

Attracting More Cargo

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SEAFARERS LOG

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

100th GED Graduate Honored at HLSS

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100th GED Grad Honored at HLSS

The once-closed door to the future has been pried open for young men who have dropped out of public schools prior to completing their secondary education. An open door now offers a permanent opportunity to prepare these men to qualify for their high school diplomas through the Harry Lundeberg School's Government Equivalence Development (GED) program.

Thus far 100 students have received their diplomas from the Piney Point, Md. merchant marine training center since the program began in December, 1970. At that time, no one could have predicted the astounding success of the school located in St. Mary's County. But, now 18-year old John Tregler, the 100th graduate and the 99 other students who went before him, can easily testify to the worthwhileness of the program.

The school's success can be attributed to the dedication, motivation and eager willingness of the teaching staff said young Tregler of Lakeland, Fla.

Tregler, who dropped out of school after the ninth grade claims public schools have "too many students in a classroom, not enough facilities, not enough teachers."

Commenting on the training center's environment, Miss Hazel Brown, head of the academics department, noted the unique Lundeberg campus where "classes are small and informal. I've always believed that a student will do much better in his studies if he is relaxed."

A sense of assurance and security is instilled in the students which increases their motivation according to Miss Brown. They know they will have jobs at the end of the 12-week training period, and therefore the pressure is removed. "Without this fear of failure, he (the student) can relax and work at his own speed," she said.

This pioneer program at the largest training center for unlicensed merchant seamen in the United States, can proudly note its series of GED successes. At first, three of four youths attending the GED classes were awarded their high school diplomas. Then, four of five received diplomas, and last April, 12 of 12 future Seafarers passed the GED exams qualifying them for high school diplomas. Thus far, 90 percent of the Lundeberg students participating in the program have successfully completed the train-



John Tregler expresses his appreciation and bids farewell to the HLSS staff and classmates after receiving his diploma. He plans to follow in the footsteps of his father, a chief engineer in the U.S. merchant marine. Young Tregler shipped out of New York in the engine department. Hazel Brown and Earl Shepard, president of the school, look on.

ing and been awarded their diplomas.

Success Spreads

The achievements of the GED program have prompted St. Mary's County to expand its adult evening education classes and make arrangements with the county's board of education to conduct courses at the nearby Patuxent Naval Air Test Center.

At HLSS, plans call for veteran merchant seamen to par-

ticipate fully in taking the battery of GED tests and possibly receiving diplomas. They will receive a package of GED study material to review during long voyages and then come to Piney Point for refresher courses before taking the GED exams.

Cornelius P. Turner, director of the American Council on the GED program nationally and is an independent body unattached to the state or fed-

eral government, has called the HLSS program "a model for the country."

The GED program at the Lundeberg school has proved itself as an effective and important opening door to the future for the young Seafarers—from 16-year old Martin Stainer, the first graduate, to John Tregler, the 100th. The course has been set now for hundreds of other students to follow.

SEAFARERS' TRENDS-REPORT

Conventions Focus On Today's Problems

Two events this month will make history in the labor movement—the 9th Constitutional Convention of the AFL-CIO Maritime Trades Department and, following that, the 9th Convention of the AFL-CIO itself.

Representatives of the SIU will, of course, be present at both conventions in Bal Harbour, Fla. And they will play a heavy role in both conventions in making sure that organized labor is aware of and acting on the concerns of professional sailors.

The MTD, now eight million members strong, has long played a significant role in maritime affairs and it will again through the resolutions and reports to be adopted by delegates from the affiliated unions.

Delegates will be considering such problems as ways to insure the progress of the Merchant Marine Act of 1970, an act the SIU and the MTD worked side-by-side for.

Another item of prime concern to the MTD affiliates and to the SIU is the continuing loss of jobs because of the crush of imports into the United States. Delegates will probably speak loudly and long on this subject, and the MTD has scheduled a joint meeting with the Union Label and Trades Services Department of the AFL-CIO to dramatize a "Buy Union, Build America, Ship American" campaign.

Delegates will also hear reports assembled by MTD study committees. One of the reports due at the convention will continue the MTD's long-standing investigation into the state of privacy in America. This year's report will deal with privacy in the employment field, both on the job and when applying for a job.

In addition to that, subjects of interest to all phases of the maritime field will be taken up by the convention. And if prior experience is any measure, the MTD affiliates and their members will translate the goals of the

convention into a program of action to be taken in the next few years.

The AFL-CIO convention will consider issues on a broader scale but you can be sure that the maritime voice will be heard.

The grand issues for the federation include such pending legislation as national health security, the state of the American economy, and the entire range of issues with which the federation has always been concerned—issues that affect the health and well-being of all Americans.

The maritime voice will be heard in discussion of the problem of imports which affect nearly all unions, on the need for a strong maritime industry in a stronger national economy and in a host of other issues that will probably come before the AFL-CIO convention.

The SIU representatives at both conventions will be keeping an eye on discussions and decisions made by both groups, both because of our union's strong record of participation in union affairs and because we must in every way we can, at each opportunity that arises, make sure our fellow unionists and fellow American citizens are well aware of the need to strengthen the nation's merchant marine.

The stakes are too high for us to let opportunities like these pass.



Paul Han



Delegates to the October SIU Educational Conference at the Harry Lundeberg School of Seamanship in Piney Point, Md. gather in the school's auditorium for instruction on various aspects of their union.

October SIU Educational Conference Marks End of Current Series

The seventh and final in the current series of Seafarers Educational Conferences at the Harry Lundeberg School of Seamanship in Piney Point, Md. attracted more than 100 SIU members from ports throughout the country.

In all, nearly 1,000 Seafarers attended the educational conferences over the past seven months. The conferences were initiated to draw union members together for instruction and discussions on all aspects

of the SIU, in particular, and the labor movement in general.

From the reactions and opinions voiced by those attending the conferences the program would seem to be a resounding success.

During their 10-day stays the conference delegates were instructed in various areas of concern to them as union members:

- Labor union history.
- SIU Constitution.
- SIU Contract.
- SIU Pension, Vacation and Welfare Plans.
- Union meetings and shipboard behavior.
- Legal and political issues and how they affect the union and its members.
- SIU educational programs.

Chairmen Report on Politics



Albert Doty
New Orleans

This morning in Workshop 1 we discussed in full, politics and legal action. These subjects are very important to every Seafarer. Because if we make one wrong move we could destroy our industry and our union. We have many enemies who would do anything to destroy our union and the ships we sail on.

Some people will ask why do some people in our great country want to destroy the American Merchant Marine. The answer is very simple, profits of the big industrial giants motivate their attacks on our union and industry.



John Silva
San Francisco

In this workshop we also concurred in the recommendation of previous educational conferences, that we continue to increase our political activities through SPAD and to continue our support of the Maritime defense league. Since the founding of this nation it has been the fundamental right of the people to participate in the making and changing of laws that effect them. This has always been the American way to achieve social and economic gains.



Tony Radich
New Orleans

Politics and law were the subjects today. I was selected to attend the Maritime Trades Department luncheon in Washington. It made very clear to me the need for the political donations to keep this operation effective. Any member who has the opportunity to attend this type of meeting would no longer take for granted our job aboard ship, but instead would understand that these people, in a lot of way we are not aware of, are making these job opportunities and contribute a great deal to our livelihood.



Lawrence Melanson
Boston

We discussed SIU Political Education and Legal issues affecting the maritime industry. We talked about politics and why it is important. We got more involved than ever before, because we have more problems. Let's just look at a few.

The Jones Act. The Jones Act protected our coastwise shipping. Yet the Jones Act is being attacked by the fat cat oil companies.

The USPHS. The Administration is attempting to close these hospitals. If the hospitals are closed we would have to go to the shipowner for hospital coverage for us. They could not afford to pay the price. It would put them out of business.

50-50 Cargo. Our equal share of the cargo. Closing the loopholes. Which will mean more jobs for us.

Chairmen Report on Contract



Richard Darville
Houston

For many years the American seaman worked completely at the mercy of his employer, a very tough shipowner.

We should look back on those hard days to fully appreciate the advantages of working under a union contract, such as we have today.

Through negotiated contracts, unions have secured a legal and tangible agreement between the employer and the seamen.



David Fair
Baltimore

After discussing our union contract, reviewing the gains that have been made in the past years, better wages, working conditions, and living quarters and etc., we must continue our efforts to support our union. To maintain the conditions that we have won for SIU seamen and other gains in the maritime industries. After observing some of the past labor history in the slides shown we can very well see that anti-labor legislation can be passed and take away all of the gains that seamen have accomplished.



James Robinson
New York

Our discussion was about the contract. We had an opportunity to compare the wages and conditions of today and the past years.

After this discussion it is apparent that the contract has been negotiated wisely and in the interest of the membership, realizing that future contracts will bring even better benefits and conditions.



Jake Levine
Baltimore

We discussed the contract in depth. We learned why we should appreciate what we have today and that none of it came easy. We had to fight the commies to keep them from taking over the waterfront, and the shipowners in order to keep the hiring halls. A lot of brothers were hurt, and some even lost their lives in this fight. As a result we have what is not my opinion, but a firm belief, the finest contract and conditions in the maritime industry. Our seniority, working conditions, and shipping rules are the finest. We the working seafarers and our elected representatives ashore continuously keep working to improve them through education of the membership.

Seafarers Educational Conference

'The Vehicle for Growth'



David H. Berger
Norfolk

The survival of the SIU depends on these young roots, our trainees, and ultimately, our future.

Education, "Piney Point" style is the vehicle through which they will grow.



Clifton Akers
Baltimore

At this educational conference we have been learning about the union's labor history, its educational programs, its constitution, its contract, and economics of the industry, its pension, welfare and vacation plan and learning how to hold union meetings correctly and what to do about shipboard behavior. Piney Point is a very interesting place to see. The learning these kids get here is second to none. This is the place to learn to be a seaman. The people that work here are doing a great job.



Ralph Armstrong
Mobile

I have been a member of the SIU since 1945 and I must say again that I have received more knowledge in the 10 days at Piney Point than 26 years I have been in the union. I say it should be a must for every union member to come to the Harry Lundeberg School to have a complete knowledge of the union; to understand the "hardship" the union is having to get certain bills passed in Washington and why the union members must support SPAD and MDT.



Joseph Acy
New Orleans

I was surprised when I arrived at the Harry Lundeberg School at Piney Point, Maryland for the seventh SIU education conference.

Being a delegate, I was interested in the various operations of the union. After attending all the workshop sessions, I can say that I am better qualified today than ever before.

To the average layman, a union is just a group of people to negotiate a contract or sit back and collect dues. I am glad I was given the opportunity to come to this conference.

Not in a hundred years could I visualize without coming to this conference what it takes to operate a union.

Now I have a better understanding of what SPAD and COPE are for. If the members don't contribute to this cause, we may be without jobs and benefits that we are receiving at the present time. Give to this cause and protect your job and family.

My stay at Piney Point was enjoyed.



Herbert Rolean
New York

Before I came to Piney Point I thought like many others that it was a waste of time and money that could be used better ways. After being there I could see that it is a very important part of our union. I am glad to have such a good education program. And I learned very much while there.



Benny Brinson
New Orleans

This conference was my first one but I sure hope it will not be my last. I understand within the next year or two they are going to start a program that will enable us older seamen to go back to school and get our high school diploma and this alone stands out in my mind. I don't think anyone that was going to sea 20 or more years ago ever thought they would have anything this wonderful.



Louis Arena
New Orleans

What I have seen in Piney Point, every union man and every member of the SIU should see and attend this school and know what the union is all about and also what the union is doing for the members. The training and trade that the boys get before going to a job is the best that I have ever seen. I would like to say that the educational conference and political education is something that every labor and union member should support for our jobs.



W. T. Creek
Houston

I can now understand the vital need for more and stronger support for SPAD and MDT. After this visit I am sure that from now on I will be a better union man and a better informed one also. With the material we were given plus the things we learned in our workshops from our instructors I will be better equipped to answer some of the questions asked by our brother who have not had a chance to be here.

'Unionism: Strength in Unity'



Ralph Rumley
Jacksonville

I believe in unionism and strength in unity. What I am learning here is that we are strengthening our union for the future, mine and yours.

I was under a misleading conception about the HLSS school graduates and also the up-grading students. I have tried to help them in the past aboard ship and now I will try more so.



Marion McClure
Jacksonville

I did not know what to expect when I arrived at Piney Point but was I in for a surprise. This is one of the most up-to-date modern facilities that I have ever seen in my life. The kids are really being taught the SIU way and I am proud to be a member of this union. You will have to come here and see for yourself. They have the finest of everything.



Leo W. Gallagher
Boston

I know that with the leadership we have today our union will continue to look forward for the best interest of us all. And if we want our officials looking out for our best interests we must give to SPAD. Your union meeting is not only a place to beef but it is also a place to construct. In order to construct or beef you must attend. It is our way of letting the officials of our union know what we would like to change. Attend those meeting and hit the deck with whatever you have to say. It is our voice and for us one and all.



Bob Munroe
Boston

The short stay I've spent here at Piney Point taught me a lot. I found I didn't know as much about my union as I should have known. I recommend that members who haven't been to Piney Point on any one of these conferences do so for their and their union's benefit, to learn what is behind the whole idea of Piney Point.



William K. Stone
New York

I'd like to say that the educational conference has given me more insight and understanding of the workings of our union and truly was an eye-wash. May I highly recommend the continuance of these conferences for all our brothers. Smooth sailing with the future.



Donald C. Foster
Houston

I attended the educational conference not knowing what to expect. But I learned a lot about Union History and the way it operates and the many problems it faces. I have a better understanding of the union and the way it works. I was greatly impressed by the HLSS and to learn that 102 trainees have received their GED diplomas for completing their high school studies.



John J. Tobin
New York

I would like to say that all aspects and subjects were so thoroughly covered and explained, that I am a much more enlightened member of the Seafarers International Union and I have been a member of this union for 28 years.



Fedele Digiovanni
New Orleans

I can only say that this is the first time as a member of the SIU that I have a complete knowledge of the operations of the union I belong to. It is unbelievable that a small union as the SIU compared to the giant unions, is willing to educate their members in the various courses. I can only say it was a pleasure being a delegate at the conference. The officers of the SIU and employees of the Harry Lundeberg School are to be highly praised.



Baron Hairston
New York

There are many ways to express how great the facilities and how impressive Piney Point is. To me it has special meaning for the simple fact I am a product of the H.L.S.S. training program. When I first came here two years ago as a trainee I was very inquisitive and wanted very much to learn about the sea and ships. This training has given an opportunity to compete and be a part of the maritime industry.



Luis Perez
New York

I came to Piney Point expecting to be impressed but I did not expect anything like what I found here. This place, HLSS, is beyond my wildest imagination. I feel very proud to belong to an organization that had the foresight and brilliance to build the HLSS program into what it is today.

Seafarers Educational Conference

Chairmen Report on Constitution



Mike Toner
Seattle

Our constitution sets down the rules by which we govern ourselves.

It defines the rights, responsibilities, and obligations of the members as well as the union itself.

Those who wrote the original constitution some 33 years ago, had the vision and the foresight to provide for changes in the law of the hand as well as the industry itself, through the process of amendments.



Walter Wallace
Norfolk

Workshop 2 thoroughly discussed our constitution and the importance of this document to every individual member of this union.

Every member should know the constitution word by word.

It's the backbone of our union operations. It is the Magna Charta of the Seafarers.



Robert Callaghan
Houston

In Workshop 3 we were shown a film and studied the SIU Constitution in depth. In the early years of the SIU, the original constitution was a simple document. As the history of the SIU changed so did the constitution. Most changes made in our constitution were made due to changing laws of this country that affected labor organizations such as ours. The constitution spells out the responsibilities, specific duties and obligations on the part of each member and on the elected officials. To me the constitution is the compass that keeps us on a straight course.



Bobby Williams
Houston

In Workshop 4 we discussed the constitution and I for one realize now the significance of this document. The guarantee of the individual member's rights and privileges. It seems that again as in the past, that through the materials made available that they answer a lot of questions.

Chairmen Report on Union Meetings



Walcy Thomas
Baltimore

This morning in Workshop 1 we discussed union meetings and shipboard behavior.

History records that the only successful societies always have had a system where the people in that society had a voice in making the laws and regulations governing that society.

Therefore, in our SIU society it is important that everybody participate in our union meetings and activities.



Norris Bartlett
New Orleans

We had an excellent discussion on union meetings and shipboard behavior.

We can't place too much importance on this. Above all be active, help members that don't understand the working frame of our union and the different departments and why we support SPAD and MDL as an arm of our union. Conduct our shipboard meetings in the right order and bring out all points not before or after the meeting, but during the meeting.



Charles Martinussen
Mobile

We had a very lively and educational discussion and lectures of union meetings and shipboard behavior in Workshop 4. We also enjoyed the showing of slides and to me that covers just as much of importance as any other supplements we have gone through previously if not more so.

A union meeting aboard ship in my opinion is not just a coming together of the membership but a way for the members to be able to communicate and to hit the deck and express themselves in an orderly manner, not only on beefs aboard ship but to discuss and debate on any kind of union matters that will concern us now as well as in the future.



Mike Iwoski
San Francisco

This morning we discussed union meetings and how to hold them. I believe every brother should know every phase in holding them. We should also find some way to weed out the agitators that are causing our union trouble as pointed out this morning. Some men, I don't know who just stir up a lot of baloney and agitate every one also. Also about these phony cases in the Jones Act. I think it's gonna hurt us eventually when they try to defeat its purpose.

'The Union's Problems Are Our Problems'



Domnick DiMaio
New Orleans

What surprised me here at Piney Point were the various workshops that I attended during my stay. I never realized that I was being offered a chance to get acquainted with the complete structure of my union. The officials of the union plus instructors gave me a blue print of what it takes to operate a union, never realizing what SPAD or MDL were doing. SPAD and MDL are a must. If we don't contribute to this cause my job, family and my home are in jeopardy.



William Houston
Mobile

I cannot place in writing the many things I have learned here at the educational conference. The educational aspects and knowledge of our union and the maritime industry as a whole is necessary in order that we know how and when to contract and expand in order that our ships can sail. A knowledgeable SIU member will be more responsible and our dedicated, responsible officials will be better able to keep our union soundly afloat and sailing.



Eugene Hall
Jacksonville

As you and I know we are still going to lose more ships due to age. So it is every man's obligation to do his best in maintaining what we have. Plain hard facts, jobs will decrease. The backbone of our or any maritime union lies in its welfare, pension, and vacation plans. So again give generously to the cause and all of us will profit.



Julius M. Prochourick
New York

I have been going to sea since 1937. We never had things like what is here in those days. What capacity I sail as, I had to come up the ladder the hard way. I hope that all SIU book members would take the opportunity to come here and see for themselves.



Walter Pulliam
Norfolk

For the young men going to sea the Lundeberg School of Seamanship is the best thing they ever did. It helps them get a good education. He also takes lifeboat training that is a good thing to know. It helps young men in all aspects of seamanship.



Olus McCann
Houston

The SIU is a history well worth studying since it taught us awareness of the struggles in which our union engaged to bring all of us SIU seamen the highest wages, the best conditions, and the most benefits of any seamen in the world.



David Allen Holt
New York

I have just spent ten days at Piney Point and have enjoyed myself. I have learned more about our union through these workshop classes. The educational conference has opened my eyes to the real purpose and the importance of the SIU. The training facilities are fabulous. Students learn about the union before they leave the school. They are few if any changes to be made to the educational programs that they have now.



Salvador Fortitta
New Orleans

To help the union, everyone can have discussions on SPAD in every union hall. Remember the union's problems are our problems. So I say again, every member in the SIU should better himself and support SPAD, if we are going to survive. I am proud to say that the SIU has the best and soundest pension plan of any maritime union in the world, and we, the SIU, have the best of leadership.



Lawrence P. Wright
Mobile

The thing that impressed me and the men of the conference the most was the Harry Lundeberg School of Seamanship. And most of the young men going through the school are going to make a better SIU for us tomorrow.



George Moran
New York

One could go on for ever praising this union, its honest and efficient system of functioning, its brilliant organizers, its many faceted creative and instructive institutions, like the one here at Piney Point. I heartily agree with the praise. It is well deserved.

Seafarers Educational Conference

'I Am Proud to Belong to the SIU'



Donald Brooks
New Orleans

Piney Point is a special place for SIU members and for all. We study labor organization and pension, welfare, vacation plans and sent four delegates to Washington. I want to say that this is a Seafarers dream. We are luckier than some unions for we still have a job, and will for as long as we work hard and think of ourselves as SIU members. Our union has come a long way for us.



Irving B. Brown
Seattle

The vast potential assets of Piney Point and its acres are a far cry in improvement and looking to the future. I doubt if any other union has so much for its membership. The course of instruction offered the delegates makes me want to come back and upgrade myself as soon as possible. I would like to take a course for Bosun. I believe, with a training program for those starting in life and those retiring, Piney Point will be money well spent.



Hubert Lanier
Baltimore

You attend your workshops and you can see where your SPAD and MDL money is going. Brother, this is a must for our union, or we are dead. This money is to support our friends in Washington, D.C. and our leaders of this organization to beat that indictment charge. I am proud to be a member of the SIU and all it stands for, and hope that our leaders are around for a long time to come.



John D. Barber
New York

The SIU is good for both seafarers and labor alike. It now has the upper hand on company operators and shipping companies. The union is also good for companies. By bringing about the 1970 Merchant Marine Act with subsidies for shipping companies. The members have worked very hard against the closing of the USPHS hospitals and donated generously to SPAD which brings good representation in Congress.



Joseph A. Morrison
San Francisco

I was very impressed at the training school. I had never expected to see such a well-equipped school, good instructors, and well-behaved young trainees. These young men are given a chance to finish high school, and shipboard training here at Piney Point.



Robert Wallace
New York

This educational conference is really grand. I did not know too much about our union. But I know a great deal about it now. And I know it won't stop here.



Daniel McMullen
New York

My stay here at Piney Point was a very nice 10 days and I had a nice time. Bill Hall is doing a very good job down here, but he always does anyway. I would like to thank the SIU and the brothers for making us a better union.



Esaw Wright
Houston

I had no idea what it would be like. I did not expect to find what I did. It is a wonderful place. I have seen and learned more about our union that is in the educational field than I learned in the 28 years I have been in the union. I know we won't stop here.

Seafarers Educational Conference

Chairmen Report on Education



Emery Gibbs
San Francisco

We had a very fine discussion on education of the future Seafarers of the SIU. We also discussed other subjects concerning the role of education and the important part it will play in the life of the Seafarers of the future. We also discussed the social structure in our society and where the Seafarer is going.

It is here at Piney Point that the future seafarer will get his training. It is here at Piney Point the future lies.



Jack Brock
Houston

Today in Workshop 3 we were shown slides and discussed SIU education, and the Harry Lundeberg School of Seamanship. Both were very interesting plus educational. I was most impressed by the work that is done here in Piney Point, HLSS, because I now know that the subjects taught to the future seafarers, such as trade union, vocational, and academic education will give them the tools to keep this union the tops in the industry for years to come.



Eli Zubatsky
New Orleans

In Workshop 2 we had a valuable discussion on education and the Harry Lundeberg School of Seamanship.

The key for the future success of this union is that our membership understand all the problems facing the maritime industry. Our enemies today hide behind their cloaks of respectability. These enemies are the giant oil corporations, the grain combines. In general, they are the world-wide money tycoons.

This is why we must educate ourselves about the problems facing our industry. We must understand that we cannot fight these enemies in the political arena, unless we arm ourselves with sufficient SPAD dollars. Putting it in simple language the SPAD dollar takes the place of the club or the fist.



William Padgett
Jacksonville

If we were to compare what our union has done for its members in the form of education as compared to other unions, we can easily see the SIU as the champion in the educational field.

For years our *Seafarers Log* has been the leading trade union journal for maritime workers. Its pages are always filled with not only articles of interest in the deep sea field, but articles of importance politically, socially, and internal in scope.

The *Log* is our main line of communication from headquarters to the men at sea, throughout the world. It is indeed a real source of education for our membership.

Chairmen Report on History



Cleveland Walker
San Francisco

In Workshop 1 we reviewed Labor History. It brought back a lot of memories to us old timers.

You go back to when our union started back in 1938, when an AB was making \$72.50 a month and a messman making \$55.00. Today the average man aboard as an AB will make better than \$1,000.00 per month plus all the benefits we receive. It just didn't happen. It was hard work and good sound leadership.



Robert Delmont
Houston

In Workshop 2 we were shown slides and discussed Labor History. I was very impressed in the labor history of this country. But I was most impressed by the history of the SIU for this is my union and the one instrument that guarantees me and my family the way of life that I am accustomed to. Had it not been for the SIU I would not have the conditions in life that I am now accustomed to.



Frank Houghes
Houston

In Workshop 3 we learned much about our union history especially the history of the sailor. Today when we go to sea and enjoy the conditions which our contract provides, many of us tend to forget the many battles and the long hard fight our seamen in the past had to go through to gain the good conditions we have today. Nobody has ever had to take it the hard way, and we got only what we were strong enough to take. This is not only true of the past, it also applies to the future.



Fletcher Johnson
Seattle

As a member of the SIU I feel our union has played a very important role in the history of the American labor movement.

From a very humble beginning way back in 1938, we have grown to be the best in maritime, enjoying the highest wages, the best conditions, and the most social benefits of any seaman in the world.

However, to achieve these gains wasn't easy. It has been an uphill struggle all the way.

Who would have visualized 33 years ago of having a welfare plan, a vacation plan, and a pension plan as we have today.

'Iron Fist Is Gone Forever'

Fred Buckner
Jacksonville

I am going to get down to hard cold facts. This is the best educational conference that I have ever attended, First of all I have a better understanding of SPAD. This money was donated by our membership to support our friends in Washington, D.C. The iron fist is gone forever, and the battle is just beginning in Washington and I think every member should back SPAD, and give at each opportunity. I have learned more in 10 days about our organization than in the 23 years that I have been a member, and all I can say is that I am proud to be a member of this union.

V. H. Bonner
New York

To say that I was impressed by what I have seen here would be telling a lie. I was astounded! If anyone would have told me 23 years ago that we would have a Harry Lundeberg School such as this I would have sworn they were high on drugs. It gave me such a good feeling to see something like this that I just wish me could let everyone of our friends and relatives in here and see what has happened here, I say it's like a miracle, or a dream come true.

John Martin
Houston

It gave me a better understanding of the union and what it is all about, of the patrolmen and union leaders and how hard they are trying to help us while we are out on the ships.

I think it is very important that all members take it upon themselves to come to this conference and to participate more in their union.



James Macunchuck
Philadelphia

Things will go on until this here struggle is over. But it sure takes a lot of time to do it. But we all can do well by being good union men. And SPAD is the one greatest way at present that we can help out. So, members and future members, give, and I really mean give because of the great need of having ships, cargo, and jobs to better our condition for our future.

Antoni D. Ratkovich
New York

Harry Lundeberg School is the best and finest in all our industry. Teachers and instructors are doing best training of young men, our future Seafarers. Some day they will be even better sailors than we are. Let's all help them when they come aboard ships, all the way.

Michael Toth
New Orleans

The importance of the Jones Act and the Merchant Marine Act of 1970 never meant anything to me until after listening to our instructors in classrooms and the brilliant talks by Lindsay Williams and Bill Hall and the Drozak brothers. The importance of our political affiliations in Washington were elaborated on and discussed thoroughly.

Melvin J. Gallier
Houston

Piney Point is one of the best, if not the best, of all places to teach young men the seafaring trade and to also guarantee us a Seafarers the benefits of our vacation, welfare and retirement. Without this school we, as Seafarers, are going to be left out in the cold, so to speak. In time without the HLSS, we, as Seafarers of the SIU are not going to have job security or anyone, in time to replace us in our trade.

Leonardo Manca
New Orleans

While I was at Piney Point I learned a great deal about the union and its struggle to survive.

And I also have seen the training of the young members that will be our next brothers in the SIU. They are learning everything before going to the first job.

Bernard Jordan
Mobile

Never, in any part of the world, have I seen any organization take upon itself such a monumental task as the SIU has done in its endeavor to create a better understanding and a better informed membership to its members than has this union organization. Here at Piney Point no one can honestly say when he leaves here, that he is not a more informed member, and has a better understanding of how his Union functions than he did when he arrived. The vast amount of knowledge that can be obtained here, from the trainee to the oldest member, should be a guide and an inspiration to other organizations of the world.



Seafarers Educational Conference

'I'm All for SPAD and MDL'

Mario Canalejo
Tampa

I've been in this union since 1942 and what I saw here is wonderful. Piney Point has a nice waterfront for training ships and classrooms and it has a nice scenic grounds. The motel and the dining room is very good and so is the food. And we have good instructors for seamanship.



A. Maldonado
New York

From my point of view the union should make it compulsory to all union members to attend this conference because they can learn a hell of a lot about union activities and what our president Paul Hall is doing now and for the future for us members.



Ronald J. McLaughlin
New York

My stay at Piney Point really helped to let me know what was right and what was good for me and everyone in the union. Because we attend classes, learned about all the union, what was the best way to support and work with the SIU. I found that in order to have a strong union you can't really gain all the time by violence but that you have to deal with them in the right way. And the only way you can do that is donate to your union's political support through SPAD.



Albert Richoux
New Orleans

As a delegate to the seventh SIU Educational Conference at the Harry Lundeberg School at Piney Point, Maryland, I was surprised to learn the complete functions of the SIU. The various conferences and discussions concerning the SIU movement has given me a different slant. I was amazed what it takes to operate a union today. I did not realize that today to fight the large interest in federal state city and corporations, special committees had to be set up in the union.



Panagiotis Mykaniates
Norfolk

I enjoyed the conference myself as I have learned a lot. I now know a lot of things I didn't know before about how the union is operated and I also understand MDL and SPAD more thoroughly and the meaning of each and what they are doing for me. I can now go back to Norfolk and on ships with a better understanding of the constitution, contract, welfare and pension, etc.



Ange Panagopoulos
New York

As for SPAD and MDL, I'm all for it, because we are in modern times. We need legal help and friends in the U.S. legislative body to win our battles for our bread and butter and security.



William Neal
Norfolk

We began our classroom indoctrination with discussions and studies of the various subjects: SIU history, constitution, contract, pensions, welfare, vacation, political education, legal rights and the procedure in conducting a union meeting, and a complete rundown on the training and educational system of Piney Point. The most important was the definition and meaning of SPAD.



C. Burns
New Orleans

I and the seafaring men of today and the future salute Andrew Furuseth, the young immigrant as the father of the trade union. We also salute the leaders who follow in his footsteps and help build the SIU fighting with anything they could get their hands on including baseball bats, sticks and stones. Now the big fight is political and we must donate to SPAD if we are to maintain our status and dignity as a strong union among unions. Tomorrow is also a day—of vigilance.



Sebastian Pereira
Philadelphia

It was astonished to learn of the progress the SIU has made. Well, it sure showed me the struggle for security in the maritime industry, which impressed me through education. I also enjoyed knowing about our vacation plan which was increased. This comes from strong building blocks that were formed into security along with the Harry Lundeberg School and the scholarships of the SIU.

(Continued on Page 29)

Chairmen Report on Benefits



John Monast
Houston

The SIU has fought for many years to keep the public health hospitals open and we are still fighting to keep them open and now we are fighting this with donations from the membership with SPAD.

Prior to the SIU Vacation Plan the only way a seaman could get a vacation he had to stay on a vessel for a full year. But at the present time you can sail 90 days and receive a vacation. And the benefit has rose over the past years to \$1,000 a year.

The SIU scholarship has rose from 4 scholarships to 5 and from \$6,000 to \$10,000 and any member's dependents are eligible to take the examination.

The only way we can keep these good benefits up is to keep donating to SPAD and SPAD helps out in the fight in Washington. So give freely to SPAD.



Red Braunstein
Wilmington

The conference brought out the importance of us staying in politics. The days of head busting are gone. It is now the day of brain beating. Labor needs men in Washington with the brains to represent its members. We have the best in the business. While we are at sea we don't have to worry about our future. These men and our elected officials will see to it that we get our fair share of ships and cargoes.



Steven Bergeria
Philadelphia

Our Workshop 4 had a thorough discussion on our pension, welfare and vacation plans.

We also found out how much better our plans are compared with the rest of the maritime unions.

Our plans are financially sound and none of us have to worry about whether we are going to get our pensions in the future.



Alexander James
New York

I am one of these brothers who had the fortune to ship before the SIU was born, and that was a fortune only because the USA was still in a phase of depression. There were no kind of benefits then. The benefits we have today were unthought of then. They did not come easy, it took a lot of hard work on the union's part. I personally know the value of these benefits, particularly the hospital benefits, through my mother, who was in the hospital before her death. The union paid at least 90% of her hospital and medical charges including the ambulance charge for driving her to the hospital. Do not abuse these benefits as I have seen some brothers do.

Seafarers Educational Conference



editorial

Attracting More Cargo

Anyone with the slightest knowledge of maritime affairs knows that the success or failure of any nation's merchant marine lies in its ability to attract cargo.

The American Merchant Marine is no exception to the rule, and in recent years all the belt tightening it has had to do has been caused by cargo starvation.

But the hope provided by the Merchant Marine Act of 1970, and more hope provided by recent developments on the cargo scene, can mean that the period of starvation will be over. Despite those two big pluses, there have been some minuses recently and they remind us that we must work even harder in the days to come.

On the positive side, all of us in the maritime industries have been heartened by the hard work of the newly-formed National Maritime Council.

The Council is a voluntary association of 35 companies and unions, all of whom are committing time and money to the single goal of convincing American shippers that it is a wise investment to ship American.

The Council is beginning to visit potential shippers throughout the nation, concentrating its effort on those who have bypassed the U.S.-flag fleet in the past. Their arguments, buttressed by data and information supplied by all the member groups of the Council, will demonstrate both the need for more American-flag shipping and the favorable economics of that step.

That is something being done in the private sector of the economy, but with the full backing and support of the Federal Maritime Administration, which gave the council its birth.

Another plus for the merchant marine comes from Congress. The House merchant Marine and Fisheries Committee, which pushed last year's successful legislative ac-

tion is now holding hearings on ways to make American-flag shipping even more profitable for American companies.

Among the proposals are tax credits for American companies who avail themselves of American-flag ships, and other economic inducements designed to attract freight.

Thus we have evidence of a national will to follow the purposes of the Merchant Marine Act. When the historically fragmented merchant marine can pull itself together, and when Congress is so enthusiastically drafting new laws to help the industry, we are on the right path.

But there are pitfalls in every path. For example, agencies of government sometimes turn deaf ears to one another.

While MARAD was busily forming the National Maritime Council and its own office of Marketing and Development, the office of Marketing and Development, other government agencies were by-passing the use of American-flag ships.

How self-defeating that is. And how poor an example for shippers in the private sector. The unions and companies in the maritime field are trying with all their strength to bring cargo to the U.S.-flag fleet, and the U.S. government chose foreign-flag ships for a vital cargo shipment. It simply makes no sense.

But despite roadblocks like that, despite other pitfalls along the road, the lesson of the wheat shipments is clear. We will have to work harder.

Cargo is the lifeline for Seafarers, with it our way of life can and will continue, without it the merchant marine and our jobs will inevitably disappear. We will work with the Council, with the Congress and with the Administration to attract more cargo to the U.S.-flag fleet.

And we will succeed, because we must.

letters to the editor

PHS Hospitals Needed

To the Editor:

I'm writing in reference to the Seafarers Log article dealing with the closing of the remaining USPHS hospitals.

I think these hospitals should remain open. I hope that the officials in charge of the hospitals will reconsider how important it is to the Seafarers who are receiving medical care.

The hospitals are vitally needed. My brother, before he died, was confined at the USPHS hospital in Boston. He was a Seafarer, and after his retirement he went to the hospital for medical treatment. In my opinion, he received the best care that medical science could provide.

Kenneth Gonyea
Clinton, Mass.

Save Hospitals

To the Editor:

It certainly is a sad state of affairs that the government economy drive is aimed at closing hospitals. Our merchant marine is in a deplorable condition. Now they want to close the Marine Hospitals in a false economy drive.

I have been going to sea for over 25 years and have always appreciated the treatment received at the USPHS hospitals and clinics.

Your article in the Log shows that our union is taking all the necessary steps to fight the closing of these hospitals.

Friends of mine who are veterans are having a rough time getting into their hospitals because they have a shortage of beds.

Let's do what we can to see that this doesn't happen to us merchant seamen.

Clarence Garrabrant
Brooklyn, N.Y.

Prompt Help Acknowledged

To the Editor:

I would like to thank the SIU for the tremendous help and assistance given me during our young daughter's emergency operation in July. My husband was at sea at the time on a voyage to Africa.

I especially wish to thank SIU Tampa Port Agent Bennie Gonzalez for his quick assistance in our hour of need. Without his help I don't know what I would have done. I would also like to thank Sandy at the SIU office in Tampa.

It is nice to know that the Union is behind us in our hour of need when our husbands are at sea.

Mrs. Frank Cunningham
Tampa, Fla.

Thanks for Help

To the Editor:

I am writing to say thank you on behalf of myself and family for the SIU's prompt handling of the doctor's bill for my little girl's injury.

F. J. McGarry
Charleston, S.C.

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Rostenkowski Urges Reversal Of Lakes' Downward Trend



Immediate measures must be taken to reverse the loss of jobs for American Seafarers on the Great Lakes—a loss of almost 6,000 jobs since 1955, declared Rep. Dan Rostenkowski (D-Ill.).

"Far too little thought is being devoted to the role of maritime, especially on the Great Lakes and the St. Lawrence Seaway," he pessimistically said.

In explaining the vital importance of all phases of transportation during a luncheon sponsored by the eight million member Maritime Trades Department of the AFL-CIO, he saw the merchant marine as "a missing ingredient."

"Insofar as our ocean-going fleet is concerned, its relevance to the Great Lakes area is virtually non-existent," Rep. Rostenkowski told the audience in Washington, D.C. Of the 555 deep-sea vessels which entered the Port of Chicago last year, only two were part of the American-flag fleet, he said. The congressman noted the average age of the Lakes ships was more than 50 years old, meaning they could not compete with "much newer, high-speed foreign-flag ships which enjoy considerable government subsidation."

Ironically, the Great Lakes region exports more goods than any other area of the U.S., but

cargo carried on American-flag bottoms continues to decrease, he added.

"The Great Lakes region manufactures 54 percent of America's transportation equipment, 51 percent of the non-electrical machinery, and 45 percent of the fabricated metal products," he noted.

Realizing the country's fortunate opportunity to share with Canada the largest body of fresh water in the world—some 95,000 square miles—Rostenkowski suggested three ways to restore the U.S. flag-fleet to its principal position and use of that resource.

He called for:

- Considerable technological investments and research specially aimed at the Great Lakes fleet and the development of American-flag
- Quicker utilization of tax-deferred construction reserve funds that have been extended to operators under the Merchant Marine Act of 1970.

- Greater thought given to granting operating subsidies to American-flag vessels which service the Great Lakes, thereby making the fleet competitive with foreign-flag subsidized shipping.

Such steps would assure the U.S. of regaining "supremacy of shipping right in its own backyard," on its fourth seacoast—the St. Lawrence Seaway and the Great Lakes, the congressman concluded.



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

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

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

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

FURNITURE—James Sterling Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers) Economy Furniture—Bilt-Rite, Western Provincial and Smithtown Maple. (Upholsterers)

LIQUORS—Stitzel-Weller Distilleries products—Old Fitz-

gerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)

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

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

NEWSPAPERS—Los Angeles Herald-Examiner. (10 unions involved covering 2,000 workers)

Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)

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

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

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

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

SIU Welfare Office Answers Questions on Social Security

By A. A. Bernstein

The SIU Pension and Welfare office is set up to answer any questions that members or their families have about Social Security benefits. If any SIU man or a dependent wants to clarify their rights and benefits under Social Security or Medicare, they are invited to submit their questions to our office for clarification.

Below, we have reprinted some of the queries that we have recently answered for Seafarers and their families.

Q. I am 65 and about to retire. Since I will receive a company pension and some income from investments, can I wait four years and get the whole four years of Social Security benefits at one time?

A. No. When you apply for Social Security retirement benefits, payments can be retroactive for only one year.

Q. I will retire in a few months and start collecting Social Security retirement benefits. Will I have to pay federal income tax on these monthly benefits?

A. No. You do not have to pay federal income tax on these benefits.

Q. My wife is 64 and will be retiring soon. I am 66 and have been ill and unable to work for the past several years. I collect a small Social Security benefit. Could I be entitled to a benefit on her record?

A. Possibly. If you have been dependent on your wife for at

least one-half of your support in the year immediately before she became entitled to Social Security retirement benefits, you could qualify as a dependent husband on her Social Security record. You could collect the larger of the benefits, either on her record or your own. But, you can not collect both benefits.

Q. I recently applied for Social Security disability benefits, but my claim was denied. I do not agree with that decision. Is there something I can do about it?

A. Yes, you may file a request to have your claim reconsidered. This must be filed within six months from the date of the letter notifying you that you were denied. Call, write, or visit any Social Security office to file a reconsideration request.

Q. For the rest of his life, our mentally retarded son will be dependent on my wife and me. I have read about students under a certain age getting monthly benefits from Social Security, but I have never heard of monthly cash payments for adults who have been disabled since they were young children. Would our son be eligible for a benefit on my work record when I retire next year?

A. The child can start getting payments at any age . . . and these monthly payments can continue as long as the child is disabled. He is eligible for the cash benefits because of your collecting Social Secur-

ity benefits—retirement or disability. More than a quarter of a million Americans collect Social Security benefits because they have severe disabilities that began in childhood and have kept them handicapped as adults.

National Maritime Council Meets



Members of the newly-formed executive committee of the National Maritime Council are pictured at their first meeting. The Council was formed from 35 ship operators, unions and agencies of government to promote cargo for the U.S.-flag fleet. Paul Richardson, seated second from left, president of Sea-Land Services, Inc. is chairman of the executive committee. Serving with Richardson, left to right, are: Robert Benedict, president, American President Lines; Andrew E. Gibson, assistant secretary for maritime affairs of the U.S. Dept. of Commerce, Thomas Hood, president, Shipbuilders Council of America; Thomas Smith, Farrell Lines, Inc.; Capt. J. W. Clark, president, Delta Steamship Lines, Inc.; Jesse Calhoun, president, Marine Engineers Benevolent Association, Dist. 1; Thomas W. Gleason, president, International Longshoremen's Association; Page Groton, International Brotherhood of Boilermakers and Blacksmiths; Paul Hall, president, Seafarers International Union; and Mel Barisic, vice president, National Maritime Union.

Asa Solomon: A Seafarer First, A Wild West History Buff Second

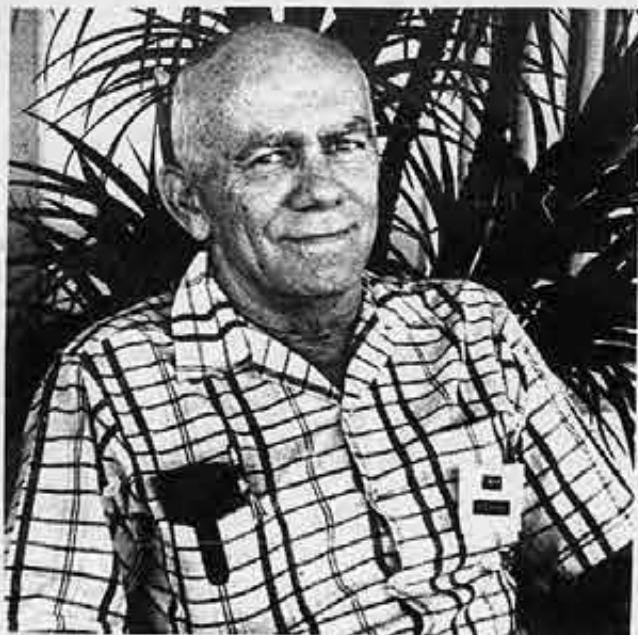
Seafarer Samuel Asa Solomon's sailing heritage does not go as far back as his biblical name, but it still makes a good dent in American history.

His great grandfather, named Samuel Asa Solomon, was a shipowner during Colonial days in Boston, Mass. where he immigrated from Northern Europe.

Seafarer Solomon's grandfather, also named Samuel Asa Solomon, made sailing his career too and emigrated from New England to Alabama.

Though his father didn't go to sea, Solomon has made sailing his life work as has his son, also named Samuel Asa Solomon. Both are with the SIU and both sail out of Mobile, Ala.

In fact, it looks like the family's seafaring



Seafarer Samuel Asa Solomon relaxes outside the dining room at the Harry Lundeberg School of Seamanship in Piney Point, Md. during an SIU Educational Conference.

tradition will be carried on even longer since a grandson of Brother Solomon already told him he wants to sail.

Solomon, who is 53, began sailing in 1944 and joined the union in 1946. He sails as chief steward.

When not sailing, Solomon and his wife spend their time seeing America, especially those parts of the country rich with Indian heritage and cowboy lore.

He likes to visit the Indian reservations and the homes of such famous figures as Wild Bill Hickok and Calamity Jane.

An interest that began when he was a youngster reading books about the West, Solomon has pursued it right to the scene of the famous O.K. Corral gun fight in Arizona. In his enthusiasm he has visited historic courthouses, museums and monuments all over the West.

Though Solomon is very much interested in the past, both his own and America's, he is still very involved in the present.

Impressed with Piney Point

For instance, Solomon was recently a delegate at an SIU Educational Conference at Piney Point, Md. where he was "amazed" by the teaching facilities for the young trainees. "The system," he said, "is one of the best I've seen. It moves you right along."

Not only is it the "best system" he has seen but Solomon also feels that Piney Point has the "best food and undoubtedly the best teachers."

Besides being concerned with the past and the present, Solomon is also looking forward to the future. He intends to participate in the steward upgrading program if it begins at Piney Point. "I have to if I'm going to sea. You've got to keep up with the times."

SIU Veteran Marullo Reflects On The Ever-Changing Lot of Seafarers

Seafarer Theodore Marullo began sailing in 1926 and is very aware of just how much a sailor's life has changed over the years.

In fact, Marullo wrote a letter to the *Seafarers Log* in 1966 and told about the conditions when he began sailing on ships like the *Scantic*, *Yapalaga* and *Dio* in the 1920s. He worked as a fireman-oiler for \$62.50 a month.

Marullo pointed out that "if you got to the night lunch before the roaches you were lucky." At that time "a 16-hour working day was a short day and there was no overtime."

Seafarer Marullo appreciates how much the union has changed working conditions. He said "I feel it a privilege being in this union."

He is also one of the men who helped improve conditions. He has stood watch in almost all the union's beefs including the Isthmian Beef, Savannah Coal Beef and Cities Service Beef.

Marullo, who was born in New Orleans, La. and lives in Tampa, Fla. now, as always shipped out from the Gulf.

Sailed During War

He joined the union in 1943 and sailed during World War II. In fact, Marullo still has the certificates noting that he was awarded the Atlantic War Zone Bar and the Mediterranean Middle East War Zone

Bar for his service with the U.S. Merchant Marine in those war areas.

Marullo was injured in 1948 when the *Gateway City* hit a mine in the North Sea and was



Theodore Marullo

badly damaged. He came away from the encounter with a broken knee and a cut forehead that required 65 stitches.

Because of his injuries, Brother Marullo switched from the engine department to the steward department.

Until recently he sailed on many passenger ships and one of the ratings he held was laundryman. Since laundrymen were needed at the time, Marullo learned the job by working four months in a laundry on land. All the laundry company paid him for his trouble was a root beer a day.

Recently he attended the

fourth in a series of SIU Educational Conferences at Piney Point, Md. He was so enthused by what he saw and learned there that he felt "each and every member attending the conference should go back as disciples and let the other men on the ships know what the union is doing."

He was especially impressed with the training of young men at the Harry Lundeberg School of Seamanship at the Point. "The union is doing so much with these kids," Marullo said, "that these boys are proud to be here. They know someone is doing something for them."

Former Pugilist

Theodore Marullo is known as "Mush" aboard ship. It is a nickname he got as a young man when he was an amateur boxer and people said his style resembled that of a fighter of the time named Mushy Callahan.

During his ring career, Marullo twice fought Tony Canzoneri who eventually captured three world titles. (Marullo lost both fights.)

"Mush" Marullo saw and learned much during those pugilistic days in the Gayso Club of New Orleans and 45 years at sea. He has seen conditions come virtually full cycle. "I never thought in 1926 when I was eating a can of sardines for dinner that I'd be getting the meals I eat today," he says.

Retires to Home



Engine department Seafarer Olav Saim stands with his wife and daughter in front of their home in Notteroy, Norway. Pensioner Saim's home town is the oldest village in Norway, dating back more than 1,100 years.

SIU Arrivals

Barbara Hines, born Feb. 17, 1971 to Seafarer and Mrs. Terry L. Hines, Port Angeles, Wash.

Marco Isaulo, born July 29, 1971, to Seafarer and Mrs. Victor E. Isaulo, Kenner, La.

Jonathan Pell, born June 8, 1971, to Seafarer and Mrs. Kenneth W. Pell, Picayune, Miss.

Christopher Wentworth, born July 24, 1971, to Seafarer and Mrs. Arthur A. Wentworth, Jr., Muskegon, Mich.

Dwayne Williams, born July 29, 1971, to Seafarer and Mrs. Dwight Williams, New Orleans, La.

Terri Stanley, born July 25, 1971, to Seafarer and Mrs. Terry L. Stanley, Martinsburg, W. Va.

Michael Broadus, born Aug. 1, 1971, to Seafarer and Mrs. Michael W. Broadus, Chickasaw, Ala.

Julia Salazar, born Sept. 11, 1971, to Seafarer and Mrs. Armando Salazar, Houston, Texas.

Wesley Belcher, born July 9, 1971, to Seafarer and Mrs. Verdis C. Belcher, Edgewood, Md.

Tracy Clivens, born Sept. 13, 1971, to Seafarer and Mrs. Melvin A. Clivens, Gretna, La.

Joe Soto, born Sept. 16, 1971,

to Seafarer and Mrs. Jose Soto, Canovanas, P.R.

Ruben Reyna, born Sept. 12, 1971, to Seafarer and Mrs. Ruben M. Reyna, Galveston, Tex.

Linda Lowrey, born Aug. 5, 1971, to Seafarer and Mrs. James M. Lowrey, Tampa, Fla.

Debra Reilly, born Aug. 21, 1971, to Seafarer and Mrs. James A. Reilly, Alpena, Mich.

Marvin Henderson, born Sept. 27, 1970, to Seafarer and Mrs. Marvin H. Henderson, Sault Ste. Marie, Mich.

Tracey Hill, born Sept. 18, 1971, to Seafarer and Mrs. Raymond M. Hill, Virginia Beach, Va.

John Hunt, born July 30, 1971, to Seafarer and Mrs. John M. Hunt, Theriot, La.

Maria Rios, born Sept. 30, 1971, to Seafarer and Mrs. Angel L. Rios, Levittown, Catano, P.R.

Christopher Garnett, born Aug. 23, 1971, to Seafarer and Mrs. Robert B. Garnett, Lake Jackson, Tex.

Shannon Stark, born Sept. 24, 1971, to Seafarer and Mrs. Samuel R. Stark, Santa Barbara, Cal.

Personals

Cecil P. Edgens

Please contact Mr. and Mrs. Dean H. Majors at 1800 South Fifth St., Philadelphia, Pa.

Otis Parker

Your son, Donald, asks that you contact him at Route 4, Box 289E, Waynesboro, Miss. 39367 as soon as possible.

Merrill Hummel

Your wife, Nola, asks that you contact her at 164 Union St., Doylestown, Pa.

Joseph R. Myers

Please contact your mother immediately at home address.

Herbert Boudreaux

James Schwing, attorney at law, asks that you contact him immediately at New Iberia, La., Telephone 318-365-2445.

Richard D. Tapman

Please contact your wife immediately at 2000 Ramblewood Rd., Baltimore, Md. 21214.

Clarence Richard Collins, Jr.

Please contact Rita Collins at 109 Myrtle Ave., New Windsor, N.Y. 12550 as soon as possible.

John Howard Gardner

Mrs. George Nehls asks that you contact her as soon as possible at 1355 Phoenix Dr. #1, Fairfield, Calif. 94533.

Michael G. Kessler

Your mother asks that you contact her as soon as possible at 446 Dartmouth Ave., Lake Valley Acres, Pemberton, N.J. 08068.



Final Departures



Tomas Concepcion, 65, was an SIU pensioner who passed away Sept. 8 after an illness of some years in the USPHS Hospital, San Francisco. He joined the union in 1948 in the Port of New York and sailed in the steward department. A native of the Philippine Islands, Brother Concepcion was a resident of San Francisco when he died. Among his survivors is his brother, Salvador Concepcion of San Francisco. Burial was in Holy Cross Cemetery in Colma, Calif.



Malcolm P. Cieutat, 61, passed away July 2 from heart disease in Mobile, Ala. One of the first members of the union, Brother Cieutat joined in 1938 in the Port of Mobile. He sailed in the steward department. A native of Alabama, Brother Cieutat was a resident of Mobile when he died. Seafarer Cieutat had been sailing 43 years when he passed away. Among his survivors is his uncle, Michael S. Cieutat of Mobile. Burial was in Magnolia Cemetery, Mobile.



Samuel L. Martin, 52, passed away Sept. 5 from heart disease while sailing on board the *Yellowstone* in the Gulf of Mexico. He joined the union in the Port of New Orleans in 1962 and sailed in the steward department. A native of Mississippi, Brother Martin was a resident of Picayune, Miss. when he died. He was an Army veteran of World War II and the Korean War. Among his survivors is his wife, Gladys. Martin's body was removed to Harmony Cemetery in Picayune.



Alden E. Johnson, 62, passed away July 18 of illness in Bellin Hospital, Green Bay, Wis. A native of Ellison Bay, Wis., Brother Johnson was a resident of Liberty Grove, Wis. when he died. He joined the union in Sister Bay, Wis. and sailed on the Great Lakes in the engine department. Among his survivors is his sister, Libbie Larson of Sister Bay. Burial was in Town Cemetery in Ellison Bay.



Mike A. Stupin, 49, passed away Sept. 25 from probable heart disease in Elizabeth, N.J. A native of Los Angeles, Calif., Brother Stupin was a resident of Wilmington, Calif. when he died. He joined the union in 1953 in the Port of Wilmington and sailed in the engine department. Seafarer Stupin was a Navy veteran of World War II. Among his survivors is his mother, Dorothy Stupin of Wilmington, Calif. Burial was in New Russian Cemetery, Los Angeles.



Donald C. Nelson, 49, passed away Aug. 24 in Taiwan, Republic of China. A native of Waterloo, Ia., Brother Nelson was a resident of Baltimore, Md. when he died. He joined the union in the Port of Norfolk in 1951 and sailed in the deck department. Seafarer Nelson served as ship's delegate while sailing. He had been sailing 28 years when he died. Among his survivors is his wife, Esther. Nelson's body was shipped to the United States for burial.



James M. Rogers, 58, passed away Nov. 5, 1970 from heart disease while sailing on board the *St. Louis*. A native of New York City, Brother Rogers was a resident of Lodi, N.J. when he died. He joined the union in 1941 in the Port of Tampa and sailed in the engine department. Among his survivors is his brother, William Rogers of Lodi. Seafarer Rogers' body was sent to Lodi.



Ira K. Coats, 48, passed away July 25 from heart disease while sailing on board the *Western Hunter*. A native of Kansas City, Mo., Brother Coats was a resident of Whittier, Calif. when he died. He was a Navy veteran of World War II. Coats joined the union in 1957 in the Port of Wilmington and graduated in 1958 from the Andrew Furuseth Training School. He sailed in the deck department. Among his survivors is his mother, Edith E. Smith of Whittier.



Antoine Landry, 67, was an SIU pensioner who passed away Aug. 23 from heart disease in Mobile, Ala. A native of Louisiana, Brother Landry was a resident of Mobile when he died. He joined the union in 1946 in the Port of Mobile and sailed in the steward department. Among his survivors is his sister-in-law, Thelma E. Landry of Mobile. Burial was in Mobile Memorial Gardens.



John D. Brown, 39, passed away July 16 in Chesapeake, Va. after an illness of some duration. A native of Charleston, S.C., Brother Brown was a resident of Key West, Fla. when he died. He was an Army veteran of the Korean War. Seafarer Brown joined the union in 1957 in the Port of Savannah and sailed in the engine department. Among his survivors is his brother, Robert L. Brown of Key West. Burial was in Rosewood Memorial Park in Virginia Beach, Va.



Dariel D. Gallet, 18, passed away July 17 in Jefferson Parish, La., from injuries received when he was hit by a car. A native of New Orleans, La., Brother Gallet was a resident of Bridge City, La., when he died. He graduated from the Harry Lundeberg School of Seamanship, Piney Point, Md., this year, and sailed in the engine department. Among his survivors is his father Willie S. Gallet, Sr. of Bridge City.



Joseph M. Thomas, 53, was an SIU pensioner who passed away Aug. 3 of illness in the USPHS Hospital in Boston, Mass. A native of Norwood, Mass., Brother Thomas was a resident there when he died. He joined the union in 1942 in the Port of Mobile and sailed in the deck department. Among his survivors is his mother, Sadie Thomas of Norwood. Burial was in Highland Cemetery, Norwood.

Consumers: 'Beware the Hidden Persuader'

by Sidney Margolius

While some medical authorities for a long time have questioned the claims and even effectiveness of many household remedies sold without prescriptions, government authorities at long last are getting braver about challenging such products.

Recently Dr. Charles Edwards, head of the Food and Drug Administration, told a Congressional committee that the FDA had sought to seize Excedrin P.M., Asper Sleep and Ornex because manufacturers had indicated in ads that these were something "new." But when charged with failure to comply with "new drug" requirements the manufacturers then contended that the products were not new but consisted only of well-known ingredients.

One of the most revealing incidents, showing how manufacturers reformulate, repackage and rename old ingredients, is the case of Vivarin. This product is being promoted as making you "a more exciting woman" if you have come to realize that you may be "boring your husband to death."

Only a Cup of Coffee

But it turned out that the main active ingredient in Vivarin, as in many similar stimulants, is caffeine, at three times the cost of a cup of coffee which even an exciting wife could easily prepare.

Sometimes doctors themselves seem to become captivated by a particular over-the-counter medicine when it is simply a brand-name version of standard ingredients. Such is the case with Maalox, a widely-used combination of aluminum hydroxide, magnesium oxide and sodium, which outsells many similar products that cost less.

While antacids for indigestion and laxatives are probably the most widely-promoted over-the-counter medicines, another heavily advertised group is non-prescription sleeping pills. Most of these merely have a mild antihistamine as the chief active ingredient and are "essentially ineffective in the dosages used," Commissioner Edwards has said.

Whether they make you sleep or not, the public certainly is buying a lot of them. There now is a huge assortment on the market, including such widely-advertised brands as Sominex, Nytol, Compoz, Mr. Sleep, Nervine, Sta Kalm, Quiet World, Dormin and Sleep-Eze. Actually people could fool themselves at less cost by buying the private-brand antihistamine "sleep" products for as little as \$1 instead of paying \$2 for the advertised brands.

Drugs of Many Moods

However, there may be other dangers than inflated prices in overmedicating yourself with non-prescription drugs. Dr. Edwards has warned that the overuse of "mood drugs" is becoming increasingly acute. He attributes the heavy use to "the tremendous wave of advertising, especially on TV, creating an environment in which the consumer feels that reaching for a pill, tablet or capsule is a panacea for all his ills." He believes that the antihistamine in many of the nonprescription sleep products could create psychological dependency.

W. James Bicket, a representative of the American Pharmaceutical Association, the national organization of pharmacists, also has testified that much advertising for non-prescription drugs exaggerates and "even

attempts to convince people they have non-existent diseases."

Errors of Omission

Yet none of the government agencies, including the Federal Trade Commission which has the major responsibility over advertising, have stepped in to tone down the misleading commercials. The fooling that takes place nowadays more often is in the omission of relevant facts than in the actual commission of a deception. Thus, manufacturers of pain-relieving products advertise over and over that they have more of "the most effective ingredient" or "the ingredient that doctors recommend" without saying that this much-boasted "ingredient" is merely aspirin.

The first step in cleaning up some of the misleading medicine advertising would be to require that if the manufacturer claims highly-effective ingredients in ads, he must name them. Presently, he is required to name the active ingredients on the labels but not in his ads or TV commercials.

Many retailers now offer an increasing number of household medicines packaged under their own brand names at sharply lower prices. If you are dealing with a reliable store, all you really need do to assure yourself that you are getting an equivalent product is to read the list of ingredients on the bottle or box.

If you do, you may also observe that many of these advertised products are simply old-time remedies, like the bicarbonate of soda (baking soda) found in many brand-name digestive products, sometimes in combination with our old friend, that famous "most effective ingredient"—aspirin.

MARITIME DEFENSE LEAGUE



Protection. Protection for Seafarers. Protection against threats to the personal liberties of Seafarers.

That's what the Maritime Defense League is all about. It is a voluntary fund set up to assure that maritime workers are afforded the fundamental right to counsel in times of such a need.

MDL was established in 1967 as a league supported by voluntary contributions. It was endorsed by the SIU membership. It was set up to fill a pressing need which existed then and exists today.

There was a time when a man's union could step in and help him when he needed legal help. But recent laws and recent court interpretations of those laws made such assistance virtually impossible.

To fill this awful void, MDL was created. It collects the voluntary contributions needed for the defense of members who can't turn to their union for help—because the law denies them the help they need.

MDL means that when a union brother has to defend himself in a court of law or before a government agency, he does not have to seek legal aid through charity or handouts. When a union brother is in this kind of trouble—this kind of serious trouble—he knows he can turn to MDL for help. And the help we will receive is not charity, not a handout. It's part of the Seafarers' heritage—the Brotherhood of the Sea.

That's why it is important to keep MDL alive and thriving—so it can continue to help maritime workers when they need help. That's why your own contributions are essential.

To make a contribution to MDL, or for more information or assistance, write to the Maritime Defense League, One Hanson Place, Brooklyn, N.Y. 11217.

Bill Moody Named To Environment Post

O. William Moody, Jr., SIU Washington, D.C. representative and Administrator of the AFL-CIO Maritime Trades Department has been named by President Nixon to the National Advisory Committee on Oceans and Atmosphere.

The newly-created Committee will undertake a continuing review of the nation's marine and atmospheric science and service programs. A comprehensive annual report will be presented from the Committee to the President and the Congress by June 30 of each year, beginning June 30, 1972. The Committee will also advise the Secretary of Commerce with respect to the administration of the National Oceanic and Atmospheric Administration.

William Nierenberg, director Scripps Institution of Oceanography, La Jolla, Calif., and William J. Hargis, Jr., director of the Virginia Institute of Marine Science, Gloucester Point, Va., have been designated chairman and vice chairman, respectively.

Other committee members include: John J. Royal, secretary-treasurer, Fisherman and Allied Workers Union, San Pedro, Calif.; Gilbert M. Grosvenor, editor and vice presi-



O. William Moody

dent, National Geographic Society, Washington, D.C.; Myron Tribus, vice president, Xerox Corp., Rochester, N.Y.; Dayton H. Clewell, senior vice president, Mobil Oil Corp. and president of Mobile Research and Development Corp., Drien, Conn.; Julius A. Stratton, chairman of the board, Ford Foundation, New York, N.Y.; and Thomas F. Malone, deputy foreign secretary, National Academy of Sciences and vice president, University of Connecticut, West Hartford, Conn.

Sea Cargo Procurement Starts Army, Navy War

The Army and the Navy, currently engaged in a dispute over which branch of the Armed Forces should control military sea cargo procurement, gave their separate points of view at Congressional hearings in Washington in September.

Vice Adm. Arthur R. Gralla, commander of the Military Sealift Command (MSC) which currently controls procurement, said there was no reason "to disrupt long established, effective working relations between the Navy and the merchant marine," by assigning the procurement function to the Army's Military Transportation and Management and Terminal (MTMTS) System.

In reply, Maj. Gen. Clarence Lang of MTMTS said the transfer would result in greater efficiency for the movement of military goods and in more equitable rate negotiations for American shipowners.

Adm. Gralla in his testimony said the transfer to MTMTS would require an additional \$17 million over the MSC expenditure this year because of the Army's unfamiliarity with ocean shipping.

Consolidation Suggested

Adm. Gralla said that while transfer would be costly, a considerable saving could result from a partial merger of the two military freight operations. He proposed consolidation of the two services' cargo booking operations, joint staffing of

some offices and location of separate facilities in one place.

On the other hand, Gen. Lang arguing the Army's case, said that rate negotiation, plus the phase out of the Navy's deteriorated nucleus fleet, could prove a boon to American shipowners by making \$137 million in cargo per year available for American merchant ships.

In addition, Gen. Lang said, MTMTS would use a "government through bill of lading" (GTBL) which would consolidate air, land and sea transportation on a single negotiation, thus eliminating separate negotiations for the three travel legs.

No Army Fleet

Gen. Lang said the use of the nucleus fleet was wrong and he said, if the Army takes over the procurement function the military would go out of business as an operator and transfer all ocean shipping functions to the commercial fleet.

Gen. Lang said the proposal to give the Army control of procurement was an effort to achieve efficiency, but that it might also have the effect of making military cargo carriage more profitable for shipowners.

As a general policy, said Gen. Lang, his organization seeks service first with cost a secondary factor. "We have never chiseled a rate," he said, "and there is no public record of a complaint by any carrier."

Gibson Cites Year's Progress For Merchant Marine Act

Andrew E. Gibson, assistant secretary of the U.S. Commerce Department for maritime affairs, said that "considerable progress" has been made toward realization of the goals of the Merchant Marine Act of 1970.

In a speech to a Houston, Texas, meeting of the Western Gulf Coast Port Council of the AFL-CIO Maritime Trades Department, Gibson said that the goals will only be fully realized when more American ocean-borne cargo sails in U.S.-flag vessels.

Gibson cited statistics which he said indicated to him that the nation had made a start on revitalizing its merchant marine.

He pointed to a total of \$390 million in shipbuilding contracts this year an all time high—

and said that, "\$171 million will be borne by the government—the largest construction subsidy commitment made in any single year since the inception of the subsidy program."

He stated that the Maritime Administration had entered into agreements to grant both construction and operating subsidies for two ore/bulk/oil carriers and three lighter-boardship vessels.

Programs Underway

He said other parts of the nation's new maritime program were underway. Agreements have been signed, he asserted, for tax deferred construction reserve accumulation with two ship owners and that another four applications are pending.

He said he was particularly

proud of the formation of the National Maritime Council which he called, "the first time in memory, if not in history, that all segments of the maritime industry have banded together in a joint effort. It certainly portends a new era of stabilized and harmonious labor relations in our industry."

The council, made up of labor and management representatives, will attempt to persuade shippers on all three coasts to use American-flag vessels.

The progress made, Gibson added, shows that, "President Nixon's maritime program to revitalize the American merchant marine is on stream, is operational and is being implemented."



U.S. Maritime

One Year After The Merchant Marine Act of 1970

- Problems
- Progress
- Prospects

One year ago this month, President Nixon signed into law the Merchant Marine Act of 1970—the law that all Seafarers look to as the tool that will pull our industry out of its dangerous slide toward extinction.

No one expected that the Act would produce the miracle of providing the United States instantly with a strong, efficient merchant marine after a quarter of a century of neglect. Seafarers know that passage of legislation is a vital step, but that implementing legislation requires hard work, devoted effort and time.

After its first year, we can report that the Merchant Marine Act of 1970 is taking hold, that the promises encompassed in the Act are in the making—that, after years of frustration, the maritime industry has been turned around and is headed toward a new era of prosperity.

Many serious problems remain. And our job is to continue our hard-driving campaign to solve them—to get over the hurdles that stand between Seafarers and guaranteed job security and job opportunity.

Shortly after the Act was passed, a special supplement in the *Seafarers Log* warned SIU members that we must not kid ourselves about the impact of the Act upon the health of our industry. We outlined the severe problems that confronted our industry before

enough ships could be built and enough cargo could be secured to insure Seafarers of stability in the job market.

We said then that it would take five long, difficult years before we could expect the Merchant Marine Act of 1970 to begin to produce the rewards expected of it.

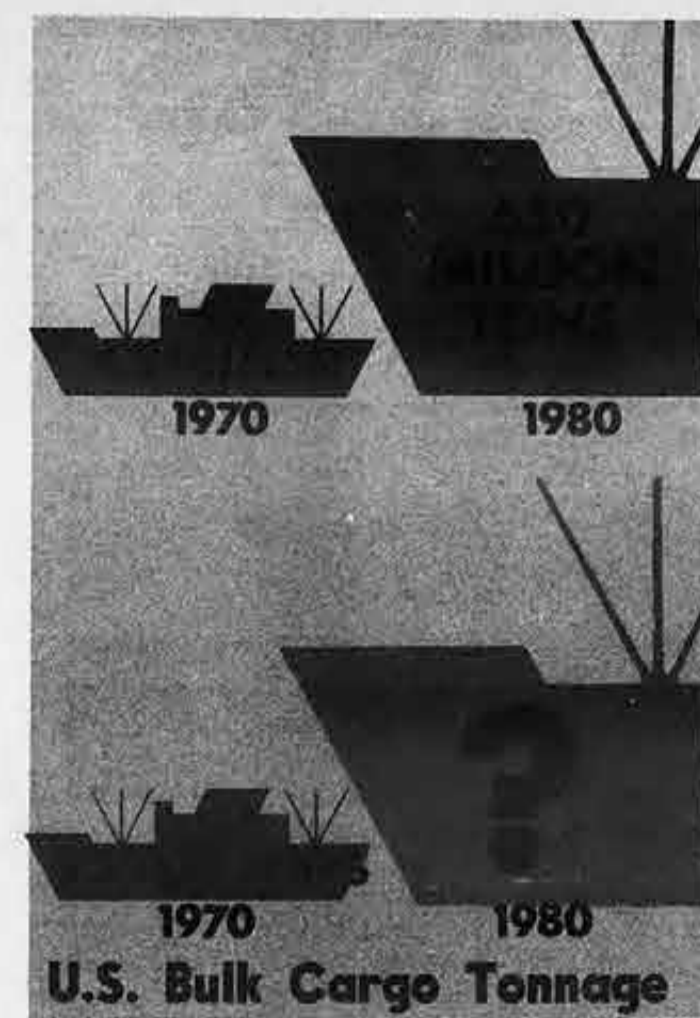
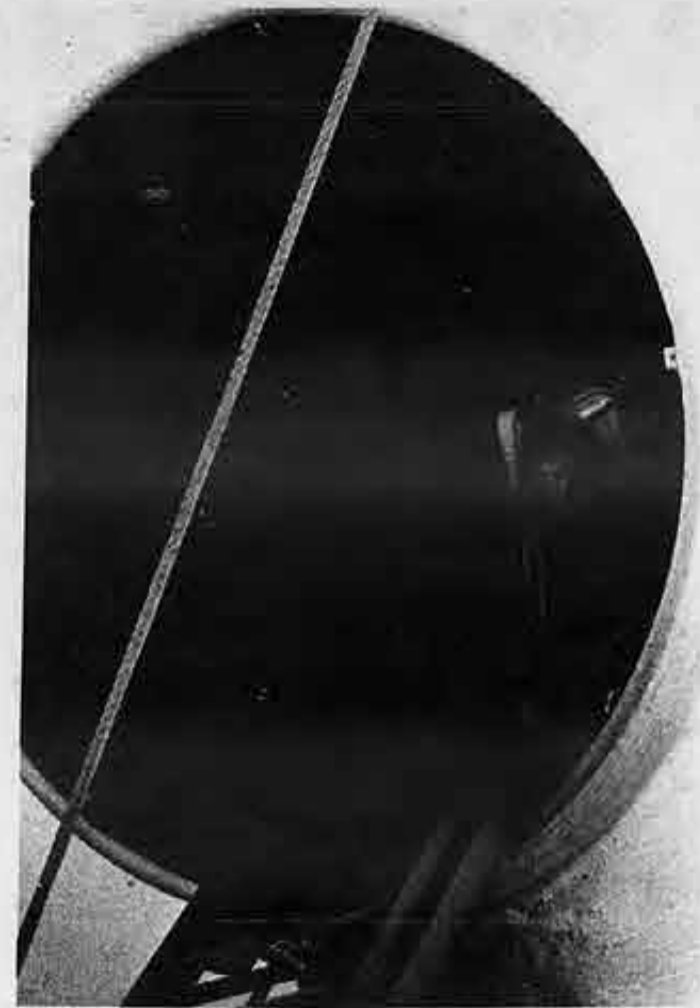
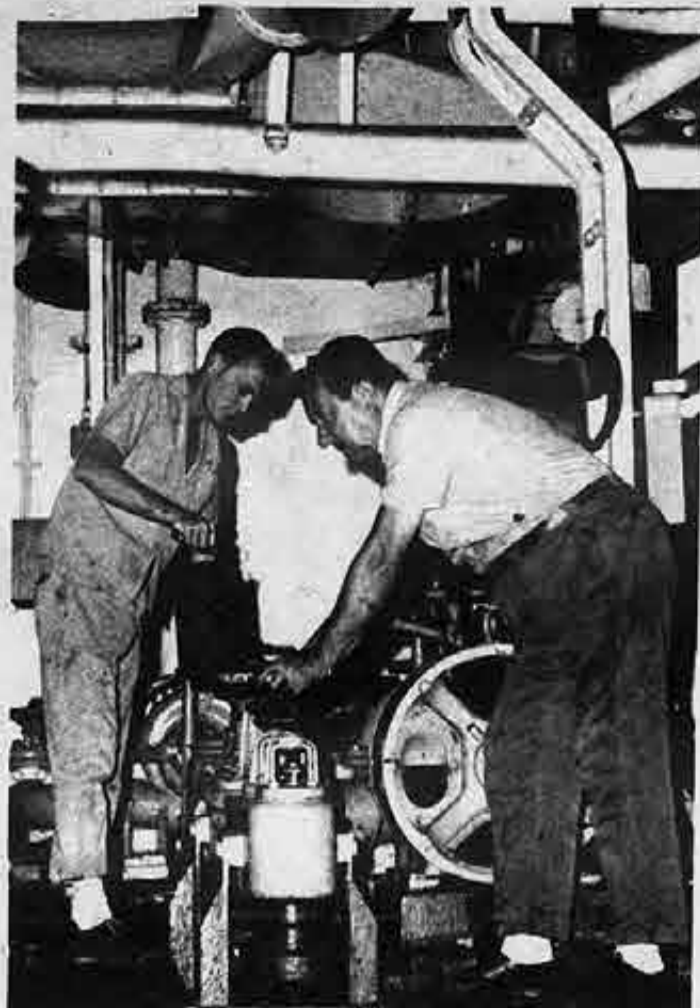
- To stay alive by preserving jobs for members during the transition period.
- To help our SIU-contracted operators in their efforts to expand through the construction of ships, the promotion of cargo for those ships, and the extension of the American-flag merchant fleet into foreign markets.

Now, after the Act has been in effect for a year, we can report that ships are being built, that strong efforts are being made to secure cargo, and that we have knocked down some of the barriers that have prevented our ships from competing in foreign-to-foreign trade.

Serious problems remain. And the SIU is attacking them vigorously to meet the challenge of staying alive.

In keeping with the SIU tradition of informing our members about events in our industry, this special supplement reports the facts—good and bad—on what is happening in our tough struggle to put the American-flag merchant marine in its proper place as the greatest on the world's seas.





PROBLEMS — PROGRESS — PROSPECTS

National Attitude

While the American merchant marine is still in deep trouble, there are signs that we have touched bottom and are heading up. We have suffered through many gruelling years of seeing our fleet rusting away, our jobs disappearing and our warnings ignored.

And yet we have continued to fight. Because we have not quit, we have survived.

There are indications that we are winning. But final victory requires that we convince all Americans that it is their best interest that our nation has a first-class merchant marine. As we reach that goal, we must continue our work toward solving other major problems—increasing the tempo of ship construction; helping in the industry's efforts to receive adequate financing for ship construction; working with the industry and our friends in government to bring more cargo to SIU-contracted vessels, and bringing more jobs and job security to our membership.

The SIU won its legislative victory—passage of the Merchant Marine Act of 1970—because we were able collectively to convince all but a handful of U.S. representatives and senators, along with the Administration, that the health of the American-flag fleet is a reflection of the health of the nation. We were able to bring nearly unanimous bi-partisan support to our side with the argument that the United States could not have a healthy economy and a strong defense with a decaying fleet.

Our argument had impact because we were able to persuade those who elect our political leaders—the American voters—that a strong merchant marine helps everyone.

We now have to expand on our winning combination both to protect our victory and to give added strength—the public's full support—to our battle to get more American cargo on U.S. ships.

The U.S. government, our fleet's number one customer, listens to the voice of the people. American businessmen, who determine whether our imports and exports will be carried aboard U.S.-flag vessels, are keenly aware of the impact of public opinion.

Public opinion in a free society determines the national attitude of government and business. Our job is to get our story through to all Americans, including the political and industrial leaders, so there will be no doubt that "Ship American" is not enough—that nothing less than "Ship All American" will do.

Building New Ships

Age is taking a heavy toll of our American-flag overseas fleet. World War II-vintage vessels are being scrapped at a rate of 10 a month, and our fleet had dwindled to 616 ships in August.

Seafarers knew that the vessels they man were in danger of dying of old age. That is why they gave a complete commitment to the passage of the Merchant Marine Act of 1970, a law that calls for the construction of 300 new ships with government subsidies during the decade of the '70s.

We were also aware that there would be a time-lag between the passage of the Act and the construction of ships at a rate of 30 a year.

Ten ships are now being built with the help provided through the Act. The Maritime Administration has approved the construction of two more—230,000-deadweight-ton supertankers—by SIU-contracted Seatrain Lines, Inc. Of these 12 vessels, eight will see service in companies having contracts with the SIU.

The total cost of ships being constructed with federal subsidy assistance tops \$390 million, a one-year record for American shipbuilders.

Every major American shipyard has invested in improvements to keep pace with the demand for new vessels that our revitalized fleet will require. These improvements, costing millions of dollars, indicate a growing investor confidence in the future of our industry.

A major improvement has been made in our government's subsidy policy. It allows federal dollars to be used in the construction of ships that will enter the foreign-to-foreign shipping competition—matching a break given to merchant fleets by other governments. SIU gave its full support to bring this change in policy—a change that is necessary if we are going to reach our goal of having ships bearing the American flag calling in every port in the world.

World-wide economic factors are making construction of ships in American yards more attractive. Foreign workers, through their unions, are

negotiating higher wages. The increase in the world market value of the Japanese yen and the German mark means it is costing comparatively more to build a ship in those nations.

American shipbuilders will also be able to take advantage of a 7 percent investment tax credit that appears certain to receive Congressional approval.

These developments represent enormous sums of money when applied to the construction of a ship at a cost averaging more than \$25 million and ranging up to \$80 million.

Nor is there any indication that the need for ships in America's oceanborne commerce will not continue to grow.

Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs, recently said that hundreds of new tankers will be required to transport our nation's oil imports. He said that the Caribbean trade alone could use 70 oil-bulk-ore carriers of 80,000 tons today. And he found that the United States fleet would soon need 80 liquid natural gas tankers in the 120,000 cubic meter size.

Each new ship brings to Seafarers added job security. Our job now, and in the future, is to see to it that the pace of shipbuilding increases, that American investors see the advantage of putting their dollars in the American-flag fleet, and that cargoes are available to keep our ships and our members—working at capacity.

Cargo

Just as a Seafarer must have a ship if he is going to work, a ship must have cargo if it is going to sail.

For years we have watched as cargo going to and from American ports has bypassed U.S.-flag ships to be loaded aboard the vessels of our foreign competitors. Our share of our own nation's oceanborne freight in the foreign trade dropped to 4.8 percent in 1969. And there were strong indications that the percentage would go lower, until our American-flag fleet vanished from the foreign trade for lack of cargo.

Today, a year after the passage of the Merchant Marine Act of 1970, there are signs of a modest comeback. During the first six months of this year, our ships carried 5.1 percent of our foreign trade, reversing the trend that has plagued us for years.

Not only have we seen a switch in the ratio of American imports and exports shipped in American-flag vessels, we have this year carried a larger percentage of an increased volume of trade.

While we can see some cause to cheer, we have a long way to go. When foreign-flag ships are used to carry 19 out of every 20 tons of goods flowing to and from our shores, we are in trouble.

Here, too, we are in the middle of the fight to improve the picture. And here, too, for the first time in recent decades, there is strong coordinated support from both Democrats and Republicans in both the Congress and the Administration.

SIU President Paul Hall is a member of the executive committee and the board of governors of the newly-formed National Maritime Council, a group organized by management and labor to promote the use of American-flag ships by American importers and exporters. Other SIU officials, as well as leaders of SIU-contracted companies, have been given leading roles in the organization.

They are working at the national and the regional level to convince shippers that they can help themselves and their country by utilizing the American-flag fleet.

The SIU is also strongly supporting legislative measures placed before the Congress by U.S. Rep. Edward A. Garmatz, chairman of the House Merchant Marine and Fisheries Committee, that would:

- Ship 100 percent of all military cargo on U.S. ships whenever possible.
- Close loopholes and further strengthen our Cargo Preference Laws to compel the use of U.S. ships to transport all agricultural and other products

financed by the federal government for overseas use.

- Provide tax credits for shippers using U.S.-flag ships as a federal support incentive to strengthen the nation's fleet.

The SIU is working with leaders in Congress and the Administration to end the use of military ships in the carriage of military cargo—a practice that places the military in direct competition with the United States Merchant Marine.

In addition, Seafarers in port cities around the nation are supporting the Department of Commerce and the Maritime Administration in their "Ship American" program.

Bulk Cargo

Seafarers have a direct stake in the bulk cargo segment of our industry. At one time it was the weak stepchild of the industry, accounting for less than one in 5 tons of cargo carried aboard U.S. ships.

Through the efforts of SIU-contracted carriers and the union, 85 percent of our cargo is now in bulk commodities. Total tonnage is growing, and bulk cargoes now are seen as the major growth area in the future.

Seafarers, through their union, had an important hand in winning for bulk cargo ships the opportunity to share in the subsidies that had been reserved for a handful of liner-trade companies from 1936 until passage of the Merchant Marine Act of 1970.

Bulk carriers, many of them bound for SIU-contracted companies, are now being constructed with U.S. help.

While bulk cargoes totaled 415 million tons of our import-export tonnage in 1970, only 3.6 percent of that tonnage was shipped under the American flag.

Bulk cargo movement is expected to top 650 million tons by 1980, providing an excellent opportunity—and a massive challenge—for the American-flag bulk carriers.

The SIU, by promoting the construction of bulk carriers, by working with our friends to bring cargo to these new ships, is in a position to profit from the enormous increase in bulk cargo trade.

Jobs

We have seen solid signs of a turn-around in our industry—in the nation's attitude toward its merchant fleet, in shipbuilding, in cargo procurement. Each of these areas has a direct influence on the Seafarer's job security.

Every merchant seaman knows there has been a decline in jobs. This is the one area where there has not been an upswing during the first full year under the Merchant Marine Act of 1970.

And yet, because of the work of the SIU and the solid backing of every Seafarer, we have greater job security and better prospects for job opportunity than any other group in our industry.

While new ships are being built at a record rate, old ships continue to be sent to the scrap heap. The World War II fleet is being phased out—and we must stay alive until it is replaced with the modern armada of merchant ships that will provide us with the job stability we have struggled for so long and hard.

A decade ago, six out of every 10 available jobs were in the unsubsidized segment of our industry, the area of strength for the SIU. That ratio today is approaching 70 percent and is rising as our operators take advantage of the federal subsidies that are now available to them on an equal basis.

While there are several signs of progress in our industry, we will not be able to call the Merchant Marine Act of 1970 a success until there is a job available to every Seafarer. That is our primary goal.

We can reach that goal only by continuing our fight to make more ships and more cargo available to the U.S.-flag fleet. We're winning, but we are far from the finish line.



Public Law 91-469
91st Congress, H. R. 15424
October 21, 1970

An Act

To amend the Merchant Marine Act, 1936.

84 STAT. 1018

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 101 of the Merchant Marine Act, 1936 (46 U.S.C. 1101), is amended as follows:

- (1) by striking out of subdivision (a) the words "on all routes";
- (2) by striking out the final "and" in subdivision (c) and changing the period at the end of subdivision (c) to a comma and the word "and" to "encompassed by efficient facilities for shipbuilding and maintenance";

Merchant Marine Act of 1970, 49 Stat. 1985.

Sec. 2. Section 101 of the Merchant Marine Act, 1936 (46 U.S.C. 1101) is amended by striking out the period at the end thereof and inserting in lieu thereof the following: "and that the Congress is authorized to provide for the construction of new ships and the maintenance of existing ships and equipment used in the foreign trade of the United States and to provide for the construction of new ships and the maintenance of existing ships and equipment used in the foreign trade of the United States."

One year ago this month, President Nixon signed into law the Merchant Marine Act of 1970, the most significant piece of maritime legislation to be enacted since the Merchant Marine Act of 1936. The SIU saw in the 1970 Act the machinery necessary to bring new life to the dying industry that Seafarers rely upon for jobs.

The Merchant Marine Act of 1970 provided help in many ways, including:

- Authorization to spend federal funds to finance a part of the construction costs for 300 new cargo ships for the foreign trade during the decade of the '70s.
- Extension of tax-deferment privileges for construction reserve funds for all operators in the foreign trade, including the bulk-cargo fleet.
- Extension of tax-deferment privileges for construction reserve funds for operators in the noncontiguous areas of Hawaii, Alaska, Puerto Rico and Guam, as well as the fishing industry.
- Extending construction and operation subsidies to all American-flag operators in the foreign trade, including the long-neglected bulk-cargo fleet.
- A program to phase out the "runaway" fleets of unsubsidized operators and pave the way for their return to the U. S. flag. Operators who owned fleets under both the U. S. flag and foreign flags were given the chance to use the new subsidy assistance program only if they agreed to "freeze" their foreign-flag holdings at the April 30, 1970 level. No new ships could be added to their "runaway" fleets either as additions or replacements, and their foreign-flag operations had to be ended within 20 years.
- Authorization for the Secretary of Commerce to police the nation's Cargo Preference Laws. This has resulted in strict enforcement of the provisions for the first time since the laws were enacted.
- Officially designated the Great Lakes as America's fourth seacoast, and eliminated past and future interest on the St. Lawrence Seaway to prevent an immediate increase in tolls.
- Permits federal funds to be used to aid in the construction of American-flag ships that would service both U. S. and foreign-to-foreign trade.

What We Can Do Now

A year ago Seafarers celebrated their industry's greatest victory since 1936—passage of the Merchant Marine Act of 1970. The Act gave us hope where we had had only frustration.

During the past year, we have seen progress. We have seen planning turned into action. We have seen proof that we can knock over the barriers that have for so long beaten our industry down.

Seafarers have shown that they had the strength and the knowledge and the will to help in pulling our industry out of its nose dive. We have, collectively through our SIU, been able to provide a strong helping hand for an industry that was clearly headed toward the scrap heap.

While we are headed in the right direction, it will still be a couple of years before we see our industry—and our jobs—secured.

We must use that time wisely. We must stay alert to every opportunity to help make our merchant marine competitive with foreign shipping that has for too long dominated cargo fields that are rightfully ours.

As the SIU fights on every front to increase the job security and the job opportunity of every Seafarer, it is our hope that each SIU member will stay fully informed.

We have learned over the years that our strength comes from knowledge. That is why the *Seafarers Log* has reported every action that could have an effect on the jobs of its readers.

Pass this report on to your family, your neighbors, and the men on your ship and in your SIU hall. Only when all of us are fully informed can we intelligently support the efforts our union is making to improve the economic picture of the maritime industry and the Seafarers who earn their living from it.

You have a stake in the future of the merchant marine. Support it—so that it can support you.



SIU Members Added to Union Pension Rolls



Raymond Jurkovic, 63, is a native of Czechoslovakia and now makes his home in Ashland, Wis. He joined the union in the Port of Detroit and sailed in the engine department.



Henry Dell'Orfano, 50, is a native of Massachusetts and now makes his home in Wilmington, Calif. He joined the union in 1944 in the Port of Boston and sailed in the engine department. He retired after sailing 28 years.



Joseph Garelo, 65, is a native of Italy and now lives in Dorchester, Mass. He joined the union in 1946 in the Port of New York and sailed in the steward department. Brother Garelo served in the Navy from 1922 to 1923. He retired after sailing 39 years.



Niles W. Lovegrove, 48, joined the union in the Port of Elberta in 1956 and sailed in the engine department. A native of North Vernon, Ind., Brother Lovegrove now makes his home in Elberta, Mich. He retired after sailing more than 22 years.



Oskal Midtlyng, 65, joined the union in the Port of Elberta in 1953 and sailed in the deck department on the Great Lakes. A native of Norway, Seafarer Midtlyng now lives in Manitowoc, Wis. His retirement ended a sailing career of 41 years.



Willie A. Edwards, 63, joined the union in 1941 in the Port of New York and sailed in the steward department. A native of Virginia, Seafarer Edwards now makes his home in Bronx, N.Y. He was issued a picket duty card in 1961 during the Greater New York Harbor Strike. His retirement ended a sailing career of 35 years.



John J. Morrison, 41, is a native of New York and now makes his home in San Francisco, Calif. He joined the union in the Port of New York in 1951 and sailed in the engine department. Brother Morrison served in the Army from 1950 to 1951.



Oscar A. Gunderson, 64, is a native of Chicago, Ill., and now makes his home in Manitowoc, Wis. He joined the union in 1959 in the Port of Milwaukee and sailed in the steward department on the Great Lakes. Brother Gunderson retired after sailing 24 years.



William L. Brabham, 64, is a native of South Carolina and now makes his home in York, S.C. One of the early members of the union, Brother Brabham joined in 1939 in the Port of Philadelphia. He served as department delegate while sailing in the deck department. Seafarer Brabham is a veteran of World War II. His retirement ended a sailing career of 40 years.



Zacharias A. Markris, 54, joined the union in the Port of Mobile in 1953 and sailed in the steward department. A native of Alabama, Seafarer Markris now lives in Mobile. Markris retired after sailing 25 years.



David J. Burnett, 62, joined the union in the Port of Frankfurt in 1953 and sailed on the Great Lakes in the engine department. A native of Duluth, Minn., Brother Burnett now makes his home in Traverse City, Mich. His retirement ended a sailing career of 27 years.



William Brown, 51, joined the union in the Port of New York in 1957 and sailed in the steward department. A native of Jamaica, British West Indies, Seafarer Brown is now making his home in Queens, N.Y. Brown retired after sailing 20 years.



Gittis Lightfoot, 53, is a native of Alabama and now lives in Baltimore, Md. He joined the union in the Port of New York in 1943 and sailed in the steward department. His retirement ended a sailing career of 36 years.



Viggo W. Sorensen, 52, is a native of Texas and now lives in San Francisco, Calif. He joined the union in 1945 in the Port of Baltimore and sailed in the engine department. Seafarer Sorensen is a Navy veteran of World War II.



Simon P. Morris, 62, is a native of Florida and now lives in Jacksonville. He joined the union in 1947 in the Port of Mobile and sailed in the deck department.



Santos P. Garcia, 62, joined the union in 1941 in the Port of New Orleans and sailed in the steward department. A native of Texas, Brother Garcia now makes his home in Hitchcock, Tex. His retirement ended a sailing career of 36 years.



John J. Merkel, 47, joined the union in the Port of Mobile in 1942 and sailed in the deck department. A native of Philadelphia, Pa., Brother Merkel now lives in Mobile, Ala.



Roman Rozpedowski, 64, is a native of Poland and now lives in Baltimore, Md. He joined the union in 1942 in the Port of Baltimore and sailed in the engine department. Brother Rozpedowski served as department delegate while sailing. His retirement ended a sailing career of 41 years.

Receives 1st Check



Seafarer Sheldon Gilbert (right) brings his long sailing career to a close as he receives his first monthly SIU pension check from Frankfort Port Agent Harold Rathbun. Brother Gilbert first went to sea in 1922, shipping out most recently as an oiler on the Ann Arbor Railroad carferries.



John H. Morris, 56, is a native of Georgia and now makes his home in Savannah, Ga. He joined the union in 1951 in the Port of Philadelphia and sailed in the deck department. He retired after sailing 33 years.



Arvid Gylland, 55, joined the union in 1943 in the Port of New York and sailed in the deck department. A native of Norway, Brother Gylland now lives in Bronx, N.Y. His retirement ended a sailing career of 41 years. Gylland was issued a picket duty card in 1962 during the Moore McCormack-Robin Line beef.

Receives 1st Check



Great Lakes Seafarer David Burnett sailed as an oiler on the Ann Arbor carferries for 28 years. Brother Burnett (right) closed out his sailing career in June and is shown receiving his first monthly SIU pension check from Frankfort Port Agent Harold Rathbun.

SIU Ships' Committees Keeping the Members Informed



WARRIOR (Sea-Land)—The ship's committee aboard the *Warrior* includes, from left: T. S. Kline, deck delegate; B. E. Swearingen, ship's chairman; F. Simmons, engine delegate; I. Garcia, steward delegate; E. B. Tart, secretary-reporter, and K. L. Hart, educational director.

As has so often been stated in talking about the workings of the SIU, or for that matter any union, the best way to insure an effective organization is through education.

And education is a two-way street. Not only should the membership be informed of the doings of its leaders, but the leaders should be kept up-to-date on the wishes of the members. Only through such a mutual understanding of each other's ideas and desires can a union work effectively for the good of the entire membership.

This exchange of ideas, or mutual education if you will, is accomplished in the SIU through regular shipboard meetings, known as ship's committee meetings.

These meetings serve as a forum to keep our members at sea informed of SIU doings ashore, as well as affording them an opportunity to voice their own opinions on various issues affecting the whole membership.

It is this type of two-way communication that enables the union to function best in the interests of the entire membership. It keeps those at sea abreast of the latest developments at union halls across the country, and those ashore cognizant of ideas of members scattered across the globe on ships.

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

Each Sunday while a ship is at sea, the ship's committee chairman calls a meeting for all unlicensed personnel.

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

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

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

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

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

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



SL 180 (Sea-Land)—Aboard the *SL 180*, one of the newest additions to the containerized SIU-contracted fleet are, from left: C. Boyle, ship's chairman; H. Alexander, secretary-reporter; R. Matthews, educational director; L. Pate, deck delegate; T. Maley, steward delegate, and W. Knordland, engine delegate.



PONCE (Sea-Land)—In the galley aboard the *Ponce* are, from left: J. Ross, secretary-reporter; M. Trotman, steward delegation, C. Amison, deck delegate; J. Roberts, engine delegate and ship's educational director; A. V. Tuum, ship's chairman.



STEEL MAKER (Isthmian)—Topside aboard the *Steel Maker* are, from left: J. D. Smith, steward delegate; J. L. Gomez, ship's chairman; A. Porcart, deck delegate; S. J. Lafleur, engine delegate; D. Papageorgiou, ship's secretary-reporter, and J. Dreyes, steward delegate.



STEEL ARTISAN (Isthmian)—Aboard the *Steel Artisan* at her dock in Erie Basin, Brooklyn are, from left: P. G. Wingfield, deck delegate; M. J. Hanboaz, educational director; H. Flynn, steward delegate; M. Reed, secretary-reporter; D. Gay, ship's chairman, and C. Dahlhaus, engine delegate.

SIU Ships' Committees Keeping the Members Informed



TRANSINDIANA (Hudson Waterways)—From left are: J. Pantoja, educational director; A. Camecho, engine delegate; A. Revera, ship's chairman; J. Osman, deck delegate, and H. Ortiz, steward delegate.



ANCHORAGE (Sea-Land)—Clockwise around table are: G. Finkela, ship's chairman; R. Meyers, deck delegate; D. Cox, engine delegate; J. Roberts, and E. Joseph, steward delegate.



SUMMIT (Sea-Land)—Aboard the *Summit* in Port Elizabeth, N.J. are, from left: B. Varela, educational director; J. Gianniotas, ship's chairman; A. Bell, secretary-reporter; J. Starrui, engine delegate; R. Bosco, steward delegate, and L. Roberts, deck delegate.



BALTIMORE (Sea-Land)—Gathered in the crew's recreation room aboard the containership *Baltimore* are, from left: C. Wilson, steward delegate; P. Lattik, engine delegate; G. Alexander, deck delegate; J. Cruz, secretary-reporter; J. Del Gado, ship's chairman, and D. Divane, educational director.



SEATRIN DELAWARE (Hudson Waterways)—Home again after a voyage to Europe are, from left: W. Nash, Jr., ship's chairman; R. Martitim, steward delegate; K. Prats, secretary-reporter; S. Wald, education director; L. P. Marcial, engine delegate, and L. Gill, deck delegate.



PITTSBURGH (Sea-Land)—From left, back row, are: S. McDonald, secretary-reporter; F. Pehler, ship's chairman; W. Heater, educational director; J. Sanchez, engine delegate; L. Cruz, steward delegate.

Overseas Ulla Docks in Port of Sattahip



Chief Pumpman Walter Pritchett (left) checks off maintenance list with Bosun Romolo DeVirgileo aboard the *Overseas Ulla* while docked at Sattahip.



Standing by the Jacob's ladder aboard the *Overseas Ulla* (Maritime Overseas), Brother Dave McNeil prepares to spend some time in Sattahip.



Aboard the *Overseas Ulla* at dock in Sattahip Seafarers Frank Cuellar (left) and Walter Pritchett relax as they wait for mail from home to come aboard.

Seatrain Puerto Rico Negotiates Saigon River



Seatrain Puerto Rico heads down the twisting Saigon River to sea. There are many sharp zig-zags and "sticky" bends to be negotiated when "running" the river. The swift current is also a test of a pilot's nerves.

SIU Educational Conferences Discussed Aboard Penn Sailor

As the *Penn Sailor* made her way towards Pusan, Korea, ship's secretary-reporter E. R. "Blackie" Harrison reported everything running smoothly. Brother Harrison has taken some time out between chores as steward to fill his shipmates in on the success of a Seafarers Educational Conference he attended at Piney Point, Md.

He answered many questions about the conference and about the training facilities at the SIU Harry Lundeberg School of Seamanship. Brother Harrison urged not only his shipmates, but every other Seafarer, to take advantage of the opportunity to

go to Piney Point on vacation or as a delegate to an upcoming conference to see first hand what the SIU is accomplishing.

As part of his gear for this voyage, Brother Harrison took along his delegate's portfolio of publications and literature to share this reading material with those aboard the *Penn Sailor*.

However, Brother Harrison emphasized that "you will just have to see it to believe it, and to take a tip from an oldtimer to make it as soon as possible."

Harrison adds that during every upcoming shipboard meeting a little time will be set aside for discussion on the conference and Piney Point.

Steward Personnel Receive High Praise From Shipmates, Department Heads



Chief Steward John Ratliff (right) of the *St. Louis* likes to think that he has the best steward department in general, and the best galley force in particular, of any SIU-contracted ship. Ratliff says that this is the "best group" that he has had in the twenty-odd years he has been sailing. Pictured with Ratliff while the ship was docked in Naha, Okinawa are 2nd Cook Charles Gilbert (left) and Chief Cook Hollis Huff.



"A galley crew to brag about," is the way the steward department aboard the *Overseas Suzanne* is described by shipmates. Representatives from all three departments gathered in the galley while ship was docked at the Subic Bay Ammunition Pier. From left are: Louis Chappetta, wiper; Thomas Harris, third cook; George King, bosun; U. P. Repiedad, baker; John Wade, chief electrician; Jack Wong, chief cook; George Owen, able seaman, and steward Clyde Gibson.

Asian Rep Visits SIU Headquarters



Donald U'Ren (right), Asian representative for the International Transportworker's Federation (ITF), shows SIU Headquarters Representative Edward X. Mooney the latest copy of the ITF newsletter during a recent visit to SIU headquarters in Brooklyn. U'Ren is from Selangor, Malaysia and was on a tour of labor facilities in the U.S.

Protest Lodged as AID Ignores Cargo Laws

There has been a new development in the long-time battle by maritime labor and management against the shipping practices of the Agency of International Development.

That agency recently ignored U.S. Great Lakes operators and assigned a 14,000-ton CARE cargo exclusively to Indian-flag ships. American flag operators in the Great Lakes region offered to take the cargo of soya, bagged corn and milk at \$110 a ton.

Under the Merchant Marine Act, a minimum of 50 percent of such cargo is supposed to move on U.S.-flag ships to the extent that they are available at fair and reasonable rates. When U.S. ships are available, AID is then to check with the Maritime Administration as to whether the price is right.

According to news dispatches, AID received the bids of the Great Lakes shippers but never consulted MARAD to ascertain if the \$110-a-ton price was "fair and reasonable," an apparent violation of the cargo preference laws.

The action drew an immediate protest calling for a thorough investigation.

The SIU and other maritime unions, the industry and industry groups, and many congressional leaders are strongly opposed to shipping procedures of AID and the U.S. Agriculture Department, contending that these procedures act against the best interest of the U.S.-flag fleet and the U.S. economy and are in violation of cargo preference laws.

Kennedy Seeks Facts On Sea-Pak's Contract

Senator Edward M. Kennedy, D-Mass., has asked the U.S. State Department and the Department of Commerce for specifics on a contract signed by Sea-Pak, a division of W. R. Grace Corp., and the government of Rumania under which Sea-Pak will purchase the annual catch of the Rumanian fishing fleet.

Sen. Kennedy told the *Seafarers Log*, "although this problem is of major concern to me because it directly affects the fishing industry of Massachusetts, it is a problem that also affects U.S. fishermen on the West Coast, the Gulf Coast and Alaska."

In September, an editorial in the *Log* detailed reports of the agreement, signed, as the editorial said, "while much of the

American fishing fleet sits idle and American fishermen pound the pavement looking for jobs."

Sen. Kennedy said that besides asking for information on the contract with Rumania, he had asked the two U.S. departments for an analysis of the effect purchase of the Rumanian catch would have on the U.S. fleet.

Sen. Kennedy said he has been "concerned for some time" with aiding the U.S. fishing fleet and has introduced bills to aid American fishermen. He said the need for such legislation is better understood when it is known that "virtually every major fishing nation subsidizes its fleet extensively, thus giving them a distinct competitive advantage over U.S. fishermen."

GIVE TO

For both unions and individuals, political activity is not something you do to while away the idle hours.

You do it because you are committed to a goal. Because you feel the need to get something accomplished.

And finally you do it because it is your right and duty as a good citizen of a democracy.

For maritime unions and for Seafarers there is another very good reason to be involved in politics: Survival.

Ours is a highly regulated industry, and the power to regulate, if left unchecked, can also be the power to destroy. And the power to regulate comes through laws passed in Congress.

That makes the Congress, and the Executive Branch of government of great concern to us, a concern that involves the continuation of the professional sailor's livelihood and his way of life.

There is a great deal of work to be done with Congress and with the Executive Branch, such as watching bills that affect the industry. And there is a great deal to do at election time.

For the men and women we send to Congress can either help us or hurt us, either lift us up or tear us down.

During the election season, we must follow the words of the old-time labor leader Samuel Gompers:

"Labor must reward its friends and defeat its enemies."

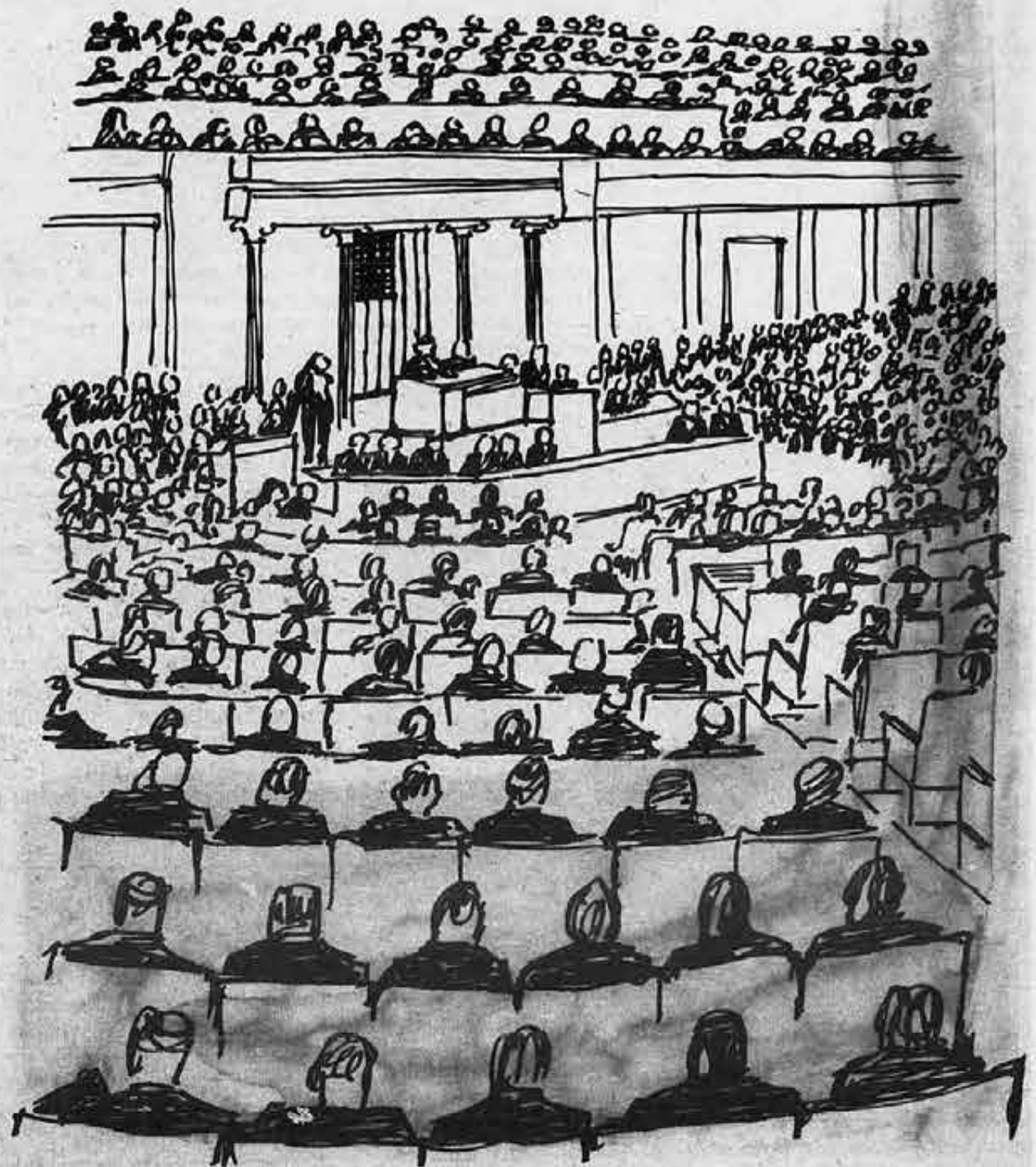
That is basic political science: Work for those who can and will help you, and against those that seek to hurt you.

One way that work can be accomplished is through voluntary contributions to the Seafarers Political Activity Donation.

There is no substitute for support of the right candidate, and SPAD is our way of giving that support where it will do the most good.

It is just one year until the next Presidential election, and a new Congress will be elected at the same time. It is not too early to make sure that SPAD will be working for you.

S P A D



Origin Not Known

121 Years of 'Flashing Love' By Minot's Ledge Lighthouse

One of the first and warmest "welcome home" signs to greet Seafarers entering Boston Harbor down through the years has been the flashing beam of historic Minot's Ledge Light.

Located in the Atlantic Ocean one mile north of Cohasset, Mass., Minot's Ledge Light is world-famous not only for being one of the "guardians" of the approaches to Boston Harbor, but for its unique 1-4-3 flashing pattern which spells out "I Love You" in internationally-recognized code, every thirty seconds.

At one time the strength of

Minot's Ledge Light was in excess of 80,000 candlepower, which enabled incoming ships to distinguish the light at a considerable distance. In later years, the light's candlepower fluctuated until 1964 when it leveled off to a steady 45,000 candlepower.

Victim of Economy

Now, because of federal government budget cuts, the strength of the light's welcome home signal will be reduced to a feeble flicker of what it once was.

Unfortunately, in February of this year, a severe winter

storm carried away the underwater cable which supplied power to the light.

Batteries were installed to replace the lost power source, but they gave the light a beam of only 1,400 candlepower and a limited range of coverage.

When Coast Guard officials learned that it would cost approximately \$65,000 to provide a new underwater cable to power the light, they decided to continue to run it by battery.

There has been a lighthouse on Minot's Ledge since 1850, when it was originally manned by two keepers and a large, black Newfoundland dog. The dog's job was to jump from the base of the lighthouse into the ocean to salvage newspapers and stores that were tossed from passing ships to the keeper of the lighthouse but had fallen short.

Origin of Signal

According to a romantic, but unsubstantiated legend, the "I Love You" signal of Minot's Ledge Light dates back to a 19th Century maritime incident.

It seems that the master and crew of a Boston merchant ship set sail one summer for a year's voyage to the West Indies, leaving behind many unhappy wives, mothers and sweethearts.

After months of patient waiting, at about the time the ship and her crew were expected home, a group of the anxious women would take a small skiff out at dusk each day and anchor their well-lighted boat on the rock which still serves as the foundation of the lighthouse.

In their heroic attempt to light the way home for their men, the ladies braved heavy seas and winds, and used their lanterns to repeatedly signal "I Love You."

Sadly, the legend relates that although the women maintained their vigil for many weeks after the expected date of return of the ship—the Massachusetts vessel and all hands aboard her never returned home.

Today, Seafarers returning to the port of Boston will continue to be greeted by Minot's Light, but because of its reduced candlepower, SIU ships will just have to take a little longer and get a little closer before they get a warm, well deserved, "I Love You."

Ancient Ships Not So Small

The ships of ancient times weren't as small as most people imagine. The Greeks and Romans had vessels up to 200 feet long and 50 feet wide which carried 1,200 to 1,500 tons of cargo.



Former presidential yacht *Manitou* slips past Cherry Point as she makes her way up the St. George's Creek to her berth at the Harry Lundeberg School of Seamanship in Piney Point, Md. The sleek 62-foot yawl, once the favorite of President John F. Kennedy, was acquired by the school from the Coast Guard and is a part of the school's maritime museum and training fleet.

JFK's Yacht *Manitou* Part of HLSS Fleet

"The sailing yacht President Kennedy preferred to all others." That's the way veteran yachting author J. Julius Fanta describes the yawl *Manitou* which was used as the "floating White House" during John F. Kennedy's Administration. Today, it is berthed at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The *Manitou* and JFK's attachment to the yawl form the central core of Fanta's book, *Sailing with President Kennedy*. The vividly-written book recounts Kennedy's sailing career and his search for a suitable yacht for use during his presidency.

One of the vessels considered for the President was the 89-foot schooner, *Freedom*,

which was then flagship of the sailing fleet at the U.S. Naval Academy, Annapolis. It, too, is now part of the living maritime museum at the Lundeberg School.

Comfortable Selection

However, the *Manitou* was finally chosen. It combined racing characteristics with yachting comforts in its 62-foot overall length and 44 feet on the water line.

The acquisition of the *Manitou* from the U.S. Coast Guard by HLSS was fitting, because in Fanta's word, the craft went to "an appropriate function," where it will be used to "perpetuate the skills of seamanship" which were a vital part of John Kennedy's life.

Money Due Seafarers

The Seafarers listed below have unclaimed wages due them from Moore-McCormack Lines for voyages during the period January 1, 1971 through June 30, 1971.

J. Waldrop	\$ 10.00
J. Neal	3.00
J. Morgan	76.81
R. Hernandez	300.00

The amounts due may be claimed by contacting M. J. Kochamba, Manager of Accounting Services, Moore-McCormack Lines, 2 Broadway, New York. Telephone 212-363-6600.



Minot's Ledge Light has stood its lonely vigil in the Atlantic for nearly 125 years. It is built upon a rock which even at low tide rises less than two feet above water. Although the lighthouse has fallen victim to the economy and now functions with considerably less candlepower, it is still a warm and welcome sight for Seafarers returning to port. (U.S. Coast Guard photo.)

Containership *New Orleans* Visits East Coast



Few vessels have logged as many steady miles on the Seattle to Anchorage shuttle run as has the SIU-contracted *New Orleans*. The 497-foot-long West Coast containership recently afforded her crew a change of pace with a visit to the East Coast and the Port of Elizabeth, New Jersey.

The *New Orleans* was built in 1944 and christened originally as the *General Collins*. She was converted for the carriage of containers in 1969 and has a 360 container capacity.

With a top speed of 16 knots, the 11,369 gross ton *New Orleans* is one of the fastest ships in the containership fleet.



Sea-Land sister ships *Portland* (left) and *New Orleans* pass each other in Elizabeth Channel. The *Portland* was outbound for Puerto Rico and saluted the *New Orleans* with a blast from her horn.



NEW ORLEANS (Sea-Land)—Aboard the containership *New Orleans* are, from left: M. Landron, ship's chairman; A. Megito, educational director; P. Sanchez, steward delegate; D. Sacher, secretary-reporter; T. Snowden, deck delegate, and C. Anderson, engine delegate.



SIU Representative Jack Bluitt, back to camera, chaired a shipboard meeting of *New Orleans* crewmembers. A major discussion topic was the series of Seafarers Educational Conferences conducted at the SIU's Harry Lundeberg School of Seamanship at Piney Point, Md.



Seafarer H. McFall, right, purchases a Maritime Defense League stamp as paperwork is handled by Bluitt.

Deck department member M. Rios handles bow lines as the *New Orleans* prepares to leave. Crewmembers reported a smooth voyage from the West Coast.

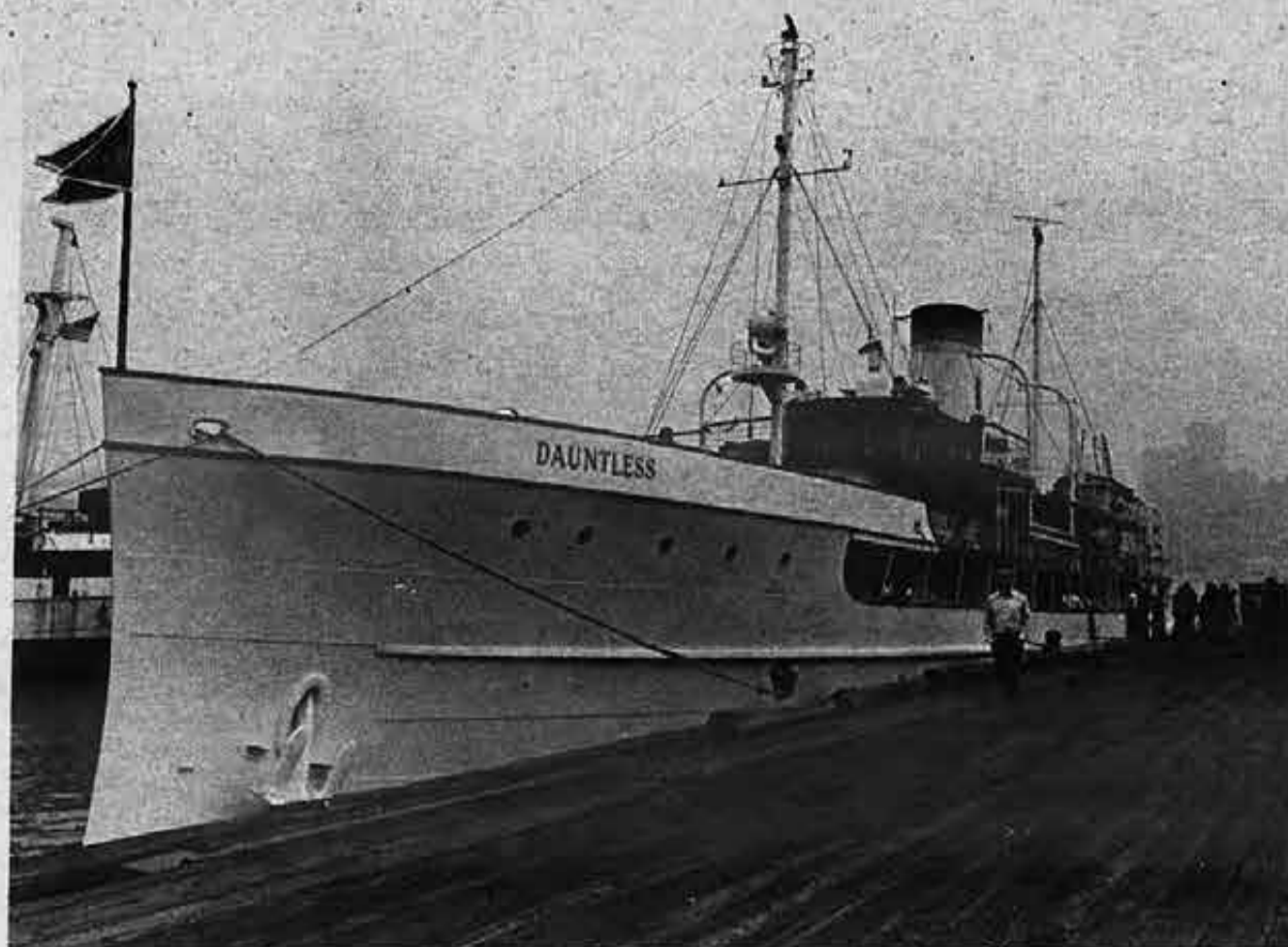


A. Rios (l.) fireman, and M. Rial, oiler, take a sandwich break as ship prepares for return voyage to Seattle.

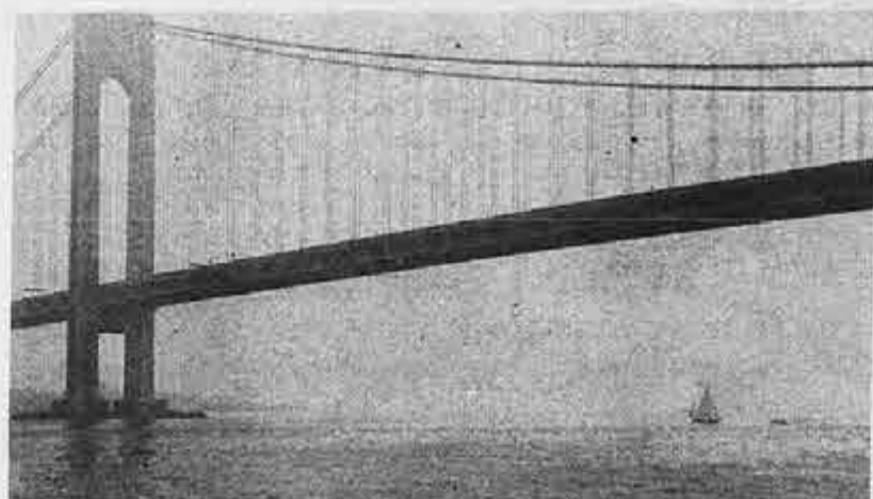


Dauntless Serves As Patron Ship For Mayor's Cup Race

It was a foggy day for the annual Mayor's Cup Race in New York Bay last month and the competing schooners gave an eerie appearance as they sailed through the mist. From the decks of the steam yacht *Dauntless*, flagship of the SIU's Harry Lundeberg School of Seamanship, guests could see the 24 two-masted sailing ships vie for first prize. The sailboats, racing in the Narrows of New York Bay, had to sail under the majestic Verrazzano Bridge to the finish line off the Bay Bridge pier in Brooklyn. The 258-foot long *Dauntless* served as the patron ship of the race. She is stationed at Piney Point, Md. and is used by HLSS to train the young men who come to the School.



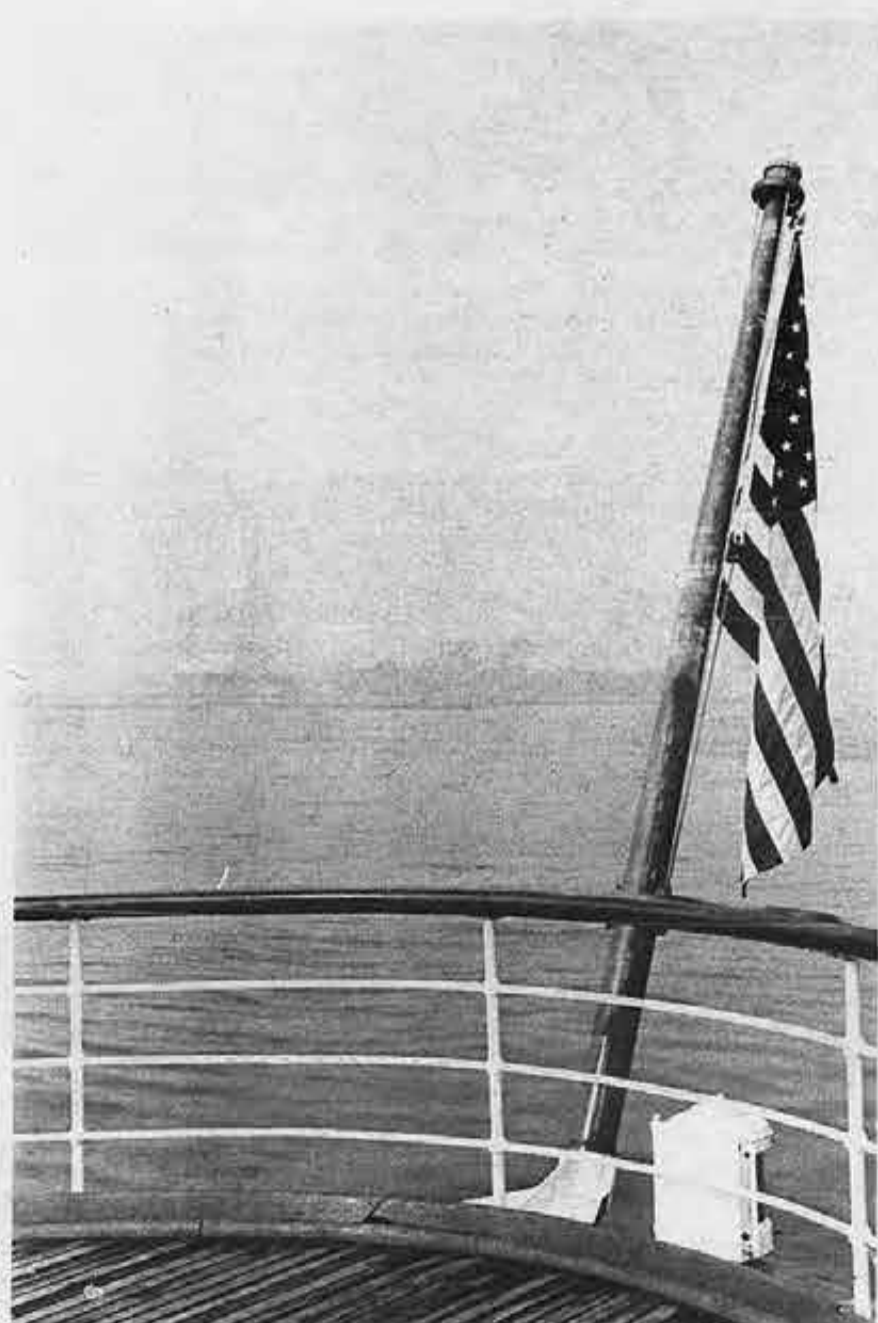
Docked at the South Street Seaport in lower Manhattan, the *Dauntless* loads her passengers before leaving to serve as the patron ship in the Mayor's Cup Race in New York Bay.



The world-famous Verrazzano Bridge looms ominously in the foreground as the schooners below begin the first leg of the Mayor's Cup Race.



The crew of the *Dauntless* poses on deck with George McCartney (center) New York patrolman for the SIU. From left are: M. W. Bass; W. Pitt; O. Meyers; J. Miranda; D. Green; McCartney; W. Petty; R. Wotipaa; C. Troy; L. Coyne, and P. Ellis. Seated are F. Napoli and T. Holt.



From the fantail of the *Dauntless*, patron ship for the race, the Statue of Liberty is seen standing vigil in the fog-covered bay.



Crewmember of *Dauntless* hands out pamphlets describing the history of the ship to interested people at the South Street Seaport.



Fog-enshrouded schooners jockey for position at the start of the Mayor's Cup Race held on New York Bay. Twenty-four two-masted vessels took part in the competition.

Personals

Amado Ernesto Diaz

Your wife, Dorothy, asks that you contact her at 209 Chandler St., Cape Canaveral, Fla., as soon as possible.

Paul Lyal Hunt

Get in touch with Lawrence Banks, steward aboard the *Connecticut* in regard to your army discharge.

John Mendez, Jr.

Please contact Selective Service Board No. 29, 1910 Arthur Ave., Bronx, N.Y. as soon as possible.

John Muncie

You are going to be an uncle. Please contact me at 201-322-1777.

Matt Goldfinger

Gregory J. Hayden would like to hear from you at 54 Calvary Rd., Duluth, Minn. 55803.

John Linton

Please contact Selective Service Board No. 56, 29-28 41st

Ave., Long Island City, N.Y. 11101 as soon as possible.

Harold Leo Loll

Your brother-in-law, Jacob Zangas, would like to hear from you at 2218 N. 18th St., Phoenix, Ariz.

Oscar D. Johnson

Please contact Evelyn and Tracy Johnson in New Orleans, at area code 504-947-1575 or 861-8746.

Carlos Rodriguez

Your old shipmate, Ernesto Torres, would like to hear from you at RFD 1 Box 212, Ponce, P.R.

Tommy Cummings

Please write to Andy Reasko, c/o SS San Juan, Sealand Inc., Oakland, Calif.

Jonathan White

Please contact Selective Service Board No. 48, 271 Cadman Plaza East, Brooklyn, N.Y. 11201 as soon as possible.

HLSS Graduates Prepare to Ship Out



Six more trainees, members of Class 75-B, graduated from the Harry Lundeberg School after 12 weeks of vocational training in the deck, engine and steward departments. One of the graduates, Mike McDowell, shown here shaking hands with HLS Administrator Ken Conklin, also earned his high school diploma through the school's academic GED program. Left to right are Gary Livesay, Donald Holly, Terry Crawford, Conklin, McDowell, Tommy Williams and Charles Anderson.

SIU Arrivals

Erin Gordon, born July 3, 1971, to Seafarer and Mrs. Richard A. Gordon, River Rouge, Mich.

Bruce Vickery, born July 27, 1971, to Seafarer and Mrs. Walter Vickery, West Deptford, N.J.

Ann Marie Brinkerhoff, born May 20, 1971, to Seafarer and Mrs. David A. Brinkerhoff, Trenton, N.J.

Martin Bazor, born Aug. 2, 1971, to Seafarer and Mrs. Albert T. Bazor, Coden, Ala.

Debra White, born June 19, 1971, to Seafarer and Mrs. Clyde J. White, Jacksboro, Tenn.

Tezera Green, born May 4, 1971, to Seafarer and Mrs. Louis Green, Jr., Jacksonville, Fla.

Leigh Annette Register, born Apr. 13, 1971, to Seafarer and Mrs. James R. Register, Wilmington, N.C.

Maria Dela Paz, born Aug. 28, 1971, to Seafarer and Mrs. Ramon Dela Paz, Bronx, N.Y.

Brian Decker, born June 5, 1971, to Seafarer and Mrs. Leonard S. Decker, Brooklyn, N.Y.

Tilmon Guthrie, Jr., born July 22, 1971, to Seafarer and Mrs. Tilmon M. Guthrie, Belhaven, N.C.

Joyce Mitchell, born Apr. 26, 1971, to Seafarer and Mrs. James E. Mitchell, Charleston, Mo.

April Hackle, born Aug. 28, 1971, to Seafarer and Mrs. Edward A. Hackle, Jacksonville Fla.

Jacqueline Thomas, born Aug. 30, 1971, to Seafarer and Mrs. James T. Thomas, Cambridge, Md.

Cynthia Manzano, born July 27, 1971, to Seafarer and Mrs. Antonio Manzano, Bayamon, P.R.

Thomas Gordon, born Aug. 30, 1971, to Seafarer and Mrs. Thomas H. Gordon, Brookhaven, N.Y.



Graduating trainees of Class 75-A posed with two Harry Lundeberg School officials as they prepared to leave for New York to await assignment to their first ships. Left to right are Paul McGaharn, director of vocational training, R. Lott, J. J. Thompson, T. Ehlers, J. Sawyer, F. Vienna, L. Dunn, HLS President Earl Shepard, R. Romanoff, R. Goldberg, E. Cowart, and R. C. Quinones. Trainees complete a 12-week vocational, academic and trade union educational curriculum before graduation from the Lundeberg School.



know your rights

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

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

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

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

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the *Seafarers Log* a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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



Membership Meetings' Schedule

SIU-AGLIWD Meetings		Buffalo.....Dec. 15—7:30 p.m.
New Orleans.....Dec. 14—2:30 p.m.	Mobile.....Dec. 15—2:30 p.m.	Duluth.....Dec. 17—7:30 p.m.
Wilmington.....Dec. 20—2:30 p.m.	San. Fran.Dec. 22—2:30 p.m.	Cleveland.....Dec. 17—7:30 p.m.
Seattle.....Dec. 24—2:30 p.m.	New York.....Dec. 6—2:30 p.m.	Toledo.....Dec. 17—7:30 p.m.
Philadelphia.....Dec. 7—2:30 p.m.	Baltimore.....Dec. 8—2:30 p.m.	Detroit.....Dec. 13—7:30 p.m.
Detroit.....Dec. 17—2:30 p.m.	†Houston.....Dec. 13—2:30 p.m.	Milwaukee.....Dec. 13—7:30 p.m.
United Industrial Workers		SIU Inland Boatmen's Union
New Orleans.....Dec. 14—7:00 p.m.	Mobile.....Dec. 15—7:00 p.m.	New Orleans.....Dec. 14—5:00 p.m.
New York.....Dec. 6—7:00 p.m.	Philadelphia.....Dec. 7—7:00 p.m.	Mobile.....Dec. 15—5:00 p.m.
Baltimore.....Dec. 8—7:00 p.m.	Houston.....Dec. 13—7:00 p.m.	Philadelphia.....Dec. 7—5:00 p.m.
Great Lakes SIU Meetings		Baltimore (licensed and unlicensed).....Dec. 8—5:00 p.m.
Detroit.....Dec. 6—2:00 p.m.	Buffalo.....Dec. 6—7:00 p.m.	Norfolk.....Dec. 9—5:00 p.m.
Alpena.....Dec. 6—7:00 p.m.	Chicago.....Dec. 6—7:00 p.m.	Houston.....Dec. 13—5:00 p.m.
Duluth.....Dec. 6—7:00 p.m.	Frankfort.....Dec. 6—7:30 p.m.	Railway Marine Region
Great Lakes Tug and Dredge Section		Philadelphia.....Dec. 14—10 a.m. & 8 p.m.
Chicago.....Dec. 14—7:30 p.m.	†Sault Ste Marie Dec. 16—7:30 p.m.	Baltimore.....Dec. 15—10 a.m. & 8 p.m.
		*Norfolk.....Dec. 16—10 a.m. & 8 p.m.
		Jersey City.....Dec. 13—10 a.m. & 8 p.m.
		†Meeting held at Galveston wharves.
		†Meeting held in Labor Temple, Sault Ste. Marie, Mich.
		*Meeting held in Labor Temple, Newport News.



Directory Of Union Halls

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

PRESIDENT		FRANKFORT, Mich.P.O. Box 287 415 Main St. 49035 (616) EL 7-2441
EXECUTIVE VICE PRESIDENT		HOUSTON, Tex.5804 Canal St. 77011 (713) WA 8-3297
VICE PRESIDENTS		JACKSONVILLE, Fla.2608 Pearl St. 32233 (904) EL 3-0987
Earl Shepard	Lindsey Williams	JERSEY CITY, N.J.99 Montgomery St. 07302 (201) HE 5-9424
Al Tanner	Robert Matthews	MOBILE, Ala.1 South Lawrence St. 36602 (205) HE 2-1754
SECRETARY-TREASURER		NEW ORLEANS, La.630 Jackson Ave. 70130 (504) 529-7546
Al Kert		NORFOLK, Va.118 3d St. 23510 (703) 622-1892
HEADQUARTERS675 4th Ave., Bklyn. 11232 (212) HY 9-6600		PHILADELPHIA, Pa.2604 S. 4th St. 19148 (215) DE 6-3818
ALPENA, Mich.800 N. Second Ave. 49707 (517) EL 4-3616		PORT ARTHUR, Tex.534 Ninth Ave. 77640 (713) 983-1679
BALTIMORE, Md.1216 E. Baltimore St. 21202 (301) EA 7-4900		SAN FRANCISCO, Calif.1321 Mission St. 94103 (415) 626-6793
BOSTON, Mass.683 Atlantic Ave. 02111 (617) 482-4716		SANTURCE, P.R.1313 Fernandez Juncoas Stop 20 00908 724-2848
BUFFALO, N.Y.290 Franklin St. 14205 SIU (716) TL 3-8259 IBU (716) TL 3-8259		SEATTLE, Wash.2505 First Ave. 98121 (206) MA 3-4334
CHICAGO, Ill.9383 Ewing Ave. 60617 SIU (312) SA 1-9733 IBU (312) ES 5-9970		ST. LOUIS, Mo.4577 Gravois Ave. 63116 (314) 782-9500
CLEVELAND, O.1420 W. 35th St. 44113 (216) MA 1-5450		TAMPA, Fla.312 Harrison St. 33602 (813) 229-2788
DETROIT, Mich.10225 W. Jefferson Ave. 48218 (313) VI 3-4741		TOLEDO, O.935 Summit St. 43604 (419) 248-3691
DULUTH, Minn.2016 W. 3d St. (218) RA 2-4110 55809		WILMINGTON, Calif.450 Seaside Ave. Terminal Island, Calif. 90744 (213) 832-7385
		YOKOHAMA, JapanIseya Bldg., Room 810 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

Storm Warning Service Initiated

A new storm information service for deep-water seamen in the Atlantic and the Pacific has been established by the Commerce Department's National Weather Service and the National Bureau of Standards.

Hourly broadcasts of up to 42 seconds each will give information about major storms that might produce trouble for ships at sea. The

broadcasts are being superimposed on Bureau of Standards' time signals carried by stations WWV and WWVH.

Messages are being sent hourly, even if there are no heavy seas indicated.

While the messages will indicate storm warnings, ships will have to tune into one of their regular marine broadcasts for details.

DISPATCHERS REPORT

October 1, 1971 to October 31, 1971

DECK DEPARTMENT

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	4	1	1	0	21	16
New York	181	71	40	16	0	297	277
Philadelphia	30	15	19	9	0	40	23
Baltimore	40	15	5	0	0	169	105
Norfolk	17	16	15	0	0	51	47
Jacksonville	25	16	1	1	0	87	74
Tampa	13	7	0	0	0	32	11
Mobile	46	15	2	0	0	112	44
New Orleans	81	31	23	11	0	232	113
Houston	75	60	48	32	2	146	146
Wilmington	25	16	32	20	0	63	81
San Francisco	31	44	78	83	8	167	192
Seattle	31	26	30	14	0	85	49
Totals	639	389	294	194	2	1877	1150

ENGINE DEPARTMENT

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	0	0	0	14	14
New York	18	16	28	22	0	365	297
Philadelphia	3	3	10	5	0	34	29
Baltimore	2	2	2	0	0	147	107
Norfolk	18	16	10	4	0	40	47
Jacksonville	5	5	0	0	0	18	16
Tampa	2	2	2	0	0	11	0
Mobile	2	2	0	0	0	11	0
New Orleans	2	2	2	1	0	15	16
Houston	2	2	2	1	0	31	34
Wilmington	2	2	2	1	0	11	11
San Francisco	2	2	2	2	0	10	11
Seattle	2	2	2	1	0	23	11
Totals	79	82	77	46	0	1093	1211

STEWARDS DEPARTMENT

Port	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0



Digest of SIU Ships' Meetings

SEATRAN SAN JUAN (Seatrains), Aug. 15—Chairman A. Sakellis; Secretary A. Aragon; Deck Delegate A. Vallejo; Engine Delegate A. J. St. Clair; Steward Delegate O. Rios. Some disputed OT in engine department, otherwise no beefs.

DEL ORO (Delta), July 4—Chairman A. Keragegiou; Secretary J. Sumpter; Deck Delegate Joseph D. McPhee; Engine Delegate Joseph G. Arch; Steward Delegate Leonardo Fiorentino. \$8 in ship's fund. Some disputed OT in deck department to be settled by patrolman.

LOS ANGELES (Sea-Land), June 20—Chairman R. D. Eisengreber; Secretary G. P. Thlu; Deck Delegate William Tellez; Engine Delegate Santos Pastoriza; Steward Delegate Federico P. De Los Reyes. \$59 in ship's fund. No beefs were reported by department delegates.

OGDEN YUKON (Ogden Marine), June 13—Chairman E. Gomez; Secretary Jose Albino; Deck Delegate Joe Shell, Jr.; Engine Delegate Thomas Donaghy; Steward Delegate R. J. Sherman. \$11 in ship's fund. No beefs were reported.

CITY OF ALMA (Waterman),

July 4—Chairman Hans M. A. Schmidt; Secretary W. H. Simmons; Deck Delegate B. W. Frampton; Engine Delegate W. C. Boyd; Steward Delegate Edward Myles. Everything running smoothly. All the boys are happy ship is heading homeward now after three-month trip. Little disputed OT in each department. Good trip with fine crew.

WARRIOR (Sea-Land), July 11—Chairman John Beye; Secretary Eloris B. Tart; Engine Delegate Jose Pineiro; Steward Delegate A. Rubinstein. \$52 in ship's fund. No beefs were reported. All going well.

TOPA TOPA (Waterman), July 4—Chairman Morten Kerngood; Deck Delegate C. E. Owens; Steward Delegate A. P. Cox. No beefs. Everything is running smoothly.

THE CABINS (Texas City Refining), July 18—Chairman Ballard Browning; Secretary S. Berger; Deck Delegate H. P. Darrow; Engine Delegate A. P. Clark; Steward Delegate J. Jackson. Discussion held regarding pension plan. Vote of thanks to the steward department for a job well done.

CITY OF ALMA (Waterman), June 20—Chairman Hans Schmidt; Secretary W. H. Simmons; Deck Delegate W. R. Frampton; Engine Delegate W. C. Byrd. Everything

is running smoothly in all departments. This has been a very good trip. All hands thanked for a job well done. Some disputed OT in deck department to be taken up with patrolman.

DEL SUD (Delta), July 16—Chairman J. Tucker; Secretary E. Viera. Few hours disputed OT in deck and steward departments. \$212 in movie fund. Shortage of some stores to be taken up with patrolman upon arrival at port of payoff. Discussion held on needed repairs and painting.

SL 180 (Sea-Land), July 18—Chairman C. Boyle; Engine Delegate W. E. Nordland. Some disputed OT in deck and steward departments, otherwise everything is running smoothly. Motion was made to have survivor benefits incorporated in to the pension plan.

WESTERN CLIPPER (Western), July 4—Chairman R. Palmer; Secretary Ralph Mills; Deck Delegate Walter Anthony; Engine Delegate R. N. Poletti; Steward Delegate F. A. Gonzales. \$13 in ship's fund. No beefs were reported.

DEL MAR (Delta), June 27—Chairman F. E. Parson; Secretary R. R. Maldonado. \$248 in ship's fund. No beefs were reported. Everything is running smoothly.

I Like Very Much What I See'

Wilson Deal
Tampa

I am deeply indebted to the instructors who so patiently explained and taught me much about the history of the Seafarers, of its constitution, its contracts and welfare plan also brought me up to date on many problems facing us today. It has made me aware of the necessity of supporting SPAD so as we will be able to support our representatives in Washington. It has made me aware of the necessity of holding shipboard meetings and of taking this newly gained knowledge to the ships, by being more able to explain many phases of our problems.



John Nolde
Philadelphia

The beginning of something of tremendous magnitude, both wonderful and beautiful. A training organization that will eventually produce nearly all of the American seamen. This is Piney Point. Men who will be well and efficiently trained. Seamen who will know who they are, how they come to be there, and what they need to do to stay there, and will be proud of their heritage.



Paul Hogen
New York

Through my years in the Union which are few compared to some of the old timers I am really impressed for the first time. I think that everyone in this union should attend these conferences, or by some means obtain the information that is discussed in these conferences, it not only enlightens the younger membership but also the old. I feel it gives us a better understanding of each other and what our role and purposes is in this union.



John Hall
Jacksonville

We have had classes and discussed the labor movement of Seafarers from the beginning to the present day, and the part our union, the SIU has played in it. I think each member has a better understanding of his union and how to take a more active part in it.



Steven Ledermann
New York

During my stay here at Piney Point I have learned a great deal of truly important information about my union, the SIU. I went through the Harry Lundeberg School of Seamanship in 1969, so naturally I probably have had more union education than the average member at this conference. Now I realize I didn't know a fraction of what I thought I did.



Harold Fielder
San Francisco

I do think some sort of campaign should be started to educate the overall public to just what we're trying to do and why. A program of this sort would serve a twofold purpose.



One, it would make the public see just how sick our industry is and why.

Second, it would put the spotlight on the big business combines and politicians who are at the bottom of it all.

I have always been a supporter of SPAD but not really understood it. I can now converse with my fellow crew members on this subject with a great deal of intelligence and convey some of its importance.

Marvin Howard
Norfolk

The Seafarers Educational Conference is an excellent method of informing the members of the past, present, and future of our union. Also, the Harry Lundeberg School of seamanship is doing wonders in the vocational and academic programs.



Seafarers Educational Conference

Frank Robertson
New York

I had heard about Piney Point from other Seafarers who had been here so I was somewhat ready to be impressed and I was impressed! Yet, I find myself no more able than they to describe what I have seen. No mere words can do justice to the miracle that is Piney Point, it has to be experienced and I am grateful for the opportunity that has been made available to me.



William Coggins
New York

I have learned, since coming to Piney Point how to better conduct myself at shipboard meetings. I also gained a knowledge of the problems we, as a union and our industry, are up against. We have come a long way in making this a great union what it is today. But still we must keep on fighting if we, as a union and our industry are to survive. I would suggest that the rank and file do this with their continued donations to SPAD and MDL.



Alfred Howse
Houston

One of the best thing about these education conferences is that it gives all of us a chance to really find out what's going on in the maritime industry, and we also get a chance to talk about the problem we have and how we can solve them. I know that I learned a lot, especially about how much good our political actions have been in protecting our jobs and in getting the Merchant Marine Act of 1970 passed.



James Bush
Jacksonville

I am very impressed with the training program of Piney Point that is the Harry Lundeberg School of Seamanship. Who would think ten, even five years ago that this school would be in existence? I hope to return again next year to another crew's conference and will urge my shipmates to do likewise or they will miss an opportunity that would be helpful to them along with the union for a better understanding on all phases pertaining to maritime.



Sal Bruntli
Wilmington

I would like to express my sincere thanks for the opportunity the union has given me. I realize that a lot of cash was involved. I feel that the money spent for these conferences is money well spent.



In my own case, I feel that I now have a better and clearer understanding of the union and the way it works. I am grateful that this opportunity was extended to me. I was also extremely impressed with the entire Piney Point facility.

Peter Gaivelin
New York

The jobs that are being done at HLSS for the seamen and young men is outstanding. There should be a way to bring all SIU members to Piney Point and let them see for themselves and to learn and see what is going on here in Piney Point.



Bernard F. Fimovicz
San Francisco

Since I have been at Piney Point and observed this seafarers educational conference, I like very much what I see. I am sure all delegates, by being informed of the workings of the SIU, will be better seamen when we leave here. The discussions and debates we have had at the meetings, gave me a great look at the workings of the SIU. What I have seen of these young men at the Lundeberg School are certainly doing their best to learn to be good SIU seamen.



Gus Bartlett
New Orleans

I can't add much to what has already been said. I do appreciate the privilege that I was a delegate to this educational conference and give a vote of thanks to each and every one that made it possible. There were many things I didn't understand, but do know now the problems facing us in this industry. I will do my best to carry the knowledge I have received here back to the members aboard ship also to be more active myself.

William Appenzeller
New York

In these last few days I've learned more facts about my union than in the last two years. That means two things. First, the program at Piney Point is exceptional in acquainting the visiting brothers with things that need to be known. But unfortunately it also means that I haven't taken the interest in union matters that I should have. Even more sad is the fact that I'm far from alone in this group.



ANNUAL REPORT

For the fiscal year ended March 31, 1971
GREAT LAKES TUG & DREDGE PENSION PLAN
 275 20th Street, Brooklyn, N.Y. 11215

to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

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

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

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$ 186,354.66	
(b) Employee	76,062.21	
(c) Other (Specify)		
(d) Total Contributions		\$ 262,416.87
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	56,810.37	
(b) Dividends	27,580.12	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		84,390.49
4. Profit on disposal of investments		25,547.17
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		\$ 372,354.53

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 66,264.63
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	15,934.40	
(b) Allowances, Expenses, etc. (Schedule 2)	5,207.94	
(c) Taxes	960.18	
(d) Fees and Commissions (Schedule 3)	10,819.52	
(e) Rent	1,704.92	
(f) Insurance Premiums	180.61	
(g) Fidelity Bond Premiums	1,206.00	
(h) Other Administrative Expenses (Specify) See attachment	21,260.23	
(i) Total Administrative Expenses		57,273.80
13. Loss on disposal of investments		23,167.51
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions		\$ 146,705.94

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$1,621,387.14
18. Total Additions During Year (Item 7)	372,354.53	
19. Total Deductions During Year (Item 16)	146,705.94	
20. Total Net Increase (Decrease)		225,648.59
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$1,847,035.73

Part IV

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

Part IV—Section A Statement of Assets and Liabilities Great Lakes Tug & Dredge Pension Plan File No. WP-157217 As of March 31, 1971 ASSETS¹

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 27,670.27	\$ 27,328.61
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) Accrued interest paid on bonds purchased	250.83	411.65
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	253,177.13	261,203.33
(2) Common	465,886.77	496,236.24
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	200,890.95	138,460.45
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	674,070.99	923,399.45
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$1,621,946.94	\$1,847,039.73
LIABILITIES		
9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Unapplied contributions	559.80	4.00
14. Reserve for future benefits	1,621,387.14	1,847,035.73
15. Total Liabilities and Reserves	\$1,621,946.94	\$1,847,039.73

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

GREAT LAKES TUG AND DREDGE PENSION FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK YEAR ENDED MARCH 31, 1971

Deductions from Fund Balance

Item 12 (h)—Other Administrative Expenses	
Employee benefits	\$ 6,981.90
Stationery, supplies and printing	3,042.76
Postage, express and freight	272.60
Telephone and telegraph	468.20
Equipment rental	806.25
Repair and maintenance	107.82
Miscellaneous	1,388.27
Tabulating service	7,723.22
Microfilming	126.30
Office improvements	281.66
Dues and subscriptions	61.25
	\$ 21,260.23

Employer trustee:

Edward H. Hays

Employee trustee:

Byron F. Kelley

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

REPORT PERIOD

FOR PERIOD DEC. 1, 1970 THRU SEPT. 31, 1971

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	84	\$ 23,348.81
Hospital Benefits	19,651	473,656.47
Death Benefits	256	702,974.50
Medicare Benefits	6,442	18,364.30
Maternity Benefits	374	71,469.00
Medical Examination Program	9,137	226,391.77
Dependent Benefits (Average \$486.82)	23,896	1,172,684.93
Optical Benefits	6,466	347,049.75
Meal Book Benefits	3,266	39,938.15
Out-Patients Benefits	53,058	394,566.09
Summary of Welfare Benefits Paid	122,630	3,470,443.77
Seafarers' Pension Plan—Benefits Paid	17,775	4,332,924.18
Seafarers' Vacation Plan—Benefits Paid (Average—\$520.54)	14,881	7,397,391.32
Total Welfare, Pension & Vacation Benefits Paid This Period	155,286	\$15,200,759.27

Rep. Addabbo Criticizes Economic 'Game Plan'

Rep. Joseph P. Addabbo (D-N.Y.) has sharply criticized "glaring inequities" in the Administration's new economic policies.

Speaking at a luncheon sponsored by the AFL-CIO Maritime Trades Department in Washington, Addabbo called the policies "unequal" in selecting "poor people, low and moderate income people, working people to pay the price for stabilizing a mis-managed economy that they didn't create."

"It is painfully obvious which Americans are expected to abide by the freeze and which are not," he noted, especially with the recent emergence of "a whole set of loopholes and exemptions."

With no freeze on the tactic of deferred income, stock options, expense accounts or personal dividends, the New York representative said the new policy "has already failed one of its most important tests—the test of fairness."

"The architects of the policy forgot to realize that just as a well-designed ship has to meet

a number of tests before she slips down the ways—a subject as important as a new economic policy has to meet a number of critical tests," the congressman noted.

This will "cause many members of the Congress . . . to make every effort possible to correct those inequities and attempt to balance the scales," Addabbo added.

Trickle-Down Theory

He blames the whole policy on the "trickle-down theory" which says if large scale concessions are provided to industry and business, more jobs and higher productivity will be created as a result.

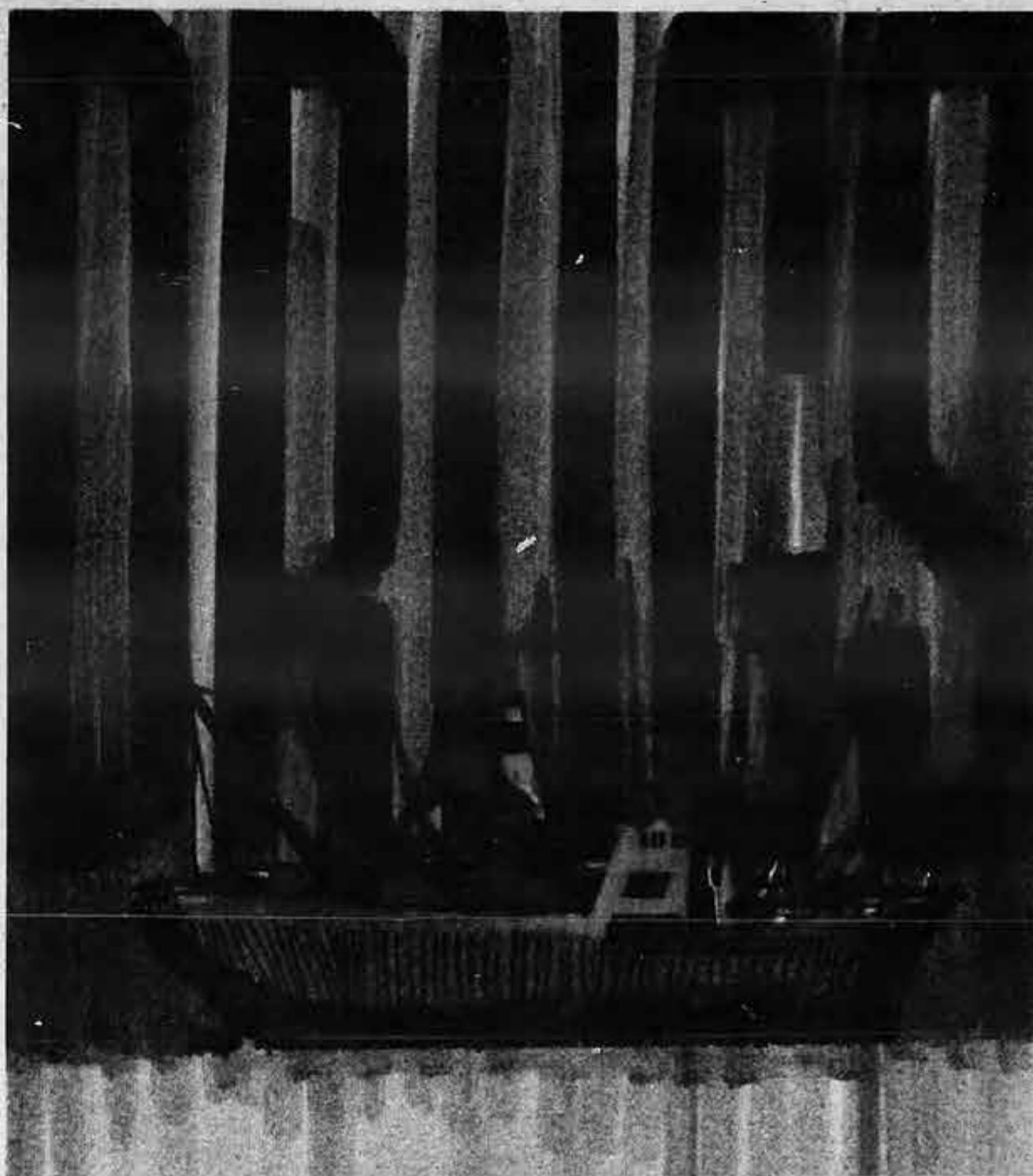
"I have difficulty in seeing how new jobs are going to be developed . . . since a good deal of the money will in all likelihood be used to invest in highly automated equipment, causing a further reduction in the number of working Americans," Addabbo explained.

Also showing little hope for the 10 percent import tax's "temporary nature" in slowing down the influx of goods into the country, he felt it was "not enough to cause the huge American-owned multinational corporations to reflect on their practice of exporting thousands of American jobs to the low paid workers of foreign countries."

When all Americans are "treated fairly and equally across the board . . . we will all be participating in the restoration of America's economy," Addabbo said. Then, "we can all freely and conscientiously cooperate with steps being taken," he concluded.

Cheap Labor Lures Bendix to Mexico

The Bendix Corp. plant in York, Pa., represented by the International Union of Electrical Workers, is closing down. Fuses and other electrical equipment made there now will be produced in Matamoros, Mexico where wages average \$.42 an hour. According to the IUE, what really rubs salt in the wound is that the work is part of a contract for the U.S. Navy.



. . . the veiled dangers!

Horse. Barbs. Mary Jane. Speed. Downers. Bennies. You've heard of all of them.

They are narcotics. And, they are deadly danger signals which every Seafarer MUST avoid just as his ship steers clear of shallow water and treacherous reefs.

Narcotics are illegal. Soft, hard, pill, powder or leaf—all illegal. Hallucinations, dizziness, prolonged periods of depression or euphoria, and "flashbacks" of the drug experience are results of narcotic usage.

Using drugs once and being "busted," whether on land or at sea will immediately be the end of a Seafarer's career. His right to the sea—not just for a little while but, FOREVER!

It will mean his mind and body are not functioning at all times at full capacity. He is physically and mentally weakening.

And, it will hurt those who associate with the Seafarer—his family, friends and fellow shipmates. Even his ship. All will be affected by the drug user's "bust."

A ship needs each Seafarer to be alert and able to do his individual duties. If a Seafarer is popping pills or searching for veins, then he is unable to help the ship. Other crew members have to take on more responsibilities to make up for his inadequacy.

The respect of his fellow shipmates, friends and the dignity of his ship all go aground when narcotics are involved. A ship with a record of a Seafarer's drug use will always be under surveillance by customs authorities and narcotics agents wherever it docks.

The crew, too, his fellow Seafarers will be under close watch. They may have been "clean," but at the expense of their drug using shipmate, they are punished.

Everyone loses in the narcotics game. There is NO second chance.

All Seafarers must know the consequences of narcotics use—even once—to his job, his life, his ship and his shipmates.

The temporary "high" is not worth all the hassle and bad times that will follow the "busted" Seafarer.

SIU Ship's Library



Years ago, when the SIU wrote the three watch system into its contract with the shipowners, the union became the first maritime union in the U.S. to abolish the 84-hour work week for unlicensed crewmembers aboard ships at sea, and replace it with the 40-hour week.

This milestone achievement gave Seafarers many things they had never enjoyed before. Among the benefits earned was some leisure time after a full day's work that a Seafarer could devote to shipboard recreation.

The SIU Ship's Library program, inaugurated in 1953, has helped many men fill their off duty hours at sea through reading. Seafarers have found that books can offer relaxation, pleasure, and the opportunity to increase personal knowledge in a wide variety of subjects.

Every three months, each SIU-manned ship receives a new and varied assortment of the latest in paperback books. Union patrolmen

or representatives take the new publications aboard when they meet ships for payoffs.

The SIU Library program insures that no less than 200 new titles covering countless topics are delivered to every ship each year.

Packages of books are also delivered by the union on a regular basis to every U.S. Public Health Service hospital and to all SIU halls so that these facilities will always have well-stocked libraries available for the Seafarer on the beach.

The success of the SIU Ship's Library program can be measured in part by the fact that, to date, more than three million paperbacks have been made available to Seafarers.

What can't be measured in numbers is the amount of pleasure, relaxation, and knowledge the SIU Ship's Library has given Seafarers down through the years.