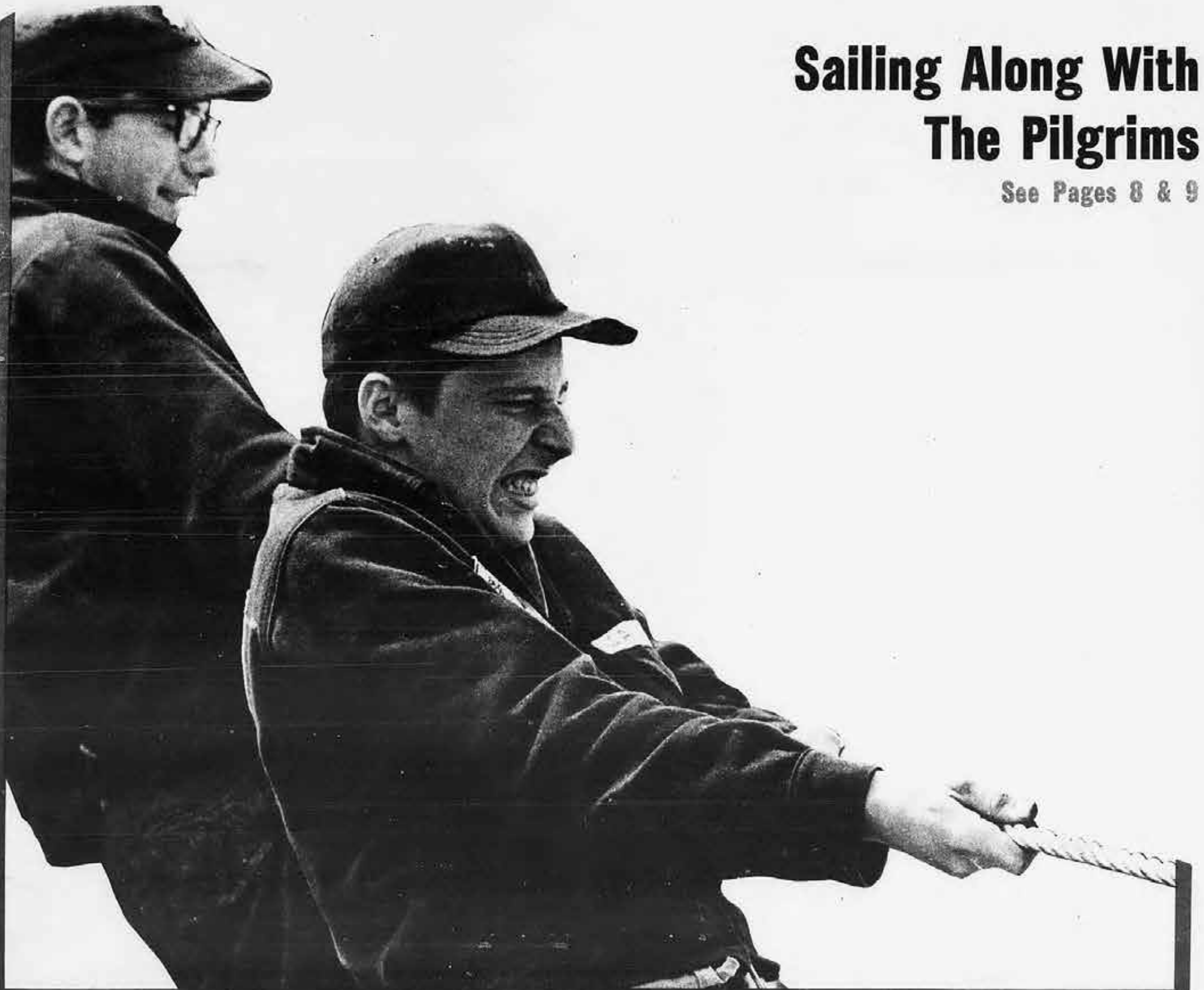
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## Congressmen Examine Maritime Issues

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## Sailing Along With The Pilgrims

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The Dana at Piney Point

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# 5 Days Before the Mast for Trainees

# Noncontiguous Trade Role Explained on Mutual Radio

Washington

The purpose of reserving transportation rights between coastwise ports of the continental United States and the noncon-

tiguous state and island territories for American-flag ships is to encourage transportation between the states, and to insure the national security, O. William Moody, administrator of the AFL-CIO Maritime Trades Department has said.

Moody, together with Bertram Gottlieb, research director for the Transportation Institute, appeared on the Mutual network radio interview program Labor News Conference to answer questions about the recently-held conference on the noncontiguous trade, sponsored jointly by the MTD and the Institute (see story on page 3).

"If American-flag ships were not able to serve these (noncontiguous) ports, it would be to the detriment of the national security of this country," Moody said.

Answering the charge that foreign-flag shipping is always cheaper and that "higher American-flag rates" contribute to the high cost of living in Hawaii, Alaska and Puerto Rico, Gottlieb said it "is just not true."

"In international waterborne commerce most rates are controlled by what are called 'conference rates' and the rates are the same whether it be an American vessel or a foreign vessel," Gottlieb said.

Outlining some of the conclusions arrived at during the con-

ference, Moody said:

"First of all, there seemed to be consensus among all concerned that no useful purpose would be served in weakening the provisions of the Jones Act to permit foreigners to operate on these trade routes.

"In the case of Alaska, recommendations were made that ship construction differential subsidies and operating differential subsidies be extended to the steamship operators in an effort to lower rates. Similar recommendations were made on behalf of Hawaii and Puerto Rico."

Gottlieb pointed out that the concept of using taxpayer dollars in the form of subsidies for transportation systems in the United States is not new. He said:

"We use tax money to build highways. We use tax money to provide rights-of-way for railroads. Our nation's air transportation networks are heavily subsidized. A segment of the shipping industry—one segment—has been heavily subsidized for many years."

Gottlieb also noted that the concept of the Jones Act is not unique to the United States. "Every major maritime country in the world that has a coastline of any significance protects its own merchant marine by restricting commerce in its domestic trade to its own shipping."



Reporters Neil Gilbride of the Associated Press (left) and Frank Swoboda (right) of Business Week interviewed Bertram Gottlieb, research director for the Transportation Institute (second left) and O. William Moody, administrator of the AFL-CIO Maritime Trades Department, on the network radio program Labor News Conference.

## SEAFARERS LOG

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## Kelp Seasons Japanese Food, Foreign Relations

The Japanese consider seaweed such a delicacy that in recent years they have fought Russian patrol boats on the seas for it and built a man-made island in the ocean from which to harvest it.

Japanese taste for seaweed dates back more than a score of centuries to a time when the inhabitants of the isolated islands of Japan relied heavily on the ocean for food.

Today, Japanese cooks season many dishes with *kombu*, a form of seaweed which is eaten both cooked and raw.

Before World War II, the Japanese harvested tons of seaweed from the Habomai Islands, tiny specks in the Pacific Ocean.

However, these islands, along with many others were taken from the Japanese by the Russians after World War II, and never returned.

Since then, Soviet patrol craft have arrested more than 10,000 Japanese fishermen and detained 1,200 fishing boats for entering the waters off these islands. Some of these encounters have resulted in violence and prompted minor international incidents.

## THE PRESIDENT'S REPORT

# 'Jobs Are Involved'

by PAUL HALL



**T**HOUSANDS OF Seafarers have a direct stake in a two-day conference held in Washington, D.C., to study the effects of American-flag shipping on the economies of Alaska, Hawaii, Puerto Rico and Guam. Jobs are involved.

As consumers, SIU members know how cost-of-living increases can eat deeply into paychecks. The situation is no different in these noncontiguous areas. Hawaii and Alaska are the two most expensive states in the nation in which to live.

Because these areas rely almost completely upon cargo carried in ships for their existence, some people have blamed shipping costs for the increases in prices. American law requires that all shipping between U.S. ports must be conducted by American-flag bottoms, and rightly so. But because of this, people tend to blame our industry for all of the problems that exist.

Yet there are few facts to back up the idea that American-flag shipping is causing the increases in living costs in Alaska, Hawaii, Puerto Rico and Guam—known as the noncontiguous areas.

**T**HREE THINGS, however, are quite clear. The cost of living in the noncontiguous areas has grown at a faster rate than it has on the mainland. These islands and Alaska must have American-flag shipping to survive. Our industry is being accused of creating the higher costs of living.

For these reasons, the Seafarers International Union took an active part in the conference, which was cosponsored by the AFL-CIO Maritime Trades Department and the Transportation Institute.

Leaders from Alaska, Hawaii, Puerto Rico and Guam, officials from the federal government, and men from the industry and the unions that represent its employees all gathered to exchange ideas and come up with possible answers. This was the first time that unions, industry and government had gathered together for the common purpose of helping each other.

The issue is a serious one for Seafarers. There are those who would weaken the law that says all shipping

to and from these areas to other U.S. ports must be carried in American bottoms. Any weakening of this law, known as the Jones Act, would cost us jobs. If foreign vessels are allowed to take part in this trade, it would be at the expense of our American-flag ships.

Three panels were formed during the conference to discuss the particular problems of Alaska, Hawaii and Puerto Rico-Guam. Each of these panels made recommendations. All three were opposed to any weakening of the Jones Act. But each of them called for economic help for shippers doing business on the noncontiguous routes.

They wanted two things in particular:

1—Construction subsidies from the federal government to help pay the cost of building cargo vessels.

2—A tax deferment plan that would allow shipping companies to hold back for ship construction some profits that would otherwise be used for taxes.

**B**OTH OF THESE construction aides are now provided by the federal government to a handful of American-flag firms doing business in the foreign trade. Under the Nixon Administration's 1970 maritime proposal, these subsidies will be extended to all U.S.-flag companies plying the foreign routes.

The question of the need for such action—and the development of such a program, if the need is proved—will be the subject of an intensive study now underway under the auspices of the MTD and the Transportation Institute.

Important as these problems are, they are but one aspect of our marine world. We all have a vested interest in expanding and adding muscle to its many other parts—from oceanography to inland waterways, from fishing to port facilities.

The maritime industry is not just shipping, or shipbuilding, or exploring, or fishing. It is all of these things and much more.

**A**S CHAIRMAN of the conference, I reminded the audience that one of the major weaknesses of the maritime industry has been the dogged independence—which often has erupted into bitter disputes—among its various segments. This attitude has hurt

the entire American merchant marine, including Seafarers and workers in every one of those independent units.

Nearly three years ago the AFL-CIO Maritime Trades Department started an educational program targeted at bringing the knowledge and the needs of all parts of our industry to the Congress.

The MTD, week after week, has conducted luncheons at which Congressmen, union and industry representatives have exchanged both information and views. These luncheons, together with MTD studies, reports and other educational activities, have vastly expanded the nation's interest in maritime subjects. (See story on page 4.)

They have also helped to create a base of power that finally appears to be winning the battle against neglect that has bled our merchant marine of its vitality for the past 25 years. This program of education, I am convinced, has been a major contributor to the bipartisan support that is now evident in Congress for the Administration's 1970 maritime proposal that would triple our ship construction rate during the next ten years.

**I**T IS THIS foundation of power-through-knowledge that can bring to the shipping industry and to the noncontiguous areas the help required to solve the problems involved in oceanborne transportation to the islands and Alaska.

But even as we accomplish this, our job will be just beginning. We must develop a total program that will bring progress to every part of the marine transport world. And we must do this in cooperation with all parts of the industry—other unions, management and government. Once this is done, we must move from program to action.

There is no goal that we cannot reach if we work together. And with each success will come more jobs that will command good pay and just working conditions.

We in the SIU have an obligation to do our part. Every Seafarer has a piece of the action when it comes to the future of our trade.

# Effect of Shipping Costs Under Study

## Alaska, Hawaii, Puerto Rico Represented at MTD Session

Washington

A study of the effect of shipping costs on the cost of living in Alaska, Hawaii and Puerto Rico has begun as the result of a two-day conference here sponsored by the AFL-CIO Maritime Trades Department and the Transportation Institute, an industry-supported maritime research organization.

The conference drew 425 participants from the federal government, labor and industry, as well as representatives from the three noncontiguous areas.

Another conference will be convened to develop recommendations upon completion of the study, said Conference Chairman Paul Hall.

Hall, president of MTD and the SIU, noted that representatives of the noncontiguous areas had told both labor and management that "we don't want to hurt you, but you must help us."

### 'Serious Obligation'

Because of this, he said: "We have a serious obligation to help—an obligation that we intend to meet." (See President's Report on page 2.)

During panel discussions concerning the economic problems of noncontiguous states and territories it was noted that those problems stemmed primarily from transportation needs.

Reports from the panels called for aid to American shippers, and stressed that the Jones Act, which limits domestic shipping to American-flag vessels, must be protected to maintain a strong U.S. merchant fleet.

Officials from Alaska, Hawaii and Puerto Rico repeatedly told the conference that a weakening of the Jones Act could make noncontiguous areas dependent upon foreign-flag shippers.

Specific suggestions from speakers included a construction differential subsidy for domestic trade vessels constructed in U.S. shipyards and a tax deferment to allow American shippers to set aside funds for construction of new ships.

### 'Help Majority'

In opening the conference, Hall had called for the participants to search for a "common denominator approach" to solving the problems, "one which will not please everyone, but one that will help a majority of those involved."

The suggestion that further study of the impact of freight rates on consumer prices was necessary before a program could be developed to help the noncontiguous areas came first from Mrs. Helen D. Bentley, chairman of the Federal Maritime Commission.

She told a luncheon that the FMC does not believe "utilization of foreign-flag vessels would relieve high rates" to noncontiguous areas. She also said that construction differential subsidies might not solve the problem.

Citing an FMC staff investigation of the impact of Hawaiian rates on consumer prices, Mrs. Bentley said ocean freight rates were not a major factor in the pricing of surveyed items. The size of the market for certain goods often seemed to cause higher prices, she said the report indicated.

### Time for Answer

But noting population increases in the noncontiguous



The conference on noncontiguous trade, sponsored by the AFL-CIO Maritime Trades Department (MTD) and the Transportation Institute, was attended by representatives of government, labor and industry. The rostrum of speakers for the first session included from left: Representative Patsy T. Mink (D-Hawaii); Peter M. McGavin, MTD executive secretary-treasurer; Edwin M. Hood, president of the Shipbuilders Council of America; Representative Thomas M. Pelly (R-Wash.); Herbert Brand, Transportation Institute administrator (hidden by rostrum); Michael McEvoy, president of Sea-Land Service Inc. (speaking); Paul Hall, president of the Seafarers International Union of North America and MTD president, and O. William Moody, MTD administrator.

areas and rapid industrialization, she stated: "The hour is rapidly approaching for an answer to be found."

Other speakers on the first-day program included Governor John A. Burns of Hawaii; Edwin M. Hood, president of the Shipbuilders Council of America; Senator Theodore F. Stevens of Alaska; Representative Thomas M. Pelly of Washington; Jorge L. Cordova, resident commissioner of the Commonwealth of Puerto Rico, and Michael McEvoy, president of Sea-Land Service Inc.

McEvoy said that all participants in the conference had one goal in mind—"better service, lower cost and a better future for everybody."

He pointed to Puerto Rico as an example of what happens when good transportation is placed at the disposal of an economy. The cost of living in

Puerto Rico, McEvoy said, has risen 45 percent since 1958. This rise could not be attributed to transportation costs, he added, which have declined by 12 percent during the same period.

### 'First Step'

Senator Stevens said previous discussion of the problems has "generated a great deal of rhetoric, but very little action. This conference," he continued, "represents that long overdue first step toward real action."

"Unless we are willing to be frank in expressing what our real interests are, what each of us must retain, and what each of us is willing to sacrifice so that the rest can be retained . . . we can expect to see increasing quantities of goods and resources transported on foreign-built ships, manned by foreign crews, taking our resources to foreign countries and bringing back foreign-made manufactured goods. While all of us lose."

The Alaska Republican was one of the few conference speakers to recommend selective use of foreign-built, but U.S.-manned, ships in trade between noncontiguous areas and the mainland. He also suggested construction differential and operating subsidies for ships in that trade.

Rep. Pelly, noting that his district (Seattle) is the principal port of shipment for goods to Alaska, predicted "that in 1970 we will, in fact, see effective legislation to deal not only with the problems of our foreign trade, but our domestic trades also."

Use of foreign-flag ships in domestic U.S. trade "could very quickly drive our American ships from these trades," the congressman said. He labeled "totally senseless" a proposal to open up noncontiguous trade to foreign shippers and then

grant U.S. carriers operating subsidies.

The economies of Alaska, Hawaii and Puerto Rico would not benefit from repeal of the Jones Act, he said.

### Repeal No Help

"There is little mood in Congress to tamper with the basic concept that our domestic trades must be served exclusively by American-flag ships," the Seattle Republican declared.

Burns said that the primary needs of the islands were increased ships and adequate, continuous and competitive services. "Carriers should not be allowed to concentrate solely on high profit aspects of Hawaiian trade," he commented.

Hawaii hopes to develop its potential as a trans-shipment center for Pacific trade, the governor said, but needs changes in current regulations for that development.

Emphatically, the Hawaiian governor said his state shared the concern of other conference participants that "the integrity of the Jones Act" must be maintained.

Commissioner Cordova outlined the problems of Puerto Rico, noting its rapid industrialization and need for better transportation to take finished goods to mainland markets.

### 'Limiting Factor'

He said that present policies constitute "a limiting factor on the possibilities of further development" in the commonwealth.

Hood, speaking as head of the Shipbuilding Council asked for "equality" without "turning everything upside down."

"The shipping problems of Alaska, Hawaii and Puerto Rico," he said, "surely should not be solved to the detriment of American shipyard craftsmen or skilled workers in the many American industries that support our shipbuilding facilities."

## Legislature Recesses for MTD Meet



Discussing Hawaii's problems concerning waterborne commerce are, from left: Governor John A. Burns of Hawaii; Morris Weisberger, vice president of the SIU and secretary of the Sailors Union of the Pacific, and James Dooley, Portland, Ore., port agent for the SUP.

Washington

Participants at the "Conference on Noncontiguous Trade" sponsored by the AFL-CIO Maritime Trades Department and the Transportation Institute were unanimous in praising the sponsors for bringing together the diverse groups concerned with transportation in the noncontiguous trade.

But the real importance of the conference to the states of Hawaii and Alaska and the Commonwealth of Puerto Rico was brought home to those in attendance by Governor John A. Burns of Hawaii.

He said the conference was so "vital" to his state that the Legislature recessed so that nine representatives could attend the Washington sessions with him.

David C. McClung, president of the Hawaii State Senate, came to Washington with the governor and chaired the Hawaii panel. Tadao Beppu, speaker of Hawaii's House of Representatives, also attended.

# Congress Weighing Maritime Policy



**Congressman Howard W. Pollock (R-Alaska) says:**

"There is another reason to protect the American-flag fleet. We must not place ourselves in a position where we are dependent upon foreign-flag shipping for domestic cargo. Past history has shown that those who become dependent upon others for transportation can pay a terrible price for that dependency."



**Congressman James J. Howard (D-N.J.) says:**

"A ship without cargo is an awful lot of steel. And products without ships might just as well never have been made . . . The government must be committed in terms of its own cargo to 'Shipping American' if it ever hopes to encourage industry to do the same. In short, we must put up or shut up."



**Congressman James M. Hanley (D-N.Y.) says:**

"Inland waterway transportation by barge is a bargain when compared to any other mode of transportation . . . We know the value of our inland waterways. They are a benefit to the economy. And they should be protected and promoted—not hindered by . . . the 'no mixing' law and the proposed 'user charges.'"

## Washington

Problems of the American maritime industry remain squarely before Congress and congressmen continually address themselves to various facets of the industry which they are concerned about.

One forum for discussion of maritime problems and legislation is a weekly luncheon sponsored by the AFL-CIO Maritime Trades Department. The SIU is a member of MTD, and SIU President Paul Hall also serves as president of MTD.

During recent luncheons attended by representatives of 42 AFL-CIO unions affiliated with the 7.5 million member MTD, three members of the House of Representatives discussed these different problems of the maritime industry:

- President Nixon's proposed "user charges" for inland barge traffic and a "no mixing" law on the books since 1939.

- The need for the federal government to be committed to shipping its cargo in American-flag vessels.

- Possible expansion of the Administration's maritime proposal to include aid to American ships now engaged in trade with the noncontiguous areas of Alaska, Hawaii and Puerto Rico.

## Waterways Threatened

Administration-proposed "user charges" on commerce carried on inland waterways should be rejected by the Congress and a 1939 law which could limit barge traffic must be repealed by Congress, Representative James M. Hanley (D-N.Y.) told his audience.

The user charge would be in the form of a tax on fuel used by tugboats and towboats. It would be two-cents-a-gallon now increasing to ten cents by the mid 1970s. The President called the new tax a means of combating inflation when he made the proposal, but that claim was disputed by Hanley:

"It makes little sense to me that higher shipping charges would combat inflation if my definition of inflation—rising prices and reduced buying power—is correct."

He pointed out that the tax would, in effect, "subvert the provisions of the Northwest Ordinance of 1787 . . . that established a national policy for the maximum development of toll-free waterways."

Much of the cargo carried on the inland waterway system are bulk commodities, such as coal, ores and petroleum products, the Syracuse Democrat said.

The new tax could increase the price of coal by an estimated 60 percent, he added, which would be passed on to consumers in the form of higher bills for electricity and increased prices for manufactured goods. "I believe it is proper to describe this as an inflationary cycle," he stated.

"Back in 1939, when the inland waterway system was still being developed, Congress passed legislation that is coming back to haunt us in 1970. At that time, when tugboats and towboats could handle only six to eight barges in a single tow, legislation called the 'no-mixing' bill was passed. The intent of the law was to set some reasonable limits on the number of

different commodities which could be carried aboard the same vessel."

The definition of "vessel" in the legislation grouped all barges in a tow instead of classifying each barge separately. But technology has developed to the point where towboats have the power to handle strings of up to 48 fully-laden barges. Hanley pointed out this could mean as much as 80,000 tons of cargo—"the equivalent of about 3,200 loaded trailer trucks."

The ICC agreed to postpone enforcement of the act until June 30 at the urging of Congress. In the remaining time, the congressman said, "there is an urgent need to amend this unworkable legislation . . . The wording of the old law must be changed so the barging industry will not be penalized for its technological progress."

He concluded: "We know the value of our inland waterways. They are a benefit to the economy. And they should be protected and promoted—not hindered by such measures as the 'no-mixing' law and the proposed 'user charges.'"

## More U.S. Cargo Urged

Congressman James J. Howard (D-N.J.) criticized the government in his speech for its failure to ship a higher percentage of its cargo in American-flag bottoms.

Noting that the Nixon Administration is committed to a program for the construction of 300 new U.S.-flag ships for foreign trade and that the Maritime Administration plans a campaign to encourage American businesses to "Ship American," the congressman declared:

"This is not enough. The government must be committed in terms of its own cargo to 'Shipping American' if it ever hopes to encourage industry to do the same. In short, we must put up or shut up."

The New Jersey Democrat recalled that another member of Congress, Representative Joseph P. Adabbo (D-N.Y.), spoke recently to the MTD luncheon and called for the government to set a goal of 100 percent of its cargo in U.S.-flag ships. Howard added:

"This is only right and just. If the government is going to keep a commitment to our merchant marine, it must keep that commitment down the line—in terms of cargo, in terms of our domestic fleet, in terms of the Great Lakes, or our inland waterways, or our shipbuilding industry."

He predicted passage of the Administration's program to bolster the merchant marine but questioned: "What we don't know is what kind of cargo is going to fill those ships when they start coming out of the shipyards?"

He pointed out to the audience that there are laws which require that a minimum of half of the cargo of federal agencies be shipped in American-flag vessels. Howard continued, "Now, this is a 'law and order' administration. And as such, I think it incumbent on them to make sure these laws are obeyed, too . . . No bureaucrat should decide for himself when the government is going to violate its own laws."

The congressman offered a challenge to the rep-

resentatives of unions present in his audience. He suggested that American labor should conduct a public relations campaign to "convince government and industry that it is in their best interest and in the nation's best interest to 'Ship American.'"

## Conference Praised

"A rare and powerful combination" was forged by the recent conference on noncontiguous trade sponsored by MTD and the Transportation Institute, Representative Howard W. Pollock (R-Alaska) said in his speech. "When labor and industry join together with government to solve a common problem, there can be little doubt an answer will be found."

The congressman, whose constituents will be vitally affected by recommendations that will be forthcoming from the conference, said the sessions "proved that (labor) could recognize a serious problem. Moreover, they are proving that such a problem can be licked by bringing together all of the parties and working diligently until a just and fair answer is found." (See story on the conference on page 3.)

"Alaska is almost completely dependent upon waterborne commerce for her survival," Pollock told his audience, "(but) she has much to contribute in return." Enormous reserves of vital minerals as well as the huge oil resources on Alaska's North Slope will require ships to get to markets, he said.

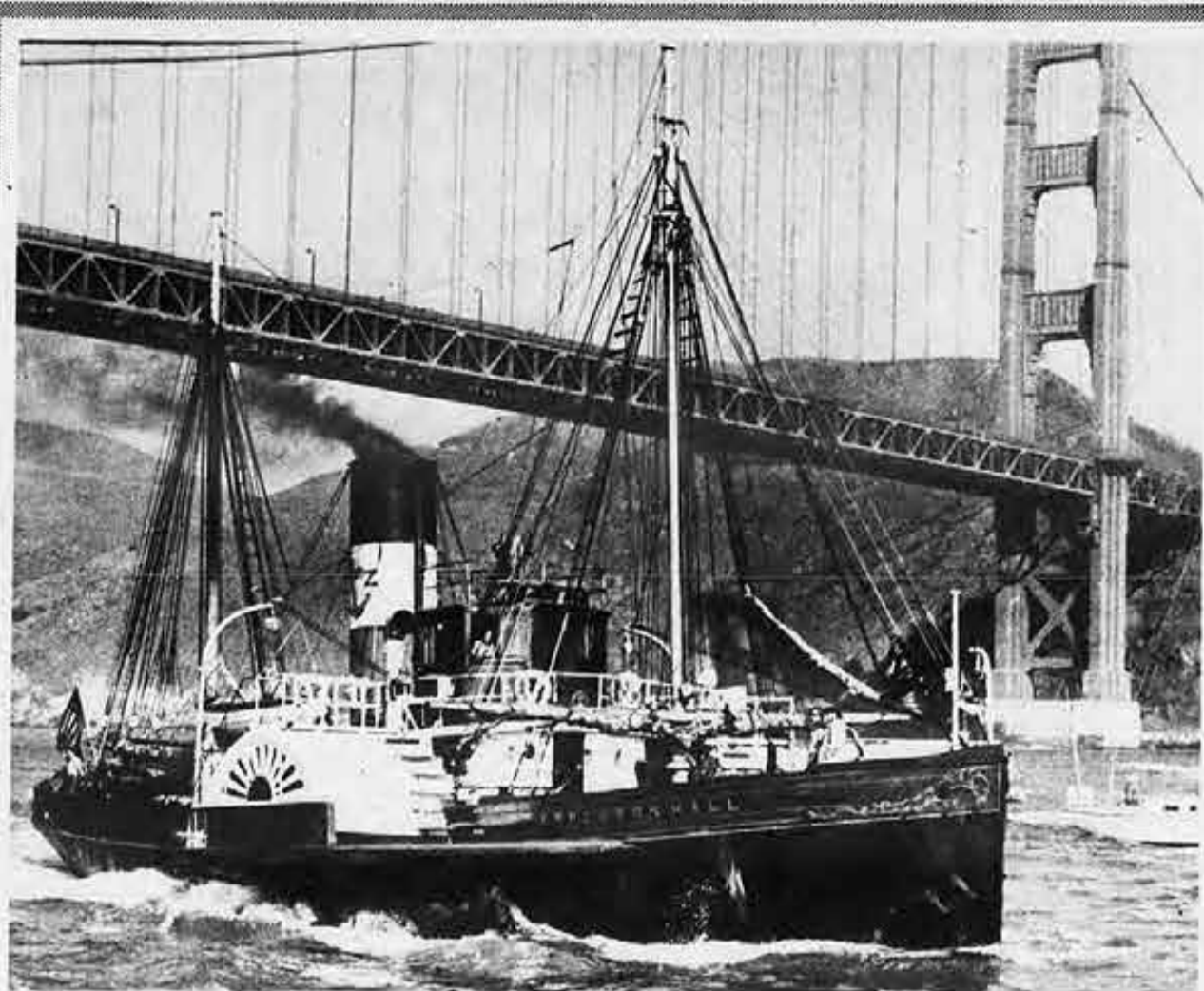
Pollock, who the day before his speech to MTD announced his candidacy for the Republican nomination for governor of Alaska, said that "construction subsidies should be granted to noncontiguous carriers" and "tax-deferred construction reserve funds should be extended to the noncontiguous trade."

Noting that shipping between domestic ports must be carried in American-flag bottoms, under provisions of the Jones Act, Pollock said: "I know that any change in the Jones Act can only be made after thorough study and deliberation, for the potential effect on the American merchant fleet—and the current attempts to rejuvenate it—are of paramount importance."

He acknowledged that "the American-flag fleet exists to a large extent only because of the protection afforded by the Jones Act." The U.S. fleet has been strained by the Vietnam War, he added, urging his audience to "consider what would happen should the United States face another emergency across any ocean."

To this he added another reason to protect the U.S.-flag fleet: "We must not place ourselves in a position where we are dependent upon foreign-flag shipping for domestic cargo. Past history has shown that those who become dependent upon others for transportation can pay a terrible price for that dependency."

As Alaska's only congressman and as a gubernatorial hopeful, Pollock said he looked forward to working with MTD and the Transportation Institute in the study of the factors affecting waterborne commerce to his state. "I know an answer will be found," he said, "because an answer must be found."



## Last of Sidewheelers

### San Francisco

An epic 9,000 mile journey ended last month when a 56-year-old sidewheeler tugboat paddled under the Golden Gate to dock at her new home here.

The restored tugboat, the *Eppleron Hall*, is thought to be the last of her kind. She completed a voyage from Newcastle, England, to a berth at the San Francisco Maritime Museum.

During the six-month journey that took the 10-man crew to Africa, across the Atlantic and through the Panama Canal at a

top speed of 5 knots, the 105-foot tugboat was battered by three Atlantic storms.

The vessel was discovered on a mudflat on the Tyne River by Scott Newhall, executive editor of the *San Francisco Chronicle* and founding director of the Maritime Museum. She was burned out and scheduled for destruction.

Newhall bought the sidewheeler and restored her at a cost of \$150,000, including conversion of the original coal-burning engines to diesel and replacement of woodwork.

## 4 Seafarers Earn Engineer Licenses

Four more Seafarers have received their Coast Guard licenses after graduation from the School of Marine Engineering, co-sponsored by the SIU and the Marine Engineers Beneficial Association—District 2.

They bring the total number of Seafarers to receive their licenses after completing the comprehensive training program to 376.

Arthur John Rathjens, 30, graduated and received a Temporary Third Assistant Engineer's license on March 9. He joined the SIU in the Port of New York in 1967 and sailed as an oiler. brother Rathjens and the entire engine department of the *Buckeye Atlantic* were commended in 1969 for handling an emergency at sea. A veteran of the Marines, he is living in Milford, Conn.



Arthur Rathjens

Jerrold Frazer



Robert Reynolds

Robert Blair

Jerrold Hubert Frazer, 30, received a Temporary Third Assistant Engineer's license from the Coast Guard after his graduation on March 10. Seafarer Frazer sailed as a fireman-oiler-water-tender since joining the SIU in 1967 at the Port of San Francisco. He lives in his native state of California. He served in the Navy from 1957 to 1960.

Robert Forrest Reynolds, 48, graduated on March 10 with a Third Assistant Engineer's license. He joined the SIU in the Port of Mobile in 1968 and sailed as an oiler before entering the School of Marine Engineering. He lives in his native state of Alabama.

Robert Charles Blair, 37, sailed as a qualified member of the engine department before entering the school. He graduated on March 25 with a Temporary Third Assistant Engineer's license. Brother Blair joined the SIU in the Port of Seattle in 1963. He is a Philadelphia native now living in Seattle. He served in the Navy from 1950 to 1952.

## Bill Sets Reef Fate For Liberty Ships

### Washington

What do you do with the old "Liberty Ships" that are scheduled to be scrapped?

Representative George Bush (R-Tex.) has an idea. He recently introduced a bill that would allow the Maritime Administration to use the ships as "fish havens."

The obsolete vessels in the reserve fleet would be sunk and used as "offshore artificial reefs."

Obsolete ships aren't the only things which could be used to create artificial reefs. The *New Bedford, Mass., Standard-Times* recently editorialized that an Interior Department plan to use junk cars for the same purpose would use "waste . . . for a constructive purpose that promotes rather than pollutes."

But for the old Liberty Ships, such a use would return the vessels to the seas in the tradition of seafarers.

## Nixon Plans Lakes Cleanup

### Washington

Lake Huron, second largest of the Great Lakes, was the first to be discovered by the seventeenth century explorers. So impressed were they at the freshness and beauty of this vast inland waterway, they named it the "Sweet Sea."

Today, enormous sections of the Great Lakes—including virtually all of Lake Erie—is heavily contaminated with industrial pollutants. Commercial fishing is restricted in some areas of Lake Huron and Lake Michigan, and has been completely halted in Lake Erie, once a major supplier of perch, sturgeon and whitefish.

Some of the major rivers flowing into the Lakes—the Chicago River, the Cuyahoga in Cleveland, and the Maumee in Toledo—have been labelled fire hazards because of heavy concentrations of industrial oil waste.

### Fishing Halted

Fishing in the St. Clair River and Lake St. Clair, below Port Huron, has been halted because of accidental spillage of mercury from a plant in Sarnia, Canada.

In an effort to clean up the Lakes, President Nixon last month called upon Congress to take action on a White House bill which would stop the dumping of polluted dredge waste into the Great Lakes.

The bill would concentrate on some 35 harbors around the Lakes, setting up "containment areas" for the dumping of dredge wastes. The cost would run about

\$70 million, to be divided between federal, state and local governments.

### Interim Method

President Nixon said that the containment area plan represented an interim method for waste disposal, until other ways are found to take care of the problem. The President also served notice that he plans to deal with the broader problem of dumping in the oceans.

The White House proposal to control Lakes pollution would:

- "Discontinue disposal of polluted dredge materials into the Great Lakes by the Corps of Engineers and private interests as soon as land disposal sites are available.

- "Require the disposal of polluted dredge spoil in containment areas located at sites established by the Corps of Engineers and approved by the Secretary of the Interior.

- "Require states and other non-federal interests to provide one-half the cost of constructing containment areas and also provide needed lands and other rights.

- "Require the Secretary of the Army, after one year, to suspend dredging if local interests were not making reasonable progress in attaining disposal sites.

- "Direct the Secretary of the Army to make periodic reports of progress under this program to the Chairman of the Council on Environmental Quality."

"This bill represents a major step forward in cleaning up the Great Lakes," the President said. "On the other hand, it under-

lines the need to begin the task of dealing with the broader problem of dumping in the ocean."

About 48 million tons of dredging, sludge and other materials are annually dumped off the coastlines of the United States.

## Rescue Downed Pilots

## SIU Men Receive Heroism Medal

### Seattle

Three SIU members, who risked their lives by jumping into heavy seas to rescue two downed Air Force pilots, have been awarded the Merchant Marine Meritorious Service Medal here.

The Seafarers, sailing aboard the *Anniston Victory*, jumped into icy seas with safety lines to help the exhausted airmen aboard ship. The rescue occurred on Feb. 26, 1968.

Medals were presented by Maritime Administration representative Frank I. Huxtable to ordinary seamen James B. Harrington and Theodore Zieser and able-bodied seaman Morgan L. Jones in the Seattle Union Hall.

The citation read, in part:

"Gale conditions, with waves of 20 to 30 feet, made launching of a lifeboat too risky. . . . The outstanding courage and determination shown by the three seamen in successfully effecting the rescue of the downed pilots under extremely hazardous conditions merit great praise, and are in keeping with the highest traditions of the United States Merchant Marine."



Seafarer James B. Harrington (right) one of three SIU members honored for jumping overboard into heavy seas to rescue two downed Air Force pilots, receives his commendation in the Seattle union hall from Maritime Administration representative Frank I. Huxtable. Harrington is wearing the Merchant Marine Meritorious Service Medal.

# Right Wing Project After Federal Help

## Washington

A proposed federal road project in Arkansas is exclusively for the benefit of a far right anti-Semitic religious tourist attraction sponsored by Gerald L. K. Smith, five Philadelphia Congressmen charged in a letter to Secretary of Transportation John A. Volpe.

The five Congressmen said: "Use of federal funds for this project will make the federal government a partner in the promotion of hate mongering and anti-Semitism."

The letter charged that the road upgrading project would exclusively serve a tourist attraction at Eureka Springs, featuring a seven-story statue, "Christ of the Ozarks," and adjoining facilities for a passion play operated by the Elna M. Smith Foundation.

The Congressmen said the foundation is a front organization for Smith, a long-time sponsor of causes that are blatantly anti-Semitic. The foundation is named for his wife.

The letter said Smith's "career as a merchant of venom need not be elaborated on by us." It was signed by Reps. William A. Barrett, Robert N. C. Nix, James A. Byrne, Joshua Eilberg and William J. Green.

They objected to the \$227,000 paving project on two grounds—

constitutionality and requirements for federal funding of such projects.

Alluding to the religious content of the shrine, the Congressmen contended that "serious constitutional questions are raised by the nature of the tourist attraction the road will serve."

They referred to a report by the National Jewish Community Relations Council which calls the play an "anti-Semitic tract, the whole theme of which is that Jews are guilty of Deicide."

The letter continued: "Centuries of prejudice, hate and blood-letting have flowed from that loathsome cant and it is hardly the appropriate business of the United States government to assist its continued propagation."

"The funding formula appears to violate the mandate of the Federal Aid Secondary Road Program, in that it clearly ignores the 50 percent federal, 50 percent matching fund requirement," they wrote.

Under the proposal, the Bureau of Public Roads of DOT has tentatively agreed to provide half the funds, about \$113,750.

Another 30 percent of the monies, about \$68,250, are to come from the Ozarks Regional Commission which is funded by the Economic Development Administration of the Department of Commerce.



## Transindiana Farewell

With some of the crew signing off the Transindiana (Seatrain) after a recent 31-day voyage to North Europe, these shipmates got together at payoff for a farewell photo. From left, they are: R. Manaiza, messman; Ralph Trotman, baker; K. B. Samat, able-bodied seaman; R. J. Burton, bosun, and James McDevitt, ordinary seaman. The ship was tied up at Seatrain's new terminal in Weehawken, N.J.

## SIU Member Gets Mate's License

Charles E. James has become the 62nd Seafarer to obtain a license from the Deck Officer's School jointly sponsored by the SIU and the Associated Maritime Officers Union.

After successfully completing the school's courses, Brother James received his Second Mate's License on March 26.

A man who has been a diligent member of the union, Seafarer James trained lifeboatman and able seaman in New York in 1969 before entering the school.

He has also served the Union while out at sea by acting as Ship's Delegate.

A native of Minden, La., Brother James joined the SIU in the Port of Houston in 1956.

### Served in Army

He served in the Army from 1947 to 1955 and received the Korean Service Medal, the U.N. Service Medal and the National Defense Service Medal.

The school, which opened in February 1966, offers upgrading opportunities to young and old Seafarers alike. In short, to any

Like the engineer's upgrading school, the deck officer's training program was begun in line with the SIU's objective of encouraging and assisting unlicensed Seafarers in upgrading themselves to better paying jobs.

There is no expense involved for Seafarers. They are provided with meals, lodging and subsistence payments of \$110 a week while in the program.

Deck department Seafarers who are interested in taking advantage of this training program may apply at any SIU hall; write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, N.Y. 11232, or telephone the school at (212) 768-0561.

## Hovercraft Plant Closed

### London

Three major British manufacturers of hovercraft vessels have run into financial difficulties in efforts to develop a market for the unusual craft.

More than 50 of the British-designed vehicles have been built since the 1950's for military, industrial, and commercial passenger service, but big orders have been slow to develop because of doubts on cost and performance.

The largest hovercraft being produced in England is the 165-ton SRN-4. It is priced at about \$3.6 million, and carries 250 passengers and 30 cars. Four of the craft are now in ferry service crossing the English Channel.



Charles E. James

... Receives License

Seafarer wanting to climb the seniority ladder.

The first of its type in the industry, the school is run under a reciprocal agreement between the SIU and the Associated Maritime Officers Union.

### Upgrading Seafarers

Seafarers wishing to participate in the program can begin training at any time. There is no set length for the course, but rather it is geared to the man's ability and knowledge, and the degree of his preparation for the examination.

## Labor Supports Cancer Crusade

Union members are being urged by AFL-CIO President George Meany to support the 1970 crusade of the American Cancer Society. He pointed out that the fight against cancer is vital because although 1.5 million Americans have been cured of the disease, more than 100,000 cancer patients died last year who might have been saved by earlier diagnoses and better treatment.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

APRIL 1, 1970 to APRIL 30, 1970  
DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	5	9	5	2	6	7
New York	127	93	81	72	11	200	143
Philadelphia	20	15	10	2	0	27	22
Baltimore	55	37	38	23	13	109	39
Norfolk	21	23	20	28	3	24	34
Jacksonville	29	33	22	25	5	44	35
Tampa	5	11	0	4	0	14	19
Mobile	38	20	19	12	0	83	49
New Orleans	75	84	83	83	4	121	73
Houston	111	129	64	98	14	153	119
Wilmington	38	54	59	52	16	52	31
San Francisco	81	110	96	103	23	91	38
Seattle	46	35	39	37	26	49	16
Totals	654	649	540	544	117	973	625

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	4	6	2	4	2	4
New York	100	122	74	87	24	136	149
Philadelphia	9	13	7	5	0	15	29
Baltimore	49	32	33	27	3	69	57
Norfolk	8	32	10	31	7	14	35
Jacksonville	16	45	17	39	4	18	44
Tampa	3	11	0	1	0	8	13
Mobile	28	43	20	23	0	56	71
New Orleans	71	74	51	72	7	89	92
Houston	97	137	75	70	10	104	142
Wilmington	26	50	21	36	10	20	16
San Francisco	68	98	70	78	36	45	46
Seattle	35	38	26	31	32	35	11
Totals	514	699	410	502	137	611	709

### 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	5	6	3	1	5	6	5
New York	73	50	51	37	26	134	68
Philadelphia	8	9	8	5	1	21	16
Baltimore	35	20	27	16	9	81	43
Norfolk	10	21	9	20	10	24	20
Jacksonville	17	15	14	18	21	16	16
Tampa	7	3	1	2	0	11	4
Mobile	33	20	12	17	0	74	37
New Orleans	82	53	66	53	2	123	51
Houston	100	61	47	32	17	175	56
Wilmington	16	22	23	19	18	11	13
San Francisco	68	70	66	62	38	74	29
Seattle	29	35	36	10	11	31	9
Totals	483	385	363	292	158	781	367

# Buying Power Goes Down Amid Spiraling Inflation

Washington

Workers' buying power continued to decline during March while the nation suffered under its highest rate of inflation in 20 years and employment continued to climb the Labor Department has reported.

Goods and services that cost \$100 in 1958 have jumped in price to \$133.20, according to the Consumer Price Index for March released by the Bureau of Labor Statistics (BLS).

In the language of statistics, BLS said that the cost-of-living rose 0.5 percent to 133.2 during March. This means that the same

goods and services cost a total of 50 cents more than they did in February.

The largest monthly increase in medical care services in 3½ years (see story page 23) and sharp rises in mortgage interest rates for the second straight month led the price spiral.

The March index was 6.1 percent higher than that of March 1969, marking the third month during which it cost \$6 more to buy the same commodities than it did 12 months before.

## Highest Since 1951

The average price index increases for the first three months

of 1970, averaging over 6 percent, are the highest since the Korean War year of 1951, when the index rose 8 percent. Last year's rise was a comparatively modest 5.4 percent over 1968.

Gross average weekly earnings of production and non-supervisory workers were \$117.55 in March, a rise of 68 cents from the previous month and \$5.88 over the year.

However, this seeming gain in buying power—when adjusted for price increases—shows that real earnings were down 66 cents a week from March 1969.

## Earnings Up

Spensible earnings—average weekly pay after social security and federal income tax deductions—rose by 53 cents in March to \$103.10 for the worker with three dependents. This was a 5.5 percent rise over the last 12 months.

The BLS index showed that take home pay expressed in 1958 dollars to reflect price changes—called real spendable earnings—was \$77.40 for the worker with three dependents. In other words, what would have cost \$77.40 in 1958, cost \$100 in March 1970.

Home mortgage interest rates accounted for 28 percent of the CPI increase. Other services associated with housing—property taxes, repair services, telephone, water and sewage services—also went up.

The cost of medical services rose a full 1 percent during the month.

About 44,000 workers covered by cost-of-living wage clauses will receive raises ranging from 2 to 9 cents an hour.



## SIU at Mental Health Seminar

SIU Chicago Port Agent Frank "Scottie" Aubusson (right) and Victor Bussie, president of the Louisiana AFL-CIO, look over the annual report of the Mental Health Association of Greater Chicago. Aubusson represented the SIU at a special seminar on the problems of the mentally ill held last month in Chicago.

# U.S. Jobless Rolls Continue to Climb

Washington

Unemployment continued to skyrocket during the month of March to a point where 44 out of every 1,000 potential workers—4.4 percent of the labor force—were out of work, according to the Bureau of Labor Statistics (BLS).

This is the highest percentage of unemployed in 4½ years, with a total of 3.7 million workers unable to find work.

Labor Department figures show unemployment rose 0.9 percent during the first three months of 1970, adding nine workers per 1,000 to the jobless rolls—the largest quarterly increase since 1960.

The AFL-CIO appealed for an "immediate change in national economic policy" to halt unemployment coupled with simultaneous inflation. Labor called on Congress to enact a public jobs program to reverse this trend.

## Employment Rises

Harold Goldstein, assistant commissioner of BLS, said a substantial rise in the labor force in March caused an increase in the unemployment rate even though total employment rose moderately.

He commented: "It's difficult to understand why the labor force is increasing when jobs are harder to get."

Economists advanced several possibilities:

1—Women may be coming into the labor force to find work because of the rising cost of living and as a hedge against the possibility their husbands will be laid off.

2—More men may be coming into the job market from the Armed Forces.

The BLS figures revealed total unemployment rose by one million since March 1969.

A breakdown of the statistics show that the trend affects all segments of the population, for example:

● The unemployment rate for adult women moved up from 4.1 to 4.5 percent during March. This is the highest mark in two years, a 1 percent rise since late last year.

● March unemployment rate of 2.9 percent for adult men showed only a slight rise from February's statistics but was also a rise of 1 percent since late last year.

● The teenage jobless rate of 13.9 percent was up five-tenths

of 1 percent since February. This is a total rise of more than 1 percent in the past year.

● Unemployment among white workers rose from 3.8 to 4.1 percent in the last month. Negro unemployment rose one-tenth of a percent to 7.1 percent.

● The jobless rate for white collar workers went from 2.3 to 2.7 percent, while blue collar unemployment edged from 5 to 5.2 percent. Both rates have risen by more than five-tenths of 1 percent since the beginning of 1970.

● There are 692,000 persons unemployed for 15 weeks or longer, the highest number in the past four years.

● Unemployment in manufacturing (4.7 percent) and construction (8.1 percent) were unchanged for the month.

## Dining Out

**I**NGENUITY OF AMERICAN Seafarers came through when the power plant of the *Steel Admiral* broke down six days out of Hong Kong. The crew fashioned an oil-drum stove so cooks could make meals for an on-deck cookout while the ship was towed to Hong Kong for repairs.



Crew members jury-rigged this stove behind the house for *Steel Admiral's* cooks. Kneeling in front is carpenter Nick Swokla. Others are (from left) W. Vallie, chief cook; Juan Rivera, baker; E. Tinsly, third cook; J. Wheeler, messman; D. Keefer, bosun, and K. Benzales, ordinary seaman.



A calm and sunny sky in the Luzon Straits accommodates the crew of the *Steel Admiral* as they dine on deck. The ship's carpenter, Nick Swokla, and other crewmembers built a stove on deck so that the steward, I. Avelilla, and his galley crew could prepare meals.



A replica of the Mayflower (above) sailed the Atlantic in 1957. The original ship on which the Pilgrims set sail for the New World was only 90 feet long. It carried 102 men, women and children for 66 days across an unknown and stormy ocean.

## Two Continents Commemorate Voyage of Mayflower

**N**O PRESENT-DAY Seafarer would think of sailing with men, women and children on a frail 90-foot wooden ship across uncharted seas. Yet on Sept. 6 it will be 350 years since 102 people succeeded in just such a voyage.

They left from Plymouth, England, on a bark named the *Mayflower* and after a 66-day journey landed in America and founded the first self-governing colony here.

On May 2, celebrations began in England and Holland commemorating the courage of these strong-willed voyagers.

The reason for the celebrations in Holland is that in 1607 the Pilgrims fled to that coun-

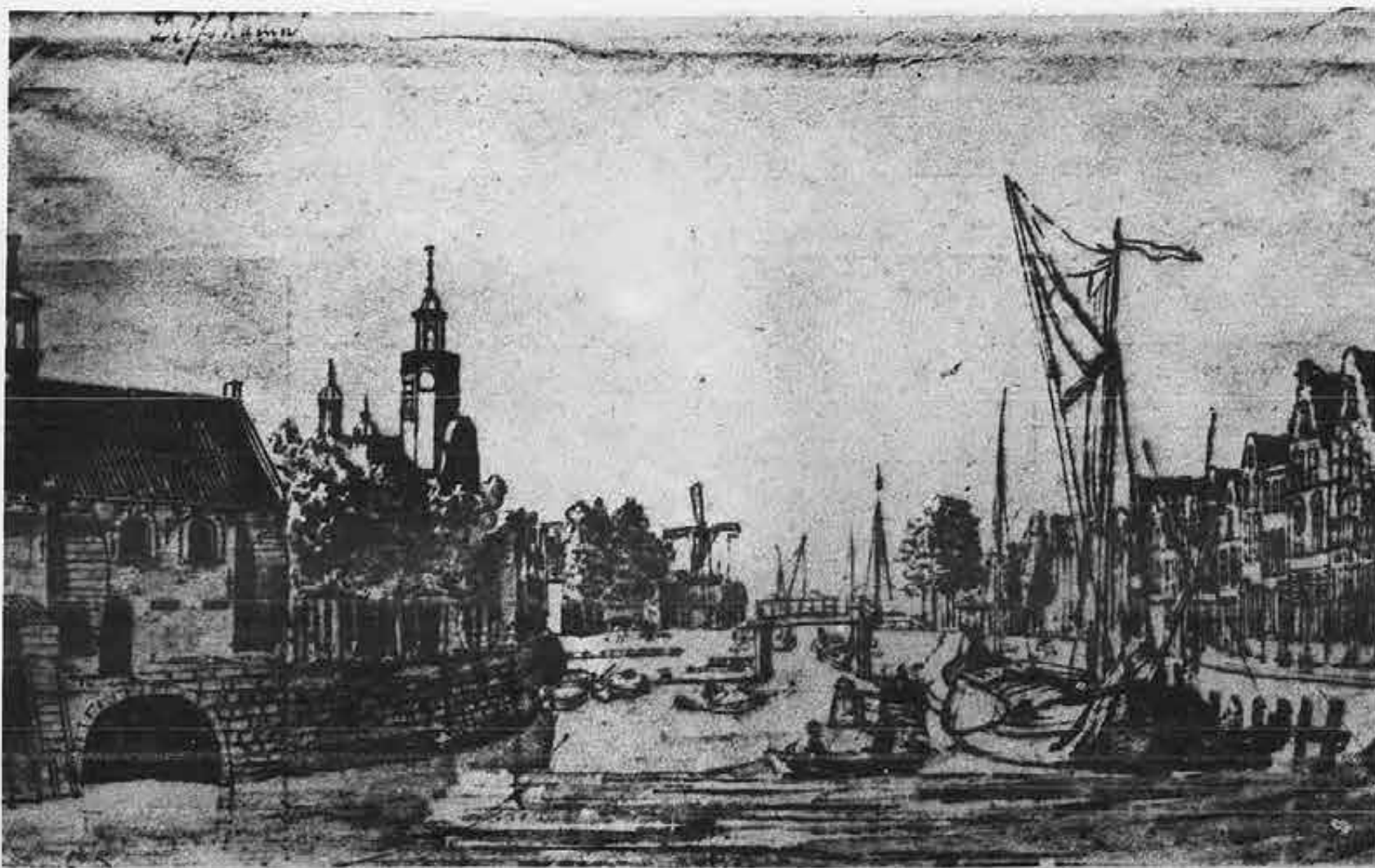
try from England where they were being persecuted for their religious beliefs. In July 1620, 35 Pilgrims set sail for England from Delfshaven, Holland, and joined contingents from London and other parts of England before sailing for the New World.

Plymouth will be the center for celebration in the British Isles but other towns where the Pilgrims spent time will be joining in the festivities. There is even some good natured rivalry involved in the celebrations.

For instance, Mrs. Kathie Johnson, the mayor of Southhampton, England, accused the Lord Mayor of Plymouth of "filching our history." She contends that it was only by accident that the Pilgrims left England from the Port of Plymouth.

They had really left from Southhampton, she says, and only pulled into Plymouth when the *Mayflower's* sister ship, the *Speedwell*, sprung a leak.

Well, whether you prefer Southhampton or Plymouth, you should agree that the *Mayflower* was a good ship with a good crew.



An old drawing made in 1780 shows the town of Delfshaven, Holland, where 35 Pilgrims set sail for England. Some Pilgrims had originally gone to Holland in 1607 to escape persecution in England only to return to England before sailing for America.



These are the Barbican Steps in Plymouth, England, from which the Pilgrims stepped out for America on Sept. 6, 1620. On May 2, celebrations started in this, as well as other English and Dutch towns, in commemoration of the men and women who crossed the uncharted Ocean.



This lovely country house in Austerfield, England, was the birthplace of William Bradford, a Pilgrim who became the first governor of the Massachusetts Bay Colony.

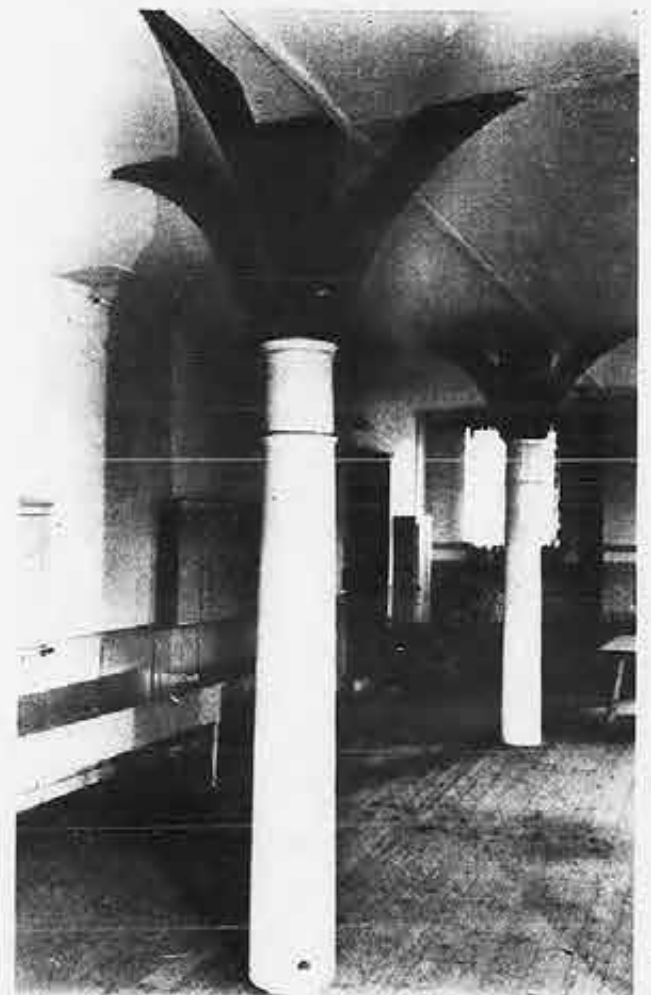


This drawing shows the peaceful harbor of Delfshaven, Holland, from which 35 Pilgrims set sail in 1620 to meet their brethren in England and find a new life in America.

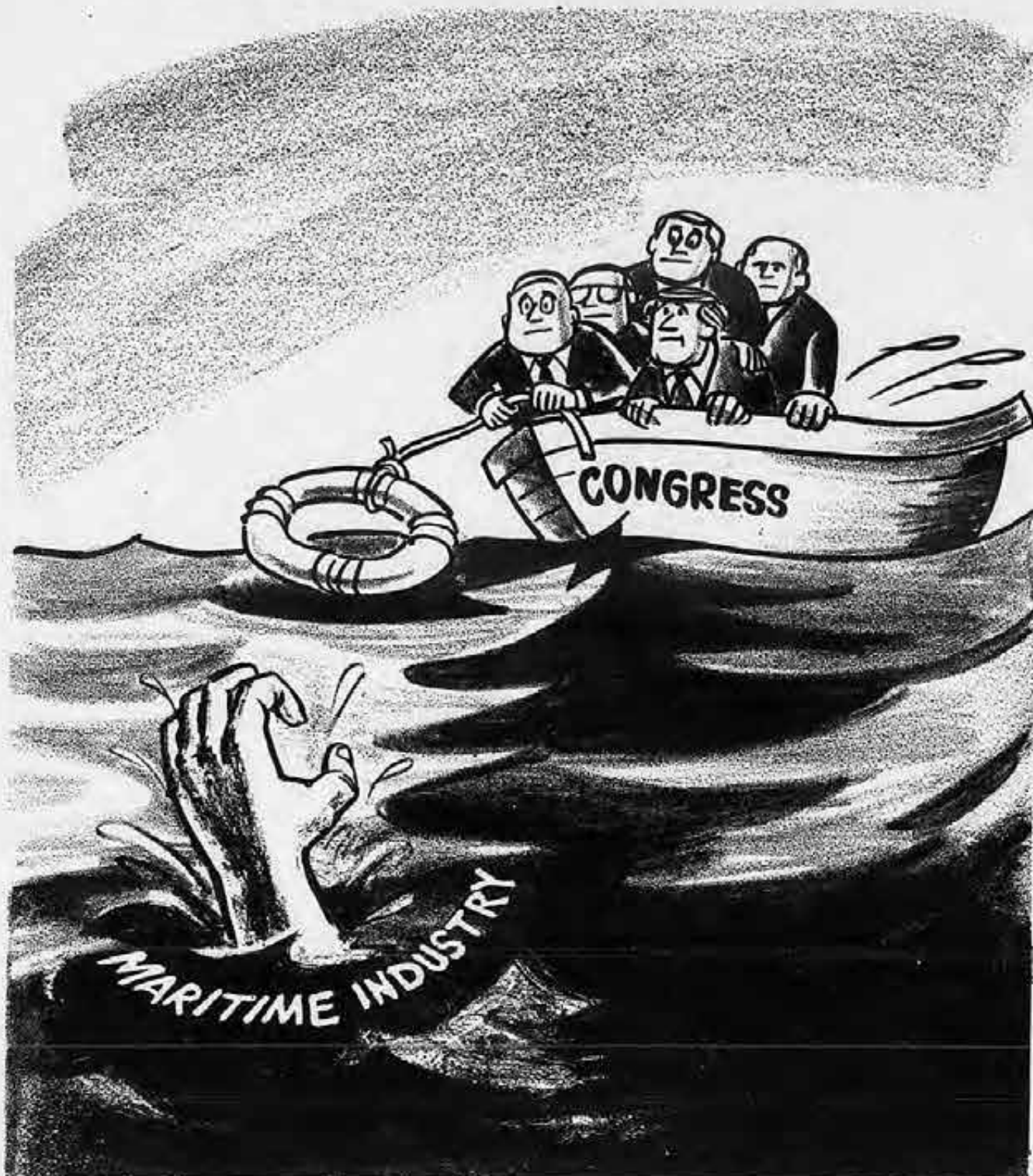


The Mayor of Boston, England, stands by one of the Guildhall cells where Pilgrims were imprisoned. He is one of many officials who will be participating in the ceremonies. The Pilgrims left England for the New World because of religious persecution.

Could these pillars in a church in Abingdon, England, be the masts from the Pilgrims' ship Mayflower? Legend says they are. The Pilgrims founded the first self-governing colony in America and called it Plymouth.



# After Years of Neglect



After many years of neglect by previous Administrations of this nation's maritime woes, Congressmen are taking a wide and vigorous interest in a wide variety of subjects that affect SIU members. Behind this interest stands a potential for action that could enhance our nation's economy and provide greater opportunities for Seafarers.

An example of the diversity of subjects now being tackled by Congressmen can be found on page 4 of this issue of the *Seafarers Log*. There Congressman James M. Hanley (D-N.Y.) calls for the protection of the inland waterways industry; Congressman James J. Howard (D-N.J.) demands that the government, as well as American industry, place more cargo in American-flag bottoms, and Congressman Howard W. Pollock (R-Alaska) urges aid for the American-flag ships that service the noncontiguous areas of Alaska, Hawaii, Puerto Rico and Guam.

Nor does the list stop there. Newspapers daily carry stories of Congressmen calling for new vitality in every area of the maritime world, from fishing to oceanography, from rebuilding the depleted Great Lakes fleet to reviving our deteriorated ocean-going merchant marine.

Why have Congressmen "discovered" the

marine world after years of inattention?

One reason is that the SIU, together with her sister unions in the AFL-CIO Maritime Trades Department, launched a campaign more than three years ago to inform Congressmen on the needs of our nation's merchant marine. Nearly every week since that time, Congressmen have gathered with representatives of MTD unions, the marine industry and federal agencies at weekly luncheons in Washington, D.C.

These luncheons, sponsored by the MTD, have brought face-to-face exchanges of facts and ideas that have stimulated an awareness of our industry that simply didn't exist before.

No longer are our maritime problems hidden from view. No longer is our maritime potential veiled behind a curtain of ignorance.

This progress can be attributed to a large degree to activities of the SIU.

The interest and knowledge that has blossomed is good. It has provided a foundation for action. Our next job is to follow through so that Seafarers—together with their brothers in the shipbuilding and support industries—will have available to them more jobs and greater opportunities in the fields they have chosen for their life's work.

## SIU Opens Vacation Center

The Seafarers International Union has developed a vacation center at the Harry Lundberg School of Seamanship at Piney Point, Md. The center section of this issue of the *Seafarers Log* spells out the details of the new and unique union program to make available to Seafarers and their families first-class vacations at the lowest possible cost.

Why would a union develop a vacation center for its members? Because that's what a union is all about. We are joined together in the common cause of helping one another to achieve the better life. Each new service that can be provided is another notch in our scale of success of the union.

Seafarers are often away from their families for months at a time. Theirs is a hard life. The vacation center at Piney Point will give SIU members and their families a chance to enjoy themselves in comfort—to escape for a little while the day-to-day pressures that must be met the rest of the year.

Fishing and swimming, tennis and sailing, soaking up the sun and exploring the lands that form the coast of the Chesapeake Bay area—good food, large, clean rooms and someone to do the dishes, make the beds. These are some of the things that are now available at the SIU's summer vacation center.

And it belongs to you. Take advantage of it.

## Letters to the Editor

### Seafarer's Widow Lauds Kindness

To the Editor:

I would like to thank Mrs. Spencer of the New Orleans SIU Hall; Mr. Steward of Isthmian Lines; Captain Williams and the men aboard the *Steel Surveyor* for their help and kindness during the death of my husband, Charles Hyde. Thanks also to the wonderful union, the SIU, which he was so proud of.

Thanks Again to all,  
Mrs. Charles (Sis) Hyde  
Avondale, La.

### One 'Old Salt' Meets Real Salt

To the Editor:

Some years ago, while enroute by plane from Boston to New Orleans, I got into a conversation with the gentleman sitting next to me.

He did all the talking.

He said that he was a small businessman from Washington, D.C. On weekends and holidays he would go boating. He said he had made several trips by boat from Washington to Baltimore. But the most interesting and longest trip he had ever made was to Maine.

He exclaimed:

"You have no idea what it is like to be on the high seas under the stars and going places."

During our conversation he often used nautical terms to give the impression that he was an "Old Salt."

He sounded so enthusiastic that I didn't want to interrupt him. Finally, he got around to asking what my line of work was.

Imagine his surprise when I confessed that I had been in the merchant marine all of my life, and had just returned from a trip around the world.

Fraternally,  
Richard Martinez M-8  
Philadelphia, Pa.

### Thanks Given For SIU Check

To the Editor:

I would like to express my deepest and sincerest thanks for the Seafarers Welfare Fund check and your words of condolences for the loss of my beloved husband, Theodore J. Johnson.

Thanks again.

Mrs. Sadie Johnson  
Sault Ste. Marie, Mich.

### SIU Wife Praises Welfare Plan Aid

To the Editor:

I would like to express my thanks to the Seafarers Welfare Plan and to the SIU for the benefits they paid to the Long Beach Pacific Hospital and Doctor Larson M.D.

My broken foot and crushed heel are much better now.

I also thank Shirley, Linda and Jerry of the SIU Hall in Wilmington, Calif. Thanks to the captain and crew of the *Steel Seafarer* that my husband is still on.

Sincerely yours,  
Cleo Mangao  
Wilmington, Calif.

### Pension Increase Aids SIU Veterans

(The following two letters were received as a result of the recent pension increase for SIU-affiliated Inland Boatmen's Union members. As of March 1, 1970 the IBU pension was raised from \$175 to \$200 a month.)

To the Editor:

I wish to thank you very much for the increase I received in the check for the month of April.

It came as a surprise indeed, a very nice one, because the prices of everything are so high. We can really use it.

So in appreciation I remain,  
Yours respectfully,  
Adolph Miller  
Norfolk, Va.

To the Editor:

Received the two checks this month and appreciate your efforts in getting me extra money each month for my pension. It really comes in handy in this day and time. Hope this finds you in the best of health.

Sincerely,  
Lewis Wilgus  
Ocean View, Del.

### Grieving Spouse Thanks Friends

To the Editor:

It is with a very heavy aching heart that I take pen in hand to thank everyone of the Seafarers International Union of North America, Atlantic and Gulf District—to each and everyone of Mr. Robert Hall's Waterman Shore Gang and their lovely wives in San Francisco, Calif., and Mr. Don Bartlett's Sea-Land Shore Gang in Oakland, Calif., and Mr. Walter Reidy and Mr. Harry Larson for their sincere sympathy and offers of financial aid, and all the beautiful floral arrangements sent to my beloved husband in San Francisco, Calif., and in Denver, Colo., and to his wonderful, dear family in Aurora, Colo.

Without their individual understanding and my strong belief in God, I'm afraid I would never have been strong enough to bear my sorrow. And the many, many sympathy cards received in my mail touched me deeply.

I received consolation from "Dear Bill's" Honorary Bearers, Mr. Robert Hall, Francis Fisher, Gill Glennie, Trento Gori Jr., Olav Gustavsen, Frederick Gosse, Harry Hanson, Michael Iwaski, David Jones, James Pullium, Clifford Prevatt, Ralph Smith, Richard Worley.

"My Dear Bill" was such a proud and dedicated SIU member.

Such a great loss to so many of us. I am still unable to accept it.

"Heartbroken"  
Mrs. William Henry Rogers  
San Francisco, Calif.

### Named by CLC

Ottawa

The Canadian Labor Congress has named Jean Beaudry of Montreal, a Steelworkers' representative since 1954 as an executive vice president. William C. Y. McGregor, a Railway and Airlines Clerks' Union vice president was named a CLC general vice president.

A. R. Norton is a veteran seafarer. An oiler, he is pictured here standing at the control panel of the *Steel Scientist*. Norton remained aboard the Isthmian vessel for another four-month voyage.



Johnny Hager is making his second trip as wiper on the *Steel Scientist*. He plans to attend the Harry Lundberg School of Seamanship to upgrade to fireman-oiler-watertender.

## Steel Scientist: India and Back

**T**HE STEEL SCIENTIST (Isthmian) came in to Erie Basin in New York harbor to pay-off after a four-month voyage to India. The C-3 was loaded deep with general cargo. The crew said the crossing was smooth with very few beefs and only a few disputed overtime hours. After taking on cargo and signing on a new crew, the *Steel Scientist* cast off her lines and set a course for India and the ports of Calcutta, Bombay, Madras and Chittagong, East Pakistan.



Dockside after the four-month voyage to the Indian Ocean, the *Steel Scientist* takes on cargo for another run. Stops this time include Calcutta, Bombay, Madras and Chittagong. This picture was taken in Erie Basin.



"Service with a Smile" is the motto of Pantryman Juan Borrás. The crew agreed that the combination of good service and wholesome menus helped to make the long voyage a pleasant one.



Kenneth Linah, oiler on the *Steel Scientist* and engine delegate, enjoys a hearty meal in the crew's mess after standing watch. Linah said the trip to India was a good one—no beefs in the engine department.



E. D. Strait has been sailing with the SIU for many years and often accepts the responsibility of being the steward department delegate. Strait is seen here in the galley helping prepare the evening meal for a very hungry crew.



Chief Cook Isia Gray, at left, is another veteran seafarer who likes the long run to India. Gray is seen here preparing meat for the dinner menu. The crew had high praise for the work of entire steward department.

# SIU ARRIVALS



## Chow Time on the Sylvania

Steve Priola, porter on the Sylvania, serves dinner to two hungry crewmembers during fit-out for the 1970 season on the Great Lakes. From left are Art El Modhsi, wiper, and John Hall, fireman.

## Brazil Claiming 200-Mile Limit

**Brazilia**  
Brazil's recent decision to extend its sea frontier out to 200 miles leaves only two South American coastal countries, Colombia and Venezuela, without a 200-mile territorial seas limit. One-by-one in recent years, the countries of South America have broadened their claims of control over the high seas, despite the lack of precedent for such action in international law.

Peru and Ecuador, along with several of their neighbors who also claim a 200-mile limit, have used this self-proclaimed 200-mile zone to seize U.S. tunaboats fishing in the area and hold the vessels and crews until heavy fines are paid for release of the boats. The United States does not recognize the 200-mile limit and considers waters beyond 12 miles of shore to be high seas.

# seafarers ACTION LINE

In addition to the grievances and contract questions which are settled by patrolmen at payoffs and sign-ons, and by the SIU Contract Enforcement Department, headquarters in New York receives communications from Seafarers seeking contract interpretations.

These communications cover the range of working conditions, pension and welfare questions, and other related subjects affecting Seafarers.

Because many of these questions are of general interest to the membership, headquarters has arranged to have the questions and answers published regularly in the Log.

The following question was received relating to crewmembers in the steward department who are required to do a missing man's work.

### Question:

The third cook got sick while we were at sea, and the steward and first cook had to take over his duties for seven days. How should they be paid for this extra work?

### Answer:

The answer to this question is contained in Article V, Section 7, of the NEW STANDARD FREIGHTSHIP AGREEMENT.

This section covers three different situations where crewmembers in the steward department might be required to do a missing man's work: (1) where the vessel is in port; (2) where the vessel sails short; (3) where a crewmember becomes sick or injured and remains aboard ship.

1. If the vessel is in port and a member of the steward department is missing, the men who do his work are paid overtime at their own overtime rate for actual time worked over their normal eight hours.

2. If the vessel sails short, the men who actually do the missing man's work will receive (a) a division of the missing man's wages; and (b) a division of the overtime the missing man would have received for working Saturdays, Sundays and holidays. This overtime is at the rate that the missing man would be entitled to, not your overtime rate.

3. If a member of the steward department becomes ill or injured at sea, and remains aboard the vessel, the men who actually do his work will receive a division of the missing man's wages, but they will not receive any overtime.

**Astrid Vega**, born Jan. 28, 1970, to Seafarer and Mrs. Rafael F. Vega, Ponce, P.R.

**Florentia and Helen Trioglou**, born March 26, 1970, to Seafarer and Mrs. Antonios M. Trioglou, Baltimore, Md.

**Shannon Currera**, born Feb. 4, 1970, to Seafarer and Mrs. Anthony J. Currera, Chalmette, La.

**Debra Voliva**, born Feb. 9, 1970, to Seafarer and Mrs. Joseph T. Voliva, Belhaven, N.C.

**Gretchen Cloutier**, born Dec. 22, 1969, to Seafarer and Mrs. Peter A. Cloutier, Portland, Me.

**Hooper La Vigne**, born to Seafarer and Mrs. Hooper La Vigne, Picayune, Miss.

**Alecia Yeoman**, born Feb. 13, 1970, to Seafarer and Mrs. Albert R. Yeoman, Hartford, Ala.

**Delmarie Anderson**, born Dec. 6, 1969, to Seafarer and Mrs. Sidney Anderson, Jr., New Orleans, La.

**Christa Stanton**, born Dec. 4, 1969, to Seafarer and Mrs. Joseph C. Stanton, Philadelphia, Pa.

**Melinda Mitchell**, born Jan. 24, 1970, to Seafarer and Mrs.

**James E. Mitchell**, Charleston, Mo.

**Lamar Elliott**, born Dec. 2, 1969, to Seafarer and Mrs. James N. Elliott, Portsmouth, Va.

**James Garrison**, born March 4, 1969, to Seafarer and Mrs. Harry D. Garrison Jr., New York, N.Y.

**Selena Tillman**, born Feb. 1, 1970, to Seafarer and Mrs. William L. Tillman, Rio Nido, Calif.

**Robert Santena**, born Jan. 18, 1970, to Seafarer and Mrs. Robert Santena, Houston, Tex.

**Allan Rogers**, born Oct. 28, 1969, to Seafarer and Mrs. Allan A. Rogers, Baltimore, Md.

**Kimberly Witherington**, born Jan. 14, 1970, to Seafarer and Mrs. Robert H. Witherington, Daphne, Ala.

**Paul Alexanderian**, born Dec. 9, 1969, to Seafarer and Mrs. Haik J. Alexanderian, San Francisco, Calif.

**Richard DiCostanzo**, born Jan. 30, 1970, to Seafarer and Mrs. Louis DiCostanzo, Staten Island, N.Y.

**Nicole Moss**, born Dec. 19, 1969, to Seafarer and Mrs. John E. Moss, New Orleans, La.

**Troy Tillman**, born Dec. 29, 1969, to Seafarer and Mrs. Robert Tillman, Levittown, Pa.

**Pete Zubovich**, born Feb. 9,

1970, to Seafarer and Mrs. Michael Zubovich, Houston, Tex.

**Grailen Archie**, born Aug. 25, 1969, to Seafarer and Mrs. James B. Archie, Baltimore, Md.

**Rosa Mattos**, born Jan. 19, 1970, to Seafarer and Mrs. Julio Mattos, Jr., Brooklyn, N.Y.

**Penny Goss**, born Jan. 2, 1970, to Seafarer and Mrs. Billy R. Goss, Liberty, Tex.

**Daniel East**, born Dec. 8, 1969, to Seafarer and Mrs. Norman East, Sulphur, La.

**Jackie Robinson**, born Jan. 30, 1970, to Seafarer and Mrs. Jackie Robinson, Mobile, Ala.

**Nadene Bullock**, born Jan. 17, 1970, to Seafarer and Mrs. Perry L. Bullock, Texas City, Tex.

**Richard Slusser**, born March 21, 1970, to Seafarer and Mrs. William N. Slusser, Seattle, Wash.

**Johnny Jordan**, born Dec. 14, 1969, to Seafarer and Mrs. Eddie E. Jordan, Mobile, Ala.

**Jose Castro**, born Jan. 16, 1970, to Seafarer and Mrs. Angel Castro, New Orleans, La.

**Earl Adams**, born March 24, 1970, to Seafarer and Mrs. Earl Adams Sr., Mobile, Ala.

**Wendee Seabaugh**, born Feb. 7, 1970, to Seafarer and Mrs. Otis J. Seabaugh, Cape Girardeau, Mo.

## Ships at Sea

The *Overseas Ulla* (Maritime Overseas) is bound for Yokosuka after touching at the ports of St. Croix and Cristobal, and is expected to pay-off in Balboa around June 8. Ship's Secretary-Reporter H. P. Du Cloux

reports that men wanting to pay off during the voyage under mutual consent will have to pay the transportation cost for the crewmen replacing them. All crewmembers not on watch were present for the weekly shipboard meeting held April 5. Everything is running smoothly, according to Ship's Chairman L. Obrantz. There was a beef about the coffee, and the steward has agreed to buy a better grade at the first opportunity. Elected department delegates on the *Overseas Ulla* for this trip are James Thompson, deck; William Padgett, engine, and James Hassell, steward department.

Billy Nuckols, ship's chairman on the *Windjammer Polly* (Windjammer International), has cautioned crewmembers about keeping valuables stored in a safe place while in port in Vietnam.

He noted that there has been an increase in the number of cases of "cowboys" breaking into rooms and lockers, even when they are locked. He recommends that valuables be kept below deck where

there are limited exits, and where it is easier to spot an unauthorized person. The ship was due in Saigon May 1, and is expected to return to Sunny Point, N.C., for payoff around June 12, after stopping at Subic Bay. Oliver P. Oakley is ship's secretary-reporter. Elected delegates are Charles Dandridge, deck department; J. J. Shearon, engine, and Jesse Gage, steward department.

As the *American Pride* (Sealanes Inc.) was on her way to the scrapyards in Taiwan, Ship's Chairman Frank Smith penned the following letter: "For the present and all the past crews it is a sad thing to learn that the good ship *American Pride* is on her last run—to the scrapyards."

"Along with the loss of an exceptionally happy ship, we are losing some of the finest mates and engineers going to sea. In particular, Captain Bob Collins, and two old SIU members, Chief Mate John Danks and Chief Engineer Harry Quinn.

"For this last voyage of the *Pride* we are fortunate in having an exceptionally fine SIU crew with quite a few really old-timers.

"For the benefit of our younger SIU-brothers, the thing that makes a good and happy ship is doing a good job, and taking pride in your work.

"It is the sincere wish of the entire crew that we get more ships and more good SIU crews like this one."

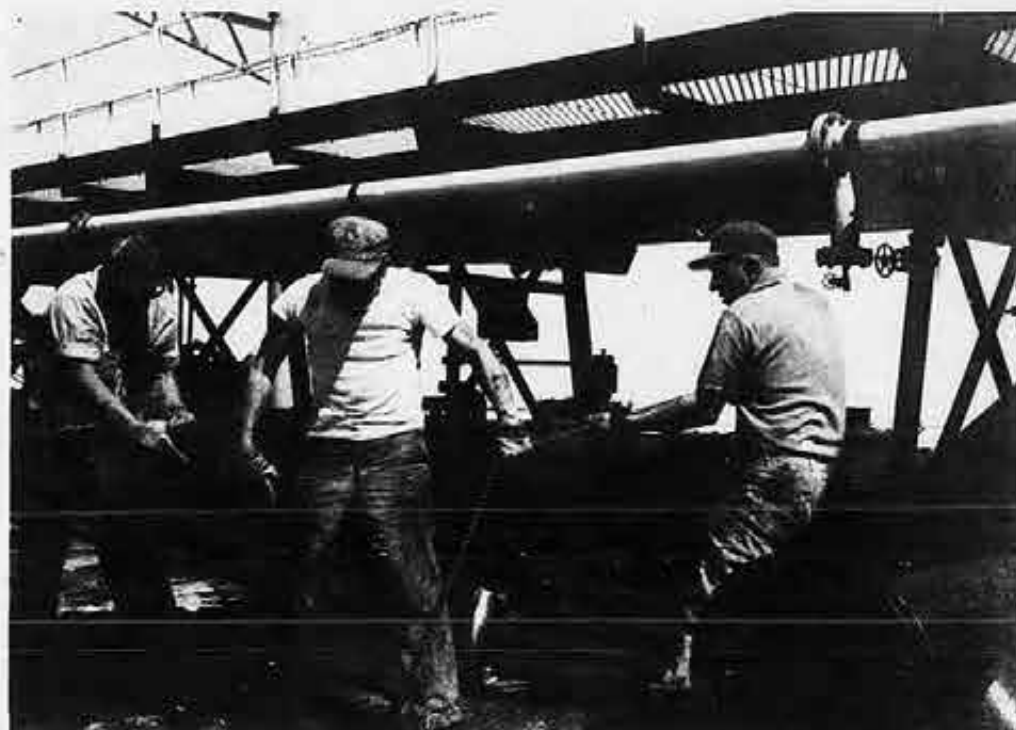
# Montpelier Victory Run: Hot to Cold



**F**OR THE CREW of the *Montpelier Victory* changes in the weather are routine. The SIU-manned Victory Steamship Co. vessel made several recent voyages that have gone from one climate extreme to another—Hawaii to Alaska. During February and March, the *Montpelier Victory* was assigned to the carriage of crude oil from Alaska to ports south. The crew adjusted quickly to the weather changes—fighting snow covered lines in Alaska and two weeks later sunbathing on the aft deck.



The sun shines brightly as Seafarers Williams, Howard and Gelleford (from left) bend to pulling up the butterworthing machinery shortly after the vessel left Honolulu bound for Alaska.



Dayman Gelleford, (left) and chief pumpman Philip Bentz inspect the condition of the butterworthing machine which had just been brought up on deck. All machinery was kept shipshape for rapid climate changes.

Pies, cakes and hot rolls are the specialty of baker Everett Perry. Brother Perry submitted the photos on this page to the Log.



J. Karl (left) and J. McGinnies, both Seafarers, see to the operation of a winch during a mucking job at sea in picture at left. Their heavy coats attest that the vessel is far from Honolulu.



The chief cook, L. Brooks, dresses chickens for a hungry crew's lunch at sea. The steward department received a job well done from the crew.



If the camera could have seen two weeks in the future, this would be a picture of crewmembers sunbathing on the aft deck. But, instead, snow is covering the deck as the ship loads oil in Alaska.

Pictured at right is Philip Bentz, chief pumpman, as he cleans a grease gun before stowing it. Cleaning up after a job is as important as doing the job.



# Nixon Proclaims May 22 'Maritime Day'

Washington

A proclamation setting May 22 as National Maritime Day has been signed by President Nixon. A text of the proclamation follows:

"The restoration of our merchant fleet to a position of leadership on the world's oceans is one of our most urgent tasks. Our merchant ships are essential parts of our economic and defense systems, and reminders to us and to the world of our heritage as a sea-going people.

"In recognition of the importance of our Merchant Marine to our economy and our national security, the Congress in 1933 set aside May 22 of each year as National Maritime Day and requested the President to issue annually a proclamation calling for the observance of that day.

"Now, therefore, I, Richard Nixon, President of the United States of America, do hereby urge the people of the United States to honor our American Merchant Marine on May 22, 1970, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day in tribute to the American Merchant Marine.

"In witness whereof, I have hereunto set my hand this sixth day of April, in the year of our Lord nineteen hundred seventy and of the Independence of the United States of America the one hundred ninety-fourth."

/s/ Richard M. Nixon



**AZALEA CITY**—Ship's Chairman John Morris (center) reports that weekly meetings were held each Sunday while the Azalea City was on her second voyage of Sea-Land's recently-inaugurated Mediterranean run. Seen here are, from left: C. N. Johnson, ship's secretary-reporter; Ernesto Valdez, steward delegate; Morris; Jose Pineiro, engine delegate, and Luther Pate, deck delegate.

## Ship's Committee— Vital Link for SIU

### THE SHIP'S COMMITTEE

is the vital link between the SIU at sea and the SIU ashore. The weekly meetings held each Sunday aboard ship by the ship's chairman, and the contract maintained with headquarters by the ship's secretary-reporter make it possible for SIU members around the world to actively participate in the affairs of their Union.

The three elected department delegates—deck delegate, engine delegate and steward delegate—are charged with the responsibility of handling beefs and seeing to it that the SIU contract is enforced. These delegates take care of the beefs that were formerly handled by the ship's delegate.

The ship's committee concept, established nearly one year ago by the membership, has proved effective in keeping Seafarers everywhere in the world informed on the programs of the union, and providing the means for close communication with union headquarters.

**BOSTON**—Just returned to Port Elizabeth, N.J., from a trip to San Juan, the ship's committee met with boarding patrolmen and then posed for their photo. From left are: James Welch, engine delegate; W. Moore, ship's secretary-reporter; C. Magoulas, ship's chairman; A. Olsen, deck delegate, and Roscoe Rinwater, steward department delegate. The committee reported a smooth voyage with no contractual beefs.



**STEEL FLYER**—Pictured at left are members of the ship's committee on the Steel Flyer, just returned from India. From left are: Mario Nolasco, steward delegate; Ray Diamond, engine delegate; Frank Costango, ship's secretary; S. Jandora, ship's chairman, and C. McGahagin, deck delegate.

## Bargaining Can Work For Feds

Washington

Collective bargaining does work in the federal government. The historic negotiations that developed the Postal reform bill now before Congress proves this, and it is paving the way for long-overdue collective bargaining rights for all federal civilian workers.

This assessment was made in a network radio interview by two AFL-CIO representatives closely involved in the postal negotiations and in shaping the proposed legislation, Albert J. Zack, public relations director, and Andrew J. Biemiller, legislative director.

Participating in the weekly interview program Labor News Conference with Tom Joyce of Newsweek and Tom Foley of the Los Angeles Times, Zack said that federal employees should be guaranteed the "right to self-determination" and a voice in their wages and working conditions.

Zack said public acceptance of collective bargaining for federal workers resulted from "sudden realization of the conditions under which postal employees were working—the wage scales they were getting."

Biemiller declared, "There isn't any question but what the (postal) strike brought the matter to a head." He added that the concept of collective bargaining in the federal service has grown under executive orders issued by Presidents Kennedy and Nixon permitting bargaining.

Biemiller and Zack agreed that bargaining has many advantages over the lobbying now necessary to improve wages and working conditions. And besides, they said, many congressmen will be "very happy to get rid of the headache" of setting government workers' salaries.

### Union Label Show In New Orleans

The Union-Industries Show—the annual exhibition of union-made products and services—will be held May 22 to 27 at the Rivergate in New Orleans.



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

## Seafarers Vacation Center



Fishing from the pier at the Seafarers Vacation Center in Piney Point, Md., provides more than just recreation—it helps a Dad, long at sea, to get reacquainted with his son.



A Seafarer and his family check into their room to begin a well-earned vacation in Maryland's "land of pleasant living." SIU-operated Vacation Center provides maximum enjoyment at a minimum cost to the SIU member.

The SIU has added an important new dimension to its service to Seafarers and their families—a Seafarers Vacation Center which begins operation this Summer at the site of the Harry Lundeberg School of Seamanship in Piney Point, Md.

The Vacation Center will begin operations on July 6, 1970 and will stay open until Labor Day. During this period, SIU members, their wives and their children can enjoy rest, relaxation, sports, recreation of all sorts, fine food and excellent accommodations—all for only a fraction of the cost of the average commercial establishment.

What does it cost?

Rooms cost \$4 per day for single occupancy, or \$7 for double occupancy.

Meals cost a maximum of 99 cents for breakfast and lunch, and a top of \$1.50 for supper. Many meals cost less.

In other words, a vacation at the SIU center at Piney Point will be well within the budget of the average Seafarer. And what he will get for his money will be far in excess of what is available at any commercially run vacation resorts.



Large, well-appointed, air conditioned rooms guarantee the SIU family the ultimate in accommodations for their vacation at Piney Point.



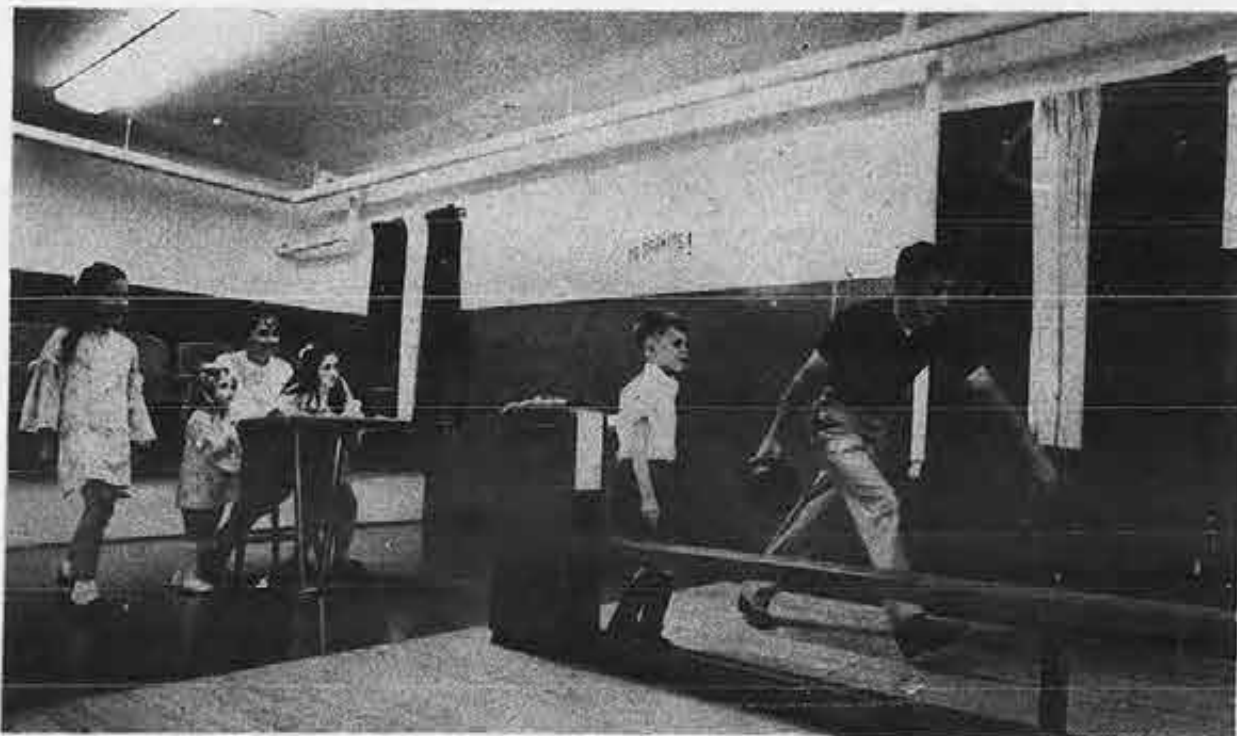
Generous portions of well-prepared food are served in the dining hall at the Vacation Center—at a price that can't be equalled anywhere.



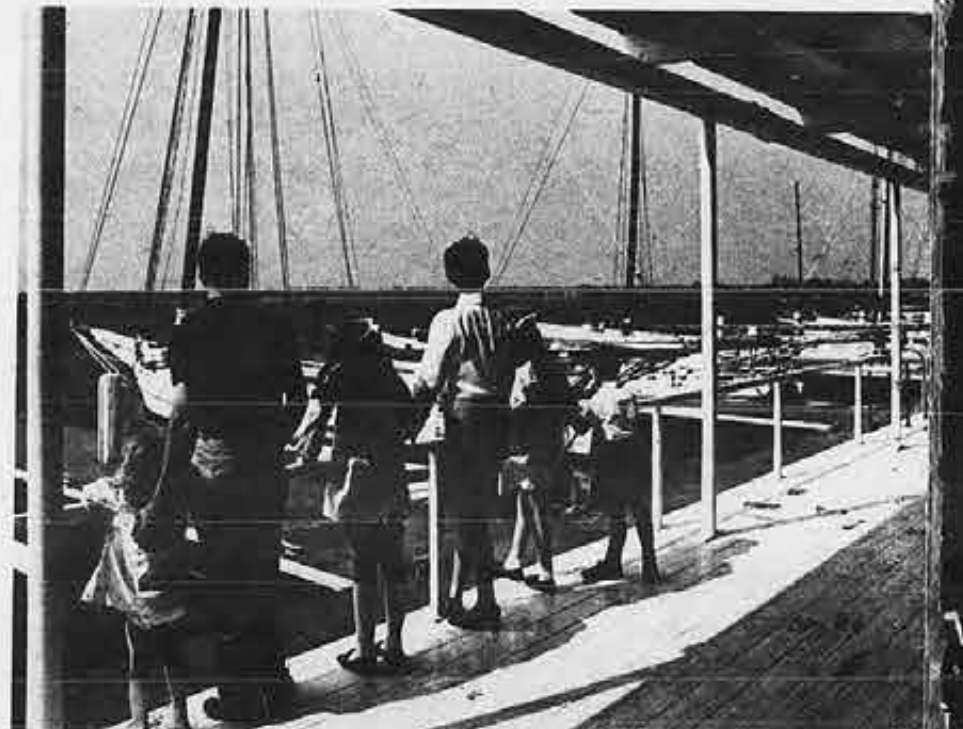
Transportation around the 53 acres that comprise the Vacation Center and School of Seamanship is provided by golf carts—for those who find it too far to walk.



Horseback riding is just one of the many attractions that await the visitor to the SIU Vacation Center.



Modern, well-equipped bowling alleys provide Seafarers and their families an opportunity to enjoy healthy exercise and togetherness.



At "Fiddlers Green," SIU members and their families can pick and choose from the large fleet of vessels available for their vacation enjoyment.



This punching bag in the SIU gymnasium really should be used by the girls' father and brother—but it gives these young ladies a chance to "clown around" during their visit.



"Now watch this," SIU wife apparently has told her husband, as she prepares to demonstrate her skill at the pool table.



Piney Point boasts a fleet of operational ships, plus converted vessels which have been put to use to house the facilities of the Lundeberg School. This one is the Claude "Sonny" Simmons, a former Great Lakes and Chesapeake Bay freighter, which is now a school headquarters ship.

For the Seafarer and his family, a vacation at Piney Point puts within the reach of both adults and children the best in indoor and outdoor recreation. Here are just some of the attractions that are available:

- Sailing.
- Horseback riding.
- Golf driving range.
- Softball.
- Tennis.
- Swimming.
- Fishing.
- Water skiing.
- Basketball.
- Bowling.
- Billiards.
- Table tennis.

What's more, these recreational attractions are available at no additional charge. The SIU member pays only for the room he and his family occupy and the food that they eat—everything else is available for the asking.

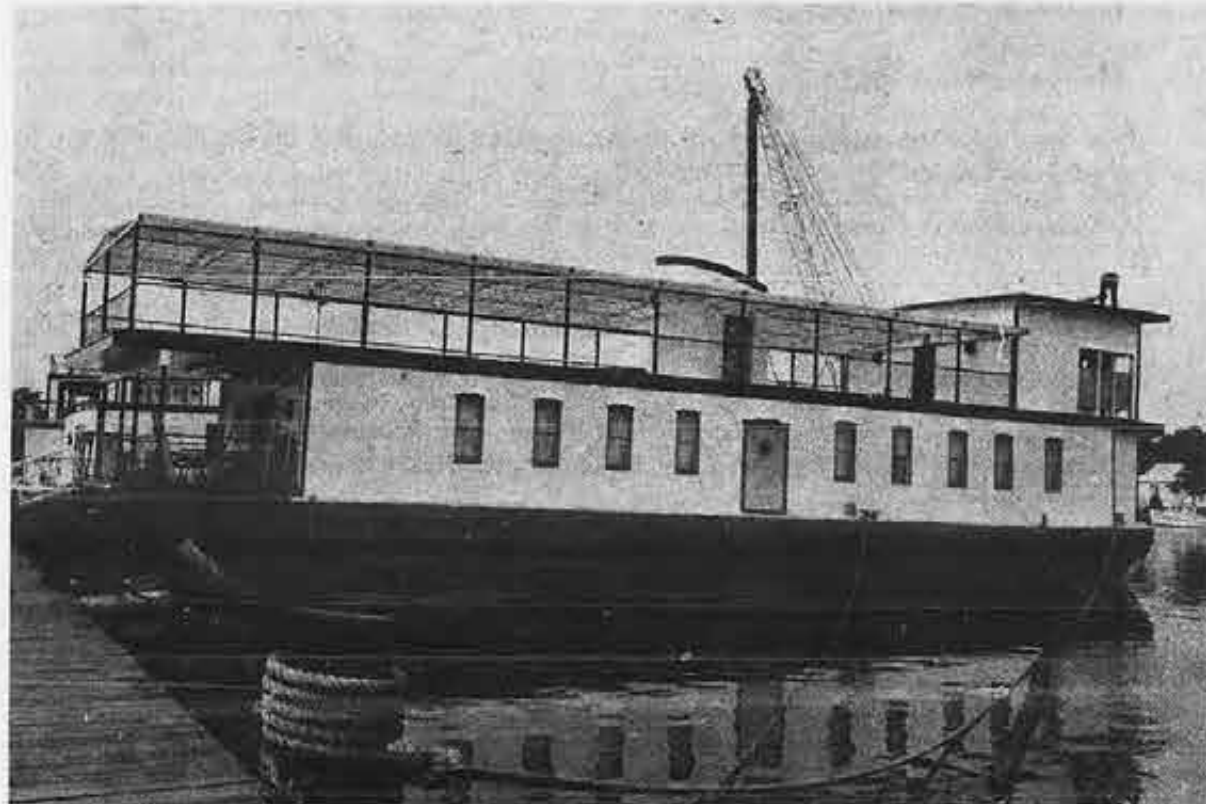
Backing up these recreational activities which are available right at the Seafarers Vacation Center, the area, itself, is steeped in American history—so the SIU member and his family can enjoy a brief trip to one of the historical spots nearby.

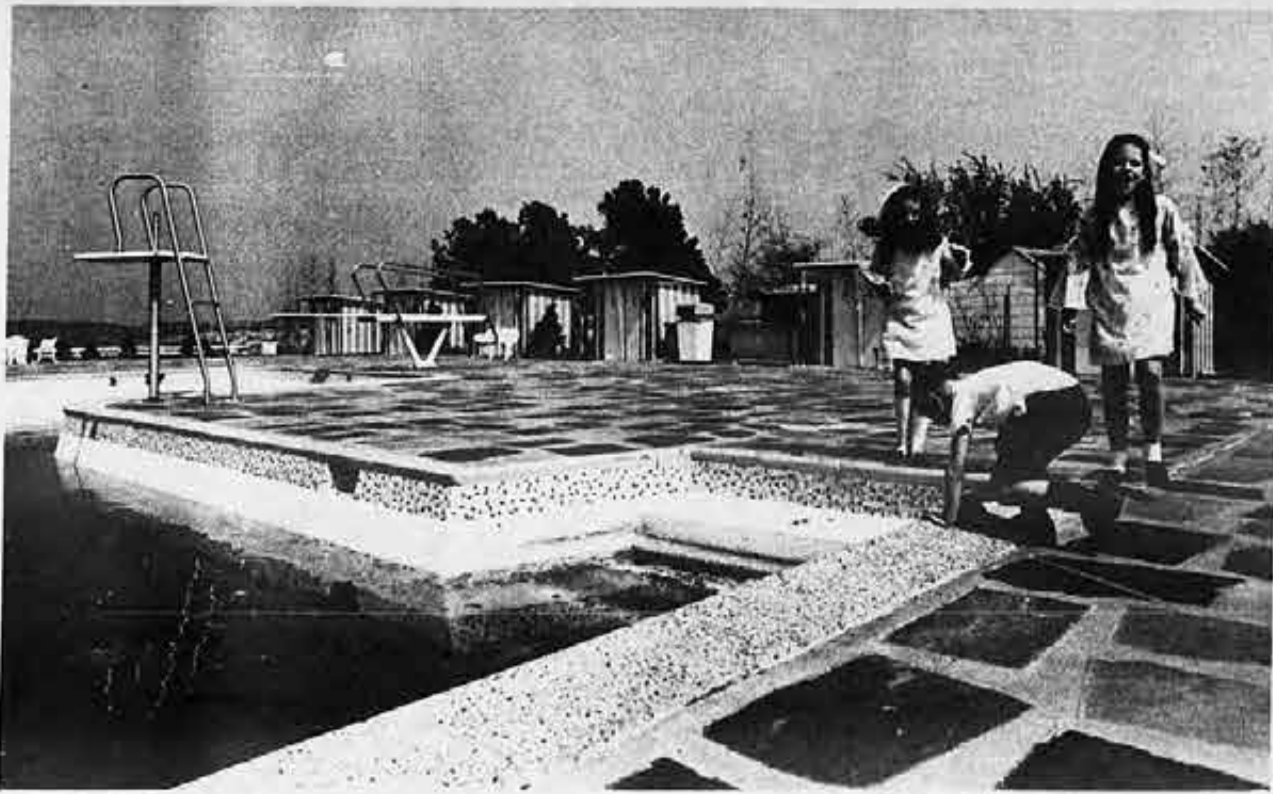
The Center is located on the southernmost tip of Maryland, where the Potomac meets Chesapeake Bay. Only a few miles away is the spot where Leonard Calvert and his companions landed from two tiny vessels—the *Ark* and the *Dove*—to establish the Colony of Maryland in 1634. A replica of the first State House is located in nearby St. Marys City. At nearby Point Lookout is one of the Civil War prisons maintained by the Northern Army. And the nation's capital, Washington, D.C., is only an hour and a half's drive from Piney Point.

So whether the Seafarer wants merely rest and recreation, or whether he wants to add in some sightseeing, he'll find both in abundance at Piney Point.

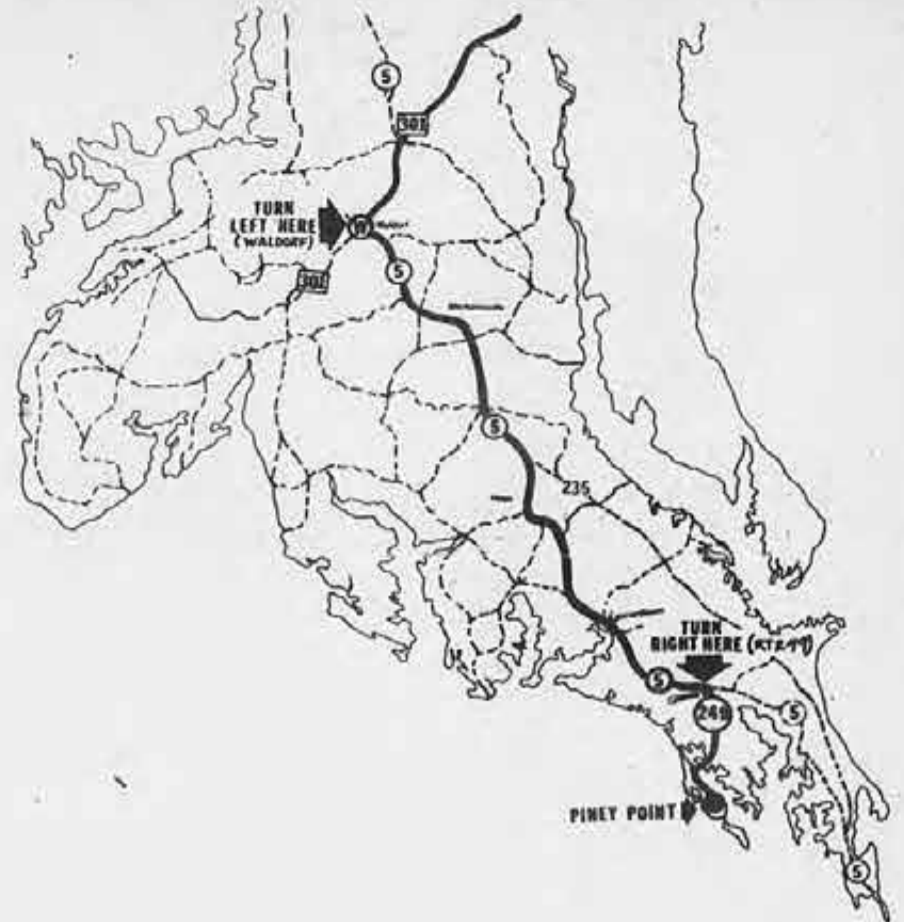


Piney Point facilities of SIU are also used for a four-week Summer Youth Music Program for youngsters who are musically inclined. In addition to offering a unique opportunity for young people, who live and work in modern, air-conditioned barges (like the one below), the program provides musical entertainment for vacationers.





Modern swimming pool is a natural attraction for youngsters and adults, alike, who can enjoy a refreshing swim daily during their stay at the Seafarers Vacation Center.



Sailing on the sparkling waters of the Chesapeake Bay is another of the extras available at no cost to SIU members, their wives and their children who take advantage of the opportunity to use the Piney Point facilities.



Sun-tanned, relaxed and refreshed, Seafarers and their families will return home from the Vacation Center rested and better equipped to face the coming year.

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.

I have ..... children with musical aptitude who are interested in participating in the Summer Youth Music Program (July 6-August 3). Please send details.

Signature .....

Print Name .....

Book Number .....

Street Address .....

City ..... State ..... ZIP .....

One of the big attractions at the Seafarers Vacation Center is the fact that at Piney Point, the SIU has assembled one of the most unique fleets in the country—vessels of historic value which help to preserve the romance and adventure that is part of America's nautical heritage.

The largest of the fleet's fully operational vessels is the *S.Y. Dauntless*, a 250-foot, steel-hulled ship that won fame as the flagship of Fleet Admiral Ernest J. King in World War II. Included in the Lundeberg fleet is the tall-masted *Freedom*, former flagship of the sailing ship squadron at the U.S. Naval Academy at Annapolis, Md. Then there's the *Richard Henry Dana*—a sky-raking, two-masted schooner which hoists 10,000 square feet of sail—and her sister ship, the *Captain James Cook*. And there is the sleek-hulled sailing craft, the *Manitou*, which was John F. Kennedy's yacht during his time in the White House.

And there are small sailing craft, too—ideal for the SIU member and his family to take on an outing on the sparkling Chesapeake Bay.

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

# Personals

## F. W. Ammons

Please contact Al Maisch, Sales Manager, Port Owens Marina, Box 177, Route 11, Pasadena, Md. 21122 as soon as possible.

## Ernest J. Byers

Your mother, Mrs. John Byers, asks that you get in touch with her as soon as possible at 614 Alvarez Ave., Whistler, Ala. 36612.

## Robert Orion Smith

Please call your sister, Mrs. Pearl S. Walker, as soon as possible at MA 9-2435 in Bessemer City, N.C.

## Thomas F. Smith

Your wife is very anxious to hear from you. Please contact her at No. 103 (2nd floor), Wen Hwa Hung Rd., Kaohsiung, Taiwan, Republic of China.

## Ed Dwyer

Please contact Maury Silver as soon as possible at 39-24 58th St., Woodside, L.I., N.Y. 11377.

## Crew of the Transcolumbia

Any member aboard the *Transcolumbia* from May 28 to Aug. 1, 1969 please contact the USPHS Hospital or the Port Agent in San Francisco as soon as possible.

## Harrison Hicks, Jr.

Your mother, Almedia Mary Baldwin, writes that it is urgent that you contact her. Call collect: 615-291-9859; or write in care of Thelma Hicks, 1210 17th Ave. South, Nashville, Tenn. 37212.

## Joseph Frank Sanford Barron

Please contact Mrs. Robbie Barron Johnson at 5129 Georgia Rd., Birmingham, Ala. 25212.

## Harold Lowry

Personal belongings are being held for you at SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

## Claude Woodrow Pritchett

Your niece, Alease P. Martin,

writes that it is very important that you get in touch with her as soon as possible at Route 1, DeWitt, Va. 23840.

## Thomas E. Smolarek

Your daughter, Mrs. Victoria A. Bradley, asks that you contact her as soon as possible at 146 Madison Dr., Newark, Del. 19711.

## Nagi El Ahmed

Please contact your lawyers, Boccardo, Blum, Lull, Niland, Teerlink and Bell, as soon as possible at One California St., San Francisco, Calif. 94111.

## Jacob J. Bentz

The Selective Service System, Local Board No. 4, asks that you contact them as soon as possible at Federal Building, 1000 Liberty Ave., Pittsburgh, Pa. 15222.

## Kenneth Chard

Alfred Gaudin asks that you get in touch with him at 719 Avenue C, Marrero, La.

## Harold L. Loll

Your mother writes that your brother, Carl, will be arriving in May.

## Haskell Moore

Please get in touch with your attorney, John M. Joye, about money due you. His address is 7920 Orangethorpe Ave., Buena Park, Calif.

## William Birthright Of Barbers Dies

William C. Birthright, president emeritus of the Barbers Union, died at 82 after a lifetime of service to the trade union movement. He retired in 1963 after 33 years as president of his union, and 23 years of combined service as a vice president of the AFL and the AFL-CIO.

AFL-CIO President George Meany said Birthright's years of leadership "brought innumerable changes to better the life of workers."



The large arrows on this map show the possible routes a bottle could take during a journey from Wassaw Island, Ga., to Fort Myers Beach, Fla., during a seven-year journey. The small arrows denote the different ocean currents that might have guided the drifting bottle. It was tossed into the Atlantic in 1962 and recovered in 1969.

## Bottle's 7-Year Trip Charted

### Miami, Fla.

Ever toss a bottle into the Atlantic Ocean and wonder where it will travel?

Oceanographers at the Environmental Science Service Administration of the U.S. Department of Commerce recently received a request to chart possible routes a drifting bottle might have taken during a seven-year voyage.

The bottle was set adrift in June 1962 off Wassaw Island near Savannah, Ga., by a group of Explorer Scouts who placed a paper with their names inside the bottle.

It was washed ashore and found in July 1969 on Fort Myers Beach, Fla., a direct distance of 830 miles from Wassaw Island.

Scientists say that it is unlikely that it could have taken a direct route because of prevailing ocean currents and charted two possible routes that it could have taken.

Oceanographers at ESSA's Oceanographic and Meteorological Laboratories in Miami outlined the following routes (both crossing the Atlantic twice):  
 • "When the bottle was picked up by the Gulf Stream it would have drifted at a speed of about two to four miles per hour up the coast of the United States to the vicinity of Cape Hatteras, N.C., where it would move easterly across the North Atlantic until it was caught up by the Canary Current.

"Thus current would carry the bottle southward, down the bulge of Africa, and to the North Equatorial Current, which would transport it westward across the Atlantic into the Caribbean Sea. The Caribbean Current would then convey the bottle to the Yucatan Channel where it would pass into the Gulf of Mexico and land on Fort Myers Beach.

• "The bottle could have travelled a somewhat longer route. After drifting down the coast of North Africa, it could have been caught up in the Guinea Current and carried south of the African bulge to the south Equatorial Current.

### Visit to South America

"This would then have transported the bottle across the Atlantic and northwestward along the hump of South America into the Caribbean Sea where it would follow the course previously outlined."

Of course, the oceanographers admit that it would be impossible to trace the exact route or the number of miles the bottle travelled.

In both of the above possibilities it is considered probable that the bottle lay trapped in the rushes of the Georgia coastal swamps for a time until high tides or strong winds freed it to drift far enough from shore to enter the Gulf Stream.

Whichever route it may have taken, it is a well-travelled bottle.

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 CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

**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  
17 Battery Place, Suite 1930, New York 4, N.Y.

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

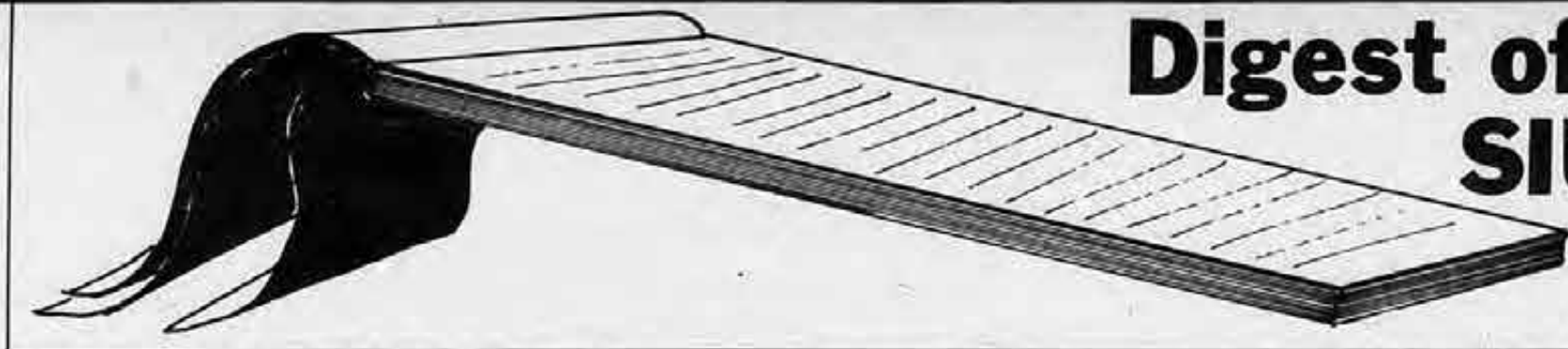
obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**RETIRED SEAFARERS.** Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

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

**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the membership and the Union.

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



# Digest of SIU Ships Meetings

**PRODUCER** (Marine Carriers), March 1—Chairman and Ship's Delegate, Alfonso Armada; Secretary, William H. Rhone. No beefs and no disputed OT. Vote of thanks extended to steward department for job well done.

**BIENVILLE** (Sea-Land), March 15—Chairman, Arthur Harrington; Secretary, Jasper C. Anderson. Everything running smoothly with no beefs and no disputed OT. Vote of thanks extended to steward department for job well done.

**BOSTON** (Sea-Land), March 15—Chairman and Ship's Delegate, Constantinos Magoules; Secretary, Wilfred J. Moore; Deck Delegate, A. Olsen; Engine Delegate, Nickolas Sushko; Steward Delegate, Roscoe L. Runwater. No beefs, everything running smoothly.

**TRANSINDIANA** (Hudson Waterways), March 22—Chairman, Ronald J. Burton; Secretary, N. Kondylas; Ship's Delegate, William J. Perridge; Deck Delegate, Edward Goldberg; Steward Delegate, A. Ben Ahmed. Some disputed OT to be settled by boarding patrolman. Vote of thanks to steward department for good food and service. Vote of thanks to ship's delegate for job well done.

**COLUMBIA BREWER** (Columbia), April 5—Chairman, Ship's Delegate, and Deck Delegate, Charlie Lee; Secretary, Alfred Hirsch; Engine Delegate, Albert Landig; Steward Delegate, Lee R. Myers. No beefs reported by department delegates.

**DELTA URUGUAY** (Delta), Feb. 8—Chairman, Joseph Catalanotto; Secretary, W. P. Kaiser; Ship's Delegate and Steward Delegate, John A. Denais; Deck Delegate, Irvin Glass; Engine Delegate, V. M. Frederiksen. \$19.02 in ship's fund. No beefs reported by department delegates.

**DELTA URUGUAY** (Delta),

March 27—Chairman, Joseph Catalanotto; Secretary, W. P. Kaiser; Ship's Delegate and Steward Delegate, John A. Denais; Deck Delegate, Irvin Glass; Engine Delegate, V. M. Frederiksen. Vote of thanks extended to entire steward department for job very well done. Captain George W. Smith extended a vote of thanks to entire crew for making it such a smooth trip. \$61.02 in ship's fund.

**OVERSEAS DAPHNE** (Maritime Overseas), March 29—Chairman, Edwin Craddock; Secretary, Sidney Garner; Ship's Delegate, Willie Barron; Steward Delegate, James A. Crawford, Jr. No beefs reported by department delegates. Vote of thanks extended to steward department for job well done.

**ROBIN GRAY** (Moore-McCormack), March 21—Chairman, Robert G. Lawson; Secretary, H. Donnelly. \$19 in ship's fund. Everything running smoothly in all departments. Vote of thanks extended to steward department for job well done.

**PONCE** (Sea-Land), April 5—Chairman, George Ruf; Secretary, Alvin L. Doud; Ship's Delegate and Steward Delegate, Joseph Barron; Deck Delegate, John Bertolino; Engine Delegate, Victor A. Cover. \$15.71 in ship's fund. No beefs reported by department delegates. Vote of thanks extended to steward department for job well done.

**OVERSEAS ALICE** (Maritime Overseas), March 29—Chairman and Ship's Delegate, B. Mignano; Secretary, L. Bennett; Engine Delegate, David E. Davis; Steward Delegate, L. McCuen. Everything running smoothly with no beefs. Small amount of disputed OT in engine department.

**CITIES SERVICE NORFOLK** (Cities Service Tanker), March 29—Chairman and Ship's Delegate, Salvador Candela; Secretary and Deck Delegate, Joseph J. Moll, Jr.; En-

gine Delegate, Frank C. Guillory; Steward Delegate, G. Willis. \$361 in ship's fund. No beefs and no disputed OT. Two men hospitalized in Japan.

**OAKLAND** (Sea-Land), April 1—Chairman, T. J. White; Secretary and Ship's Delegate, J. Doyle; Deck Delegate, H. Miller; Engine Delegate, J. Rogers; Steward Delegate, B. P. Burke. Motion made to have container-type ships payoff and sign on upon arrival in port so all members will be allowed one full day off, as per contract. \$4.30 in ship's fund. No beefs.

**PLATTE** (Platte Transport), March 28—Chairman and Ship's Delegate, James C. Baudoin; Secretary, Felipe Quintayo; Deck Delegate, James Macunchuck; Engine Delegate, L. Hertzog; Steward Delegate, James F. Clarke. \$65 in ship's fund. No beefs and no disputed OT.

**STEEL VENDOR** (Isthmian), April 5—Chairman and Ship's Delegate, Alfred Hanstvedt; Secretary, George W. Gibbons. No beefs and no disputed OT. Everything running smoothly.

**TRANSERIE** (Hudson Waterways), March 15—Chairman and Ship's Delegate, Hendrey Rucki; Secretary, W. B. Yarbrough; Deck Delegate, T. E. Anderson; Engine Delegate, S. W. Lewis; Steward Delegate, B. S. Kusbranson. \$139.15 in ship's fund. Some disputed OT in engine department. Motion made to have one-year articles replaced with six-month articles.

**AMERICAN PRIDE** (American Sealanes), Feb. 22—Chairman and Ship's Delegate, Frank Smith; Secretary, Charles L. Fishel. Everything running smoothly. Vote of thanks extended to steward department for a job well done. The steward thanked crew for cooperation in helping keep ship clean.

**YUKON** (Ogden), March 22—Chairman, J. Mitchell; Secretary, O. Bartlett; Deck Delegate, H. K. Nakea; Engine Delegate, H. W. Sprain; Steward Delegate, Thomas Cummings. No beefs reported by department delegates. Motion made to raise hospital benefits.

**WINDJAMMER JANEEN** (Windjammer), March 29—Chairman and Ship's Delegate, J. E. Tanner; Secretary, W. G. Williams; Deck Delegate, W. J. Williams; Engine Delegate, Adron Cox; Steward Delegate, A. Rankin. No beefs and no disputed OT. Motion made to have retirement at 15 years sea-time.

**SEATRAN WASHINGTON** (Hudson Waterways), March 8—Chairman and Ship's Delegate, R. Palmer; Secretary, A. Johansson; Deck Delegate, Thomas Snow; Steward Delegate, T. H. Katros. \$7.45 in ship's fund. No beefs reported by department delegates.

**TRANSGLOBE** (Hudson Waterways), March 31—Chairman, A. R. Larsen; Secretary, K. Lynch; Deck Delegate, Dennis J. O'Connell; Engine Delegate, Sebastino A. Pires; Steward Delegate, P. J. Boumer. \$32 in ship's fund. Some disputed OT in engine department.

**COUNCIL GROVE** (Cities Service), April 5—Chairman, L. E. Wing; Secretary, Nathaniel Scott; Ship's Delegate and Steward Delegate, Joseph Hall; Deck Delegate, William Hunter; Engine Delegate, Emmett Connell. Some disputed OT in deck and engine departments. Everything else running smoothly.

**SEATRAN FLORIDA** (Sea-train), March 22—Chairman, Robert J. Byrd; Secretary, Wilbur C. Sink; Deck Delegate, Robert H. Clifford. No beefs and no disputed OT.

**SEATRAN MAINE** (Hudson Waterways), April 5—Chairman, Alonzo Bryant; Secretary, Sam W. McDonald; Ship's Delegate, George E. King; Deck Delegate, Robert Myers; Engine Delegate, J. Som-

mer; Steward Delegate, James L. Woods. \$14 in ship's fund. No beefs reported by department delegates.

**SEATRAN PUERTO RICO** (Hudson Waterways), March 22—Chairman and Ship's Delegate, Rune G. Olsson; Secretary, David C. Archia; Steward Delegate, Gregory R. Smith. No beefs reported by department delegates.

**CHOCTAW** (Waterman), March 29—Chairman, Enos E. Allen; Secretary, Frank L. Shackelford; Ship's Delegate, Nels Larson; Deck Delegate, Francis J. Schumacher; Engine Delegate, James Gouldman; Steward Delegate, Luis A. Olivera. No beefs reported by department delegates.

**EAGLE TRAVELER** (United Maritime), April 11—Chairman, Joseph L. Bourgeois; Secretary, Algernon W. Hutcherson. \$5.90 in ship's fund. Everything running smoothly except for a few hours disputed OT in deck department.

**FAIRISLE** (Panoceanic Tankers), March 18—Chairman and Ship's Delegate, A. H. Anderson; Secretary, S. J. Davis; Deck Delegate, Robert Wade Smith; Steward Delegate, Rayfield E. Cranford. No beefs reported by department delegates.

**WESTERN HUNTER** (Western Agency), April 8—Chairman, A. Josephson; Secretary, Leon Krawczyk; Ship's Delegate, Paul G. King; Engine Delegate, Edward LaPlante. Some disputed OT in engine department. Everything else running smoothly. Good crew on board.

**COLUMBIA OWL** (Columbia), April 9—Chairman, T. J. Hillburn; Secretary, Leo M. Morsette; Ship's Delegate, Jesse Canales; Deck Delegate, George A. Nuss; Engine Delegate, Thurston J. Lewis; Steward Delegate, W. H. Harris. Disputed OT in deck and engine departments. So far trip has been fair. One man missed ship in Honolulu.

**WESTERN HUNTER** (Western Agency), Feb. 9—Chairman, A. Josephson; Secretary, Leon Krawczyk; Ship's Delegate, Paul G. King. Some disputed OT in engine department, otherwise everything running smoothly. Motion made that seamen on Persian Gulf run be allowed to payoff after six months with reliefs to be flown from states at company expense.

**FAIRISLE** (Panoceanic Tankers), April 5—Chairman and Ship's Delegate, A. H. Anderson; Secretary, S. J. Davis; Deck Delegate, Robert Wade Smith; Engine Delegate, R. B. Honeycutt; Steward Delegate, Rayfield E. Cranford. No beefs reported by department delegates.

**CANTIGNY** (Cities Service), April 4—Chairman and Ship's Delegate Charles Hurlburt; Secretary, Luther Roberts. \$9.55 in ship's fund. No beefs reported by department delegates.

**SAN FRANCISCO** (Sea-Land), Feb. 23—Chairman and Ship's Delegate, Albert N. Ringuette; Secretary and Steward Delegate, Henry A. Galicki; Deck Delegate, D. Pilch; Engine Delegate, Paul M. Hartman. \$30 in movie fund. Vote of thanks extended to chief mate, Mr. Johnson, and 2nd engineer, Mr. Pyle, for fast action in handling an injured oiler who fell off boxes. Thanks to Capt. Gillard for trying to get assistance as fast as possible from Midway Island which was closest port when accident occurred.

**DEL SUD** (Delta), Feb. 11—Chairman and Ship's Delegate, LeRoy Rinker; Secretary, S. Rothschild. \$102 in movie fund. Some disputed OT in each department. Vote of thanks to steward department for job well done.

**DEL SUD** (Delta), March 1—Chairman, N. Pizzuto; Secretary, S. Rothschild; Ship's Delegate and Steward Delegate, LeRoy Rinker; Deck Delegate, Joseph Collins; En-

gine Delegate, William D. Walker. \$362 in ship's fund. Everything running smoothly in each department. Vote of thanks to steward department for job well done.

**SAN JUAN** (Sea-Land), Feb. 8—Chairman, James M. Foster; Secretary, G. P. Thlu; Ship's Delegate, Rodger Swanson; Deck Delegate, J. A. Rusheed; Steward Delegate, Rudolph L. LaMorth. \$50 in ship's fund. No beefs reported by department delegates.

**COLUMBIA MARINER** (Columbia), March 1—Chairman and Ship's Delegate, Vertis C. Smith; Secretary, Woodrow W. Perkins. Some disputed OT in deck department. Motion made that engine utility, wiper and topside pantryman be compensated with OT for extra work performed.

**CHATHAM** (Waterman), Feb. 1—Chairman and Ship's Delegate, Sam Manning; Secretary, G. Troclair; Deck Delegate, C. Hellon. Everything running smoothly.

**FAIRLAND** (Sea-Land), March 2—Chairman, H. Hodges; Secretary, James H. Naylor; Ship's Delegate, Raymond W. Hodges; Deck Delegate, Calman Boggs; Engine Delegate, Raymond L. Stripe; Steward Delegate, D. E. Striesund. No beefs reported by department delegates.

**LONG LINES** (Isthmian), Feb. 22—Chairman, Ralph Murry; Secretary, Dick Grant; Ship's Delegate, Steve Sloneski; Deck Delegate, T. McNellis; Engine Delegate, C. Lord; Steward Delegate, J. Roberts. Some disputed OT in deck department. Motion made that the union should raise the Maintenance and Cure to \$100 weekly. Vote of thanks extended to steward department for job well done.

**TRANSEASTERN** (Hudson Waterways), Feb. 28—Chairman and Ship's Delegate, Wm. H. Butts Jr.; Secretary, M. B. Elliott; Deck Delegate, H. O. Halfhill; Engine Delegate, C. M. Crooks; Steward Delegate, C. Muscarella. OT disputed in deck and engine departments to be clarified. Most of the repairs taken care of.

**COLUMBIA OWL** (Columbia), March 1—Chairman, T. J. Hillburn; Secretary, L. M. Morsette; Ship's Delegate, S. J. Canales; Deck Delegate, George A. Nuss; Engine Delegate, Thurston J. Lewis; Steward Delegate, Walter H. Davis. Few hours disputed OT in deck and steward department, otherwise things moving along fairly well.

**HALCYON TIGER** (Halcyon), Feb. 12—Chairman, Ship's Delegate and Deck Delegate, Albert H. Schwartz; Secretary, J. B. Morton; Engine Delegate, William D. Cooper; Steward Delegate, I. Martin. No communications received from headquarters last two voyages.

**ROBERT E. LEE** (Waterman), Feb. 1—Chairman, R. V. Dillon; Secretary, C. M. Gray; Deck Delegate, Lawrence D. Stone; Engine Delegate, Michael Darawich; Steward Delegate, George H. Bryant Jr. No beefs reported by department delegates.

**ROBERT E. LEE** (Waterman), Feb. 15—Chairman, R. V. Dillon; Secretary, C. M. Gray; Deck Delegate, Lawrence D. Stone; Engine Delegate, Michael Darawich; Steward Delegate, George H. Bryant Jr. No beefs reported by department delegates.

**STEEL ADVOCATE** (Isthmian), Jan. 4—Chairman, Thomas Walker; Secretary, John R. Tilley; Ship's Delegate, Joel V. P. Bremer; Deck Delegate, Arthur A. Seago; Engine Delegate, Arthur C. DePuy. No beefs and no disputed OT.

**ANTINOUS** (Waterman), Feb. 28—Chairman and Deck Delegate, Salvatore Striglio; Secretary, V. E. Monte; Engine Delegate, James R. Konda; Steward Delegate, Fred B. Sheetz. \$12.25 in ship's fund. Disputed OT in deck and engine de-

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## Reading News from Home

Bosun Artie Harrington catches up on the mail from home after the Bienville tied up at the Sea-Land terminal in Port Elizabeth, N.J. The vessel had just returned from her first Mediterranean voyage—a 37-day run to Portsmouth, Genoa and Cadiz.

# What Happens When Unemployment Strikes?

What's it like to be a "front-line fighter against inflation"—the man who is laid off because the Administration is tightening the economy to "cool off" inflation? Let this wife tell you:

"I'm not so worried that we were laid off as that my husband is not able to find temporary work. The job market is flooded with people. Many are older than my husband, who is 31, and have devoted half their life to a company that had to shut down.

"It seems like the only thing 'cooled off' is the working man who pays both the rich and poor man's taxes. I could stand price-fixing a lot better than a depression. When Nixon cut all these people out of jobs you can imagine what it did to the bank and loan companies. Banks no longer lend money on cars in this town. My husband and I have had excellent credit for the last eight years. But now people can't help us.

"We've paid all these taxes and now all we can get is \$45 a week unemployment. I feel this should be coupled with food stamps and medical care if one's children get sick.

### Time to Get Together

"I don't know what it takes to get working people together, but you'd think they would be tired of being walked all over. Commercials on TV infer that the labor movement caused this recession when in reality prices were getting out of reason. We just wanted the right to be able to have a home, food and a car."

It's true that the Nixon administration has tried to fight inflation by slowing economic activity, with the resultant layoffs. The Administration has not even tried the "jawbone control" exerted by the previous Administration (public pressure on business to minimize price increases).



In fact, at a February meeting of the Business Council (composed of presidents of large corporations), Mr. Nixon pledged that he would not jawbone businessmen into holding down prices.

The layoffs have not succeeded in stopping inflation. Living costs have jumped 6.3 percent in the last 12 months. Food prices are a main culprit—up about 8 percent. Meat, poultry and fish have leaped 11½ percent in one year.

### Only Middlemen Benefit

The food industry could use some "jawboning." If the Administration won't do it, consumers should. Most of the price increases have gone to middlemen. For every \$1 extra for food this year over last, the farmer gets about 22 cents and the middlemen about 78 cents.

There is no justification for many of the astronomical food price rises. At wholesale, bacon has gone up

6-7 cents a pound but it cost 10 to 15 cents a pound more in most stores.

Broilers should cost less this year since wholesale prices are about 27½ cents, 2 cents a pound less than last year. But in many stores broilers, at their regular prices of 41-47 cents, are higher than last year. (When stores offer specials on broilers at 29 cents this is virtually the wholesale price, and the time to stock up.) Nor was there any reason for the tags of close to \$1 a dozen on eggs last winter. The prices were pushed up by speculators.

But the worst robbery is on beef. Wholesale prices were recently about 1½ cents a pound more than last year, while retail prices on various cuts are 5 to 15 cents more. Stores have been rooking the public on some of the preferred cuts like round, and have raised prices less on chuck. But, even hamburger costs about 10 cents more than last year.

**MAY SALES:** May is a month of White Sales (linens, towels, etc.). Sheets of polyester-cotton blends (about 50 percent of each fiber) are increasingly popular because of their greater durability and crease-resistance (no ironing). The polyester blends now cost little more than the all-cotton type.

Look for tire sales just before Decoration Day. May also is the month this year's models of TV sets are cleared. Look for especially sharp price cuts as makers try to unload current heavy inventories.

**FOOD BUYING CALENDAR:** Besides 29-cent broilers, the buy of the month is eggs. They have come down more than 35 cents from last winter's high prices, and now are about the same price as a year ago. Other relative food values include sales of beef chuck and loin of pork, and canned and smoked hams and butts. In general, meat prices, and especially pork, are high and going even higher.

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

**COLUMBIA (U.S. Steel), Jan. 25**—Chairman, B. J. Waturski; Secretary, M. S. Sospina. Ship's delegate reported no beefs and everything running very smoothly.

**PENN CARRIER (Penn), Feb. 25**—Chairman, R. Daville; Secretary, J. G. Lakwyk; Ship's Delegate, W. R. Thompson; Deck Delegate, Paul Arthofer; Engine Delegate, Gregory Orozco; Steward Delegate, Dan M. Harp. Few hours disputed OT in deck and engine departments.

**ROBERT E. LEE (Waterman), March 1**—Chairman, R. V. Dillon; Secretary, C. M. Gray; Deck Delegate, Lawrence D. Stone; Engine Delegate, M. Darawich; Steward Delegate, George H. Bryant Jr. No beefs reported by department delegates. Steward suggests one more man in galley because galley is not automated and a bonus for Middle East war area service.

**STEEL ADVOCATE (Isthmian), Jan. 18**—Chairman, Thomas Walker; Secretary, John R. Tilley; Ship's Delegate, Joel H. P. Bremer; Deck Delegate, A. A. Seago; Engine Delegate, Arthur C. DePuy; Steward Delegate, Maurice F. Ellis. Couple of hours disputed OT in deck department otherwise everything running smoothly.

**STEEL ADVOCATE (Isthmian), Feb. 1**—Chairman and Ship's Delegate, Joel H. P. Bremer; Secretary, John R. Tilley; Deck Delegate, Arthur A. Seago; Engine Delegate, Arthur C. DePuy; Steward Delegate, Maurice F. Ellis. No beefs reported by department delegates.

**STEEL ENGINEER (Isthmian), March 1**—Chairman, Jan Bayes Jr.; Secretary, Angel Seda; Ship's Delegate, Sam Bayesley; Deck Delegate, Charles W. Ross; Engine Delegate, Haskell Moore; Steward Delegate, Martin Horners. Vote of thanks extended to steward department for job well done. \$9.75 in ship's fund. No beefs.

**LOS ANGELES (Sea-Land), March 7**—Chairman, John Ohannasian; Secretary, W. T. Langford; Ship's Delegate and Steward Delegate, R. Fitzpatrick; Deck Delegate, Jose G. Madrid; Engine Delegate, W. S. Daniel. Some disputed OT in engine department, otherwise everything running smoothly with no beefs.

**LOS ANGELES (Sea-Land), Jan. 31**—Chairman, John Ohannasian; Secretary, W. T. Langford; Ship's and Steward Delegate, Ralph Fitzpatrick; Deck Delegate, Jose G. Madrid; Engine Delegate, W. S. Daniel. \$20.95 in ship's fund. Everything running smoothly.

**COUNCIL GROVE (Cities Service), March 1**—Chairman and Deck Delegate, William Hunter; Secretary, L. E. Wing; Ship's Delegate and Steward Delegate, Joseph Hall; Engine Delegate, Emmett Connell. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Vote of thanks extended to Patrolman Ed Morris. Vote of thanks to steward for obtaining movies.

**YELLOWSTONE (Ogden Marine), Feb. 15**—Chairman, None; Secretary, James R. Abrams; Ship's Delegate, Jack A. Olsen. Motion made to have vacation checks mailed to members at their home address upon request of those members inconvenienced by having to report at union hall to pick up their checks. Disputed OT in engine department.

**OVERSEAS NATALIE (Maritime Overseas), March 8**—Chairman Norwood E. Geno; Secretary, H. W. Kennedy. \$29 in ship's fund. No beefs and no disputed OT. Vote of thanks to Brother John Chestnut for job well done on sanitary in deck department.

**MARYMAR (Calmar), March 8**—Chairman and Ship's Delegate, Angelo Antoniou; Secretary, T. A. Jackson; Deck Delegate, R. F. Mackert; Engine Delegate, Joseph E. Sadler; Steward Delegate, R. Ramos. Beef in engine department to be brought to attention of headquarters for clarification.

**STEEL DIRECTOR (Isthmian), March 1**—Chairman and Ship's Delegate, Leroy Temple; Secretary, J. P. Baliday; Deck Delegate, Jennings J. Long; Engine Delegate, Arthur S. Turner; Steward Delegate, Philip Swing. \$86.25 in ship's fund.

**FAIRISLE (Pan Oceanic), March 10**—Chairman and Ship's Delegate, A. Anderson; Secretary, S. Davis; Deck Delegate, R. W. Smith; Engine Delegate, R. B. Honeycutt; Steward Delegate, R. E. Cranford. No beefs and no disputed OT.

**WINDJAMMER POLLY (Windjammer), April 12**—Chairman, Billy K. Nuckels; Secretary, Oliver F. Oakley; Deck Delegate, Charles Dandridge; Engine Delegate, J. J. Shearon; Steward Delegate, Jesse Gage. \$6.30 in ship's fund. No beefs reported by department delegates.

**FANWOOD (Waterman), March 21**—Chairman, Morton J. Kerngood; Secretary, Anthony J. Kuberski; Deck Delegate, William C. Flack; Engine Delegate, Johnny N. Nettles; Steward Delegate, Joseph N. Rioux. No beefs reported by department delegates. Everything running smoothly. \$14 in ship's fund.

**VANTAGE PROGRESS (Pioneer), March 15**—Chairman, John Yates; Secretary, Jim Bartlett; Deck Delegate, George Black; Engine Delegate, John Wade; Steward Delegate, C. N. Carlson. Everything running smoothly with no beefs.

**FORT HOSKINS (Cities Service), April 15**—Chairman, A. Manuel; Secretary, J. Galloway; Deck Delegate, G. A. Paschall; Engine Delegate, Jake Nash; Steward Delegate, M. Green. No beefs reported by department delegates. Vote of thanks extended to entire steward department for job well done.

**SEAFARER (Marine Carriers), April 5**—Chairman, R. Schwarz; Secretary, C. Lopez, Jr.; Deck Delegate, Ray Willis; Engine Delegate, Paul Crow; Steward Delegate, E. H. Jackson. All repairs will be taken care of during voyage. No beefs reported by department delegates.

**KYSKA (Waterman), March 17**—N. D. Gillikin; Secretary, Antonio Alfonso; Deck Delegate, Jack A. Gomez; Steward Delegate, Eugene Hayden. Ship sailed short one man in steward department. No beefs reported by department delegates.

**SAN JUAN (Sea-Land), March 29**—Chairman, James M. Foster; Secretary, R. Principe; Deck Delegate, J. A. Rusheed; Engine Delegate, G. Schartel; Steward Delegate, Adolph LaMorth. No beefs reported by department delegates.

**TRANSCOLORADO (Hudson Waterways), March 8**—Chairman, P. L. Whitlow; Secretary, O. R. Frezza; Deck Delegate, Lee Snod-

grass; Engine Delegate, George Quinones; Steward Delegate, Martin Itterino. \$29 in ship's fund. Clarification on penalty cargo to be taken up with boarding patrolman at payoff.

**PENNMAR (Calmar), April 20**—Chairman, Leo Koza; Secretary, Claude Garnett, Jr.; Deck Delegate, Roger Sullivan; Engine Delegate, W. B. Addison; Steward Delegate, Oliver Lewis. Motion made that maintenance and cure be increased to \$15 per day instead of \$8 per day. Everything running smoothly with no beef.

**OVERSEAS ULLA (Maritime Overseas), April 5**—Chairman, L. Olbrantz; Secretary, H. P. DuCloux; Deck Delegate, James R. Thompson; Engine Delegate, William A. Padgett; Steward Delegate, James A. Hassell. \$12.35 in ship's fund. Few hours disputed OT in deck department.

**STEEL KING (Isthmian), April 5**—Chairman, J. McCollom; Secretary, M. E. Reid; Deck Delegate, Arnie Boekman; Engine Delegate, August F. Reich; Steward Delegate, Cecil B. Thomas. Motion made that union contact the company regarding having air-conditioner put in the mess rooms and an ice machine put aboard. Discussion held regarding retirement plan. Vote of thanks extended to steward department for job well done. No beefs reported by department delegates.

**COLUMBIA (Ogden Marine), April 5**—Chairman, Alfred Parek; Secretary, George Luke; Deck Delegate, William F. Chapman; Engine Delegate, Jerrill L. Niel; Steward Delegate, N. F. Hatfield. No beefs reported. Everything running smoothly.

**LONGVIEW VICTORY (Victory Carriers), April 6**—Chairman, F. Gaspar; Secretary, S. T. Arales; Deck Delegate, A. Delgado; Engine Delegate, Frederick W. Niel; Steward Delegate, Mahland Cann. Some disputed OT in deck and steward departments. Vote of thanks extended to steward department for job well done.

**PEARY (Marine Traders), April 17**—Chairman, M. E. Beeching; Secretary, Billy Russell; Deck Delegate, F. M. Padraza; Engine Delegate, P. Pringi; Steward Delegate, Thomas T. Kevlyn. \$5 in ship's

fund. No beefs reported by department delegates.

**PLATTE (Ogden Marine), Feb. 6**—Chairman, James C. Boudoin; Secretary, Felipe Quintayo; Deck Delegate, Henry P. Lopez; Engine Delegate, Lewis Hertzog; Steward Delegate, William Matsoukas. \$65 in ship's fund. No beefs reported by department delegates.

**DEL SOL (Delta), April 5**—Chairman, Claude Webb; Secretary, Charles L. Shirah; Deck Delegate, B. Spears; Engine Delegate, Anthony J. Marano; Steward Delegate, Joseph Gagliano. Motion made for retirement after 20 years in union and 15 years seafare, regardless of age. Few hours disputed OT in the deck department. Vote of thanks extended to all departments for fine cooperation.

**STEEL SURVEYOR (Isthmian), April 12**—Chairman, William Bushong; Secretary, John C. Reed. Some disputed OT in engine department. Vote of thanks extended to steward department and to crew messman, Nick.

**STEEL SURVEYOR (Isthmian), April 6**—Chairman, W. Bushong; Secretary, John Reed. Few hours disputed OT in engine department, otherwise everything running smoothly.

**MAYAGUEZ (Sea-Land), April 19**—Chairman, Don Hicks; Secretary, L. B. Moore; Deck Delegate, Harvey Barlow; Engine Delegate, Samuel E. Arden; Steward Delegate, Daniel L. Thompson. No beefs reported by department delegates.

**SEATRAN NEW JERSEY (Hudson Waterways), April 19**—Chairman, S. P. Morris; Secretary, Herbert E. Atkinson; Deck Delegate, Howard L. Collins; Engine Delegate, Frank R. Cranger Jr.; Steward Delegate, Emanuel Lowe. One man missed ship in Baltimore. No beefs reported. Everything running smoothly.

**DAGAMA (Crest), March 21**—Chairman, Karl Hellman; Secretary, George Reid. No beefs reported by department delegates. Everything running smoothly. Vote of thanks to steward department for job well done.

**ERNA ELIZABETH (Albatross), March 16**—Chairman, John Swiderski; Secretary, Ernest M. Bryant; Deck Delegate, G. Hernandez; Engine Delegate, C. W. White; Steward Delegate, James E. Webb. No beefs reported by department delegates.

## Keep OT Records

In order to avoid any problems in collecting overtime, Seafarers are advised to follow these guides:

1—Each crewmember must keep his own overtime record.

2—All overtime must be turned in to the department head within 72 hours or when requested by the department head or department delegate.

3—In recording your overtime, be *specific* and be *accurate*.

- Record the date.
- Record the time and hours worked.
- Record the port.

● Record in *detail* the nature of the work performed. (Don't just put down "Worked on deck." Spell it out—"Cleaning tanks" or "slushing topping lifts." Use more than one line on your overtime sheet if necessary. It is important that you be specific about the kind of work you were doing.)

■ Keep a duplicate copy of your overtime sheets for your own records.

■ Prior to payoff, each crewmember should go over his overtime sheets, and then list on a *separate sheet*, all disputed overtime. Again, be specific and accurate about the date, time, hours worked, and the nature of the work performed.

## College Expense Means Longer Cruises for Pate

Seafarer Luther Pate is what is known as a "homesteader." When Pate, who is 49, signs on a ship he'll probably stay aboard for a year or more. He has two good reasons for this—Jane and Margaret.

When Pate finally got off the *Azalea City* (Sea-Land) last month, his discharges showed that he had spent more than 2½ years aboard the ship. He had signed on as deck maintenance Aug. 5, 1967, in San Juan.

While he was sailing on the *Azalea City*, the vessel was engaged in coastwise, intercoastal, and Far East trade runs.

"We were on the Vietnam run for 18 months," Pate recalled. "During that time we made 10 trips between the West Coast and Vietnam, with one side trip to Alaska."

### On Alcoa Ranger

Before the *Azalea City*, he had spent 19 months as an able-bodied seaman on the *Alcoa Ranger*.

"When I find a good ship, with good shipmates, I like to stay with her," Pate explained. "Besides, there are my two daughters, Jane and Margaret. They're both in college now, and that is a pretty expensive item these days."

The girls will be getting out of school for vacation next month, and Pate plans to take them and his wife, Gail, down south to his home town of Citronelle, Ala., for a visit with his parents.



Luther Pate  
... a "homesteader"

"They're getting up in years now," Pate said. "My dad is 73 and my mother is 69, and they are anxious to have their granddaughters come down and spend some time with them."

### 22 Years in SIU

Pate, who now makes his home in Mount Vernon, N.Y., has been an active member of the SIU for more than 22 years. He has often taken on the responsibility of ship's delegate or deck delegate and served on picket lines in San Juan, while he was a member of the crew of the *Monarch of the Seas*.

Pate says he likes to sail on ships with graduates of the Harry Lundeberg School of Seaman-ship.

"As a rule, most of the HLSS men make good crewmembers. They're willing to work, and most of all, they seem eager to learn," he said.

## Oceans Provide World With Huge Energy Storage Battery

The oceans of the world act as a huge storage battery for energy that radiates from the sun, according to W. M. Chapman, marine biologist and fisheries authority.

Speaking at a seminar at the University of Washington's College of Fisheries, Chapman said:

"It has now become evident that the great bulk of energy driving the atmosphere is not derived directly from the sun but is received in the ocean, reser-

voired there and circulated around . . . by the great ocean currents, to be radiated back into the atmosphere . . . and drive it."

This complex interrelated system of ocean and atmosphere is one that scientists must learn more about before they can administer the world's fish resources intelligently, he said.

He predicted that science will clear up many of the mysteries of the oceans and variability of the world's fish stocks through such modern tools as satellites.

# Seafarers Pension Roster Enrolls 20 More Veterans

Twenty Seafarers got their first pension checks last month from the SIU as the ever-growing pension roll continues to increase.

**Marino Gordils**, 52, a native of Puerto Rico, now makes his home in New York City with his wife, Alicia. He joined the SIU in 1939 in Puerto Rico and sailed in the steward department as a chief cook. In 1962 he served picket duty.

**Joseph Di Grazia**, 66, joined the union in the Port of New York and sailed in the deck department. A native of Argentina, Brother Di Grazia now lives in New York City.



Marino Gordils



Joseph Di Grazia

**Ramon Benitez**, 55, is a native of Puerto Rico and now makes his home there with his wife, Eva. He joined the SIU in 1943 in the Port of New York and sailed in the steward department. His last ship was the *New Yorker*. Brother Benitez is an Army veteran of World War II.

**Edward Paul Avrad**, 65, joined the Union in the Port of New Orleans and sailed in the engine department as an oiler. A native of New Orleans, Brother Avrad is spending his retirement there. He was given a personal safety award for his part in making the *Del Sol* an accident-free ship during the last half of 1960.



Ramon Benitez



Edward Avrad

**Frank C. Lijo**, 65, a native of Spain, now lives in Brooklyn. He joined the SIU in the Port of New York and sailed in the steward department. When Seafarer Lijo retired, he ended a sailing career of 47 years. In both 1961 and 1962 he was issued picket duty cards.

**Arnold Anthony Wichert**, 71, joined the union in the Port of Philadelphia and sailed in the steward department. A native of Philadelphia, he is now making his home there. Brother Wichert is a Navy veteran of World War II.



Frank Lijo



Arnold Wichert

**Albert Clarence Noble**, 65, is a native of New Rome, Wis.,

and now lives in Maryland. He joined the SIU in the Port of New York and sailed in the engine department. He has served as engine department delegate. Brother Noble retired after a sailing career of 39 years.

**Carl Ivan Copper**, 55, joined the SIU in the Port of Houston and sailed in the steward department. A native of Indiana, Brother Copper now makes his home in Zephyrhills, Fla., with his wife, Ila Mae. He is an Air Force Veteran of World War II.



Albert Noble



Carl Copper

**Frank Hills**, 52, is a native of Mobile, Ala., and now lives in San Francisco. He joined the Union in the Port of Mobile in 1939 and sailed in the steward department. In 1961 he was issued a picket duty card.

**Lester C. Long**, 63, joined the SIU in the Port of Norfolk and sailed in the deck department. A native of St. Martinsberg, W.Va., he now makes his home there. He is an Air Force veteran of World War II. Brother Long often served as a ship's delegate.



Frank Hills



Lester Long

**Robert B. Hunt**, 58, a native of Oklahoma, now lives in Cypress, Calif. He joined the union in the Port of Galveston and sailed in the steward department as chief steward. He has served as ship's delegate. Brother Hunt received a personal safety award for his part in making the *Young America* an accident-free ship during the first half of 1960.

**Antonio Santiago**, 60, joined the SIU in 1938 in the Port of New York and sailed in the steward department. A native of Puerto Rico, he is now spending his retirement in New Orleans.



Robert Hunt



Antonio Santiago

**Felix Carrillo Cordero**, 61, is a native of Puerto Rico and now makes his home there. He joined the union in the Port of Baltimore in 1941 and sailed in the engine department. When Brother Cordero retired he ended a sailing career of 36 years.

**James A. Donaldson**, 65, a native of Canada, now lives in Kenmore, N.Y. He joined the

SIU in the Port of Detroit and sailed in the engine department. When he retired Brother Donaldson had been sailing 40 years.



Felix Cordero



James Donaldson

**Raymond A. Thomson**, 52, joined the union in the Port of Duluth and sailed in the engine department. He makes his home in Superior, Wis. Brother Thomson is an Army veteran of World War II.

**Honorato Castelino**, 74, is a native of Portugal. He joined the SIU in the Port of New York and sailed in the steward department.



Raymond Thomson



Honorato Castelino

**George Alexander**, 73, joined the SIU in the Port of New York and sailed in the engine department as a cook and baker. He last sailed aboard the *Jacksonville*. A native of the British West Indies, Seafarer Alexander now lives in Brooklyn. He was issued picket duty cards in January and July of 1961.

**Earl E. Gonyea**, 65, a native of New York, now makes his home in Clinton, Mass. He joined the union in the Port of Philadelphia and sailed in the engine department as a fireman, oiler and water-tender. Brother Gonyea served in the Marines from 1926 to 1930.



George Alexander



Earl Gonyea

**Karl Johannes Dreuw**, 63, joined the union in the Port of Philadelphia and sailed in the deck department. A native of Germany, Brother Dreuw now lives in Philadelphia.

**James Thomas McDevitt**, 60, a native of Portland, Ore., now makes his home in Houston, Tex. He joined the SIU in the Port of New York and sailed in the deck department.



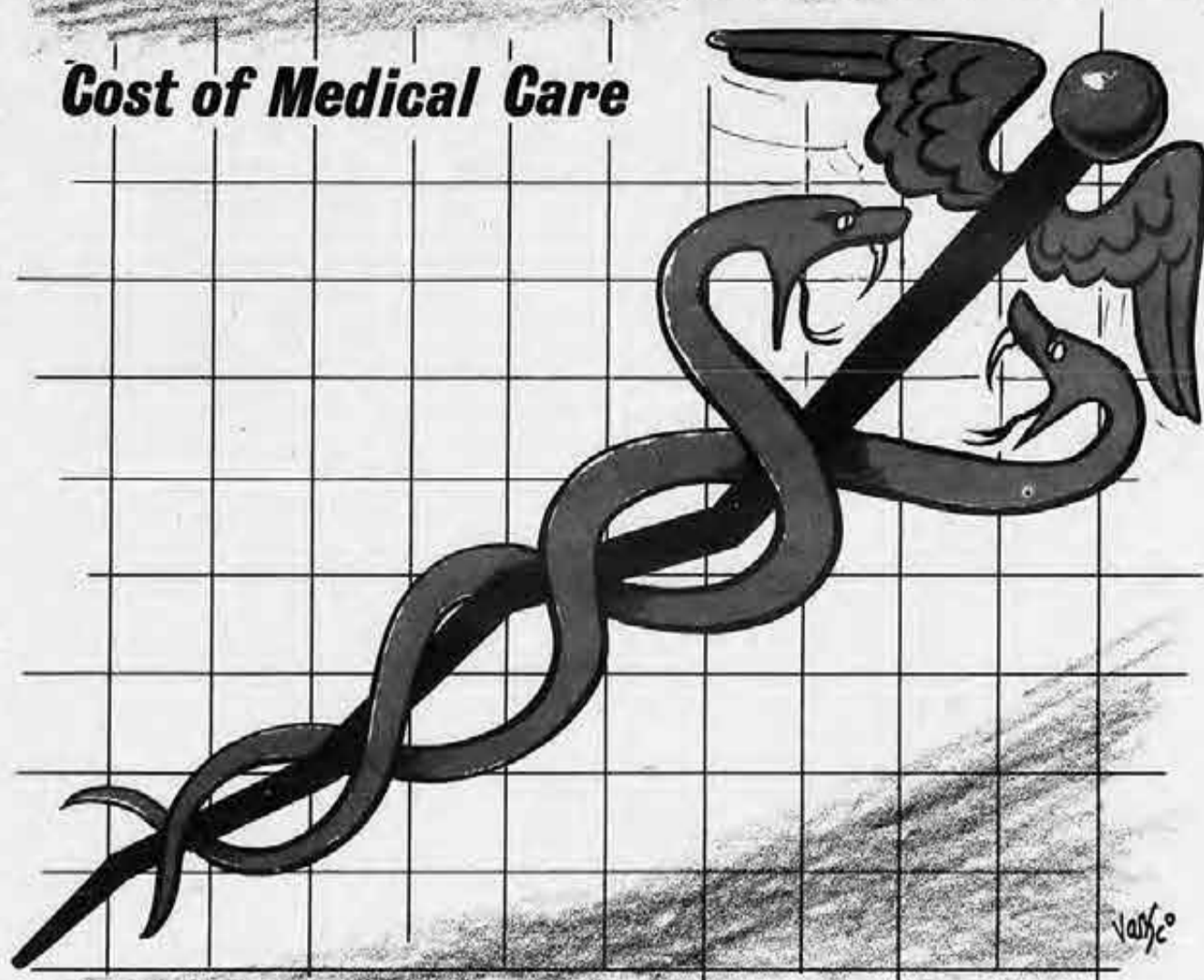
Karl Dreuw



James McDevitt

## Vicious Spiral

### Cost of Medical Care



Copyright 1970—THE MACHINIST

### Abuses by Doctors to Be Curbed

## Labor Pushes Improvements In Medicare, Medicaid Plans

#### Washington

Medicare and Medicaid—fought for by organized labor from 1948, when it was first proposed, until its eventual passage in 1965—would be expanded under a Nixon Administration proposal—again, at the urging of working men and women.

AFL-CIO President George Meany called the plan "a move toward implementing the recommendations on Medicare and Medicaid made by the AFL-CIO."

Half of the costs of the program are taken directly from workers salaries in the form of Social Security deductions. Workers and pensioners now ask for improvements to the present plan.

The program, now before the House Ways and Means Committee, would allow those eligible to join prepaid health insurance plans stressing preventive medicine.

Seafarers and their families are covered under a similar plan, the SIU Health Plan, which provides comprehensive health care, including physical examinations and other services not included in the present federal program.

#### Present Benefits Limited

Present benefits of Medicare and Medicaid are limited to payments for hospitalization and physicians' services.

Medicare offers a basic hospital insurance plan to Americans over 65 years of age (Part A), and a supplementary medical insurance plan (Part B) to provide benefits for surgical and medical fees.

Medicaid extended the benefits to include all persons on medical assistance plus other "medically needy" as defined by each state. The latter program is administered by the states in cooperation with the federal government.

The new proposal would also seek to stem abuses by physicians. Although the doctors led a bitter and often vicious fight against federally-financed medical care, many doctors have made fortunes by abusing the program since 1965.

#### Doctor Abuses Cited

These abuses, cited by the Senate Finance Committee in 1969, have cheated the poor and elderly people the program was designed to protect. They have also caused the cost of providing medical care to spiral year by year.

The new proposal was submitted to the committee by Under Secretary of Health, Education and Welfare John G. Veneman. His testimony was

later enlarged upon by HEW Secretary Robert H. Finch and HEW Assistant Secretary Lewis H. Butler.

Finch said the plan would give those eligible "a choice between obtaining services from a health maintenance organization or arranging for them in the usual way from individual doctors and hospitals."

#### Preventive Medicine

He pointed out that preventive medicine would bring quicker treatment for illnesses, thereby reducing the cost of hospitalization—the present program's most rapidly rising expense.

Butler claimed savings from the anticipated reduction in hospitalization costs would pay all of the costs of the expanded coverage. He said a reduction of "one-half day per year of hospital care for each person," would enable the plan to pay for itself.

Financing of the proposal would be under Social Security payroll taxes. Under the new bill, the combined employer-employee hospital insurance rate would be raised from 1.2 percent of payroll to 1.8 percent of payroll in 1971.

#### Cost Lower

However, this increase in hospitalization taxes would be offset by a reduction in old-age survivors and disability insurance from 9.2 percent to 8.4 percent in 1971, resulting in an overall reduction in Social Security taxes from 10.4 percent to 10.2 percent in 1971.

The total Social Security payroll tax is computed on a wage base of \$7,800. Employers and employees each pay 50 percent of the tax.

Since Medicare and Medicaid went into effect, medical costs have risen meteorically in comparison with other goods and services. The consumer price index, based on costs of goods and services in 1958, revealed that hospital daily charges showed a 64.2 percent rise between 1958 and June 1966 and a further 107 percent rise from 1966 until January 1970.

Physicians fees jumped 28 percent from 1958 to 1966 and an additional 33 percent from 1966 to January.

Testifying before the Senate Finance Committee in 1969, Social Security Commissioner Robert M. Ball blamed the rapid rise in hospitalization costs to salary increases which comprise two-thirds of hospital costs.

## 200th Birthday Gift: New Electoral System?

A change in the way Americans elect their President and Vice President is likely by 1976—the 200th anniversary of the republic.

Congress is considering not one but five different proposals to change the present Electoral College system.

Since the presidential election of 1888, when Benjamin Harrison received a majority of the Electoral College vote although he had fewer popular votes than Grover Cleveland, there have been unsuccessful attempts to reform the presidential election system.

The designers of the Constitution stipulated that the President and Vice President be elected, not by the people, but by electors chosen within each state. They specified that each state should have the same number of electors as its total of Senators and Representatives in Congress.

Up to now, periodic attempts to change this system have failed. The five proposals now being considered are: Direct Election Plan; District Plan; Proportional Method Plan; Federal System Plan, and the Ervin Proposal.

✓ The Direct Election Plan proposes a constitutional amendment to abolish the Electoral College and elect the President and Vice President by popular vote. Observers say it has the greatest number of supporters.

Backers claim it is the only plan to guarantee the election of a President preferred by most voters. Proponents also state that direct election would lessen vote fraud, take away any disproportionate advantage small states have over big states in the Electoral College and strengthen the two-party system.

✓ The District Plan would preserve the electors but would provide that they be elected from congressional districts, the same as Congressmen. Each elector would vote for the presidential team that received a popular vote plurality in his district. The two electors representative of the state's two Senators would vote for the candidate with a state-wide plurality.

If no candidate received a majority of the total electoral votes from all the states, Congress—Senators and Representatives sitting jointly but voting individually—would choose the President from among the three candidates having the highest electoral vote total.

✓ The Proportional Method would abolish the office of elec-

tor but retain electoral votes. Each candidate would receive a proportionate share of each state's electoral vote based on his share of the popular vote.

✓ The Federal System Plan would elect the candidate who received a plurality of the national vote and won either: 1—pluralities in more than 50 percent of the states, including the District of Columbia, or 2—pluralities in states with 50 percent of voters in the election.

If no candidate won either, the election would go to the Electoral College where each candidate would receive the votes of the states he had won, based on the number of Senators and Congressmen in each state.

If this was unsuccessful in selecting a president, the electoral votes of third party candidates would be divided among the two leading candidates in proportion to their share of the popular vote.

✓ The Ervin Proposal, sponsored by Senator Sam J. Ervin Jr. (D.-N.C.), would abolish the office of elector but would continue to award electoral votes on a winner-take-all basis in each state.

The Congress—Senators and Representatives getting one vote apiece—would choose a President and Vice President in the event that no candidate won a majority of the electoral vote.

If any of these proposals are passed by this session of Congress, it is unlikely that they would take effect until 1976. Constitutional amendments must be ratified by three-fourths (38) of the state legislatures, and it is doubtful these votes could take place in time to change the election of a President in 1972.

### Consumer Bills Need Nixon Push

#### Washington

Establishment of an independent consumer agency and needed insurance protection could win congressional approval this year "if the President were of a mind to push," according to Evelyn Dubrow, legislative representative of the Ladies Garment Workers.

Miss Dubrow, appearing on the network radio interview program Labor News Conference, stressed the need to protect insurance policy-holders when insurance companies go broke, and called for the creation of a Federal Insurance Guarantee Corp.

IT'S THE LAW!

# NARCOTICS

ANYTIME-ANYWHERE MEANS

NO MORE SHIPS - EVER!

SEAMANS PAPERS REVOKED

# The Last of Her Breed



A total of 99 years of service on the Landsdowne is presented in this photo taken in the wheelhouse. Buck Stewart (center), mate, is the senior man with 41 years; left is Watchman Bob Read, 27 years, and Captain Clarence Pare, 31 years.

**T**HE S.S. LANDSDOWNE is the last of her breed—a sidewheeler. The SIU-contracted carferry is the last sidewheeler in North America, with the exception of a summer Hudson River excursion boat. Built in 1884, the *Landsdowne* is still getting the job done. Owned by the Canadian National Railway, the ship makes the three-quarter mile Detroit River crossing between the Motor City and Windsor in 11 minutes—day and night, year around. She carries some 600 tons of railroad cars at better than 10 mph. Built in Scotland with a clinker-type hull of overlapping steel plates, she was dismantled, shipped to Wyandotte, Mich., and reassembled. Her 840-horsepower steam engine was built in 1873 in Montreal for a wooden-hulled vessel, but the plant was too powerful and would have shaken that ship to pieces. So it now turns the 36-foot paddles of the *Landsdowne* at 18 to 20 rpm. The crew is a veteran one—Captain Clarence Pare started as a deckhand 31 years ago; Buck Stewart, now mate, has 41 years in; Fireman David Payne and Watchman Bob Read have 27 years; Lloyd Mulder, oiler, 21 years. Recently fitted out with radar, there is a very good chance the *Landsdowne* will make it to the 100-year mark.



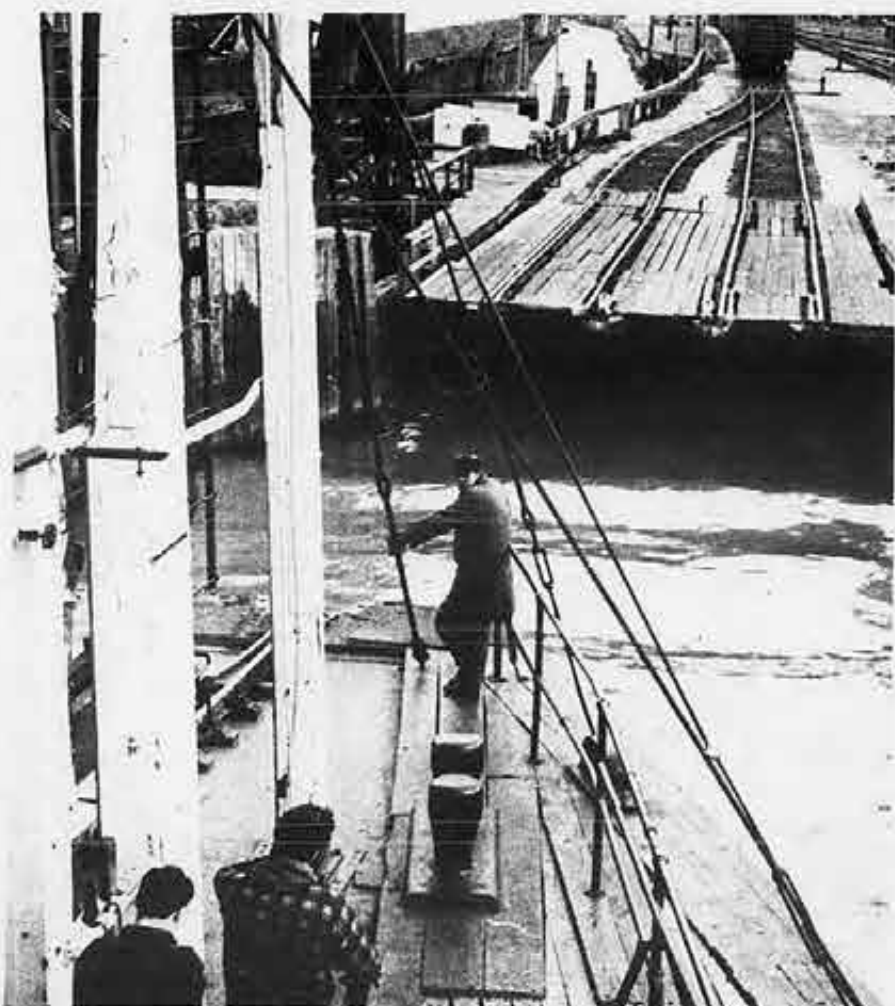
Deckhands John Troy and Frank Busuttill clamp the carferry to the railroad dock on the Windsor side after one of the 16 daily river crossings.



David Payne fires up one of the four boilers as the carferry prepares to get underway. An old-timer even among the other old-timers, Payne has been firing on the vessel since he first went aboard 27 years ago. He has been the SIU engine department delegate for the past 26 years.



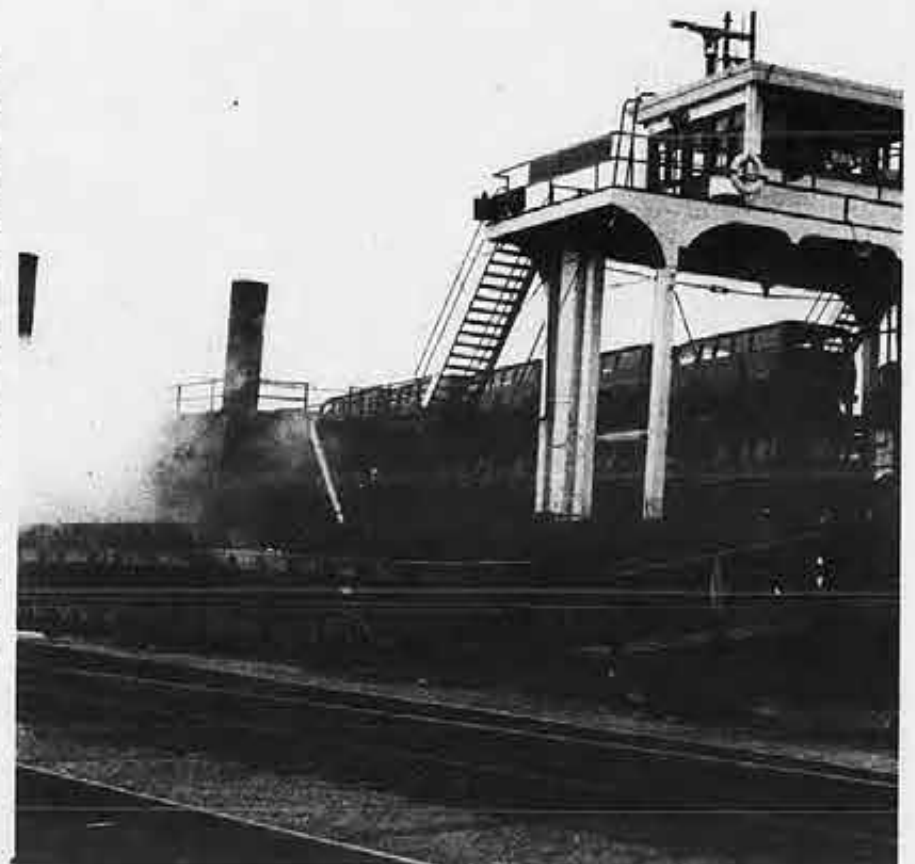
Lloyd Mulder sails oiler on the *Landsdowne*. A crewmember since he was 21 years old, Mulder first came aboard as fireman 21 years ago. Like all the rest of the carferry's crew, Mulder makes his home in Windsor.



Peter Bakic, deckhand, stands on the bow ready to tie up the *Landsdowne* as the carferry eases into her slip. Faced pilings form a funnel to facilitate docking in high winds.



Chief Engineer Al Pare rings the bridge to report that the engine room is ready for another crossing. Pare, the captain's brother, started out as fireman-oiler on the *Landsdowne* in 1942.



The *Landsdowne* keeps up steam as flatcars are rolled aboard on the Canadian side of the Detroit River. The carferry runs between Detroit and Windsor seven days a week, year in and year out.



# FINAL DEPARTURES

## Emiliano A. Ducusin

Emiliano A. Ducusin, 66, died March 18 of natural causes in the USPHS Hospital, New Orleans. He joined the SIU at the Port of New York in 1944 and sailed in the steward department. Mr. Ducusin, a native of the Philippine Islands, was a veteran of 39 years at sea. Burial was in St. Vincent de Paul Cemetery, near his home in Chalmette, La.



## Gordon Bell

Gordon Bell, 62, an SIU pensioner, died Nov. 24, 1969, in Carteret General Hospital, Morehead City, N.C., from natural causes. A native of North Carolina, Seafarer Bell was a resident of Morehead City. He joined the SIU in the Port of Norfolk and sailed in the engine department as a fireman-oiler and deck engineer. Mr. Bell received a safety award recognizing his part in making the *Andrew Jackson* an accident-free ship during the first part of 1960. He also was issued picket duty cards in 1961 and 1962. During World War II, Mr. Bell served in the Army. Among his survivors are a niece, Mrs. Doris Gelardi. Burial was in Bay View Cemetery in Morehead City.



## Al D. Borel

Al D. Borel, 24, passed away on June 28, 1969, in Jasper Memorial Hospital, Jasper, Tex., from natural causes. He joined the union in Port Arthur, Tex., in 1965 and sailed in the deck department. A native of Port Arthur, Mr. Borel was a resident of Groves, Tex. He served in the Army from 1963 to 1965. Among his survivors are his wife, Jacqueline Ann. Burial was in Greenlawn Cemetery, Port Arthur.



## Allen J. Collins Jr.

Allen J. Collins, Jr., 32, passed away Feb. 2 in New Hanover Memorial Hospital in Wilmington, N.C. He joined the SIU in the Port of New York in the early 1960s and sailed in the deck department. A native of Mississippi, Mr. Collins was a resident of New Orleans. His body was taken from Wilmington to St. Bernard's Memorial Gardens in New Orleans.



## Jose E. Rodriguez

Jose E. Rodriguez, 44, died Nov. 27, 1969, in San Jose, Calif., of natural causes. A native of Manati, P.R., Mr. Rodriguez was a resident of San Jose. He joined the SIU in the Port of San Francisco in 1961 and sailed in the deck department. Burial was in Calvary Catholic Cemetery.



## Floyd Clifford Vincent

Floyd Clifford Vincent, 57, passed away Feb. 24 of natural causes at Ingalls Memorial Hospital in Harvey, Ill. An SIU member since 1961, he sailed as an oiler. Mr. Vincent was living with his wife, Shirley, in Calumet City, Ill. Burial was in Oak Glen Cemetery, Lansing, Ill.



## Roland E. Parady

Roland E. Parady, 58, died of natural causes on March 17 in Ancon, Panama Canal Zone. Mr. Parady joined the SIU in 1946 in the Port of New York. He sailed in the deck department as a bosun. His home was in his native state of Massachusetts.



## Manuel T. Flores

Manuel T. Flores, 65, an SIU pensioner, died March 23 of natural causes in the University of Maryland Hospital, Baltimore. Mr. Flores, a native of the Philippine Islands, is survived by his wife, Ruth, in Baltimore. He joined the SIU in 1942 and sailed in the steward department. Burial was in New Cathedral Cemetery, Baltimore.



## Willie Edwards

Willie Edwards, 62, an SIU member since 1944, died of natural causes March 18 in the USPHS Hospital in New Orleans. He joined the SIU in the Port of New York and sailed in the steward department. Mr. Edwards, an Army veteran of World War II, received a personal safety award for his part in making the *Del Oro* an accident-free ship in 1960. He is survived by his wife, Rosie. Burial was in Providence Memorial Park, Kenner, Ky.



## John Lee Drake

John L. Drake, 38, passed away Dec. 5, 1969, of natural causes in the Huggins Memorial Hospital in DeFuniak Springs, Fla. He joined the union in New Orleans in 1969 and sailed as a pilot. A native of Walton County, Fla., Mr. Drake was a resident of DeFuniak Springs. He served in the Army from 1948 to 1957. Among his survivors are his wife, Hilda. Burial was in Ray Cemetery, Walton County, Fla.



## William L. Wooton Jr.

William L. Wooton Jr., 62, passed away from natural causes Dec. 14, 1969, in USPHS Hospital in Seattle. He joined the union in the Port of New York in 1952 and sailed in the engine department. A native of New Bedford, Mass., Mr. Wooton was a resident of Seattle. He had been sailing 47 years. Memorial services were held in Seattle Crematory.



## Frank Joseph Kendrick

Frank J. Kendrick, 65, died of natural causes March 10 in USPHS Hospital in New Orleans. A native of Maryland, Mr. Kendrick was a resident of New Orleans. He joined the SIU in the Port of New Orleans in 1939 and sailed in the deck department. Mr. Kendrick had been sailing for 42 years. Among his survivors are his wife, Patricia. Burial was in Memorial Gardens, Chalmette, La.



## Calvin Matthew Sheridan

Calvin Matthew Sheridan, 27, a 1967 graduate of the Harry Lundeberg School of Seamanship, passed away in the Atlantic City, N.J., Hospital. He joined the SIU in 1967 and worked in the engine department. A Navy veteran, Mr. Sheridan is survived by his wife, Elizabeth, at their home in Jersey City, N.J.



## Joseph C. Veno

Joseph C. Veno, 62, passed away on Dec. 11, 1969, in Presque Isle Township, Mich. He sailed in the engine department since joining the SIU in the Port of Detroit in 1953. Mr. Veno was living in Washburn, Wis. He is survived by a brother, Lloyd J. Vienneau. Burial was in Washburn Cemetery, Washburn, Wis.



## Charles Henry Foster

Charles Henry Foster, 61, died Feb. 12 of natural causes in his home city, Milton, Fla. He sailed in the steward department since joining the SIU in 1943 at the Port of Savannah. An Army veteran, Mr. Foster is survived by his sisters, Ruth E. Emmons and Louise Pendleton. Burial was in Crain Cemetery, Santa Rosa County, Fla.



## Woodrow Wilson Balch

Woodrow W. Balch, 52, passed away Jan. 10 of natural causes in San Francisco. He joined the union in the Port of Baltimore in 1947 and sailed in the engine department as a fireman-oiler. A native of Oklahoma, Mr. Balch was a resident of Prumright, Okla. Among his survivors are his brother, Burt Calvin. Burial was in Carney Cemetery, Carney, Okla.



## George Baldo

George Baldo, 44, died Nov. 19, 1969, in Montgomery County Hospital, Montgomery, Tex., as the result of injuries suffered in an auto accident. A native of Crown Point, Ill., Mr. Baldo was a resident of Montgomery. He joined the SIU in the Port of Houston in 1956 and sailed in the engine department as a fireman-oiler. He last worked on the *Overseas Progress*. Mr. Baldo served in the Army from 1950 to 1951. Among his survivors are his wife, Doris. Burial was in Garden Park Cemetery, Conroe, Tex.



## John Peter Fifer

John P. Fifer, 57, died Jan. 21 in USPHS Hospital, San Francisco, from natural causes. A native of Massachusetts, Mr. Fifer was a resident of Wilmington, Calif. He joined the union in the Port of Boston and sailed in the steward department. Mr. Fifer served in the Army from 1930 to 1932. Among his survivors are his wife, Celia. Memorial services were held in Angeles Abbey Crematory.



## Bernard C. Simpson

Bernard C. Simpson, 64, an SIU pensioner, died Feb. 22 of natural causes in the USPHS Hospital in Boston. A native of Canada, Mr. Simpson was living in Boston when he passed away. He joined the SIU at the Port of Boston in 1942 and sailed in the engine department as a fireman-oiler-watertender. Memorial services were held in Forest Hills Crematory, Boston.



## SIU Welfare, Pension and Vacation Plans

### CASH BENEFITS PAID REPORT PERIOD MARCH 1, 1970-MARCH 31, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship .....	9	\$ 4,163.25
Hospital Benefits .....	2,115	51,011.88
Death Benefits .....	27	72,000.00
Medicare Benefits .....	643	2,575.00
Maternity Benefits .....	51	5,100.00
Medical Examination Program .....	541	16,291.00
Dependent Benefits (Average \$484.43) .....	2,296	111,224.43
Optical Benefits .....	449	7,058.98
Meal Book Benefits .....	391	3,911.80
Out-Patients Benefits .....	5,260	38,944.00
Summary of Welfare Benefits Paid ....	11,782	312,330.34
Seafarers' Pension Plan—		
Benefits Paid .....	1,568	363,513.00
Seafarers' Vacation Plan—		
Benefits Paid (Average \$479.14) ..	1,455	697,149.60
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b>14,805</b>	<b>1,372,992.94</b>



## Fit-Out on the 'Adam E.'

Assistant conveyorman William Crawl (left) and conveyorman Clint Kramer, both veteran Great Lakes Seafarers, use an acetylene torch to degrease the conveyor bucket assembly housing on the *Adam E. Cornelius* as the self-unloader prepares for another shipping season.



HLSS Trainee Wipper Scot, who comes from Asbury Park, N.J., had an opportunity to meet and talk with his Congressman, James Howard (D-N.J.), while he attended a meeting of the Maritime Trades Department in Washington.



Rep. Howard W. Pollock and widow of late Sen. E. L. Bartlett.



Representative James M. Hanley meets Piney Point trainees.

## Piney Point Trainees Meet Congressmen

**T**RAINEES from the Harry Lundeberg School of Seamanship at Piney Point are given an opportunity to learn about the problems and the developing programs in the maritime industry as groups of them are invited to Washington to attend the weekly meetings of the AFL-CIO Maritime Trades Department.

Congressmen and government officials concerned with legislation affecting the industry address the meetings and discuss a wide range of topics concerning maritime. Attending these luncheons are leaders of maritime unions and shipping industry representatives.

Following the talks, the trainees have an opportunity to meet and talk with the speakers and members of the MTD. After they return to the school, the group leads a discussion on the subjects covered at the meeting with the other trainees in their class.



Future Seafarers meet Congressman James J. Howard.



Walter Browne, selected as outstanding trainee graduate of Class 44 at the Harry Lundeberg School of Seamanship at Piney Point, receives congratulations and a wristwatch from Instructor Paul McGaharn. Selections are made by the school staff on the basis of overall performance during the training period.

## 44th Lifeboat Class Graduates

Graduates of Lifeboat Class 44 at the Harry Lundeberg School of Seamanship at Piney Point pose for their class photo after they had all passed the Coast Guard written and practical examinations. Kneeling, from left, are Joseph Sawyers and Charles Market. Standing are SIU Instructor Paul McGaharn, John Freeman, Joseph Keville, John Tassinaro, Robert Knight, Frank Gibilaro, Gerry Preston, Joseph Robichaud, Michael Gibbons, James Darley, Robert McPeak, Michael Hosey, Frank Gallagher, Garrett Tallent, Harold Ward, Luis Martinez, Sterling Youngcourt, Robert Whitney, Michael Kirby, Timothy Donnelly, Donald Jeffers, Gary Nicely, Joseph Dawson, Mark Hamovitz, and Walter Browne.



# Politics Blocks Clean Air

Washington

The grim alternative to reduction of air pollution could be the end of life on this planet, but the "main roadblocks to an effective abatement program are political," not technological.

This was the serious message presented to the Senate Public Works Committee by AFL-CIO research economist George H.R. Taylor.

Taylor testified on behalf of legislative proposals introduced by Senator Edmund S. Muskie (D-Me.), but his testimony went further.

Calling present pollution control programs "incapable of meeting the problem," the economist

urged expansion of federal pollution control activity to reduce contamination in the air by at least 50 percent in the next five years.

### Increasing Funding

Labor prefers the Muskie proposal because it would authorize a steadily rising level of federal appropriations. The Administration policy would not commit the government to any firm expenditures, leaving it to Congress to vote "such sums as are necessary."

The Muskie bill would raise the present level of federal anti-pollution spending from \$179 million in fiscal 1972. It would

also broaden the scope of federal authority and provide stiffer maximum penalties for polluters.

Present technology can reduce "nearly all sources of man-made pollution from 50 to nearly 100 percent," Taylor maintained. He advised new legislation to enable the Secretary of Health, Education and Welfare to set air quality standards "applying to all areas of the country," with federal enforcement of violations in areas where local enforcement is lax.

### Clean Up Exhaust

Labor asked for extension of the Clean Air Act of 1967 for five years under a \$300 million research and development project to devise ways to clean pollutants from the air such as automobile exhaust fumes—a substantial contributor to the problem.

The 1967 Clean Air legislation was weakened because it was "the victim of political compromise under the massive pressures of big industry and of the various states."

Programs were "further weakened by being subjected to the budgetary axe under both administrations."

Labor also endorses an Administration proposal to allow government inspectors to make spot checks of automobile assembly lines to determine whether federal anti-pollution standards are being met.



## Coffee and Sea Stories

These Seafarers got together for coffee and swapping sea stories as they waited for the general membership meeting to begin in SIU headquarters in New York. From left are B. Hanbach, bosun; M. J. Anzalone, messman, and Paul Faketty, able seaman.

## Canada, United States Share Unemployment, Inflation Problems

Ottawa

Canada and her neighbor to the south, the United States, share many common problems—including inflation and unemployment.

The president of the Canadian Labour Council has charged that his government's anti-inflation policies are increasing the unemployment rate without curbing inflation.

Latest figures show that 565,000 Canadians—6.5 percent of the nation's work force—are unemployed, the highest unemploy-

ment in six years, according to CLC President Donald MacDonald.

In a meeting with Prime Minister Pierre Elliott Trudeau and his cabinet here, MacDonald criticized the Liberal Party Government's tight money controls and attempts at securing voluntary wage restraint as "the wrong policies in the wrong place at the wrong time."

The labor leader urged the Trudeau government to adopt policies to free and stimulate the economy as a way out of the present dilemma.

## Transit Stamp Coined 'Posh'

The word "posh," a synonym for elegant service, was created as a sailing term.

It was coined more than 100 years ago on board passenger steamers that sailed to India.

In those days, before the opening of the Suez Canal, passengers from Europe to India would take a ship to a Mediterranean port and travel overland to other ships waiting in the Red Sea to com-

plete the sweltering passage to their destinations.

Dignitaries were assigned cabins on the shady side of the vessels to lessen their discomfort from the rays of the sun. The shady side was the port side on the trip out to India and the starboard side on the homeward journey. Accordingly, their tickets were stamped P.O.S.H.—port out, starboard home.



At left, department delegates check in with boarding patrolmen at every payoff to settle beefs and disputed overtime. Here, George Silva (left), engine delegate, talks with SIU Representative Leon Hall.

Below, SIU Representative E. B. McAuley (right) explains changes in the constitution during a meeting held on board the Mankato Victory. All crewmembers attended the session.



## Mankato Victory Home from Asia

THE MANKATO VICTORY is snugly tied up at the Military Sea Transportation Service terminal in Bayonne, N.J., after a run to Vietnam and other Far East ports. The Victory Carriers' vessel touched at ports on the West Coast before making her passage through the Panama Canal and up the East Coast. The ship's committee reported a smooth voyage. A few minor beefs were settled at the payoff.



Chief Electrician James Cady reads the Seafarers Log to catch up on the news after the long run to the Far East.



Bill Chandler is chief cook aboard the Mankato Victory. His long experience in the galleys of SIU ships helped make it a pleasant voyage.



W. C. Pruitt has been sailing as an able bodied seaman for many years and he appreciates a "good feeder." Here he enjoys dinner served up by the galley crew.

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## Schedule of Membership Meetings

**SIU-AGLIWD Meetings**  
New Orleans, June 16—2:30 p.m.  
Mobile, June 17—2:30 p.m.  
Wilmington, June 22—2:00 p.m.  
San Fran., June 24—2:00 p.m.  
Seattle, June 26—2:00 p.m.  
New York, June 8—2:30 p.m.  
Philadelphia, June 9—2:30 p.m.  
Baltimore, June 10—2:30 p.m.  
Detroit, June 8—2:30 p.m.  
Houston, June 15—2:30 p.m.

**United Industrial Workers**  
New Orleans, June 16—7:00 p.m.  
Mobile, June 17—7:00 p.m.  
New York, June 8—7:00 p.m.  
Philadelphia, June 9—7:00 p.m.  
Baltimore, June 10—7:00 p.m.  
Houston, June 15—7:00 p.m.

**Great Lakes SIU Meetings**  
Detroit, June 1—2:00 p.m.  
Buffalo, June 1—7:00 p.m.  
Alpena, June 1—7:00 p.m.  
Chicago, June 1—7:30 p.m.  
Duluth, June 1—7:00 p.m.  
Frankfort, June 1—7:00 p.m.

**Great Lakes Tug and Dredge Section**  
Chicago, June 16—7:30 p.m.  
†Sault

Ste. Marie, June 16—7:30 p.m.  
Buffalo, June 17—7:30 p.m.  
Duluth, June 19—7:30 p.m.  
Cleveland, June 19—7:30 p.m.  
Toledo, June 19—7:30 p.m.  
Detroit, June 15—7:30 p.m.  
Milwaukee, June 15—7:30 p.m.

**SIU Inland Boatmen's Union**  
New Orleans, June 16—5:00 p.m.  
Mobile, June 17—5:00 p.m.  
Philadelphia, June 9—5:00 p.m.  
Baltimore (licensed and unlicensed), June 10—5:00 p.m.  
Norfolk, June 11—5:00 p.m.  
Houston, June 15—5:00 p.m.

**Railway Marine Region**  
Philadelphia, June 16—10 a.m. & 8 p.m.  
Baltimore, June 17—10 a.m. & 8 p.m.  
\*Norfolk, June 18—10 a.m. & 8 p.m.  
Jersey City, June 15—10 a.m. & 8 p.m.  
† Meeting held at Galveston wharves.  
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
\* Meeting held at Labor Temple, Newport News.

## Bronze Plaque Tells Exciting Story

After 110 years, a long-buried bronze plaque carrying a short but poignant account of a life and death struggle at sea has been unearthed on an isolated beach near Swampscott, Mass.

While cutting away underbrush on land once owned by Captain William A. Phillips, a 19th Century sea captain, a worker uncovered the anchor of a full-rigged schooner and the plaque, which read:

"In a dark, stormy night in February, 1860, two schooners were vainly trying to reach their mooring in Swampscott Bay. To aid them, a fire was built with two barrels of tar, and with this for a guide, they safely reached anchorage."

The names of the schooners were not mentioned and there is no mention of who placed the memorial plaque on the beach.

Historians in the area say that by 1855 Swampscott Bay had become known to mariners as a dangerous passage, and the U.S. government was petitioned to construct a lighthouse there.

George B. Taylor, the first lighthouse keeper, was manning the flashing red light on that stormy night more than a century ago. Historians say he later told the story that the storm was so unusually severe that he had to go down to the beach to place burning barrels of tar in a pattern to warn off the schooners.

# Business Opposes Reform in Welfare

Washington

A welfare reform bill—designed to help needy families headed by low-wage workers as well as welfare families without a wage earner—has been passed by the House of Representatives and is headed for possible improvements in the Senate.

Organized labor is urging the Senate to expand the proposal to extend and broaden coverage to more needy Americans.

The reform bill passed, 243-155, in the House, under a rule allowing no amendments. The floor leader was Representative Wilbur D. Mills (D-Ark.), chairman of the House Ways and Means Committee.

Because of the closed rule, no amendments could be made in the House, so if the reform bill is to be improved it will have to be done in the Senate.

### Chamber Opposition

The welfare proposal, backed by the Nixon Administration and liberal Democrats, was strongly opposed by a coalition of conservatives and the U.S. Chamber of Commerce. The Chamber called the reform "a first step toward a guaranteed annual income."

The bill would replace the present program of Aid to Families with Dependent Children (AFDC) with a new system of subsistence allowances.

A family on welfare would receive a basic federal payment of \$500 a year for each of the first two family members and \$300 for each additional person—amounting to \$1,600 a year for a family of four.

Family members of working age, except for mothers of preschool children, would be required to register for jobs or job training, if available.

### Supplementary Benefits

The federal government would pay 30 percent of any supplementary state benefits up to cur-

rent poverty level to encourage state governments to supplement the federal program. The poverty level index currently amounts to \$3,550 for a family of four.

Federal benefits would be reduced for working members of a family who earn over \$720 per

## Checks Waiting

The following Seafarers should contact the Baltimore Union Hall as soon as possible for checks being held there:

Edward E. Davidson  
Paul Graig  
Aaron J. Mangle

year. Above \$720, benefits would be cut by 50 cents for every dollar earned.

The bill also supplements an adult assistance program for the aged, blind and disabled.

About 1.7 million families—totaling 6.7 million persons—receive AFDC payments. The adult assistance program offers benefits to another 3 million persons.

The reform bill would provide a minimum payment of \$110 per month for aged, blind and disabled persons who have no other income. It would extend coverage to a million additional citizens.

### Expand Coverage

The family assistance program would expand coverage from less than 7 million persons to 20 million Americans. The provision to offer training to adult family members requires that child care facilities be available for mothers taking training or who are working.

Current AFDC benefits for a family of four range from \$44 per month in Mississippi to \$264 in New Jersey. Adult public assistance benefits average \$40 a month in Mississippi to \$160 for a blind person in California.

# Safe Ship Award

Sparrows Point, Md.

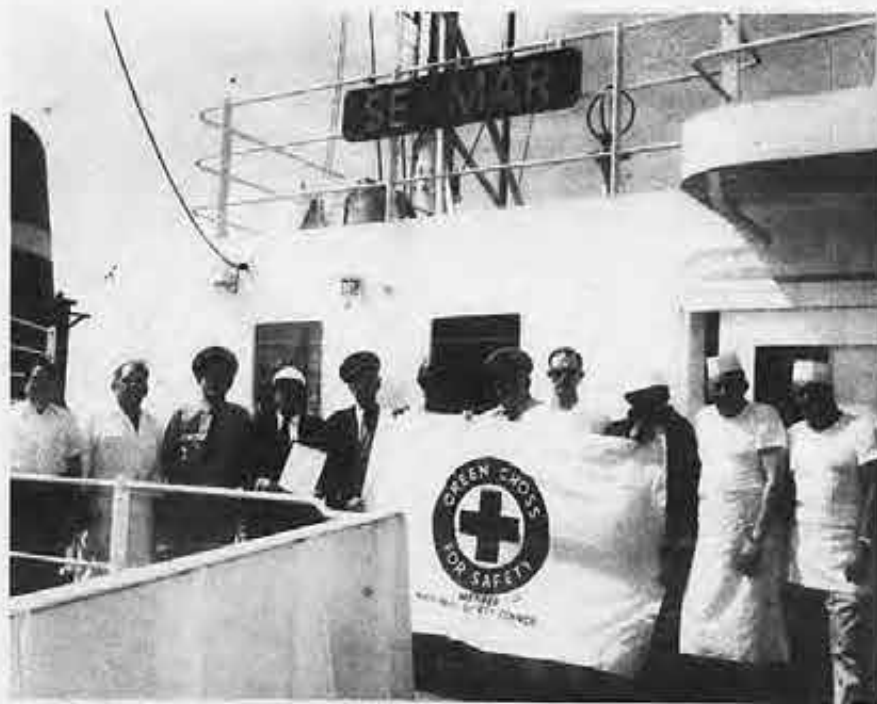
Two SIU-contracted vessels, the *Seamar* (Calmar Steamship) and the *Bethtex* (Bethlehem Steel), were honored recently for exceptional safety records during 1969.

For the second year in a row, the *Bethtex* had the best safety performance in the Bethlehem Steel Corp.'s Marine Division fleet.

During 1969, the *Bethtex* had a total of 142,560 exposure hours without a single disabling injury. Currently, the ship has 200,424 hours without injury to a crewmember.

The *Seamar* won its award for being the safest ship in the Calmar Steamship fleet. The last time the ship won the award was in 1966.

The *Seamar* had no disabling injuries in 244,176 exposure hours during the year. The ship now has 322,232 hours without a crew injury—a record that extends back to September 1968.



The SIU-contracted *Seamar* was honored as the safest ship in the Calmar Steamship fleet on the basis of her performance record. Crewmembers and officers aboard the vessel display their safety award flag as the vessel's skipper, Captain Charles B. Dunn (fourth from left) holds the citation presented to the crew.



Crewmembers aboard the *Bethtex* proudly display the "Green Cross for Safety" flag awarded the ship for achieving the best safety performance in the Bethlehem Steel Marine Division fleet. The vessel's skipper, Captain C. V. Colajezzi (in white helmet), holds the framed citation presented to the crew.



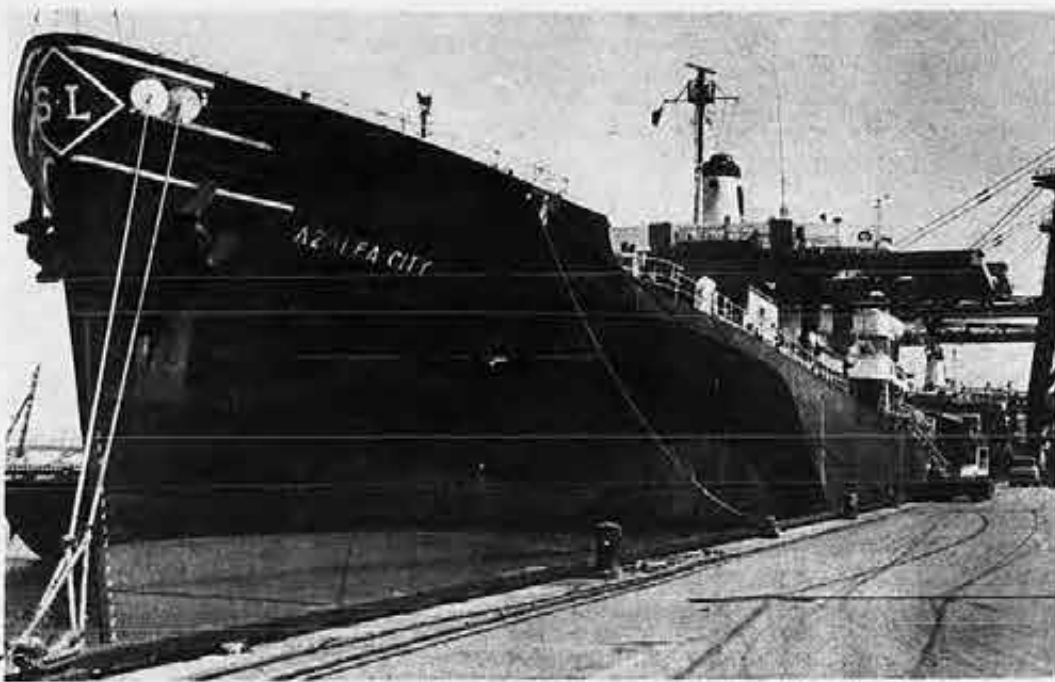
Don Abraham flakes out a firehose on the deck of the Azalea City as the crew gets ready to hose down. Abraham sails as wiper.



Peter Alcontaro, who sails as fireman-oiler-watertender, adjusts valve on the steamline of the windlass on the fantail of the Azalea City after the ship tied up at the terminal.



Ordinary seaman Robert Burns stows cable lashings as the Azalea City prepares to load containers for the return trip to the Med.



Able seamen Lee Porss (left) and Leon Lucas discuss some of the problems that came up during the Azalea City's first run to the Mediterranean with SIU Representatives E. B. McAuley and Leon Hall. There were only a few beefs during the voyage.



## First Med Run By Azalea City

**T**HE AZALEA CITY has joined the *Bienville* on Sea-Land's recently inaugurated Mediterranean run. She had just returned to the Sea-Land terminal in Port Elizabeth, N.J., after stopping at Genoa, Cadiz, and Portsmouth. Two other Sea-Land containerships are scheduled to join the *Azalea City* and the *Bienville* on the Med run—the *Fairland*, and the *Gateway City*.



Able Seaman William Berry catches up on the news after payoff. Berry says he likes the Mediterranean run, and he signed on for the return trip.



C. N. Johnson (right), ship's reporter-secretary on the Azalea City, and SIU Representative Leon Hall go over the minutes of meetings held aboard ship at sea. Meetings were held every Sunday.

Heavy-lift electric cranes hoist 35-foot containers from the deck and hold of the trailerships, and ease them onto waiting tractor-trailers. The fast unloading and loading made possible by the use of containers enables these ships to turnaround in less than 12 hours.



# 'Mast' Helped Transform Life of Seafarers

When Richard Henry Dana shipped out in 1834 as a common sailor on a voyage to California he saw the kind of treatment that was the regular lot of men who went to sea in American ships. In his classic story of that sea voyage of long ago, *Two Years Before the Mast*, Dana tells how men were flogged for merely incurring the master's displeasure. "Master" was no mere honorary title for the captain of a ship in those days, for a sea captain was literally the master of ship, crew and cargo. In his hands lay the happiness or misery, the life or death, of every man on board.

Dana tells how an able seaman on the brig *Pilgrim* of Boston was seized up, with his hands over his head and "his wrists made fast to the shrouds, his jacket off and his back exposed.

"The captain," he continues, "stood on the break of the deck, a few feet from him, and a little raised, so as to have a good swing at him, and held in his hands the bight of a thick, strong rope. The officers stood round and the crew grouped together in the waist. All these preparations made me feel sick and almost faint, angry and excited as I was. A man—a human being—fasted up and flogged like a beast.

"Swinging the rope over his head and bending his body so as to give it full force, the captain brought it down on the poor fellow's back. Once, twice, six times . . . three times more. The man writhed under the pain until he could endure it no longer."

## Vowed to Right Wrongs

As Dana witnessed this bloody scene with his helpless shipmates, he vowed that "if God should ever give me the means, I would do something to redress the sufferings of that poor class of beings, of which then I was one."

Dana soon became the author of one of the greatest sea stories ever written, a book that has never been out of print since its first publication. He later became one of the first attorneys in this country to represent common sailors in suits at law. His *Two Years Before the Mast* may not have immediately improved the lot of the American seaman, but it helped to create a climate of public sympathy and awareness which inevitably must precede any great social reform.

While best known for *Two Years Before the Mast*, Dana also wrote *The Seaman's Friend*, a textbook for seamen whereby they could advance themselves in their profession. This book was: "A treatise on practical seamanship, a dictionary of sea terms; customs and usage of the merchant service." Most importantly, it was probably the first book to give seamen an easily understandable resumé of maritime laws and their rights, as well as duties, under the law.

## Name Chosen for Queen of Fleet

It was for Dana's pioneering role as a friend and benefactor of the common sailor—the man before the mast—that the Harry Lundeberg School of Seamanship chose his name for the queen of its sailing ship fleet at Piney Point, Md. The former Grand Banks fishing schooner *Arthur J. Lynn* was renamed *Richard Henry Dana* during christening ceremonies at Boston. A great, great grandniece of Dana, Miss Emily de Rhan, broke the traditional bottle of champagne against the vessel's bow.

The 130-foot *Dana* is a stately tribute to America's days of "wooden ships and iron men" and of the Boston lawyer who first focused public attention on the sailor's cause.

Dana was born in Cambridge, Mass., in 1815 in the atmosphere of the old New England aristocracy, although his parents were far from being wealthy. He received a rigorous schooling and the master of his school in Cambridge was a scholastic version of a real seagoing bucko mate.

## Suspended from Harvard

In this era of student demonstrations it is interesting to note that Richard Henry Dana was suspended from classes at Harvard College for taking part in a student demonstration against the college administration.

At this time, too, Dana had a severe case of measles which left him with impaired eyesight and forced him to drop out of college. Some-



Richard Henry Dana Off the Grand Banks

one suggested that a long sea voyage would be good for his eyes, so he set about finding a berth on an outward-bound ship.

After being turned down by many captains, who thought a frail college lad might not survive the hazards of fo'c'sle life, he finally landed a job on the brig *Pilgrim*, bound from Boston on a trading voyage to the then little-known coast of California, at that time a foreign country ruled by the Spanish. Dana wanted a long voyage and a hard one. On the *Pilgrim* he got both.

## Sailor's Everyday Dress

In *Two Years Before the Mast*, he tells what the well-dressed Yankee seaman looked like on sailing day: "trousers, tight around the hips and thence hanging down long and loose around the foot, a super abundance of checkered shirt, a low-crowned, well-varnished black hat, worn on the back of the head, with half a fathom of black ribbon hanging over the left eye; and a peculiar tie to the black silk neckerchief."

Veteran salts on the little *Pilgrim* had a rolling gait, "always swinging, their bronzed and toughened hands athwartships, half open, as though just ready to grasp a rope."

On the first day out, the crew gathered at the break of the poop and heard the captain dispense the usual advice about the coming trip. "We have begun a long voyage," he told them. "If we get along well together, we shall have a comfortable time; if we don't, we shall have hell afloat. If we pull together, you'll find me a clever fellow; if we don't, you'll find me a bloody rascal. That's all. Go below, the larboard watch."

## No One Ate Well

No one going to sea in those days ate well. After rounding Cape Horn and heading north into the Pacific, the crew of the *Pilgrim* was always hungry, living on salt beef and salt pork. The rice was all gone, as was flour for making biscuits.

Crewmen ate in the fo'c'sle forward, there being no such thing as a messroom. Each man took his tin plate to the galley, loaded up, and took it forward to the fo'c'sle table. In stormy weather it was not unusual for unlucky sailors to be up-ended by a heavy sea and lose their dinner in the scuppers. There were no re-fills. A man who lost his dinner waited until the

next meal rolled around. That was part of the sailor's life.

Dana's voyage lasted two years. He switched ships on the California coast, returning to Boston in the ship *Alert*, loaded deep with hides which the crew had carried on board, piece-by-piece, and stowed into the hold so tight that they almost pushed the caulking out of the seams.

By that time, the Harvard College boy had become a toughened sailor. On the cold, wet passage back around Cape Horn, a time when sailors lived and slept in wet clothes for weeks on end, Dana's face swelled up from an abscessed tooth and he could not eat the ship's salt beef and rock-hard biscuits. When he asked for a special ration of rice the captain told him: "You can eat salt junk and hard bread like the rest of them."

The *Alert* arrived back in Boston on Dec. 22, 1836, and as biographer, Charles Francis Adams, puts it: "Dana went away a town-nurtured college stripling of nineteen. He returned a robust man of 21. He had received what few college-bred young men ever get—a course in natural life."

Dana finished Harvard and later graduated from Cambridge Law School. "In those days," said Adams, "his office was apt to be crowded with unkempt, roughly-dressed seamen and it smelled on such occasions much like a fore-castle."

## Wrote 'Mast' for \$250

It was during his early and ill-paid years as a struggling lawyer that Dana wrote *Two Years Before the Mast*, for which he received the paltry sum of \$250 and 12 free copies when it was first published in 1840. The immense popularity of this book is evidenced by the fact there have been 91 editions published in the United States, 40 in Great Britain, and lesser numbers in France, Germany, Holland, Belgium, Denmark, Italy, Sweden and Spain.

The Harry Lundeberg School and the Seafarers International Union hope that the schooner *Richard Henry Dana*, in its travels around the world, will be a dramatic reminder and a tribute to the man for whom she is named, one of the first Americans to take an interest in the men who sailed the nation's merchant ships.

Trainee deck crewman takes in the bow line as the Richard Henry Dana casts off and heads southeast down St. George's Creek to begin a five-day training cruise on the Chesapeake Bay. The day was warm and sunny, and the winds fair, as the HLSS training vessel got underway.



Climbing the ladder to unfurl the main topsail some 80 feet above the deck is a job for a man. This trainee, like the others who crewed the Dana on her five-day voyage, proved they were equal to the task.



## 5 Days Before the Mast Aboard the Dana

**T**RAINEES at the Harry Lundeberg School of Seamanship at Piney Point, Md., provided with valuable experience in handling sailing craft as part of the regular training curriculum at the SIU-operated school.

After they have completed their lifeboat training, the young seamen are given a two-week practical course in the school's fleet of 21-foot sloops. They also receive classroom instruction from experienced SIU instructors on the theory of sailing, basics of navigation, winds, tides, currents, and safety at sea.

When they have demonstrated their proficiency in handling the small sailing craft, they then go aboard the *Richard Henry Dana* or the *Captain*

*James Cook* for a five-day voyage on the Chesapeake Bay.

Rigged in the tradition of the celebrated *Bluenose* and *Gertrude Thebaud*, famous racing schooners, these 130-foot ships carry 10,000 feet of canvass. The mainmast on the *Dana* reaches more than 115 feet above the deck.

Both ships were originally working fishing vessels. Sailing out of Lunenburg and Riverport, the schooners worked the dangerous waters of the Grand Banks of Newfoundland in search of haddock and cod.

Both the *Dana* and the *Cook*, with cabin and foc'sle accommodations for some 20 trainees, are ideally suited for providing practical training for these young men who are preparing for careers at sea.



Hard work and the salt air make for hearty appetites, and there is plenty of good food aboard. The steward department on the *Dana* is headed by a third cook trainee with a crew of three trainee messmen.

There will be plenty of swabbing topside and below decks during the voyage to keep the *Dana* clean and shipshape, and there are enough mops for all hands. Trainees will also be kept busy painting, polishing bright work and splicing lines.



Sailing Master Al Urbelis is at the helm as the *Richard Henry Dana* heads downstream toward the open waters of the Chesapeake Bay. Urbelis has spent more than 30 years at sea under sail, and for many years sailed the lumber schooners on the run from the West Coast to Australia.

It still takes manpower to hoist sails, and the *Richard Henry Dana* carries 10,000 square feet of canvas. Schooner-rigged, she carries a mainsail, foresail, two jibs, a flying jib, and two topsails.

Trainee crewmembers take a break and relax forward of the windlass after taking in the lines, as the *Dana* heads for open water under power. There's hard work ahead when it's time to hoist the canvas.



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

## For Seafarers and Their Families:

# FUN IN THE SUN



It has always been the policy of the Seafarers International Union to work for improved benefits—both on the job and off—for its members and their families. This is part of the SIU's continuing effort to help achieve the "better life" for its members.

In keeping with this SIU tradition, the Union this year inaugurates still another vital service for Seafarers, their wives and their children: A summer vacation center at the site of the Harry Lundeberg School of Seamanship in Piney Point, Md.

Here on the shores of the Chesapeake Bay—in what

Marylanders refer to as "the land of pleasant living"—Seafarers' families can enjoy all of the attractions of the top vacation resorts: Spacious, air-conditioned accommodations; good food; indoor and outdoor recreation to suit anyone's interests. What's more, they can do it for just a fraction of the cost involved in staying at a commercial resort.

Complete details on what is available at the Seafarers Vacation Center, what it costs, and how to go about making reservations can be found in the center section of this issue of the *Seafarers Log*.