

# With SIU Ships in Port

See Pages 16, 17, 19, 25

Vol. XXXIII  
No. 8

# SEAFARERS LOG

August  
1971

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



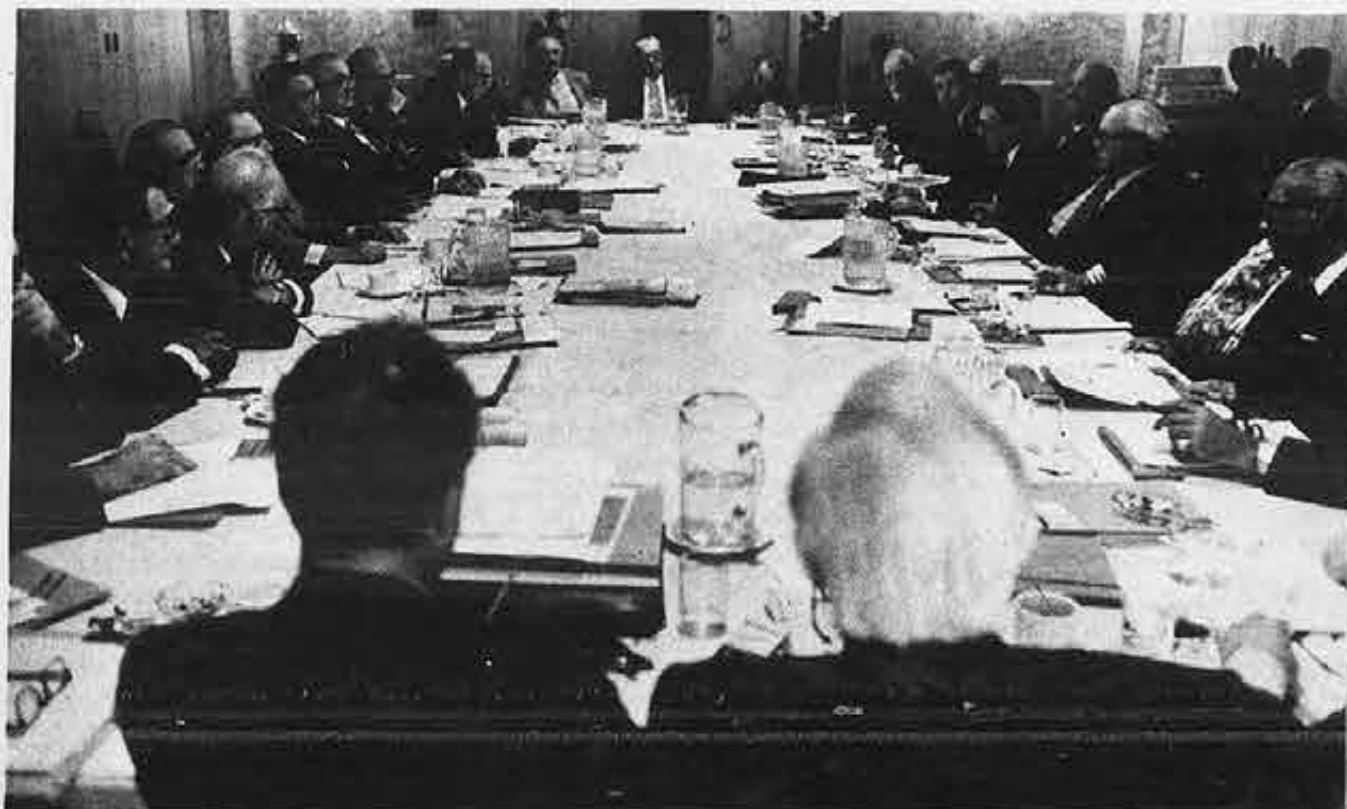
## ITF Congress Warns World On Runaways

See Page 3



## Seafarers Educational Conference

See Page 4



## AFL-CIO Council Issues New Call For Tax Justice

See Page 13



# Biemiller Assails Technology Export

Washington, D.C.

Growing exportation of American technology and the growth of multinational firms were roundly condemned by organized labor at hearings of a House subcommittee on science research and development.

Speaking for the AFL-CIO, Legislative Director Andrew E. Biemiller said that policies encouraging exportation of technology and the accompanying growth of "global corporations" have weakened the national economy and threaten the nation's future.

"This is a problem for all Americans," Biemiller told the subcommittee, "because the loss of our productive base and the loss of our industrial employment will most certainly be followed by losses in all segments of our economy."

"And with those losses will go much of the American standard of living, American technology, American science and American services. This is not isolationism. It is merely realism in a practical world of nations, each of which is self-determinant of its national interests."

## Not Reciprocal

Biemiller said that it was ironic that the U.S. should foster the export of technology at the same time as foreign interests are jealously guarding their technology.

He listed several examples of foreign nations enticing the importation of technology to their countries while "discouraging the transfer of production technology and jobs out of their countries."

The final straw in the economic picture, Biemiller said, is that these nations also restrict bidding by foreign firms for important items.

## Multinational Firms

The multinational firm, Biemiller said, "is not simply an American company moving to a new locality where the same laws apply and where it is still in the jurisdiction of the Congress and the government of the United States. This is a runaway corporation going far beyond our borders."

He said that such corporations, "are beyond the reach of present American laws and the laws of any single nation."

Biemiller concluded that, "it is clear that no automatic irresistible force, but direct policies of governments around the world are the important factor in seeing to it that nations have fully employed and productive and diversified economies. Certainly the government of the United States, not the government of a global corporation, should be the determining force on what will best serve the interests of all Americans."



## Construction of New LASH Ships Progresses Under MMA of 1970

SIU members will be crewing three new 38,000-ton LASH-type ships which will be constructed along the lines of this model for Delta Lines of New Orleans. The vessels are scheduled to be delivered in April, July and September of 1973 from the ways of the Avondale Shipyards. The ships are the first to be contracted for under the Merchant Marine Act of 1970, a bill that the SIU strongly supported in the union's campaign to save the American-flag fleet. Costing \$85 million, the three vessels will have a speed of 22 knots, will be 845 feet in length and will be powered by steam turbine propulsion systems. They will carry a maximum of 74 barges or 1,740 containers, or a combination of both. The vessels are designed to carry a variety of cargoes, including bulk liquids, dry bulk, refrigerated goods and heavy lifts. The construction program is the largest in the 52-year history of Delta Lines.

## HHH Urges Study Into Winter Shipping

Washington, D.C.

Sen. Hubert H. Humphrey has called upon Congress to appropriate \$1.5 million to launch a 3-year study of ways to extend the shipping season into the winter months in the St. Lawrence Seaway and on the Great Lakes.

The funds would be part of a \$9.5 million outlay authorized by Congress last year to fund a demonstration project.

Extension of the shipping season on the Midwestern transportation network is "vital to the economic well-being of the Great Lakes region and the entire Midwest," the Minnesota Democrat and former vice president said.

Humphrey said that 100,000 jobs would be generated by making shipping feasible during the winter months.

The Great Lakes area is the

largest exporting region of the United States, accounting for more than 35 percent of all American goods sent overseas.

The initial \$1.5 million would be used to determine the ecological effects of icebreaking, the best methods for keeping harbors and locks open, and the amount of additional power and hull strength that would be required by ships plying the icy lanes.

## THE PRESIDENT'S REPORT

by PAUL HALL



## PHS—A Holding Action

Seafarers, through their consistent and solid support, have played an important role in winning from Congress a one-year extension in the life of the Public Health Service hospitals.

Only a massive campaign by the SIU and other friends of the PHS stopped the closings of the eight remaining hospitals—survivors of a system of health care that has served and saved uncounted millions of seamen in its 173-year history.

The Department of Health, Education and Welfare has now been set back twice in its senseless drive to eliminate the hospitals. First, it was stopped by Congress when the Secretary of Health, Education and Welfare moved to simply shut down these vital port-city hospitals.

HEW next tried to outflank Congress by proposing for the PHS hospitals an operating budget so skimpy that the facilities would have wilted and died for lack of funds. But the Congress has kept the hospitals alive by restoring \$14 million that HEW had tried to slash from the current inadequate budget.

The net result of this effort so far is that Seafarers and the others concerned with the preservation of these vital hospital facilities, have been successful for the moment. Because the hospitals will stay open—at least through June 30, 1972.

But the illogical push to kill the hospitals is continuing. And our job to save them goes on.

The dangers are real. While the hospitals have survived, they are not in good health.

By restoring the \$14 million in appropriations, Congress merely matched this year's funds. There

are no extra dollars to meet the strain of inflation. No dollars to provide additional equipment or expansion or modernization. Morale in the PHS hospitals has suffered. The constant threat that the hospitals would be closed has taken its toll. Doctors and technicians—men and women who have long been a part of the Seafarer's family—are drifting away from the institutions. Many find it impossible to work with the frustration of having to fight for the dollars needed to do their jobs right.

Even now the Department of Health, Education and Welfare is calling upon other hospitals in the eight cities with PHS hospitals to submit "proposals" for providing medical care for the half-million people who this year will benefit from the PHS system.

In New Orleans, for example, three different groups are drafting proposals on how they would utilize the PHS hospital—and how they would care for Seafarers and other beneficiaries who are now the charges of that hospital.

The groups are doing this in competition with one another. They are, in effect, participating in competitive bidding—and among the stakes is the health of the Seafarer.

The very thought that a Seafarer may have to accept less than the best in health care because of cost is unacceptable. Health care—as all Americans recognize today—doesn't come on the cheap.

The Public Health Service hospitals have, for nearly two centuries, given the best in medical care for the least amount of money. Even today, the average daily cost to treat a hospitalized Seafarer in the

PHS hospital is \$58. And this includes the cost of doctors. Other hospitals in the same cities report costs above \$70 and, in several cases, over \$100 for a day of care without doctors fees.

Now we know that the medical treatment in the PHS hospitals is generally superior to that in most hospitals. And we know that the PHS, through its efficient operating procedures, has been able to keep the cost of that care low.

Just what is it that any community hospital could do to provide decent medical care at a price that would be competitive with the PHS hospitals?

While a breakdown of cost is not one of the specific factors required in the proposals, we can only wonder how any community program could provide decent medical care for Seafarers at a price ranging up to \$42 less for each day of patient care.

There is another danger involved in inviting "proposals" that would substitute for the present PHS hospital services. Seafarers could lose their priority to prompt medical care.

While the seaman now gets immediate attention in any PHS hospital, there is no reason to believe that he would be placed anywhere but at the end of the waiting line if he had to depend upon another system.

The SIU has no intention of letting this happen not without using all of our efforts to prevent it. We will use every means at our command to not just save the PHS hospitals, but to demonstrate to all again and again that the PHS hospitals are America's best medical buy; that they should be made strong through a vigorous program of modernization and expansion.

In a very real sense, our lives depend on it.





Among the delegates representing the United States' maritime unions at the 30th Congress of the International Transport Workers' Federation are (front, from left) SIU President Paul Hall and SIUNA Vice President Leonard J. McLaughlin of the Seafarers International Union of Canada; (back row, from left) SIU Vice President Earl Shepard and Raymond T. McKay, president of District 2, Marine Engineers Beneficial Association.

## ITF Congress Warns of 'Growing Plague' Of Runaway-Flag Merchant Ships

### Vienna, Austria

The fight against the devastating and growing plague of merchant ships operating under "flags of convenience" must be intensified by all the maritime unions of the free world.

This is a key message to come from the 30th Congress of the International Transport Workers' Federation (ITF), held here on the 75th anniversary of the organization.

SIU President Paul Hall led a delegation of Seafarers' representatives including SIU Executive Vice President Cal Tanner, Vice President Earl Shepard and SIUNA Vice President Leonard J. McLaughlin of the Seafarers International Union of Canada.

"The incomparably greatest threat against the merchant fleets of the traditional maritime countries and the seafarers of those countries is the continually growing tonnage which for reasons of crude economic speculation are registered under the so-called flags of convenience," a report to the Congress declared.

### Real Risk to Free World

There is a "real risk" that all the free world's tonnage could be registered under flags of convenience in the "very near future" unless the world's seafarers

and transport workers quickly act to step up the battle against the move, the delegates heard.

Should this happen, "the conditions of employment of seafarers would be turned back to the beginning of this century and perhaps to an even earlier period," the Congress warned. There were 3,172 merchant vessels with a combined 40,691,874 in tonnage operating under flags of convenience in 1970.

This is double the number of ships and more than twice the tonnage that was operating under flags of convenience just a decade ago, the ITF reported.

Hundreds of these "runaway" vessels are owned by Americans who register them under foreign flags to avoid paying decent wages and U.S. taxes on their profits. They are usually manned by foreign crews having no union representation or protection.

"During the last decade tonnage under the flag of Liberia increased by 195 percent and that under the flag of Panama by 24.5 percent," a study revealed.

### More Nations Involved

Not only is the runaway fleet growing in size, the number of countries that allow ships owned by citizens of other nations to operate under their flags for a small payoff is spreading.

In the last three years alone, the flags of Cyprus, Somalia, Lebanon, Malta and the Bahamas have been

added to the nations catering to the world's runaway fleet.

Nearly 400 merchant ships owned by citizens of other countries were flying the flags of these tiny nations in 1970. The rest of the armada of runaways sail under the flags of Liberia, Panama and Honduras—the three nations that started selling their flags to foreign ship operators after World War II.

The SIU led a campaign last year to bring some of the American-owned runaway fleet back through a clause in the Merchant Marine Act of 1970.

A provision in that historic law permits the operators of dual fleets—both American-flag and "flag-of-convenience"—to receive government subsidies for their American-flag operations if they agreed to phase out their foreign-flag fleets within 20 years. Under the law, the operators are not allowed to add to or replace any of the ships in their foreign-flag fleets.

The cancer of the runaway fleet is spreading to several European nations.

West German delegates reported that the number of German-owned ships operating under flags of convenience had grown from 42 in 1970 to 109 by May of this year.

### Crews of Convenience

In addition, some operators are increasing their employment of "crews of convenience"—or manning their ships with cheap labor from nations other than the country under which the vessel is operating.

ITF affiliates in West Germany and the Netherlands told the Congress that crews of convenience are being hired "at (wage) rates far below those negotiated" by unions representing seamen from the two nations.

British merchant ships are also often crewed by Chinese and Indian nationals.

In other action, the Congress elected Fritz Precht of Austria president and H. Kluncker of Germany, vice president.

The Fishermen's Section Conference set a special October meeting to consider safety issues for fishermen and fishing vessels. Joe Algina of the SIU was elected as the United States' member on the Fishermen's Section Committee.

Shepard was nominated by Hall to succeed the SIU president as a titular member of the North American delegation on the General Council of the ITF. Cal Tanner was elected a deputy member of the Council.

Shepard was elected to the Fair Practices Committee of the Seafarers' and Dockers' Section and to the Asian Seamen's, the Automation and the Section Committees of the Seafarers' Section of the ITF.

### ITF Proposes Contract for Runaways

A draft of a proposed contract to be used in negotiations with "runaway-flag" operators who might accept a collective bargaining agreement shows graphically the advances made by U.S. Seafarers through the SIU.

The wage structure provided in the proposal submitted by the ITF's Special Seafarers' Section was based on the current average wage rates of all European union-represented seamen.

For bosuns, carpenters, chief cooks and pumpmen, the average rate of pay is \$252 a month—far less than half of the Seafarer's base rate. The same ratio held for other jobs.

The average European working as a bosun's mate receives \$232.80 a month. The able seaman, fireman, oiler and second steward are paid at a rate of \$225.60, the second cook and steward, \$192, and the ordinary seaman, \$168.

Overtime rates average from \$1.13 an hour for ordinary seamen to \$1.63 for the top-rated jobs.

The averages do not include the far lower pay scales for members of "crews of convenience," usually Asians serving on European vessels.

SIU representatives were joined by other members of the North American delegation in leading a fight to base the proposed contract on rates double those of the average European wage.

They argued that to offer any agreement to the runaway operators based on average European rates would only promote the payment of cheap wages.

In addition, for the ITF to sanction the low wages in the proposal would be an endorsement of the practice which lets cheap-wage operators underbid the better-paying shippers in competition for fixed-rate freight.

The proposal to double the wage rates in the draft agreement was approved by the ITF Seafarers and Dockers' Section, with 25 voting in favor, 11 against and 21 abstaining.





In general session, delegates listen intently to one of many speakers. Photos below show delegates in workshops and at ease

## Unity, Education and Participation Stressed at July Conference

### Piney Point, Md.

Progress through unity was the predominant theme at the fourth in a continuing series of Seafarers Educational Conferences at the Harry Lundeberg School of Seamanship here.

This theme was best expressed by the sentiment heard so often during the July conference: "It is not necessary that we love one another, or even that we like one another—but we must be united."

The 112 conference delegates, elected from ports throughout the country and Puerto Rico, found that the best way to achieve unity is through education.

The latest available information on the maritime industry in particular and the nation's economy in general was presented to the delegates in daily classroom sessions. With such knowledge, SIU members can better understand the problems confronting the industry and recognize that their union is doing to correct these deficiencies.

Conferees were told that the union can best achieve its goals only through the cooperation of an active membership. They were urged to take part in union meetings and the all-important shipboard meetings while at sea. Such active participation by all members helps the SIU attain what is best for the greatest number delegates were told.

During the classroom sessions delegates were given detailed information on topics directly affecting their livelihoods. The instruction was broken down into seven separate categories:

- Labor union history, with emphasis on seafaring unions was studied and discussed.
- The SIU Constitution and its provisions detailing the rights and privileges of each union member.
- The SIU Contract which outlines the work-

ing conditions for Seafarers while at sea.

- The SIU pension, vacation and welfare programs.
- Union meetings and shipboard behavior.
- Legal and political issues and how they affect the union and its members.
- The union's growing educational program designed to better the lot of all Seafarers.

The relaxed atmosphere during the classroom sessions proved an invitation to free discussion on all these subjects. Delegates were given the opportunity to voice their opinions, whether different or like, and to discuss ways of improving various union programs.

Particular emphasis was given the union's educational programs. Delegates were informed about the ways the SIU is striving to better educate all its members in the areas of vocational and academic matters.

Earl Shepard, a vice president of the SIU and president of the Harry Lundeberg School of Seamanship, told the delegates that Piney Point "already is and will be in the days to come a great asset to our union and our educational program will benefit all members."

By the end of the 10-day conference, most of the delegates found that they were united on a number of issues:

They were united in a greater knowledge of the union, its history, its educational facilities, its contract, its constitution, its welfare, pension and vacation benefits; they were united in a better understanding of how a shipboard meeting should be run and in how shipboard behavior could be improved; they were united in the feeling that the union must be politically involved in the affairs of the country if the SIU is to survive.

Comments by workshop chairmen and conference delegates appear on the following pages.

## Seafarers Educational Conference

## Seafarers Educational Conference





## Chairmen Report on Union Meetings

# Seafarers Educational Conference



**Joseph Gorofinkle**  
New Orleans

In our Workshop we discussed how a union meeting should be run. It is at these meetings that Seafarers bring their opinions and experiences directly to bear on the functioning of the union.

In turn, the discussions of the meetings effect on the lives of every Seafarer. The way these meetings are conducted is very important and knowing the rules can count for just as much to a Seafarer as knowing the skill his rating calls for.



**George McManus**  
San Juan

It is our responsibility to attend and make sure that all brothers attend and participate in our shipboard meetings. Cooperation among the brothers is a must. Not many years ago you must remember that union meetings were forbidden to be held aboard ship. Today we are so much better off that it is not funny.



**Charles Jordan**  
San Juan

Today we are being attacked on many fronts. The Labor Department is trying to run our union. The oil companies are trying to take our Jones Act protection away from us. The Justice Department is trying to run us out of politics.

Our members have to know the facts.

So support SPAD and MDL to save our jobs.



**Frank McFaul**  
New Orleans

Your union meeting is not only a place to beef, but is also a place to construct.

In order to construct or beef you must attend.

It is in turn our way of letting the officials of our organization know what we would like to get or what we would like to change. Attend those meetings and hit the deck with whatever you have to say. It is our voice and for us one and all.

## 'A Very Profitable, Enjoyable Stay'

**Oscar Smith**  
New York

After this conference, I feel it is my duty to pass on what I learned here to my less fortunate brothers who were unable to come here, when I return to my home port and aboard ship.

I would like to express my thanks to everyone here for making my stay a very profitable and enjoyable one.



**William C. Hughes, Jr.**  
New York

The fantastic collective thought and planning and development of Piney Point school and recreation area is paying off. We just began to realize how much. The willingness of our representatives to help us with any questions and the orderly and positive way the conference was conducted couldn't have been better.



**Matthew Wilkes**  
New York

Upon my arrival, I was surprised and also pleased. Piney Point had changed. It has come a long way. Three years ago I was a trainee at Piney Point, at that time it was a little rough for me. In a manner of speaking, it was a work force, building Piney Point for our future Seafarers. I am very happy to see Piney Point completed with all the facilities for these trainees so that they can be a competent SIU member.



**James Parsons**  
New York

Vacationers to Piney Point can enjoy a variety of activities found at any major resort area. Our union has initiated a training program that's unrivaled in the maritime industry! Our superior training helps to raise the caliber of our new union brothers. The influx of these men into our union helps to strengthen the entire membership.



**James Pollard**  
Mobile

I, being a retreat from a conference last year, find a lot of changes. They are all for the better, if such were possible.

Every one here tries to go out of their way to assist a delegate in any way. The training of the new students here has been upgraded and morale is very high. This is truly a wonderful place.



**Leonard Suchocki**  
San Francisco

You would have to come to see for yourself. Seeing is believing.

I can and will let my SIU brothers know. I have to do a lot of talking and I will give to SPAD and hope all SIU brothers do the same.



## Chairmen Report on History



**Danny Merrill**  
Mobile

Our workshop concerned itself with the history of the SIU in particular and the history of maritime unions in general.

The discussion brought home to us the advances our union has made over the years in the areas of improved working conditions, better pay and better medical and pension benefits.

It is only after studying the past and recalling the miserable conditions of those days that we can truly appreciate what we have today and what we are trying to achieve for tomorrow.



**Bob Fowler**  
Norfolk

We had a good discussion on Labor History and Maritime History in particular. The outstanding slide presentations gave us the complete story. I now understand how our union came into existence. I think every seafarer should come to Piney Point and learn the true facts of our union and the industry. Our workshop has unanimously adopted the SIU history report of the March Conference.



**Jim Hand**  
Tampa

In our workshop we discussed labor history—from the beginning of the labor movement. I hope we understand now why it is important that we support our congressmen and senators. Because history tells us that even in the days of Fureseth, politics was the name of the game. It is no different today. That is why we have SPAD to support our friends in Congress and defeat our enemies. Every member should give as much as they can to SPAD.



**Francisco Charneco**  
New Orleans

The struggles do continue to protect the Seafarers and our livelihood. We are very grateful to have such officers, not only headquarters in all the ports but especially our leader Paul Hall for keeping the battle going on for a better future for all Seafarers and their loved ones. And I plead with you Brothers, especially those on ships, that are always complaining about contributions to SPAD. It is not money that you are keeping away from your family. It is money to support the union.

# Seafarers Educational Conference



## Chairmen Report on Education

# Seafarers Educational Conference



**Edgar Anderson**  
New York

After our workshop session on education, I have become fully aware of the meaning of the old saying, "there is strength in knowledge."

The taking of these young men as raw recruits at Piney Point and molding them into a well-disciplined entry rating is something to be proud about.

Education in many forms—ranging from lifeboat training, engine room training, and training for the steward department.

Such subjects as labor history, math, social studies are very important in the full make-up of a new "Seafarer."



**Mike Dunn**  
Mobile

For years our SIU has been active in the field of vocational training, and related activities, but for the first time, we now have a major center for the entire educational system of our industry and other fields of higher education, this being Piney Point, Maryland.

We discussed how educational programs for the union workers were limited in the American Industrial Revolution. We also learned that our program is a departure from established patterns of workers' education to three general programs; i.e., vocational, academic, and trade union education.



**Harold Steen**  
Jacksonville

In our workshop we unanimously adopted the report on education set forth by the March conference.

Without a doubt, education is the key to the continued success of our union and the key to the building of a strong maritime industry.

Our union members are the best informed men in the maritime industry, and without any doubt, the best informed union members in the world today. Which is the very first basic step towards an effective democracy.



**Lorenzo Bennett**  
Wilmington

Academic education is the basic foundation for any person, who wasn't fortunate in the educational field. As we know it's the greatest for any individual. I recognize it as the key to man's power of mind—the ability to learn—and gain his own respect, in any educational establishment such as we have here.

It enables us to understand fellow educators; it enables us to lead prosperous lives.

## 'I Was Astounded at What I Saw'

**John Japper**  
New York

I must say I was astounded at what I saw, read and learned at Piney Point. It was in itself an education just to be here. The purpose of this conference of delegates was to educate members of our union in regard to the aspects of the various problems of importance that most of us are ignorant of. We now have a better knowledge of what is behind the whole idea of Piney Point and HLSS.



**Norman Robin**  
New York

Being at the Education Conference at Piney Point, I was surprised to see what the SIU has done and is doing for us as seamen.

I am proud to see a mass of young men entering and attending a training program to become well informed of their trade and behavior at Piney Point. For these are the young men who are going to be the Seafarers of the future.



**J. R. Thompson**  
Mobile

This trip to Piney Point has been very enlightening to me. It has shown me where our union has been, where it is at now and where it is going in the future and this is important to me. It has enabled me to see what a fine training program we have for young men coming into the industry, the job security we have for those of us already in the industry and the retirement security for us about to leave the industry.



**Bill Searlett**  
Tampa

This conference showed me the importance of our union meetings and shipboard meetings and behavior. It is up to each member to attend these meetings and to take an active part in any discussion. This is our union, we must continue to move ahead and stay ahead in the industry. Our SPAD is most important—support it and we stay in the fight.



**Hubert Pousson**  
San Francisco

When I arrived at Piney Point, I was surprised to see the beauty and expanse of it. But after I was here a couple of days I was even more surprised to see for myself the good work these teachers do for the GED students and the HLSS students.



**R. Rodriguez**  
San Francisco

We cannot help but become aware of how much politics affects our every day life as Seafarers. How various government departments with the financial support of large shipping companies are out to destroy our maritime fleet, specifically the SIU. By prosecuting our union leaders these attacks, if not checked, will cause us to lose our jobs. There's no question of the quality of our leadership. But it takes money to fight this battle. Give to SPAD.



**Joseph Gorofinkle**  
New Orleans

Bringing youngsters into this school, which not only affords them a free education, but also teaches them discipline, and responsibility, as they go through their training period to become Seafarers makes me proud that I am a member of this union. I think there is nothing more worthwhile than to be able to do something for your fellow man, young or old.



**Alfred Yarborough**  
Seattle

If you want to know what its all about, attend the next conference here at the Lundeberg School of Seamanship. You will not only have a better knowledge of the founding of this, the greatest maritime union in America and the world, but you will have a better idea of its agreements, welfare plan, pension and the whole business.



**Ralph Autery**  
New York

Upon arriving at Piney Point I was amazed at the set up here and the cooperation of its staff.

It would take days to write of what I have learned here of this union and of its operation.

Every member should take the time to visit Piney Point to see what his leaders are doing for him.



**Jesse C. Hurdle**  
Mobile

I enjoyed myself and have learned a lot about the union. This is the first time I have been to an educational conference. I think it is a very good conference. What I mean by a good conference is the union brothers and chairmen have the freedom of speech and discuss different matters.



**Heinrich Viik**  
San Francisco

I had heard stories from many people most of whom hadn't been here themselves, telling about the waste of funds and that the trainees were just used as work horses. I intend on going home and doing my best to set these things straight.

I realize now how vital donations to SPAD are and resolve to ante up when I pay off. I hope everyone can come to Piney Point, Md., and see and learn what the SIU stands for.



**Edward Tirelli**  
New York

I am proud to be a member of this fighting union that fights for its members and their families, and its industry so that they can get new ships and cargo so that a Seafarer can get a job and live like a man, and make top wages in this maritime industry.





# 'I Hope Every Member Can Come Here'

**John E. Coleman**  
San Francisco

The Educational Conference was very helpful to me and I hope every member will get a chance to attend one of the Educational Conferences. I think and believe that the Piney Point Vacation Center and the Harry Lundeberg School are among the most wonderful things the SIU has done for its membership.



**Dave Goldberg**  
San Francisco

I was very impressed by the physical appearance of the base itself having been here before when the school was still in the construction stage. The facility leaves nothing to be desired to put the member at ease. It creates a more relaxed atmosphere where the member is more willing to open up and talk freely about all phases and aspects of the union.

**Richard Rigney**  
New York

The HLSS and the educational conference seems to be very successful and very interesting. It started with the history or beginning of the Seafarers who helped to mold the country in which the SIU was organized. It explained the background in which our union was started and served the membership. There was the educational side of our union which teaches the Seafarers to better themselves at the special skills or trades they have.



**S. Campbell**  
New York

I believe this group was very attentive and cooperative during all classroom sessions and general assemblies. Their participation too was very good.

I don't think we were represented with any ridiculous questions. Their recommendations and suggestions had merit.

**Raymond Davis**  
Boston

What impressed me the most was the HLSS for the trainees and also the fine way that we, the delegates, were treated.

Now, I, myself being a member of the SIU going on to 20 years, have learned more about the SIU and the hardship that had to be overcome since the founding of the SIU in 1938, than I thought existed.

The problems are still coming up, however the SIU officials and the political help that we have through the aid of SPAD will cope with all further problems, I am sure.



**Bruce Cauffman**  
Houston

I have been active in the labor movement all of my life starting with the "21" strike up to the present day and realized many of the things that have happened to seamen were not mere accidents but were deliberate acts to keep us on a lower social level but thank the Lord our leadership had the foresight to see them too.



**Francisco R. Charneco**  
New Orleans

I attended last year's conference in November 1970. I was astonished at all the materials that were taught in this conference and how the union teaches the newcomers about discipline, respect and seamanship, and about Piney Point, itself, and how it operates. But this year I found this educational conference better in all aspects.

**Stanley Freeman**  
Houston

Seeing is believing and I have seen. I think this is one of the most wonderful set ups I have ever seen.

I didn't believe it at first, because all the false information I received from uncaring union men carrying books and calling themselves union men. I haven't been the best. It definitely will be different my next ship. All I can say is thanks to all the union officials for making it possible for me to see what I have.



**James Swank**  
New Orleans

The knowledge that I have acquired through this educational conference, starting from the birth of the SIU, its history, and its battles throughout the years, was worth every bit my time. I'm at a loss for words to describe Piney Point. I must say we have come a long way in 33 years. I only wish their\* was something like a Piney Point when I joined the SIU.

**Billie Jenkins**  
Seattle

This conference has made me understand the function of the union more than I had before.

The education program is the one thing that impressed me the most—the training of the kids for future of a seaman, and helping them to finish high school.



**Richard F. Feddern**  
San Francisco

I came here expecting I did not know what. I had heard so much about it, mostly bad. I had not been off the bus one hour when all I had heard went out of my mind. I had a new outlook of Piney Point.

I also think that there is some room for improvement but I know that this is going to happen.



**Alex Potorski**  
Philadelphia

I never thought that we had to have all of those people in Washington to help us out but as I was going to the conferences I learned that we sure have to have them. I have donated three times but that was nothing from now on I'll donate twice as much to get more ships instead of sailing the old ones all the time. From what I learned I am 100 percent for it.



## Chairmen Report on Constitution



**Anthony Margiotta**  
New Orleans

In our workshop we discussed our Constitution. Most not previously familiar with the Constitution now realize how important it is to the every day functions of the SIU. Although it is at times a technical document, the language and the prescribed outline make it understandable for the SIU member. And it should be read by every member so that he will understand what his rights are and what this constitution offers him.



**William Doak, Jr.**  
San Juan

In our workshop the topic was the SIU Constitution, presented through slides and discussion from the Preamble to the last section. It was made much clearer to us. The Constitution from its concept to the present day has developed along with the changing times and will be changed in the future as conditions warrant. It is living proof the sailor of the past, present, and future has something to live by and with. Where would we be if we didn't have a Constitution to guide us?



**Alfred Bodie**  
San Francisco

We are fortunate that the charter members of this union had the foresight and imagination to make the Constitution flexible so that as times and conditions changed the Constitution could be changed accordingly.

It defines clearly and specifically in its Preamble our objectives which are: To use our influence individually and collectively for the purpose of maintaining and developing skill in seamanship. Here we have the HLSS as living testimony to this part of the preamble.



**Thomas Liles**  
New Orleans

We had a full discussion on our Constitution. The slide presentation gave us a very good outline on the governing document of our organization. We learned it started with the beginning of the union itself back in 1938. It was written by the members for the members. All members should study this document very thoroughly as our daily lives depend on its proper function. We learned it governs the members of our union, the officials of our union—and the duties of our union as a whole. We learned it grants the right to run for office.

## Seafarers Educational Conference



# Seafarers Educational Conference

## Chairmen Report on Contract



**Roy Ayers**  
New Orleans

As you and I know we have a good contract. So when on board ship, let's live up to it by carrying out your duties in a SIU manner.

Don't forget we have the best seafaring union in the world. And the best union officials. So let's keep them there by voting when the time comes.

And let's keep this contract by giving to SPAD on pay-off.



**Henry Martin**  
San Francisco

We used to enforce the contract 30 years ago with a suitcase parade. But, today it's quite different. Today the leadership of our SIU pack their suitcases or keep them packed because of the increased attacks by government against us and are ready at a moment's notice to go anywhere in the world in order to take the appropriate action.



**Lewellyn Stevens**  
Mobile

We delved into what we the men at sea tend to deem the most important facet of the administrative part of our organization—the contract. What is it? Why it was developed? How it was negotiated? What does it contain?

By comparing contracts at present and the originals we can well ascertain where we were, where we are and where we are headed.



**Clarence Houchins**  
Norfolk

We studied and discussed our contract and industry. I want to say that we have a good contract but a good contract is no good unless we have the jobs to go with it.

The SIU has won for its membership good wages, comfortable working conditions, and the best Welfare, Pension and Vacation plans in the industry all secured by specific provisions in the union's standard agreement.

## 'I Learned Important Facts About SIU'

**Dan Merrill**  
Mobile

Believe me, I learned important facts about the SIU that I never knew existed. These educational conferences should be attended by all Seafarers. I have been a member for 30 years and very proud to still be an active member of the SIU.

**Walenty Roxums**  
San Francisco

My impression of Piney Point and its environment is that the membership can see something which is tangible and something which is beneficial.

The Lundeberg School is necessary.

My confidence in our officials was strengthened by their knowledge of union affairs and the proficiency of the carrying out of their duties.



**McAndrew Thomas**  
Baltimore

I have been shown the workings of our union in the short stay at Piney Point, Md., and a better understanding of how a union works. Our contract is proof of the representation we have by our officials who know our needs at the bargain tables and through lobbying in Washington for our political needs through our donation to SPAD.

**Phil Marullo**  
Tampa

I was impressed by the wonderful work that the union and the Harry Lundeberg School of Seamanship has been doing with the youths. I was impressed by the colors of the flag raising, instead of flag burning, seeing these youths, and knowing they are the future seamen and the future Seafarers, seeing how well they are instructed.



**William Pitt**  
New York

I would like to express my deepest feeling toward our educational conferences. You can get your education and also your GED. Also when the ship you are on pays off remember to give to SPAD, because when you give to SPAD, SPAD gives to you.



**Joe Roberts**  
Mobile

We have had many discussions in our workshops on various subjects. I have learned what the SIU is all about and the many strides it has made through the years. I realize the blood, sweat and strength that went into making our union what it is today. I know that we all have to put our shoulders to the wheels, not only in strength and muscle but with dollars.



## Chairmen Report on Fringe Benefits



**James Matheson**  
Jacksonville

This morning via slide presentation we dealt with Pension, Welfare & Vacation. Again, as in other phases of union activity, we were brought to realize the need to be prudent in the handling of our Pension, Welfare and Vacation funds and without the constant vigil in policing these funds we could find ourselves in dire straits.

It is comforting to know that when we reach retirement age, the concern we will not have is receiving our pension checks.



**Frank Costango**  
New York

We studied and discussed the SIU Pension, Welfare and Vacation Plans. As has been evidenced in our previous days of this conference the SIU is steadily and rapidly increasing its benefits in all fields for the Seafarers.

We learned that since its birth in 1950 our pension plan has increased from \$140 to the present \$250 per month for our pensioners. We learned of the solidarity of our plan and we found we need not worry about our future.



**Edward Tirelli**  
New York

Our programs really take care of our pensions by providing benefits that no other pension plans ever thought of. We are entitled to meal books, welfare benefits for the member's wife and dependents, a full death benefit for the pensioner's widow plus full coverage for the dependents for 6 months after his death. All of these benefits are available no matter how many years the member has been on pension. But the best benefit of all is the fact that SIU members know that we will get our pension. It is financially sound.



**Louis Gardier**  
New York

I am amazed that a union as young as ours in a spread of 33 years has achieved such a wide range of benefits for its members.

Who would have thought back in 1938 that a seaman could ever retire with a pension of \$250.00 monthly for life. Plus liberal rules such as 12 years seetime for disability pension.

Who would have thought that a Seafarer at the other end of the world can feel secure in knowing that the hospital needs of his family were fully taken care of.

# Seafarers Educational Conference





**Raymond Lavoine, Jr.**  
Baltimore

In our workshop we studied about our political and educational program.

Since we have been at the conference, remarks have been made constantly about how important SPAD and MDL is.

Our workshop this morning provided the delegates an even greater understanding for the need of these kinds of contributions, and enlightening us as to just how this money is spent. And it is apparently clear that it is spent entirely in the interest of the membership and their union.

I would like to reaffirm the position taken by the delegates of the previous conference on this matter and to reassure you that our commitments to our political activities is endorsed wholeheartedly by us.



**James Swank**  
New Orleans

I was one of the fortunate ones to visit Washington, a few days ago, where we met with Congressman Otis G. Pike from New York.

He explained to us what a strong merchant marine means to our whole economy.

It means jobs for our Seafarers and decent income. It means purchasing power to feed our families, to educate our children. To buy a car, buy a home. To pay the taxes which keep our cities and states in business. All this has an effect upon our general economy.

If we have a strong Merchant Marine, it gives jobs for ship builders, jobs for steel makers, for industrial workers and the supporting trades and services.



**Byron Blackwell**  
Norfolk

We may still need blood and guts and our fists, but today the main battlefield is in the political arena. This is why we must focus all our energy on education of all Seafarers. Education is the key to whether we survive or die.

We will never defeat our enemies unless we have the education, wisdom, and ability to go into combat with a new strategy in an entirely different battlefield, the political area. We defeated them with blood, guts and our lives, now let's do it with our brains.

There is only one way we can defeat our enemies in this new battlefield and that is through SPAD and MDL. Only by our voluntary donations can our great leaders win the political struggles which we must win or we shall surely perish.



**Frank Rodriguez, Jr.**  
New York

Our workshop unanimously adopted the reports from the past conferences.

Our subject was Politics and the Law. Since the adoption of the Taft-Hartley Law and the Landrum-Griffin Bill by Congress, we have been continuously harassed by the Labor Department and other government agencies.

I am proud to say that this union has stood up and fought these agencies every inch of the way. We will continue to be on the offensive, and get a fair share of the pie.

The government has seen fit to indict our leadership. In reality they are indicting this whole membership. This is another attempt to try to break our union, because they are afraid of our unit, our strength.

## Seafarers Educational Conference

### 'A Great Help to This Membership'

**Trevor Robertson**  
San Francisco

I think this conference and those in the past and the upcoming ones will be of great help to this membership in understanding themselves and their union and the problems that we face in the maritime industry.

When these men get back to their home ports and aboard ship they are going with the knowledge and the feeling of being a part of what is the greatest organization for a seafaring man.

**Sam Solomon**  
Mobile

I was surprised to see Piney Point. No one could have told me it was such a nice place.

The officials handle the workshops in a way that you could understand the overall picture of our program. I now know and understand the union better than I have in all the years I have been in it. The handling of the trainees is one of the best in the nation.

**Bill Scott**  
Wilmington

There was a lot on my mind about Piney Point and the educational conference before I got here, but now my mind is full of new things I didn't know before. I know it has made the light much brighter in my mind. I have seen and heard things at this conference that I didn't know before. As I sail Bos'n and it is my job as a Ship's Chairmen, I now feel I can be a better chairman. It will please me very much to go aboard ships knowing what I have learned here at Piney Point, and hope all my shipmates get a chance to come to Piney Point.

**Gene Taylor**  
Houston

Our members can see and understand better now. In every class I attended they asked a lot of good questions. I am sure they will all leave here a better changed man. He will go aboard ship and explain to the ones who haven't been here to explain how it takes SPAD and MDL to help us in Washington and other places. I hope to come back again one day with my family.

**Frank Costango**  
New York

Where we were, where we are and where we are going—this is what this conference has meant to me.

In studying the constitution I found that we have a document that is truly fair and democratic. Our working agreement—the contract—the working rules of our membership is likewise a true example of the intelligence and foresight of our president and our leadership. It is a fair and just result of our bargaining committee in action and not a tool to price the operator out of business. The SIU pension plan is another example of the foresight and intelligence of our leadership.

Our future is secured.

**Valente Ybarra**  
New Orleans

It has been a great pleasure to have come here to Piney Point. At first I was not sure whether to come or not. But now after what I have learned I am glad I did and I would like to thank all the officials that made this conference possible, especially President Paul Hall. It sure did clear up a lot of things that I did not understand before.



**Gordon Spencer**  
Norfolk

I think the July Conference in general is the best conference out of the four conferences held so far. This I believe is due to the following:

- The slide presentation of the various subjects.
- The men attending this particular conference are arriving at the school with a better view point of the conference and Lundeberg School, due to the members who have attended the previous conferences passing the good work in their respective ports.

**Lorenzo Bennett**  
Wilmington, Calif.

As a member of this organization, I couldn't think of a more functional purpose than the educational conferences, which has given the membership a better foresight on the political arena.

We're proud of the leadership by our union officials for such struggles in this arena. These involvements are social structures to achieve respectability in the maritime movement, and highlight the importance of SPAD.

**Richard Christenberry**  
San Francisco

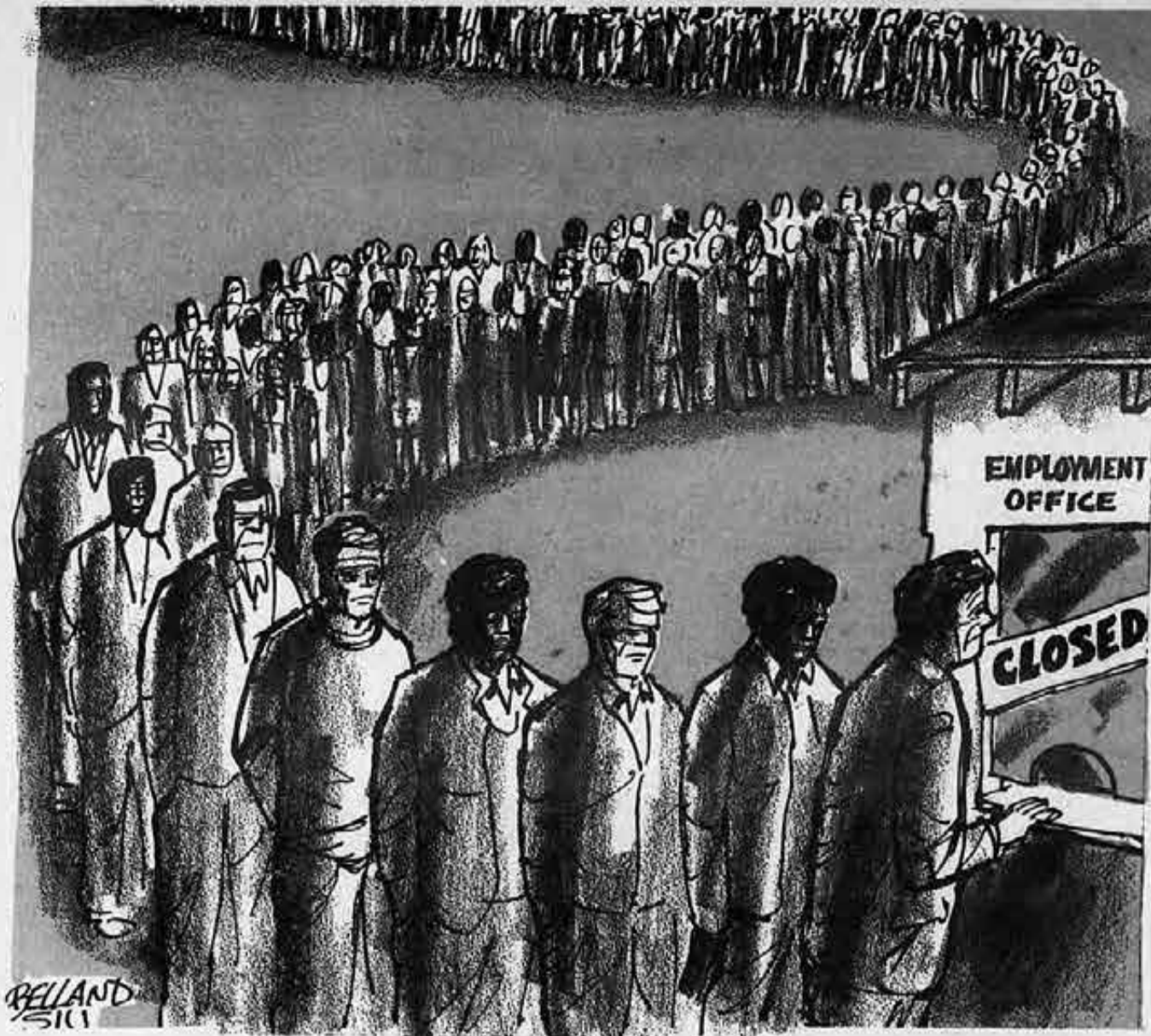
Piney Point! How best to describe it? Really and truly a dream come true. A living tribute to the foresightedness and dedication shown by our rank and file brothers, who worked so hard to make this dream a reality.

The educational conference was well presented, clearly, and pleasantly. The stay in Piney Point was more enjoyable by the dedication of the school's staff.

(Continued on pages 27, 28)







## Labor Day Parade

Monday, Sept. 6 is Labor Day—the day set aside each year to honor the workers of America. It is an important holiday, time-honored, often gala.

Sometimes, however, Labor Day can be a sad day. When millions of Americans are out of work; when inflation wipes out gains hard won at the bargaining table; when servicemen return from the wars to find no jobs available—then Labor Day is a sad day.

1971 is such a time. More than five million American workers are without jobs. Inflation, which has plagued the nation for several years, continues unabated. There are no firm national

policies set to assist the fighting men returning from the wars in Indochina.

Despite all of this, we must remember one thing. This nation has faced tougher problems. And solved them. We are a people with guts and know-how and the will to solve these problems.

So on Monday, Sept. 6, on Labor Day, wherever you are and whatever you are doing, take a minute to think about yourself and your fellow workers. Take a minute to give them and yourself a pat on the back.

You deserve it. After all, the working men and women of this nation make it great.

## Selling Our Jobs . . .

Recent press dispatches indicate that an American firm—the SeaPak Division of the W. R. Grace Co.—has found a new way to sell out American jobs.

According to the reports, SeaPak has signed agreements with the government of Communist Rumania guaranteeing a market for the entire output of Rumania's new fishing fleet of factory-ships. This means that this Iron Curtain country soon will be supplying frozen fish to the American market.

H. J. Cofer, president of SeaPak, declared that "this arrangement assures a continuing supply of fish of unsurpassed quality. The new vessels already are fishing and their output will amount to many millions of pounds of fish this year and still more next year."

The eight ships involved are 260-ft. factory-ships owned and operated by the government of

Rumania. Rumanian crews will clean, freeze and store the catch, unloading at SeaPak plants in New England and in the South.

How many American jobs are sold out in this deal? How many thousands of shipyard workers lost out because these eight ships were built in Rumania? How many fishermen will lose out because the ships are manned by Rumanian crews? How many dock workers lost out? How many plant workers?

SeaPak goes on to boast that "with a guaranteed market for all they catch, the Rumanians will be able to make maximum use of the \$3.5 million vessels and their crews."

Isn't that nice—when much of the American fishing fleet sits idle and American fishermen pound the pavement looking for jobs?

SeaPak—that's a name for shoppers to remember.

## . . . and Saving Some

By the narrowest of margins, both branches of Congress recently voted to approve \$250 million in loan guarantees to the Lockheed Aircraft Corp.

The unusual legislation was widely opposed. Debate stormed around the question of whether the federal government should guarantee a private loan to a private company.

Opponents cited mismanagement on the part of Lockheed and issued dire warnings that Congress soon will be deluged by similar requests from other troubled firms.

Through all of this debate, one fact stood out. The loan guarantee—not a subsidy, mind you, just a government promise—could save as many as 60,000 jobs. In the end, it was this simple fact which swung the vote.

At a time when unemployment is a major problem, when some American firms feel that the best profits come from selling out American jobs, it is refreshing to see Congress act in such a manner.

Clearly, Congress acted in the best interests of American working men and women. That's a hopeful sign for the future.



## Letters to the Editor

### Hospitals Vital

To the Editor:

I am writing this letter from the hospital to let the membership know how much we need these Public Health Service hospitals.

I have just returned from a Persian Gulf, Red Sea, and Pakistan trip during which I had an accident while securing deck cargo topside during a storm. The accident has confined me to the hospital.

From the look of things and the doctor's diagnosis, I will be here for a while.

After reading the article in the *Log*: Senators, Experts Call PHS Hospitals "Essential"—I fully agree with them.

I would like to ask each and every Seafarer to write to their senators and representative to seek help in keeping these hospitals open.

Also, don't forget to buy your Maritime Defense League tickets at each and every payoff.

In closing, I would like to say that after 22 years in the SIU, I find out more every day about what a great organization I belong to.

Also here at the hospital with me is SIU Brother James J. Reeves, who just had an operation, and Brother John Hunter.

We would like to hear from our shipmates.

W. Griggus  
USPHS Hospital  
New Orleans, La.

(Editor's Note: See PHS Story, Page 13.)

### Welfare Plan Also Embodies Kindness

To the Editor:

My family and I would like to thank the union's Welfare Plan. I had two major operations the first of the year, and am still under a doctor's care. Having the coverage of the Welfare Plan has been a God-send.

I would also like to take the opportunity to thank the Pension Plan for their thoughtfulness and kindness in sending the pension checks early every month.

We also appreciated receiving the check before Christmas. It gives us old folks a feeling of respect and security to have money for Christmas.

Also, the SIU's Port Agent in Tampa, Brother Bennie Gonzalez, has been most helpful.

Mr. and Mrs. Angela Covert  
Tampa, Fla.

### 'Thanks' for Check

To the Editor:

I wish to express my thanks to the Seafarers Welfare and Pension Plans for their efforts in sending me my pension check regularly. Despite the distance (Philippines), the check upon which my family and myself depend, arrives on time each and every month. My family and I deeply appreciate the prompt and efficient handling.

I would also like to thank the *Seafarers Log* for sending me a copy of every issue, thereby giving me fresh information on all of the Union's activities.

My personal regards to everyone.

F. S. Omega  
Batangas City, Philippines

### Keeping Informed Through the Log

To the Editor:

I have been receiving the *Log* at home for many years and my family joins me in enjoying it each month.

Many times at sea, through faulty postal service, we miss a few issues. But, when I get home, my wife has saved them all for me. It provides me with some good reading.

I especially like to keep up with the "Oldtimers," who retire or pass away.

Keep up the good work. I know that it is appreciated, not only by Seafarers but also by many people outside of the industry.

John Fedecovich  
New Orleans, La.

### Vacation at Piney Point Rated Tops

To the Editor:

My family and I just came back from spending 12 days at Piney Point, Md., and all I can say is we have never enjoyed ourselves so much.

The accommodations and all of the help were so nice, and they tried in every way to make our stay pleasant.

I also wish to thank Frank Mongelli, Bull Shepard, Bill Hall and Mike and Joe Sacco for making our stay a vacation to remember.

We are looking to spending many more vacations at Piney Point.

Mr. and Mrs. George Meshover  
Far Rockaway, N.Y.

### Aid When Needed

To the Editor:

I would like to express my gratitude to the union for its thoughtfulness in sending me the check from the Seafarers Welfare Plan so soon after my husband's death.

The money will certainly be helpful in meeting the financial burden at this time.

Mrs. Ellis E. Jones  
Philadelphia, Pa.

## SEAFARERS LOG

August 1971 Vol XXXIII, No. 8

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

Executive Board  
Paul Hall, President

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

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

Al Tanner, Robert Matthews  
Vice-President Vice-President



Published monthly at 810 Rhode Island Avenue N.E., Washington, D.C. 20015 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 490-6600. Second class postage paid at Washington, D.C.

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





### Seafarers to the Rescue

The S.S. *Bethtex*, owned and operated by Bethlehem Steel Corporation's Marine Division, was recently given a rescue-at-sea commendation by the U.S. Coast Guard. F. S. Sherman, right, vice president of the Marine Division, presented the award to the master and members of the crew. It is an SIU-contracted vessel. Receiving the award are, from left, Jack E. Rhodes, Peter J. Mistretta, Capt. C. Vincent Colajezzi, Bosun Joseph R. Broadus, and James E. Rose. Seafarers Rhodes, Mistretta and Rose are able seamen. On Feb. 28 the *Bethtex* sighted the *Seascanner*, a 35-foot, steel-hulled motor yacht, apparently making distress signals. The *Seascanner* had lost all power and was taking water after a series of accidents. The *Bethtex* secured the small vessel alongside and stood by for about six hours until the Coast Guard arrived and took charge. The *Seascanner* was out of Bimini, The Bahamas, and the five passengers had been on a shopping expedition to Fort Lauderdale, Fla. The yacht had been adrift since the afternoon of Feb. 26 and was in the middle of the Gulf Stream, and had drifted more than 150 miles when the *Bethtex* sighted her.

### Gibson Speaks in Denver

## Navy, Maritime Must Cooperate

Denver, Colo.

The nation's top maritime official has called for coordination of the nation's merchant marine and naval capabilities in a speech here to the Navy League of the United States.

Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs, told his audience that the Department of Defense fleet and the U.S. merchant Marine "are all too often at odds."

Gibson said, "the DOD-owned cargo fleet is considered by many to be a competitor. This undermines the natural relationship between the two vital elements of American seapower, the Navy and the merchant marine at a time when it needs to be strengthened."

He added, "This situation does not have to be. It need not continue, and I believe the national welfare demands it be brought to an end. The owners of the merchant fleet stand ready to go forward with the Navy as full partners."

Gibson said the nation's commercial operators are ready to perform "emergency shipping services in less-than-full-war situations under equitable terms." He predicted that a

procurement system could be set up quickly to allow the military to ship goods "at reasonable rates that compensate the operators for services rendered and allow them to build up reserves for the future fleet replacement."

However, Gibson warned, "all this will require a massive change in attitude."

He said the will for such a change is present now, and "we should now go forward in partnership to develop the worldwide maritime and naval strength that the President has promised to the nation."

### Unique Gift For Retiree

Elkins, W. Va.

There was no gold watch for Clyde "Shorty" Hartman when he retired after 48 years on the job.

A member of local 1475 of the United Transportation Union upon retirement, Hartman received the bus he had been driving for the last 10 years. He logged more than three million miles of safe driving during his 48-year career.

### HLSS Trainees Visit Capitol

Thirty-two students from the Harry Lundeberg School of Seamanship, accompanied by their instructors, recently visited the nation's capital. The group is shown here with Rep. Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee. Instructors, left to right, are Pat King of the HLSS math department; Hazel Brown, HLSS education director; and Ann Goetz of the social studies department.

The students had an opportunity to sit in on hearings before the Merchant Marine and Fisheries Committee and later met with SIU Legislative Representative Phil Carlip. They also visited the Lincoln and Jefferson memorials. Later, with the assistance of Sen. Charles McC. Mathias (R-Md.), they watched both houses of Congress in action from special seats in the visitors' galleries.

A number of legislators were on hand to talk to the HLSS students. These included Representatives Joseph Addabbo (D-N.Y.), Dante Fascell (D-Fla.), Joshua Eilbreg (D-Pa.) and Fred. Rooney (D-Pa.). Gary Hymel, aide to House Majority Leader Hale Boggs, also met with the group. The students are participating in the HLSS Federal Educational Development program and expect to win their high school equivalency diplomas over the next few weeks.





# Seafarer Displays Triple Threat Art Talents

Artistic is the word that would probably best describe Seafarer Paul L. Hunt—be he working at a painting easel, at the wood carving bench or in the galley.

Though modest about his creative accomplishments, Hunt is well regarded by experts who have seen his paintings and drawings, fellow model ship builders and the Seafarers whom he feeds while working as a chief steward aboard SIU-contracted ships.

The versatile seaman has dabbled in art as a hobby since he was a boy in Juneau, Alaska, following an example set by his father, an amateur sculptor. He began by building simple ship models and making pencil drawings in his spare time and graduated to more complex models and oil paintings on canvas through the years.

His current project, a four-foot-long miniature re-creation of the Norwegian man-of-war, *Norske Love* (Norwegian Lion), is almost complete after more than a year of work on the three-masted sailing ship-of-the-line.

He maintains that the model is a completely accurate replica of the war ship, launched



Artistry from food to carving has come from the skills of Seafarer Paul L. Hunt of New Orleans.

in 1775 and thought to be one of the most beautiful and efficient fighting ships of the period.

"I've hand-carved every mahogany plank for every deck level," he said, "so that if a man was in miniature and went below decks, it would be the same ship with the same cabins and holds as the original."

### Used Builders' Plans

The realism, he explained, is the result of reducing and using the original builders' plans and specifications. The only parts of the model that he has not personally hand-worked are the 172 brass cannons mounted on the gun decks. They were specially tooled by a machinist

to Hunt's specifications.

Already he has been offered \$2,100 for the finished model but has decided to donate it to the Harry Lundeberg School of Seamanship. As soon as the sails and rigging are completed, it will be sent to Piney Point to join the school's extensive collection of maritime exhibits.

Although he is currently involved in model shipbuilding, Hunt has not given up another of his talents—painting.

He possesses admirable credentials in the field, including a one-man show of his canvases in 1948 in a San Francisco gallery, during which all of the 50 paintings were bought by art lovers. He is also justly proud of the fact that two of his paintings of wildlife scenes were used on the covers of *Field and Stream* and *Sports Afield* magazines. Hunt is a veteran of many art shows during which his oils and sketches received enthusiastic reviews from the critics.

The former Alaskan started shipping out during World War II and saw action during three trips on the infamous Murmansk run. He was aboard the *Esso Providence* when she was bombed and damaged by German planes during a Mediterranean run.

After the war, he settled down to a shoreside job in the kitchen of the prestigious Sheraton Palace Hotel in San Francisco, ending up as head chef.

But memories of his life at sea caused him to move to the

Port of New Orleans and resume the seafaring way of life. He started sailing as chief cook and was soon qualified to ship as a chief steward.

### 'Leisure Time' Artist

When not masterminding the ship's menu, he spends much of his leisure time painting and drawing. He likes to specialize in paintings of ships of bygone days and animal subjects—many of which are bought by fellow crewmembers. To improve his skills with living figures, he studied human and animal anatomy and sometimes surprises a shipmate by present-

ing him with a pencil portrait. Although Brother Hunt's sales of paintings and ship models indicate that he could make a living in the world of art, he prefers his life as a Seafarer.

"I love the life," he said. "My life is free and I'm my own boss. I like to travel and I love the sea. I wouldn't change my life."

Many of his shipmates are glad that Hunt is so dedicated, since his presence aboard ship guarantees that their menu will be varied and well prepared. When a ship on which he was sailing docked in Karachi, Pakistan, he prepared a meal for guests aboard ship, including former Pakistani President Mohammed Ayub Khan, who complimented the captain on the food.

Those who have shipped out with Paul Hunt before—those who have dined on chicken cordon bleu, veal scallopini with wine sauce and shrimp de Jon (shrimp with wine sauce)—certainly agree with the former Pakistani president's opinion of his artistry in the kitchen.



A pouncing tiger is an example of the artistic abilities of Paul L. Hunt, whose work has been displayed by many art galleries.



Paul L. Hunt places a finishing touch on an intricate model he will donate to the Harry Lundeberg School of Seamanship.

## Have You Taken Your Vacation Yet?

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

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

First choice: From ..... to .....

Second choice: From ..... to .....

My party will consist of ..... adults and ..... children.

Please send confirmation.

Signature .....

Print Name .....

Book Number .....

Street Address .....

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

School days are fast approaching, and the vacation season is running toward the finish line. But for Seafarers, there is still time to take advantage of the tranquility, the open spaces, the sailing and swimming and fishing and just plain fun at the Seafarers' Vacation Center at Piney Point, Md.

Cooling breezes sweep off the Chesapeake Bay and across the open greenery that spreads for acres around the campus of the Harry Lundeberg School of Seamanship—site of the Seafarers Vacation Center. This is the area where for decades several Presidents came to "get away from it all."

Large air conditioned rooms await the Seafarer and his vacationing family. The finest in food is served at the lowest possible price in comfortable surroundings.

And for families with a love for ships, the Seafarers Vacation Center has sailing vessels that accept the gentle winds for serene cruises, as well as a fleet of historic vessels ranging from John F. Kennedy's *Manitou* to Admiral King's World War II flagship, the *Dauntless*.

For the best in vacation fun, fill out this form and treat yourself and your family to one of the nicer benefits of belonging to the SIU—your Vacation Center.



# Council Urges Tax Justice, Questions China Policy

San Francisco, Calif.

The AFL-CIO Executive Council at its August meeting here urged the Administration and Congress "to complete the unfinished business of tax justice" and the council voted in favor of strong policies on a wide range of other matters.

On tax justice, the council said "the federal income tax is still rigged against the worker's paychecks and in favor of unearned income. It is still rigged against those who depend on wages and salaries, while there are numerous gilded tax-havens for those with wealth and taxpaying ability."

The council resolution said that the Tax Reform Act of 1971 was "a step along the road to tax justice" because those people earning less than the poverty level were exempted from taxes, and some measure of relief was given low and middle income levels.

Yet, the council said, "despite unrelenting needs for increased public investment, billions of dollars escape

full taxation through loopholes and special tax privilege for wealthy people and corporations."

The council called for closing the loopholes as a means of raising the necessary revenue for public improvements, "rather than continued and expanded windfalls for the rich." That kind of "justice in the tax structure is essential to provide the American people with confidence in the way federal revenues are obtained."

The council also faced up to a number of problems in foreign relations, notably that of this nation's changing relationships with the Red Chinese.

A council resolution, adopted by a 24-4 vote, questioned the wisdom of drawing closer to the Red Chinese.

After citing developments of recent months, the council asked, "has Communist China provided any proof that, in line with the charter, it is now qualified for UN membership? Can the Nixon Administration

give the American people and the nations of the world any evidence that, in contrast to a year ago, the Mao Tse-tung regime is today qualified for UN membership in accordance with the charter requirements?"

The resolution tracing the history of the Communist Chinese movement, including its reliance on military force and its attacks on Korea, Indo-China and off-shore islands of the mainland.

The admission of Red China to the UN, the council declared, would undermine its strength. The council asked that the Administration consider anew the question of Chinese Communist membership in the UN.

Other positions taken by the council at the August meeting were:

**National Economy**—"We are prepared to cooperate with mandatory government controls if the President decides they are necessary, provided that such controls are even-handed and across-the-board. But we are opposed to any and all attempts at one-sided curbs on workers wages, without effective stabilization programs on prices, profits interest rates and other incomes."

**Legislative Agenda**—"To date in its first session, the 92nd Congress has worked with reasonable diligence to meet the nation's critical economic problems. Despite the obstacles of an Administration unwilling to take firm action to restore full employment or curb inflation, the Congress has acted upon major legislation giving the President the authority and the necessary tools to move the country forward."

**Welfare Reform**—"Welfare reform is long overdue. Proponents and opponents of welfare reform in H.R. 1 agree on one thing: the present situation is a mess. The welfare rolls have increased by 2.5 million persons in the past seven months, and the caseload continues to grow steadily as unemployment continues unchecked."

**The Berlin Wall**—"In the furtherance of world peace, the U.S. government should take the initiative in demanding that the Berlin Wall come down. As long as the Soviet rulers do not permit two parts of even one city—free West Berlin and Communist East Berlin—to have freedom of access to each other, to co-exist, no one can take seriously their talk about desiring peaceful co-existence between nations or groups of nations, let alone between the free world and the Communist world."



The AFL-CIO Executive Council meeting brings together three union presidents representing diverse American workers who have common problems. SIU

President Paul Hall (left) is shown with Peter Bommarito, United Rubber Workers (center), and Alexander Rohan, Printing Pressmen's Union.

## Congress Approves PHS Hospital Funds

Washington, D.C.

Seafarers were assured that Public Health Service hospitals and clinics would continue to serve them for at least another year by Congressional approval of an \$85 million PHS hospital appropriation.

The appropriation total, which awaits President Nixon's signature, is \$14 million higher than the original budget offered by the Administration. The amount Congress added for operations costs of the eight hospitals brings this year's appropriation to the level of the previous fiscal year.

The jointly-passed bill also contains an agreement of both houses of Congress that the PHS hospital budget will be reviewed again in October when a current study of the feasibility of renovation and repair of the hospitals is submitted.

An overwhelming voice vote in the House, and a 77-0 vote in the Senate completed. Congressional action on the hospital appropriation.

The \$14 million omitted by the Administration was restored to the appropriation measure after House Majority Leader Hale Boggs (D-La.) and Rep. Paul G. Rogers (D-Fla.) charged that the Department of Health, Education and Welfare had ordered restricted admissions to some hospitals as a start toward closing them.

Prior to the vote, Rep. Thomas V. Downing of Virginia told a group of students from the Harry Lundeberg School of Seamanship that proposals to close the PHS hospitals "are something the Congress just won't tolerate."

He cited figures given a House appropriations subcommittee by HEW that said the hospitals could be operated at "optimum staffing, supplies and equipment" for \$106.9 million.

"We want to see those hospitals open and functioning," Downing told the students, "and the Congress is determined that they will be operating the best possible way."

## Burke Says America's Chief Export Is Jobs



Rep. Burke

Washington, D.C.

"The United States is becoming a nation whose principal export is the jobs of American workers," Congressman James A. Burke (D-Mass.) declared at an AFL-CIO Maritime Trades Department luncheon here.

The right to an unlimited profit and uncontrollable freedom of competition have led to the present imbalance of the American export-import trade, which can also be related to the country's changing role as an exporter of goods to an exporter of jobs, Burke said.

### U.S. shut out

While the United States was fostering the development of managed economies and barriers against free trade within nations under the Marshall Plan, it failed to provide protection for its own industry and labor, the Democratic Congressman noted.

"We found ourselves in the position of freely opening our shores to foreign goods, and in many instances, being shut out of the markets of countries

which had accepted our assistance," he explained.

Burke cited our country's continual decline of exports. A favorable balance of trade of more than \$7 billion in 1964, he said, was dwindled to only a little over \$1 billion in 1969.

### Trading deficit

In May and June of this year, America encountered trading deficits for the first time since before the Korean war, he added.

The flood of imported goods since the mid-1950s, Burke said, has forced a reduction in the quality of many home-produced goods, the number of historic American industries and the disappearance of American jobs.

The Congressman called these jobs "gone forever—filled by foreign workers who are working in many, many cases for American firms."

He said the multi-national firms are American only as far as their headquarters, distribution, or product serving is concerned, "but not product manufacturing."

With its many multi-national firms operating in more than 40 nations around the globe, Burke termed the United States manufacturing "the eighth wonder of the world; and the corporate profits of these firms is the ninth wonder."

"It's the maritime industry which suffers the most from the drowning of every additional industry under the high tide of foreign imports," Burke declared. The multi-national, "runaway" American plants, "runaway" shipping and foreign-flag fleets are contributing factors which hurt the maritime industry and the country's economy, he added.

### 'Lay myth to rest'

Burke concluded that with the loss of American jobs and the higher prices for goods, "it's about time to lay the myth of free trade to rest."

Congressman Burke said that while "the idealism implicit in free trade philosophy is commendable—the fact is, it doesn't work . . . and it can't work in a world of fiercely competing political systems, cultures, and economies."



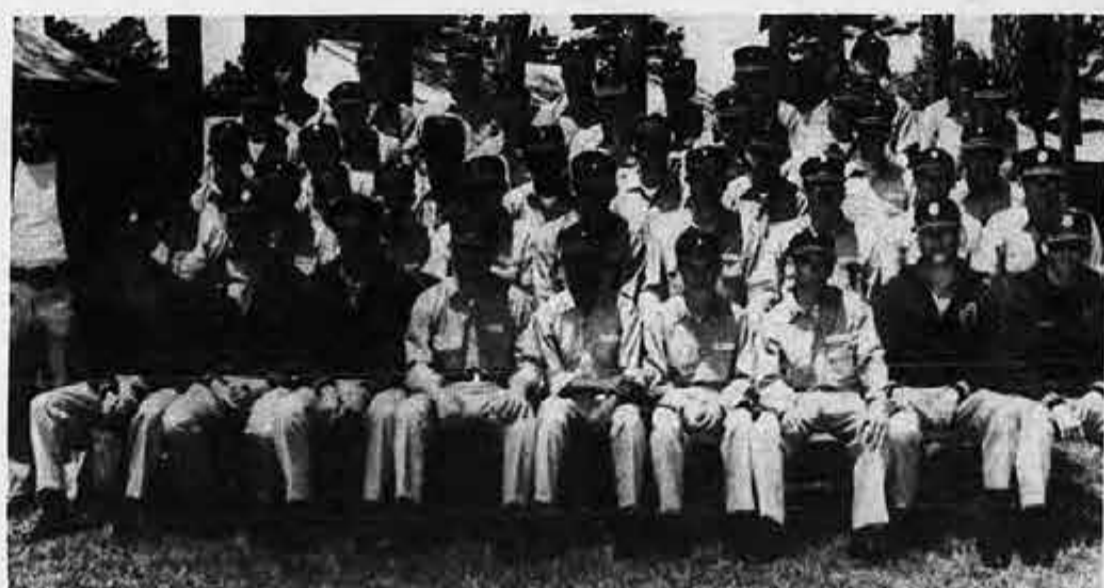
# HLSS Trainees Pass Coast Guard Lifeboat exam



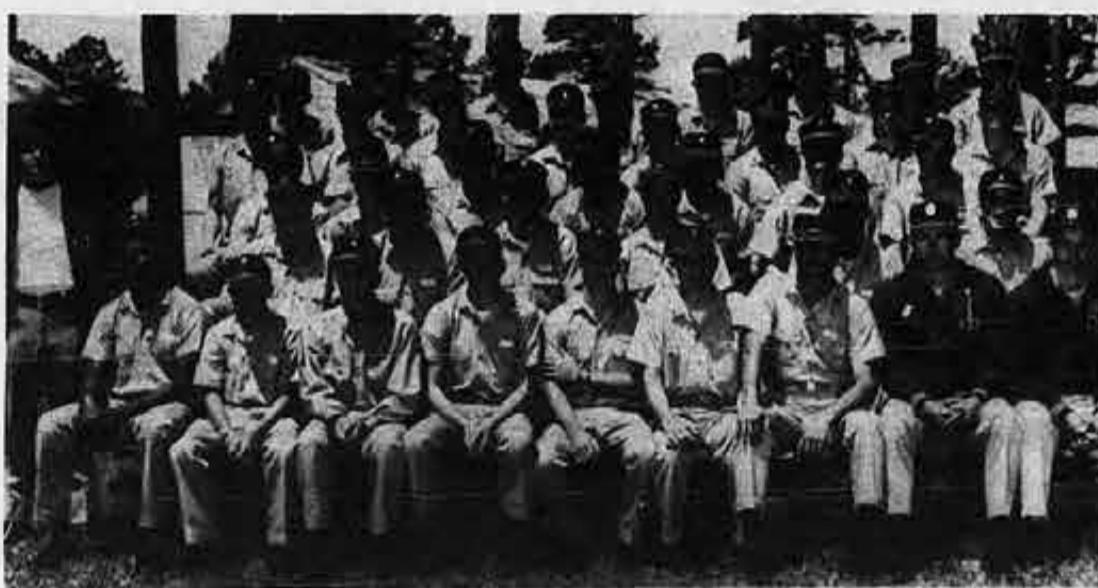
Members of Class 69 pose proudly after passing lifeboat examinations given by the U.S. Coast Guard at the Harry Lundberg School in Piney Point. First row, left to right: R. Williams, P. Mendiola, W. Hudson, L. Crapps, M. Beaman, M. McLean, J. Brown, and Deck Instructor Paul Veralopulo. Second row: D. Ehrhardt, J. Hicks, H. Lloyd, N. Woodberry, M. Pennington. Third row: T. Morrison, L. Smith, D. Willy, A. Nickless, M. Timourian, F. Nypaver. Fourth row: R. Merwin, B. Bellman, J. Bridges, J. Klohn, C. Trafford, D. Habada. Fifth row: M. Bligard, W. Foster, A. Baletka, F. Pancake.



Lifeboat Class 70 passed the Coast Guard Lifeboat Examination with flying colors and then sat proudly for their class photo. Left to right in the front row are G. Foreman, E. Pointer, D. Puetz, K. Pogue, W. Hunnicut, J. Malone, and Deck Instructor Paul Veralopulo. Second row: V. Santiago, R. Turner, W. White, L. Thibodeau. Third row: W. Graham, R. McDonald, F. Ricks, M. Byrd, A. Mascarenas, H. Nichols, J. Cornett. Fourth row: R. Every, G. Spell, R. Gonzalez, K. Bluit, J. Grosjean, M. Nickel. Fifth row: J. Holbrect, R. Fulmer, W. Davidson, T. Robertson, C. Moore, B. Eakin, D. Goodrich.



Graduates of Lifeboat Class 71 have every reason to look proud because every member of the class passed their Coast Guard examination with high scores. Front row, left to right are: Paul Veralopulo, HLS Deck Instructor, F. Lieb, H. Hutt, J. Sampson, R. Cadd, J. Gimenez, C. Murphy, T. Prudhomme, J. Gammon, E. Dunn. Second row: J. Grudzinski, W. Fox, R. Manieri, C. Bova, J. Ragland, S. Carter, R. Quibodeaux, D. Hains, M. Lawrence. Third row: T. Ehrhart, D. Doyle, S. Meyers, J. Gordon, D. Kirby, N. Sampson, J. Kleinberg, R. McDonald. Fourth row: F. Chew, W. Sharp, J. Brumfield, G. McGinty, R. Lampe, J. Andrews, S. Thomas. Fifth row: A. Guerra, J. Wilburn, D. Byrd, B. Whittington, D. Schulin, J. Landis, M. Scardino, J. Chaff.



HLS Deck Instructor Paul Veralopulo, standing, poses with members of Lifeboat Class 72 for their graduation photo after the class had passed their Coast Guard Lifeboat Examinations. First row, left to right are: H. Whitfield, N. Noto, G. Elkins, M. Fritze, T. Chavers, G. Barnhart, V. Kaiser, L. Trotter, W. Vanderputten. Second row: M. Hallett, A. Lopez, T. Bartol, R. Ennis, R. Bell, L. Diesso. Third row: B. Wilson, J. Massaro, C. Tanner, R. Parquet, S. George, F. Metz, D. Patterson. Fourth row: S. Crawley, J. Gilstrof, T. Lloyd, D. Buckley, J. Richard, K. Thompson, R. McGowan, G. Esposito. Fifth row: M. Dibiasi, J. Corprew, R. Doody, E. Marshall, C. Humason, R. Dennis, K. Murphy, K. Peele.



## 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.



# Inland Shipping Creates New Jobs

Washington, D.C.

The resurgence of America's canals as a vital transportation network is creating thousands of new jobs, and promises to provide additional opportunities for the deep-sea maritime sector as well.

This was the report given by Congressman Richard H. Fulton, Tennessee Democrat, at a luncheon of the 7.5-million member AFL-CIO Maritime Trades Department.

"We are coming into a day of deep-sea shipping that will include hundreds of huge freighters carrying thousands of smaller barges," he said. "These lighter-aboard-ships—or LASH vessels—will enable deep-sea shippers to get their cargoes to the right part of the country far more smoothly and probably far more rapidly than they could previously."

Fulton noted that the first new vessels approved under the Merchant Marine Act of 1970 are LASH-type ships that are being constructed for the SIU-contracted Delta Lines in New Orleans.

## Building Jobs

"They mean, in our slumping economy, jobs for seamen on the deep-sea runs and for inland boatmen as well," he reported. "That is a combination all of us will be glad to see come about."

Fulton said that the increased use of the nation's canals has grown to the point where "canals are starting to win a competitive war they supposedly lost to the railroads more than a century ago."

"Billions of tons of cargo from all parts of the heart of

America sail in barges on rivers and man-made streams every year," he said. "Billions of man-hours of work are needed to get the barges from one place to another."

"The boom in the barge business, so long neglected—as was all of the maritime industry—has made the inland waterways today a gold mine for shipping companies," he added.

Thousands of the nation's towboats and barges are manned by members of the SIU's Inland Boatmen's Union and the SIUNA's Inland Boatmen's Union of the Pacific, Puget Sound Division.

## Research Needed

The increasing use of the country's rivers and canals, combined with the development and construction of LASH-type ships, "is a combination all of us will be glad to see come about," Fulton said.

"It will mean that here in 1971 we will have rediscovered the utility of the water that flows across this nation," he asserted.

The Tennessean said that the new vigor being witnessed on the inland waters can fade unless continued research brings technological developments to keep the industry competitive.

"We should sustain this upswing by using to the fullest the portion of the merchant marine allocation earmarked for research and development of new ships and new shipping technology," he said. "The \$25 million budgeted for research and development in this fiscal year can reap the industry far more than that in the years to come."

# New Maritime Muscle Enhances U.S. Economy

Washington, D.C.

For America, a weak merchant marine reflects a weak economy, Congressman Otis G. Pike (D-N.Y.) told representatives of unions, maritime management and government at an AFL-CIO Maritime Trades Department luncheon here.

"The merchant marine is—or should be—an integral part of the economy," he said. Correctly utilized, it can contribute significantly to our balance of payments, and to the growth of our foreign commerce."

Pike noted that the United States, in the past decade, suffered a balance of payments deficit of close to \$25 million.

"Without regard to the cause, the fact remains that this deficit could have been reduced—or eliminated—through the development of the U.S.-flag fleet," he declared.

## Opportunity Beckons

Pike said that the opportunity to enhance the U.S. economy through the revitalization

of the American-flag fleet continues.

"What better way to start down the road to a balance-of-payments equity than to revitalize the American merchant marine?" he asked. "What better way to solve our balance-of-payments problem than to eliminate our dependence on foreign-flag shipping?"

He said that the predominance of foreign-flag ships in the carriage of America's imports and exports results in dollars lost to American workmen—including her seafarers—and to the nation's treasury.

## Soft Economy

By ignoring the redevelopment of the American merchant marine, Pike added, the country creates a weaker, softer economy that is less able to develop its full potential.

"A healthy merchant fleet means jobs for Americans," he said; "jobs for seafarers, jobs for shipbuilders, for steelmakers, for industrial workers, for workers in supporting trades and services."

# Prepared to Ship Out



Members of Class 70 pose for their graduation picture with Norfolk Port Agent Gordon Spencer, left, and Advanced Seaman Tom Kelly, right. Front row, left to right, are R. Fulmer, W. Hunnicut, R. McDonald, A. Mascarenas, H. Nichols, and G. Spell. Back row, left to right, are R. Pogue, C. Moore, E. Pointer, F. Ricks, W. Davidson, and T. Robertson.



Class 71 lines up for their graduation picture before boarding a bus for New York and assignment to their first ship. Front row, left to right, are J. Giminez, F. Lieb, R. Cadd, West Coast SIU Representative Tommy Trehern, HLS President Bull Shepard, L. Diesso, S. Myers, E. Cotton, and E. Dunn. Back row, left to right, are R. Lampe, D. Byrd, H. Hutt, J. McGinty, D. Kirby, F. Chew, and B. Whittington.



Class 72 lines up for their graduation picture after completing their 12-week training program at the Harry Lundeberg School in Piney Point, Md. Kneeling left to right are L. Trotter, S. George, J. Massaro, M. Fritze, J. Richard, N. Noto, K. Thompson, R. Manieri, H. Whitfield, and R. Bell. Standing left to right are Deck Instructor Paul Verapulo, R. Ennis, D. Patterson, M. Dibiasi, D. Buckley, R. Dennis, T. Lloyd, J. Cornett, A. Lopez, and Lifeboat Instructor James Sellers.

# Industrial Growth, Ecology Can Prosper Together



Rep. Wolff

Washington, D.C.

A New York Congressman has urged that modern technology be put to work to develop new resources and, at the same time, protect the environment.

Rep. Lester L. Wolff, addressing an audience of labor, management and government representatives at a luncheon of the AFL-CIO Maritime Trades Department, warned that the nation could lose vital resources if all development is stopped in the name of protecting the ecology.

He deplored what he called the "automatic" opposition by environmentalists to proposals to construct new electric power

plants, the trans-Alaska oil pipeline and the dredging of deep-water ports.

Rep. Wolff said it is "refreshing that we are being concerned before things happen, instead of waiting until we have befouled the environment."

"But ecologists should keep in mind one cogent fact: Things are not all black and white—no matter what people say," he asserted.

## Serves Two Purposes

Both the fight against pollution and the urgent demand for oil could be served by tapping Alaska's vast oil reserves, he noted.

The North Slope oil, he said,

is a rare variety of oil that has a low-sulphur content.

"Low-sulphur oil strikes at the very heart of the pollution problem in America—because 75 to 80 percent of all air pollution in this country comes from automobiles releasing huge quantities of sulphur and sulphur by-products into the atmosphere," he explained. "Does the potential danger to the Alaskan environment outweigh the potential that would come from low-sulphur oil in American cars?"

Wolff said he admired the fight to preserve the ecology, but said it was paramount that the nation have a balance of equities.



# Waterman's *DeSoto* Pays Off In Port of New Orleans



SIU Representative Marty Kressner (left) checks book of 3rd cook Harry D. Hammond at payoff aboard the Waterman line's *DeSoto* at New Orleans.



Ordinary Seaman E. Zoubantis (left) at payoff with SIU Representative Marty Kressner. Waterman's *DeSoto* was docked in New Orleans.



Robert E. Marsh (left) discusses payoff with Representative Marty Kressner in New Orleans.



Chief Steward J. Castronover goes over some union business with SIU Representative Marty Kressner aboard the *DeSoto*.



Fireman C. White and Oiler R. Vance in the engine room of the *DeSoto* while in the port of New Orleans.



Tom Gould (center) talks with shipboard delegates after the *DeSoto* pulled into the Port of New Orleans.





Oiler R. Vance and some shipboard humor in the engine room aboard ship.



Steward Edmund Sanchez cracks some ice in the galley as he prepares a noon meal for the crew.



Baker Joe Bermett carves a turkey while 3rd Cook Harry Hammond looks on. Crew members voiced nothing but praise for the steward department.



Steward Manuel Ercell cleans up after serving lunch aboard the *Desoto* while in port at New Orleans.

Fireman C. White checks the controls in the engine room prior to sailing again.



Representative Marty Kressner enjoys a laugh with John Kliver (left) ordinary seaman; Ordinary Seaman Ken Price and Electrician Nick Leone.



## What Price Freedom?

# Lithuanian Sailor Goes to Prison

Washington, D.C.

Simas Kudirka, the Lithuanian sailor whose unsuccessful attempt to gain political asylum in the United States created an international incident last Nov. 23, has been sentenced to 10 years of hard labor, according to a story published in *The Washington Post*.

Eyewitness accounts of the defector's desperate leap as told by John Burt and Robert Brieze, appeared in the December, 1970, issue of the *Log*.

Burt, a commercial fisherman and port agent for the SIUNA-New Bedford Fishermen's Union, remembers, "I got terribly emotional and felt the overwhelming need to help this man."

Brieze recalled his personal experience of defecting in 1950 from Latvia to Danzig and the Russian pursuit. He is currently with the New Bedford Seafood Dealers Association.

*The Washington Post* report contains details of the Soviet aftermath of the incident that occurred off Matha's Vineyard, Mass. Kudirka jumped overboard from the Russian fishing mothership *Sovietskaya Litva* and onto the U.S. Coast Guard cutter, *Vigilant*, while both vessels were participating in a fishing conference.

A summary of Kudirka's May 17-20 trial was prepared by friends in the Soviet Union. The trial was held in Vilnius, because the Supreme Court of the Lithuanian Republic. Chairman of the court was named

Nisiunas, according to the document.

In declining counsel, the seaman said, "If he (counsel) is dishonest and plays the role of a second prosecutor, as often happens in political trials in Lithuania, then I think that my case is already complex enough and one prosecutor is enough."

Kudirka continued: "I do not consider myself guilty since I did not betray my homeland, Lithuania. I do not consider Russia . . . as my homeland."

He told the court he was familiar with social injustice which increased in 1940 when the Red Army occupied Lithuania. He also cited Marx and Lenin to explain the difference between socialist theory and practice in his homeland, and asked no persecution or harm come to his mother, wife or children.

Court chairman Nisiunas replied: "Your own conduct brings hardship to your family."

After a brief court consultation, Kudirka was sentenced to 10 years in a "strict regime camp with confiscation of personal property." He was pleased with this verdict, for he previously thought he would be shot, the document reported.

A postscript of the trial's summary says the Lithuanian sailor is now living under the menace of internment in a psychiatric hospital. According to Soviet dissidents with personal experience, this is considered far more horrible than forced labor or prison.

## Rep. Heckler Urges 100-Mile Territorial Water Limit To Help U.S. Fishermen

Washington, D.C.

Rep. Margaret M. Heckler, R-Mass., has urged the Congress to set a 100-mile territorial waters limit around the United States to protect the interests of American fishermen.

Mrs. Heckler, in testimony before the Fisheries and Wildlife Subcommittee of the House of Representatives, said lobstermen in her district face loss of income and loss of jobs because of Russian fishing vessels in the area of the lobster beds.

The United States subscribes to a three-mile limit around its

shores, while some nations of the world subscribe to limits as wide as 200 miles.

### Barnacles Tasty?

The next time you go to your favorite seafood restaurant you may find yourself eating barnacles instead of lobster.

Even though the common barnacle has hard flesh, it can be eaten raw, either plain or with a dressing.

To go even further, small sized barnacles can be cooked like mussels while big ones can be grilled with butter.

## Words to Remember



"Believe me, if the Alaskan pipeline is not built, and we do not get that oil out of the north, we have no alternative but to sometime give into the (oil price) demands of Venezuela and there will be similar demands made by Algeria."

—Sen. Ted Stevens (R.-Alaska) in an address to the 15th Biennial Convention of the Seafarers International Union, June 21-25, 1971, in Washington, D.C.



### Three Earn G.E.D. Certificates

Hazel Brown, center, director of academic education at the Harry Lundeberg School, and Bill Hall, left, director of trade union education, congratulate the three latest successful candidates for High School Equivalency Certificates. They are, left to right, Keith Sabot, Edwin Colon, and Daniel Davis. All three, who graduated from the school with Class 65 to go aboard their first ships, selected the engine department for their first trips.

## Seafarers Submit Questions About Social Security, Medicare Benefits

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 would like to take my young son to a social security office and get him a social security card. Does he have to be a certain age?

**A.** No. There is no minimum age for getting a social security card.

**Q.** I am 64 years old. I retired when I was 62 but did not sign up for social security retirement benefits because I wanted to wait until I was 65 and could receive a full benefit. I have now decided to go ahead and apply for the reduced benefit. Can I get my checks all the way back to the month I was 62?

**A.** No. An application for social security retirement benefits can be retroactive for no more than 12 months.

**Q.** I am 68 and collect monthly social security retirement benefits. But I also work part-time during the year. How often should I ask the social security office to refigure my benefits based on additional earnings to see if I am due an increase in my checks?

**A.** You do not have to request the social security office to refigure your social security benefits. This is done automatically each year.

**Q.** I will be 72 next month and I am still working. I know that I can collect my full social security benefits and still keep on working after my 72nd

birthday. But will my employer also stop deducting social security contributions out of my weekly pay checks starting next month?

**A.** No. Regardless of your age, as long as you continue to work in employment covered by social security you pay social security contributions.

**Q.** My mother has been discharged from the hospital and placed in a nursing home that has been approved by Medicare as an extended care facility. The nursing home advised us, however, that Medicare will not pay for her care because her type of illness is not covered. Is it true that some illnesses are not covered by Medicare?

**A.** It is not the type of illness your mother has, but the level of treatment she needs that is a factor in determining

whether or not Medicare will help pay for her services in an extended care facility. Medicare can pay only when a patient needs continuing skilled nursing care, not just help with such things as bathing, eating, dressing, walking, and taking medicine at the right time. There are other requirements, too. Your mother can check her copy of *Your Medicare Handbook* for more details.

**N.B.** You don't have to retire to get Medicare protection. But, to have full Medicare protection when you are 65, you do need to sign up for the medical insurance part 2 or 3 months before you reach 65. If you have questions about Medicare, call the Seafarers Pension and Welfare Plan office. We will be happy to assist you.

## Safety Tips While Swimming

As the summer season gets into full swing and more and more people begin flocking to the nation's beaches it is well to keep in mind some swimming safety hints recommended by the Red Cross. They could save your life.

Overexertion and cramps are two major swimming perils. Cramping in the fingers, toes, arms or legs is often caused by fatigue and overexertion. Such cramps are of little danger to the swimmer unless they cause him to panic. Relief is gained by stretching the muscles. Sometimes this can be done simply by changing the swimming stroke and relaxing. If this doesn't work, try rubbing or kneading the cramping muscles, advises the Red Cross.

In any swimming emergency, don't panic, think calmly of the best corrective action and conserve your strength and energy.

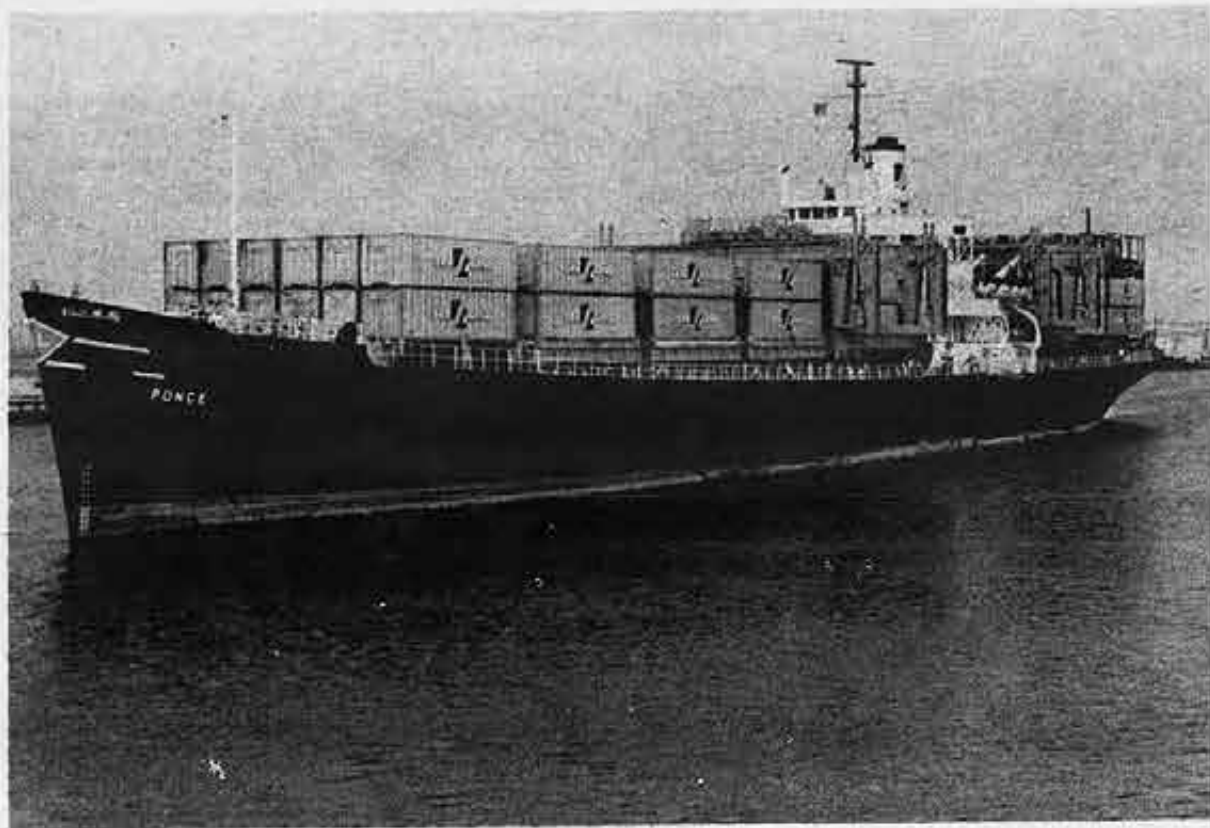
Most Red Cross chapters throughout the country conduct some kind of swimming instruction—a "must" for non-swimmers or novices.

A few more hints for swimmers recommended by the Red Cross are:

- Don't substitute floating devices for swimming ability.
- Don't dive into unknown water or shallow breaking waves.
- Maintain close supervision of children at all times.
- Don't swim close to piers, pilings, diving boards and platforms.
- Know how to administer artificial respiration and learn simple and safe reaching rescues.
- Don't attempt to see how far you can swim under water.



# Containership *Ponce* Serving on the Shuttle Run



The SIU-contracted *Ponce* was built in Wilmington, North Carolina in 1944. She is one of the smaller containerships, her overall length is only 480-feet. She is operated on shuttle service by Sea-Land.

She was first christened as the *SS LAND*, then sailed as the *Santa Leonor* until she was converted to a containership in February, 1960. Two-hundred seventy-four temperature-controlled cargo containers can be carried aboard her during each voyage.

Her 6600 H.P. engines enable the *Ponce* to glide nicely through the water at 15 knots.



Fireman Jack Singletary tends to routine machinery maintenance before the *Ponce* gets underway for an outbound voyage.



A fresh pan of icing-topped gingerbread is about to reach the mess table with the help of baker Richard McCausland.



Brother James Shamburger handles lines as the gangway is brought alongside the *Ponce*. Shamburger sails as AB on the ship.

Because of the short turnaround time needed by containerships such as the *Ponce*, Rafael Ramos, who sails as oiler, has barely enough time for a game of solitaire.





# Seafarers Retire to Beach . . .



**Nels Larson, 65**, is a native of Sweden and now spends his retirement in Houston, Tex. One of the first members of the union, Brother Larson joined in 1938 in the Port of Galveston. He sailed in the deck department as a boatswain. Seafarer Larson retired after a sailing career spanning 54 years.



**Clarence John Baker, 65**, is a native of Tacoma, Wash., and is now spending his retirement in Seattle, Wash. He joined the union in the Port of New York in 1951 and sailed in the engine department. He retired after 27 years at sea.



**Gillum Mefford, 71**, is a native of Tennessee and is now spending his retirement in Pensacola, Fla. One of the first members of the union, Brother Mefford joined in 1938 in the Port of Galveston. He sailed in the engine department. He retired after 33 years at sea.



**Rofujio Peter Garza, 65**, joined the union in the Port of New Orleans in 1943 and sailed in the steward department. A native of Louisiana, Seafarer Garza now makes his home in New Orleans, La. He retired after 29 years at sea.



**Anton Kula, 56**, joined the union in the Port of New York in 1943 and sailed in the deck department. A native of Estonia, Brother Kula now makes his home in Guttenberg, N.J. His retirement ended a sailing career of 33 years.



**Leo M. Morsette, 64**, joined the union in the Port of New York in 1947 and sailed in the steward department. A native of Washington, Seafarer Morsette now makes his home in Abita Springs, La. His retirement ended a sailing career of 34 years.



**Constantions D. Paraskevopoulos, 51**, is a native of Greece and now makes his home in Baltimore, Md. He joined the union in 1951 in the Port of New Orleans and sailed in the engine department.



**Henry Gock, 65**, is a native of Wisconsin and now makes his home in Milwaukee, Wis. He joined the union in the Port of New York in 1943 and sailed in the deck department. He retired after sailing 40 years.



**Julio C. Ruiz, 57**, is a native of Puerto Rico and now makes his home in Bayamon, P.R. He joined the union in the Port of New York in 1945 and sailed in the engine department. Seafarer Ruiz retired after 28 years at sea.



**Anthony James Kuberski, 55**, is a native of New York and now makes his home in Rahway, N.J. He joined the union in the Port of Baltimore in 1943 and sailed in the steward department.



**Joseph LaBranche, 69**, joined the union in the Port of New Orleans in 1956 and sailed in the steward department. A native of Luling, La., Seafarer LaBranche now lives in New Orleans, La.



**Arthur Samson, 61**, is a native of Philadelphia, Pa. and now lives in Fremont, Calif. One of the early members of the union, Brother Samson joined in 1939 in the Port of Mobile. He sailed in the engine department. He retired after sailing 34 years.



**Bruce Edward Webb, 60**, joined the union in the Port of Tampa in 1951 and sailed in the steward department. A native of Maryland, Brother Webb resides in Baltimore, Md.



**Pedro L. Agtuca, 58**, is a native of the Philippine Islands and is now spending his retirement in Hampton Bays, N.Y. He joined the union in the Port of New York in 1943 and sailed in the steward department. Brother Agtuca retired after 28 years at sea.



**Magnus B. Froland, 66**, joined the union in the Port of Detroit and sailed on the Great Lakes. A native of Bergen, Norway, Seafarer Froland is now spending his retirement in Sturgeon Bay, Wis. He retired after 40 years at sea.



**Herbert Lee Smith, 65**, joined the union in the Port of New York in 1944 and sailed in the steward department. A native of Louisiana, Brother Smith now lives in Jackson, Miss. He retired after 27 years at sea.



**Erasmo G. Arroyo, 51**, joined the union in the Port of New Orleans in 1941 and sailed in the deck department. A native of Puerto Rico, Brother Arroyo now makes his home in Bronx, N.Y. He was issued a picket duty card in 1961. In 1962, Seafarer Arroyo served picket duty in the Moore McCormack-Robin Line beef. He retired after 31 years at sea.



**Michael Andrew Reges, 57**, joined the union in the Port of New York in 1949 and sailed in the deck department. A native of Peckville, Pa., Brother Reges now lives in Brooklyn, N.Y. Seafarer Reges was issued two picket duty cards in 1961. He served in the Army from 1929 to 1935. He retired after 30 years at sea.

## Pensioners Receive First Checks in New York, Port Arthur



Another group of veteran Seafarers retired to the beach in June. Shown from left are: N. Orencio, E. Orroyo, P. Agturo, B. Bautista, J. Bocale, and G. Rodriguez. They received their first monthly pension checks at the June membership meeting in the Port of New York.



SIU Port Arthur agent Roan Lightfoot (center) officiates at a double-header as he presents Brothers Cornelius Higginbotham (left) and John Segelsky with their first monthly IBU pension checks. Along with checks went best wishes to both for "fair winds and following seas" during their retirement.



# ... And Life of Leisure



**Harry W. Minkler, 65**, is a native of Lincoln, Neb. and now lives in Biloxi, Miss. He joined the union in the Port of New Orleans in 1947 and sailed as a steward. Brother Minkler is an Army veteran of World War II and also served in the Army from 1922 to 1925. His retirement ended a sailing career of 31 years.



**Austin Victor Daniels, 75**, is a native of Barbados, British West Indies and now makes his home in Baltimore, Md. One of the early members of the union, Brother Daniels joined in 1939 in the Port of Boston. He sailed in the steward department.



**Robert Hubbs, 56**, is a native of New Orleans, La. and continues to make his home there. One of the first members of the union, Brother Hubbs joined in 1938 in the Port of New Orleans. He sailed in the deck department as a boatswain. He retired after 33 years at sea.



**Alfred Hartley Duggan, 49**, is a native of Gilead, Me. and now lives in Yarmouth, Me. He joined the union in the Port of New York in 1951 and sailed in the engine department. He is an Army veteran of World War II.



**James R. Allen, 69**, is a native of Alabama and is now spending his retirement in La Puente, Calif. One of the first members of the union, Seafarer Allen joined in 1938. He sailed in the engine department. Brother Allen served in the Coast Guard. His retirement ended a sailing career of 39 years.



**William John Adams, 66**, joined the union in the Port of New York in 1953 and sailed in the deck department. A native of Pennsylvania, Brother Adams now makes his home in Vidor, Tex. He retired after sailing 23 years.

## Special Notice

Although the basic rules of eligibility remain the same for receiving an SIU Disability Pension and the Special Disability Benefit, Seafarers are advised that as of July 1, 1971, all applicants for these benefits are required to meet the Social Security or Railroad Retirement standard of permanent disablement and must be already receiving benefits from such agencies before they can receive similar benefits from the Seafarers Welfare and Pension Plans.

In the interest of expedient processing of applications, all future applicants for a Seafarers Disability Pension or Special Disability Benefit, are asked to support their applications for these benefits by submitting a Social Security or Railroad Retirement certificate of permanent disablement at the same time that they make their request for SIU benefits.

The effective date of payment of the Seafarers Disability Pension or Special Disability Benefit, if approved by the Board of Trustees, will be the first day of the month following the date of the Social Security or Railroad Retirement certification of permanent disability, or date of receipt of the application, which ever is the later.



## Digest of SIU Ships' Meetings

**STEEL ADVOCATE** (Isthmian), March 14—Chairman N. D. Gillikin; Secretary Lucio Ceperiano; Deck Delegate James J. Connors; Engine Delegate Howard F. Menz; Steward Delegate Henry Jones, Jr. Few hours disputed OT in deck and engine departments, otherwise everything is running smoothly. Vote of thanks to the steward department for a job well done.

**PHILADELPHIA** (Sea-Land), May 30—Chairman C. J. Murray; Secretary A. L. Doud; Deck Delegate W. Rawluk; Engine Delegate John Nouwen; Steward Delegate R. Geiling. Some disputed OT in Steward Department.

**NEWARK** (Sea-Land), May 30—Chairman Dammerer; Secretary J. Utz. \$17 in ship's fund. Few hours disputed OT in deck department. Beef concerning time off in engine department.

**PORTLAND** (Sea-Land), May 30—Chairman Luke Wymbs; Secretary R. Hernandez; Deck Delegate Dimas Mendoza. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**OVERSEAS ALEUTIAN** (Maritime Overseas), May 23—Chairman Angelos Antoniou; Secretary Elmer C. Danner; Engine Delegate Melvin J. Galleer; Steward Delegate Harris Arceneaux. \$9 in ship's fund. Everything is running smoothly.

**STEEL DESIGNER** (Isthmian Lines), Mar. 21—Chairman O. R. Ware, Jr.; Secretary Angel Seda; Deck Delegate P. Penton; Engine Delegate Donald J. Henson; Steward Delegate Stephen Dent. \$7 in ship's fund. Some disputed OT in deck and engine departments.

**OVERSEAS ALEUTIAN** (Maritime Overseas), May 31—Chairman Angelo Antoniou; Secretary Elmer C. Danner; Deck Delegate Francis X. Wherrity; Engine Delegate Melvin J. Gallier; Steward Delegate Harris P. Arceneaux. \$9 in ship's fund. Everything is running smoothly.

**WACOSTA** (Sea-Land), May 16 Chairman None; Secretary Manuel F. Caldas. \$6 in ship's fund. Some disputed OT in engine department.

**THETIS** (Rye Marine), May 2—

Chairman A. R. Sawyer; Secretary S. J. Davis; Deck Delegate A. R. Sawyer; Steward Delegate J. D. Brown. Some disputed OT in deck and engine departments, otherwise everything is running smoothly.

**STEEL ARTISAN** (Isthmian Lines), May 23—Chairman Walt Sibley; Secretary Major E. Reid. Disputed OT in each department to be brought to the attention of the boarding patrolman.

**TAMPA** (Sea-Land), May 2—Chairman Juan C. Vega; Secretary Joe Powers; Deck Delegate Curt Decker. Everything is running smoothly. Vote of thanks to the steward department for the good food and service. Vote of thanks to the bosun for running the movies.

**PONCE** (Sea-Land), May 9—Chairman Dan Butts; Secretary Alva McCullum; Deck Delegate P. F. Fernandez; Steward Delegate Oscar Sorenson. \$317 in movie fund. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**PORTMAR** (Calmar), May 16—Chairman James J. O'Meara; Secretary T. A. Jackson; Deck Delegate C. G. McLellen; Engine Delegate H. R. Schackney, Jr.; Steward Delegate James H. Merk. No beefs reported. Everything is running smoothly. Motion was made that the maintenance be raised from \$8 a day to \$15 a day.

**TAMARA GULDEN** (Transport Commercial), May 30—Chairman Geo. P. Libby; Secretary Charles W. Pelen; Deck Delegate Eugenio Oya; Engine Delegate R. D. Holmes; Steward Delegate Gus Dicks. \$14 in ship's fund and \$680 in movie fund. Everything is running smoothly.

**MOHAWK** (Ogden Marine), June 6—Chairman Billie B. Price; Secretary M. E. Greenwald; Deck Delegate Max H. Higginson; Engine Delegate John D. Esobar; Steward Delegate J. Ferecondis. Few hours disputed OT in deck department. Good crew. All delegates are working together to keep this a good ship. The two men from the HLSS school are the best we have seen.

**ST. LOUIS** (Sea-Land), May 23—Chairman Manuel E. Sanchez; Secretary E. R. Perry; Deck Delegate

Elmer P. Moran; Engine Delegate David E. Davis. Just beginning a new voyage and everything seems to be running smoothly. \$157 in ship's fund.

**TOPA TOPA** (Waterman), Apr. 4—Chairman Martin Kinzgood; Engine Delegate M. P. Cox. No beefs. All repairs were attended to. Vote of thanks to the steward department for a job well done.

**LAFAYETTE** (Waterman), June 6—Chairman H. Workman; Secretary J. Thomas. Everything is running smoothly with no beefs and no disputed OT.

**ROBERT E. LEE** (Waterman), May 30—Chairman A. Anderson; Secretary R. Donnelly; Deck Delegate R. McLeon; Engine Delegate A. S. DeAgro; Steward Delegate J. T. Cherry, Jr. \$20 in ship's fund. Some disputed OT in deck and engine departments.

**PRODUCER** (Marine Carriers), May 16—Chairman Garth G. Durhan; Secretary J. G. Lakwyk; Deck Delegate E. N. Cartwright; Engine Delegate Roy R. Young, Jr.; Steward Delegate A. L. Aguilar. Few hours disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**STEEL SEAFARER** (Isthmian), June 6—Chairman A. Donnelly; Secretary J. P. Baliday; Deck Delegate John Wilson; Engine Delegate Kevin W. Conklin; Steward Delegate Joseph L. Gray. Everything is running smoothly with no beefs.

**KYSKA** (Waterman), May 16—Chairman W. G. Thomas; Secretary E. Johnson; Deck Delegate H. D. Jackson; Engine Delegate Theodore H. Wright; Steward Delegate J. C. Roberson. \$71 in ship's fund. Everything is running smoothly with no beefs and no disputed OT.

**SEATRAN OHIO** (Hudson Waterways), May 10—Chairman Tom Endel Kelsey; Secretary Walter J. Fitch; Deck Delegate Paul Whitlaw. \$24 in ship's fund. No beefs were reported.

Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

**BROOKLYN** (Sea-Land) May 30 Chairman C. Magoulas, Secretary J. Keno; Deck Delegate Thomas Johnson; Engine Delegate Nicholas Sushko; Steward Delegate Joe B. Brown. Everything is running smoothly. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

**TRANSOREGON** (Hudson Waterways), May 23—Chairman Arvid Gylland; Secretary H. L. Lanier. Repairs being taken care of as quickly as possible. Disputed OT in deck and engine departments. Boarding patrolman will be contacted regard shortage of stores.

**CHARLESTON** (Sea-Land), May 21—Chairman Joe C. Albert; Secretary Ramon Aguiar; Engine Delegate P. Rogers; Steward Delegate Juan Hernandez. No beefs reported. Vote of thanks to the steward department for a job well done.

**TRANS PACIFIC** (Hudson Waterways), May 2—Chairman James Elwell; Secretary M. Bugawan; Deck Delegate Joseph W. Crowley; Engine Delegate G. Scharrel. Captain very happy about the behavior and work of the crew. No beefs were reported. Vote of thanks to the steward department for a job well done.

**INGER** (Reynolds Metals), Apr. 18—Chairman M. E. Beeching; Secretary D. P. Martinez; Engine Delegate Francesco Urbina; Steward Delegate Walter M. Cutter. \$21 in ship's fund. Everything is running smoothly with no beefs.

**OVERSEAS EVELYN** (Maritime Overseas), May 9—Chairman W. Matthews; Secretary W. E. Oliver; Deck Delegate Raymond Bunce; Engine Delegate Robert Gustafson; Steward Delegate John Shaw. No beefs and no disputed OT. Everything okay. Vote of thanks to the steward department for a job well done.

**WESTERN PLANET** (Western Tankers), May 9—Chairman L. J. Olblantz; Secretary O. Payne; Deck Delegate Ronald Weyersberg; Engine Delegate Robert G. Sawyer;

Steward Delegate Abrea P. Papadimitis. No beefs and no disputed OT.

**HURRICANE** (Waterman), May 2—Chairman John Cisiecki; Secretary Thomas O. Rainey; Deck Delegate William L. McBride; Engine Delegate L. A. Ciambay; Steward Delegate Simon DeZee. All repairs from last voyage have been completed. No beefs and no disputed OT.

**STEEL ARCHITECT** (Isthmian), May 16—Chairman J. D. Price; Secretary J. D. Reyes; Deck Delegate Gerald Corelli; Steward Delegate J. H. Green. Everything is running smoothly.

**ROBERT E. LEE** (Waterman), May 9—Chairman A. Anderson; Secretary R. Donnelly; Deck Delegate Roy A. McLeod; Engine Delegate A. S. DeAgro. Some disputed OT in deck department. Vote of thanks to the bosun for taking care of a sick crew member. Vote of thanks to the steward department for a job well done.

**OVERSEAS ALASKA** (Maritime Overseas), May 30—Chairman T. Trainor; Secretary H. L. Gardner; Deck Delegate J. J. Levin; Engine Delegate P. Cleary; Steward Delegate B. Scarborough. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**TRANSIDAHO** (Hudson Waterways), Apr. 4—Chairman R. Burton; Secretary Aussie Shrimpton. Brother Harry E. Chardmiak, oiler, sent application in to attend high school courses at Piney Point in September. His request is endorsed by the ship's committee who recommend him as an ideal candidate for such instruction. \$5 in ship's fund. Some disputed OT in deck department.

**SAN FRANCISCO** (Sea-Land), Apr. 21—Chairman M. Woods; Secretary H. Galicki; Deck Delegate James F. Williamson; Engine Delegate Paul M. Hartman; Steward Delegate Howard Bickford. \$43 in movie fund. No beefs reported. Everything is running smoothly. Vote of thanks to the steward department, especially to the Chief Cook Andy Ignacio for the fine barbecues he puts out.



# SIU Ships' Committees . . .



**STEEL ADVOCATE (Isthmian)**—The committee aboard the Steel Advocate takes in some fresh air topside. From top to bottom are: C. D'Amico, ship's chairman; H. Veillon, educational director; D. Hall, engine delegate; L. Ceperiano, secretary-reporter; N. Huff, deck delegate; A. Selico, steward delegate.



**NEW ORLEANS (Sea-Land)**—Aboard the containership New Orleans the ship's committee consists of, from left: P. Ryan, educational director; D. Sacher, secretary-reporter; M. Landron, ship's chairman; H. Dean, steward delegate; L. Gillain, deck delegate, and C. Kelly, engine delegate.



**TRANSINDIANA (Hudson Waterways)**—Home from a voyage to England and ports in Europe, the Transindiana's committee consists of from left: J. Shipley, educational director; D. Keith, steward delegate; O. Smith, secretary-reporter; D. Holm, ship's chairman; J. Hamot, deck delegate; C. Rose, engine delegate.

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 meetings and is responsible for relaying the minutes and recommendations to SIU headquarters.

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

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



**TRANSIDAHO (Hudson Waterways)**—A pleasant visit to ports in Europe and the British Isles made up the most recent voyage of the Transidaho. Her committee, from left, consists of: N. Santana, deck delegate; R. Burton, ship's chairman; P. Marcinowski, engine delegate; F. Rakas, steward delegate; S. Able, educational director, and A. Shrimpton, ship's secretary-reporter.



**ARIZPA (Sea-Land)**—Back home in Port Elizabeth after a month coastwise voyage are, from left: W. Lescovich, secretary-reporter; J. Rios, engine delegate; R. Somarriba, deck delegate; D. Fitzpatrick, ship's chairman, and M. Belvedere, steward delegate.



# ... Members' Voice At Sea



**TRANSCOLORADO** (Hudson Waterways)—Before returning to their duties aboard ship, the members of the Transcolorado's committee took time for a photo. From left are: J. Mims, secretary-reporter; F. Smith, ship's chairman; W. Thomas, engine delegate; C. C. Smith, deck delegate; A. Lopez, steward delegate, and R. Diaz, educational director.



**TRANSHAWAII** (Hudson Waterways)—In the crew's recreation room aboard the Transhawaii are, seated from left: W. Seltzer, secretary-reporter; D. Maupin, engine delegate; W. Cassidy, steward delegate; D. C. Gatewood, deck delegate. Standing, from left, are: M. De Barros, ship's chairman; K. Starcher, educational director.



**STEEL DESIGNER** (Isthmian)—Topside aboard the Steel Designer from left, are: A. Seda, secretary-reporter; G. Meester, engine delegate; J. P. Balderston, steward delegate; H. R. Guymon, educational director; J. A. Mick, deck delegate; and H. Lee, ship's chairman.



**NEWARK** (Sea-Land)—From left are members of the ship's committee: C. R. Dammeyer, ship's chairman; N. Reitti, educational director; A. Balkan, deck delegate; A. Silva, steward delegate, and P. McAneney, engine delegate.



## Digest of SIU Ships' Meetings

**WESTERN CLIPPER** (Western Agency), May 2—Chairman E. Davis; Secretary A. Hirsch; Engine Delegate Philip A. Brady; Steward Delegate James Mitchell. \$13 in ship's fund. Vote of thanks to the entire steward department for a job well done.

**OGDEN YUKON** (Ogden), May 16—Chairman E. Gomez; Secretary Jose Albino; Deck Delegate Joe Shell, Jr.; Engine Delegate Thomas Donaghy; Steward Delegate R. J. Sherman. \$13 in ship's fund. Some dispute OT in engine department. Vote of thanks to the steward department for a job well done.

**MONTPELIER VICTORY** (Victory Carriers), May 7—Chairman Jack Bentz; Secretary Thomas Navarre; Deck Delegate John A. Durane; Engine Delegate R. Bancroft; Steward Delegate Arno Larson. \$269.37 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

**OVERSEAS ALEUTIAN** (Maritime Overseas), June 13—Chairman Angelo Antoniou; Secretary Earl W. Gay. \$9 in ship's fund. No disputed OT. No beefs.

**ROBERT E. LEE** (Waterman), June 20—Chairman A. Anderson; Secretary R. Donnelly; Deck Delegate Ross A. McLeod; Engine Delegate A. S. DeAgro; Steward Delegate John T. Cherry, Jr. \$5 in ship's fund. Some disputed OT in deck

and engine departments to be taken up with patrolman.

**SEATRIN GEORGIA** (Seatrains Lines), July 11—Chairman J. Lopez; Secretary R. Taylor; Deck Delegate Julius Lopez; Engine Delegate John Noble. \$235 in ship's fund. No beefs and no disputed OT.

**STEEL SEAFARER** (Isthmian), June 27—Chairman A. Donnelly; Secretary J. P. Baliday; Deck Delegate John Wilson; Engine Delegate Kevin Conklin; Steward Delegate Edward Dale. Few hours disputed OT in deck department.

**CHARLESTON** (Sea-Land), June 27—Chairman J. Alberti; Secretary F. T. DiCarlo; Deck Delegate Jose Cortez; Engine Delegate Chester Lohr; Steward Delegate Juan Hernandez. \$16 in ship's fund. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

**NEW YORKER** (Sea-Land), June 28—Chairman I. Cox; Secretary V. Sanchez; Engine Delegate Andrew Thomas; Steward Delegate John Robinson. Special vote of thanks to the steward department for a job well done.

**ANDREW JACKSON** (Waterman), June 6—Chairman W. E. Czajkowski; Secretary Thomas Liles, Jr.; Deck Delegate L. Bailey; Engine Delegate Robert E. Saucer; Steward Delegate M. Agencia. Everything is running smoothly.

**OVERSEAS TRAVELER** (Maritime Overseas), July 4—Chairman Jack Dalton; Secretary T. D. Ballard; Deck Delegate Henry Banta; Engine Delegate Albert Dykes; Steward Delegate Malcolm Stevens. Everything is running smoothly. No beefs and no disputed OT.

**OVERSEAS TRAVELER** (Maritime Overseas), July 11—Chairman Jack Dalton; Secretary Thomas D. Ballard; Deck Delegate Henry Banta; Engine Delegate Albert Dykes; Steward Delegate Malcolm Stevens. \$20 in ship's fund. No beefs and no disputed OT.

**SEATRIN DELAWARE** (Hudson Waterways), July 10—Chairman W. Nash; Secretary J. Prats. No beefs were reported. Vote of thanks to the steward department for a job well done.

**CANTIGNY** (Cities Service), June 20—Chairman J. Bush; Secretary C. Kreiss; Deck Delegate R. W. Smart; Engine Delegate W. H. Wheeler; Steward Delegate H. M. Connell. \$8 in ship's fund. No beefs were reported. Discussion held regarding 50-50 law pertaining to grain shipments to mainland China. Crew agreed to contact Congressmen to protest it.

**YELLOWSTONE** (Ogden Marine), June 20—Chairman Joseph Zelay; Secretary George W. Luke; Deck Delegate Howard C. Ross; Engine Delegate Steve V. Crawford; Steward Delegate T. H. Capado. Some disputed OT in deck department.

**STEEL TRAVELER** (Isthmian), June 6—Chairman Cecil Diltz; Secretary I. R. Llenos; Deck Delegate Wm. D. Jefferson; Steward Delegate Herbert Allen. \$13 in ship's fund. Everything is running smoothly.

**YORKMAR** (Calmar), June 27—Chairman I. Moen; Secretary S. Garner. No beefs. Everything is running smoothly. Vote of thanks was extended to the steward department for a job well done.

**EAGLE TRAVELER** (United Maritime), June 6—Chairman Joseph Bourgeois; Secretary Algernon W. Huterchson; Deck Delegate John C. Bakus; Engine Delegate Donald C. Leight; Steward Delegate Emanuel Lowe. \$6 in ship's fund. Few minor beefs in deck department. Vote of thanks to the steward department for a job well done.

**SEATRIN OHIO** (Hudson Waterways), June 6—Chairman Tom Kelsey; Secretary Walter Fitch. \$29 in ship's fund. Everything is running smoothly with no beefs.

**SEATRIN CAROLINA** (Hudson Waterways), June 20—Chairman K. Gahagan; Secretary E. P. Sahuque. No beefs were reported. Everything is running smoothly with no beefs. \$36 in ship's fund.

**STEEL VOYAGER** (Isthmian), June 27—Chairman R. A. Christensen; Secretary J. W. Sanders. \$22 in ship's fund. Disputed OT in deck and steward departments.

**STEEL VOYAGER** (Isthmian), Apr. 18—Chairman Melvin Keefe; Secretary J. W. Sanders. \$21 in ship's fund. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**SEATRIN CAROLINA** (Hudson Waterways), June 13—Chairman K. Gahagan; Secretary E. P. Sahuque. \$36 in ship's fund. No beefs. Everything is running smoothly in all departments.

**STEEL APPRENTICE** (Isthmian), Apr. 11—Chairman James M. Foster; Secretary Paul Lopez; Deck Delegate Norwood E. Geno; Engine Delegate Don L. Busby; Steward Delegate Vincent Young. \$10 in ship's fund. No beefs. Everything is running smoothly.

**MONTPELIER VICTORY** (Victory Carriers), May 30—Chairman Jack Bentz; Secretary T. Navarre; Deck Delegate John Dunn; Engine Delegate Rex Becraft; Steward Delegate Arno Larson. \$165 in ship's fund. Vote of thanks was extended to the steward department for a job well done.

**TRANSPACIFIC** (Hudson Waterways), June 6—Chairman James Elwell; Secretary Maximo Bugawan; Deck Delegate Edget Luzier; Engine Delegate James Lippincott; Steward Delegate William Dunn, Jr. No disputed OT and no beefs. Vote of thanks to the steward department for a job well done.





# Directory Of Union Halls

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

**PRESIDENT**  
Paul Hall

**EXECUTIVE VICE PRESIDENT**  
Cal Tanner

**VICE PRESIDENTS**  
Earl Shepard Lindsey Williams  
Al Tanner Robert Matthews

**SECRETARY-TREASURER**  
Al Kerr

**HEADQUARTERS** ... 675 4th Ave., Bklyn.  
11232  
(212) HY 9-6000

**ALPENA, Mich.** ... 800 N. Second Ave.  
49707  
(617) EL 4-3516

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

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

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

**CHICAGO, Ill.** ... 9383 Ewing Ave.  
60617  
SIU (312) SA 1-0733  
IBU (312) ES 5-9676

**CLEVELAND, O.** ... 1420 W. 25th St.  
44113  
(216) MA 1-6450

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

**DULUTH, Minn.** ... 2014 W. 34 St.  
55906  
(218) RA 2-4110

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

**HOUSTON, Tex.** ... 5804 Canal St.  
77011  
(713) WA 6-3207

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

**JERSEY CITY, N.J.** ... 99 Montgomery St.  
07302  
(201) HE 6-9434

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

**NEW ORLEANS, La.** ... 630 Jackson Ave.  
70130  
(504) 629-7546

**NORFOLK, Va.** ... 115 34 St.  
23510  
(703) 632-1892

**PHILADELPHIA, Pa.** ... 2604 S. 4th St.  
19148  
(215) DE 6-3518

**PORT ARTHUR, Tex.** ... 534 Ninth Ave.  
77640  
(713) 983-1679

**SAN FRANCISCO, Calif.** 1321 Mission St.  
94103  
(415) 626-9793

**SANTURCE, P.R.** ... 1313 Fernandez Juncos  
Stop 20  
00998  
724-2848

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

**ST. LOUIS, Mo.** ... 4577 Gravois Ave.  
63116  
(314) 752-6590

**TAMPA, Fla.** ... 312 Harrison St.  
33602  
(813) 230-2788

**TOLEDO, O.** ... 935 Summit St.  
43604  
(419) 248-3881

**WILMINGTON, Calif.** ... 459 Seaside Ave.  
Terminal Island, Calif.  
90744  
(213) 836-7255

**YOKOHAMA, Japan** ... Isaya Bldg.,  
Room 810  
1-2 Kaigan-Dori-Nakaku  
2014971 Ext. 281

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

## Schedule of Membership Meetings

**SIU-AGLIWD Meetings**

New Orleans...Sept. 14—2:30 p.m.  
Mobile...Sept. 15—2:30 p.m.  
Wilmington...Sept. 20—2:30 p.m.  
San. Fran. ...Sept. 22—2:30 p.m.  
Seattle...Sept. 24—2:30 p.m.  
New York...Sept. 7—2:30 p.m.  
Philadelphia...Sept. 7—2:30 p.m.  
Baltimore...Sept. 8—2:30 p.m.  
Detroit...Sept. 10—2:30 p.m.  
†Houston...Sept. 13—2:30 p.m.

**United Industrial Workers**

New Orleans...Sept. 14—7:00 p.m.  
Mobile...Sept. 15—7:00 p.m.  
New York...Sept. 7—7:00 p.m.  
Philadelphia...Sept. 7—7:00 p.m.  
Baltimore...Sept. 8—7:00 p.m.  
Houston...Sept. 13—7:00 p.m.

**Great Lakes SIU Meetings**

Detroit...Sept. 20—2:00 p.m.  
Buffalo...Sept. 20—7:00 p.m.  
Alpena...Sept. 20—7:00 p.m.  
Chicago...Sept. 20—7:00 p.m.  
Duluth...Sept. 20—7:00 p.m.  
Frankfort...Sept. 20—7:30 p.m.

**Great Lakes Tug and  
Dredge Section**

Chicago...Sept. 14—7:30 p.m.  
†Sault  
Ste Marie Sept. 16—7:30 p.m.

Buffalo...Sept. 15—7:30 p.m.  
Duluth...Sept. 17—7:30 p.m.  
Cleveland...Sept. 17—7:30 p.m.  
Toledo...Sept. 17—7:30 p.m.  
Detroit...Sept. 13—7:30 p.m.  
Milwaukee...Sept. 13—7:30 p.m.

**SIU Inland Boatmen's Union**

New Orleans...Sept. 14—5:00 p.m.  
Mobile...Sept. 15—5:00 p.m.  
Philadelphia...Sept. 7—5:00 p.m.  
Baltimore (li-  
censed and  
unlicensed Sept. 8—5:00 p.m.  
Norfolk...Sept. 9—5:00 p.m.  
Houston...Sept. 13—5:00 p.m.

**Railway Marine Region**

Philadelphia...Sept. 14—10 a.m. &  
8 p.m.  
Baltimore...Sept. 15—10 a.m. &  
8 p.m.  
\*Norfolk...Sept. 16—10 a.m. &  
8 p.m.  
Jersey City...Sept. 13—10 a.m. &  
8 p.m.

†Meetings held at Galveston  
wharves.  
†Meeting held in Labor Tem-  
ple, Sault Ste. Marie, Mich.  
\*Meeting held in Labor Tem-  
ple, Newport News.

## SIU Arrivals

**Dodelin Rodriguez**, born Jan. 19, 1971, to Seafarer and Mrs. Rodolfo I. Rodriguez, Brooklyn, N.Y.

**Teresa Morris**, born Apr. 14, 1971, to Seafarer and Mrs. Jesse Morris, East St. Louis, Ill.

**Jason Boykin**, born June 1, 1971, to Seafarer and Mrs. Richard E. Boykin, Eight Mile, Ala.

**James Holman**, born Apr. 7, 1971, to Seafarer and Mrs. James M. Holman, Lakewood, Ohio.

**Rachael Page**, born May 10, 1971, to Seafarer and Mrs. N. Page, Chesterton, Ind.

**Zina Dorsey**, born May 6, 1971, to Seafarer and Mrs. David C. Dorsey, Kenner, La.

**Irene Quinones**, born June 1, 1971, to Seafarer and Mrs. Enrique Quinones, Brooklyn, N.Y.

**Antonio Flores**, born Dec. 31, 1970, to Seafarer and Mrs. Aurelio A. Flores, Pasadena, Texas.

**Janet Jordan**, born Mar. 16, 1971, to Seafarer and Mrs. Ed-  
die E. Jordan, Wilmer, Ala.

## Over 5.3 Million Jobless

# Long Term Unemployment Soars to Eight Year High

Washington, D.C.

Long-term unemployment soared to an eight year high in July according to U.S. Department of Labor statistics.

The Labor Department figures show that a total of 1.3 million of the nation's 5.3 million unemployed have been out of work for 13 weeks or more. The department said that was the highest rate of long-term unemployment since August, 1963.

The increase in long-term unemployment was accompanied by an overall increase in the unemployment rate in July. The percentage of the work force out of work was 5.8 in July, up from 5.6 percent in June.

The Labor Department said that the increase most severely affected people seeking jobs

for the first time, and those attempting to reenter the labor force.

The total number of those employed increased slightly in July, but the increase was more than offset by the entrance into the labor market of some 700,000 people. The department attributed most of the increase in the number of persons employed to a pickup in the field of teenage employment.

Another indication of the depth of the unemployment problem was a marked decline in the average weekly earnings of rank-and-file employees. The average weekly earnings were \$127.22, down 35 cents from June.

The Labor Department said the drop was caused by serious declines in earnings in manu-

facturing, transportation and public utilities.

In an earlier report, the department said that noticeable increases in unemployment in the port cities of Houston, Tex. and New Orleans, La. had changed their position on the list of areas with unemployment problems.

The rate of unemployment in New Orleans was 6.7 percent in July, which placed the city in the "substantial" unemployment category. New Orleans had been removed from the "substantial" list last April.

Houston, which had been in the "low" unemployment category since 1965 was moved to the "moderate" range when un-Newark, N.J. and Cleveland, Ohio, continued to be classified as areas having "persistent" unemployment problems.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 1, 1971 to July 31, 1971

### DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	17	3	4	3	17	10
New York	149	116	84	23	15	237	231
Philadelphia	23	19	8	6	0	38	28
Baltimore	88	35	30	15	1	161	68
Norfolk	41	15	6	3	0	79	53
Jacksonville	17	22	15	16	4	73	58
Tampa	38	44	7	2	0	7	7
Mobile	41	23	17	15	0	81	26
New Orleans	107	53	46	24	0	223	115
Houston	71	64	42	41	6	165	127
Wilmington	32	35	30	25	0	58	77
San Francisco	113	87	62	59	1	173	130
Seattle	52	32	13	6	0	63	29
Totals	780	562	363	239	30	1375	959

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	6	7	2	4	1	9	8
New York	111	121	50	48	15	191	255
Philadelphia	17	16	8	7	1	28	29
Baltimore	64	32	24	16	4	103	77
Norfolk	21	15	6	7	0	50	50
Jacksonville	15	50	8	23	2	29	80
Tampa	8	13	2	2	0	6	4
Mobile	31	31	13	17	0	63	51
New Orleans	74	75	41	21	1	148	161
Houston	53	68	39	47	2	109	128
Wilmington	10	40	14	15	0	17	55
San Francisco	64	113	46	75	1	117	145
Seattle	20	43	6	10	1	31	47
Totals	494	624	259	292	28	901	1090

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	1	1	2	7	4
New York	85	81	45	33	23	145	133
Philadelphia	6	6	5	6	1	15	8
Baltimore	49	31	12	13	4	107	52
Norfolk	17	18	4	6	0	38	38
Jacksonville	11	19	6	14	6	23	41
Tampa	16	6	3	1	0	7	2
Mobile	28	6	11	15	0	67	31
New Orleans	71	43	26	17	0	157	94
Houston	49	46	33	30	3	69	61
Wilmington	18	12	11	16	0	39	28
San Francisco	53	62	33	63	0	134	85
Seattle	32	15	6	1	2	50	20
Totals	438	345	196	216	41	858	607



# Tampa Back Home

## After European Run

The SIU-manned containership *Tampa* (Sea-Land) logged another Atlantic crossing last month, transporting a mixed cargo of manufactured goods from ports in Europe to Port Elizabeth, New Jersey.

Built in 1944, the *Tampa* was originally launched as the *Mission Dolores*. She was acquired by Sea-Land and converted to her present lines in 1969.

The 523-foot long vessel is capable of carrying 332 thirty-five foot long cargo containers.



Ordinary Seaman C. Nicola secures gangway lines as the *Tampa* docks in Port Elizabeth.



Fireman Ignatius Salerno checks panel board in the engine room aboard the *Tampa*. Brother Salerno joined the SIU in the Port of New York in 1961.



F. Teodosio, who sails as saloon messman, displays hand-painted pictures he purchased in Bremerhaven, Germany, for his family.



New York Port Agent Leon Hall (right) discusses some union matters with crew member M. Callas aboard the *Tampa* as the ship pays off in Port Elizabeth, N.J.



Russell Cobb, chief cook, prepares grill for lunch meal. The *Tampa's* steward department received a "job well done" from all hands.





## ... 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 Seafarers 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.

## Personals

### Robert E. Helm

Please contact Carretta & Carretta, Attorneys at Law, 22 West First St., Mount Vernon, N.Y. 10550.

### John Thomas Kelly

Selective Service System Local Board No. 1, 124 W. Main St., Smithtown, N.Y. 11787 asks that you contact them immediately.

### Rudolph R. Cefaratti

Your mother, Mrs. Rita T. Cefaratti, asks that you contact her as soon as possible at 51 Clinton St., New Britain, Conn. 06053.

### Peter Di Capua

Your sister, Josephine Di Capua, asks that you contact her at 119 Wadsworth Ave., Staten Island, N.Y. 10305.

### Fernando Maldonado

Please contact your daughter immediately. Your wife is extremely ill.

### Monta L. Garber Michael Willis

Please contact the union hall in Baltimore for checks due you from Calmar Steamship Company. The address is 12165 E. Baltimore St. Telephone 301-EA-7-4900.

### Paul Sheper

Your sister, Mrs. Ann Tay, asks that you contact her as soon as possible at 1118 Boyd Ave., Johnstown, Pa. 15905.

### Jaroslav (Jack) Sommer

Your son, Jeffrey, would like

to have you write to him at 138-21st. St., Brooklyn, N.Y. 11232.

### Leonard J. Olbrantz

Thomas M. Breen asks that you contact him as soon as possible at 160 Broadway, New York, N.Y. 10038. Telephone 212-BE-3-3740.

### Crewmembers, SS Tampa

Brother John Ryan has reported the loss of a heavy winter jacket and some very important papers aboard the *Tampa* during her last voyage. If found, please return to the New York Hall in care of the dispatcher.

### James Edward Foster

Your parents, Mr. & Mrs. R. O. Foster, ask that you contact them as soon as possible at 1204 W. Gregory St., Pensacola, Fla.

### Jack Wong

Mrs. Arlene Ford asks that you get in touch with her at 333 Names St., P.O. Box 128, Modesto, Calif. 95354.

### Thomas Vincent Tucker

Selective Service Board No. 31 asks that you contact them at 67 E. St. Joseph, Hillsdale, Mich. 49242.

### Joseph Lument

Your sister, Mrs. W. J. Beaugez, asks that you contact her at her new address: P.O. Box 257, Rt. #2, N. Biloxi, Miss. 39532.

### Albert H. Schwartz

Please come home or write Box 966.

## SIU Arrivals

Victoria Surwila, born June 5, 1971, to Seafarer and Mrs. Joseph Surwila, Norfolk, Va.

Richard Jordan, born Apr. 22, 1971, to Seafarer and Mrs. Richard H. Jordan, New Orleans, La.

Tammy Brown, born June 10, 1971, to Seafarer and Mrs. Kenneth N. Brown, DeFuniak Springs, Fla.

Kathy-Jo Frerichs, born May 16, 1971, to Seafarer and Mrs. Joseph G. Frerichs, II, Calvert City, Ky.

Jacqueline Voliva, born May 16, 1971, to Seafarer and Mrs. Jack E. Voliva, Belhaven, N.C.

Rebecca Dawson, born June 13, 1971, to Seafarer and Mrs. Charles J. Dawson, Lynnwood, Wash.

Ivan Guaris, born Apr. 19, 1971, to Seafarer and Mrs. Juan Guaris, Carolina, P.R.

Robert Rentz, born July 3, 1971, to Seafarer and Mrs. Robert T. Rentz, Baltimore, Md.

Brenda Williams, born June 27, 1971, to Seafarer and Mrs. David C. Williams, San Diego, Calif.

Susan Robinson, born May 23, 1971, to Seafarer and Mrs. Bobby D. Robinson, Lima, O.

Monica Forrest, born Dec. 21, 1970, to Seafarer and Mrs. James E. Forrest, Portsmouth, Va.

Walter Brister, born May 5, 1971, to Seafarer and Mrs. Jimmy B. Brister, Deridder, La.

Lisa Kaiser, born Feb. 2, 1971, to Seafarer and Mrs. Bert Kaiser, Manistique, Mich.

Joel McCarty, born Nov. 7, 1970, to Seafarer and Mrs. Herschel D. McCarty, Jacksboro, Tenn.

George Dixon, Jr., born July 7, 1971, to Seafarer and Mrs. George W. Dixon, Philadelphia, Pa.

Andrew Jones, born June 15, 1971, to Seafarer and Mrs. Lowell D. Jones, Jay, Fla.

Leanna Seibel, born June 20, 1971, to Seafarer and Mrs. Elmer F. Seibel, Brooklyn, N.Y.

Vanessa Forgrave, born May 27, 1971, to Seafarer and Mrs. John E. Forgrave, Zion, Ill.

Ivan Martinez, born Mar. 4, 1971, to Seafarer and Mrs. Felipe Martinez, Brooklyn, N.Y.

Maria Tsirlis, born June 16, 1971, to Seafarer and Mrs. Markos Tsirlis, Brooklyn, N.Y.

Becky Hamilton, born Apr. 2, 1971, to Seafarer and Mrs. Larry Hamilton, Chaffee, Mo.

Wendy Walker, born Apr. 1, 1971, to Seafarer and Mrs. Donald B. Walker, St. Charles, Mo.

Jemellah Mohamed, born May 24, 1971, to Seafarer and Mrs. Ramli B. Mohamed, Brooklyn, N.Y.

Jeffery Saxon, born Apr. 6, 1971, to Seafarer and Mrs. Jeffery D. Saxon, Sr., Mobile, Ala.

Penny Saxon, born June 6, 1971, to Seafarer and Mrs. Jerold A. Saxon, Frankfort, Mich.

Gerald Henly, born Mar. 8, 1971, to Seafarer and Mrs. Gerald J. Henly, New Orleans, La.

Jerry Collins, born Feb. 28, 1971, to Seafarer and Mrs. Harold L. Collins, Irvine, Ky.

William Field, born May 7, 1971, to deceased Seafarer and Mrs. Linda J. Field, Texas City, Tex.

Dawn Fryer, born Mar. 29, 1971, to Seafarer and Mrs. Monroe A. Fryer, New Orleans, La.

Danielle Bergeron, born Mar. 23, 1971, to Seafarer and Mrs. Herman Bergeron, Jr., New Orleans, La.

Anna Arboleda, born Mar. 10, 1971, to Seafarer and Mrs. Carlos A. Arboleda, Jackson Heights, N.Y.



# 'I Am Not Skeptical Anymore'

**Daniel J. Fegan**  
San Francisco

I would like to say I was a little skeptical about what I would find here at Piney Point. I can honestly say I am not skeptical anymore. I have learned things at this conference about our constitution, our contract, our pension and welfare plans I never knew before. I learned something here also that's important to me and to my SIU union brothers, and that is a lot of hard work has been done by our officials on our behalf to insure a safeguard for our future and a future for those who will follow us.



**Roy Ayers**  
New Orleans

HLSS is doing a great job for now and the years to come. We, the SIU members, need these young men to carry on the good work when some and all of the oldtimers are no longer around. So, in order to keep this school and Piney Point, give to SPAD. Piney Point is not only a school for seamanship, it is a home for SIU members and their families.

**Frank Rodriguez**  
New York

I used to wonder what were we doing fighting for taxi cabs, employment agencies, farm workers and factories. Now my eyes have been opened thanks to this educational conference. I urge all brothers to make it their duty and obligation to attend these conferences.



**Charles Lindberg**  
Houston

I would like to express my appreciation on being fortunate enough to have been able to come to Piney Point. First, I would like to say that I have never seen such a well-run organization in my life. The people working here are so nice and courteous and really go out of their way to make you feel that this is all yours that you belong.



**Louis Gardier**  
New York

This conference is a wonderful education to all of our members. It makes us realize how much our political leaders are doing for us in Washington. It makes us teachers of the uninformed who have not yet attended one of these meetings as yet.



**John LeVasseur**  
New York

This conference impressed upon me the importance of giving to SPAD to keep this union number 1. A few words on P.P. School for seamen is great, a 1st and an example of our leadership to keep American seamen the best seamen in the world.



**Gordon E. Dalman**  
Houston

I now understand why we have to take part in SPAD, MDL and Log donations and why we should show others the way. Not just tell them.



**Thomas Reed**  
New York

I began to be impressed with Piney Point when I first arrived and it became more impressive as the conference progressed. From the time of my arrival I was treated, like most other Seafarers, as nice and courteously as possible.



**Charles Long**  
New York

When I return to my ship I am going back and tell my shipmates what a beautiful place Piney Point is and the things that I have studied and learned about—education, contract, welfare and vacation and general history of the union.



**William McKeon**  
Boston

I could write from now to the end of time, and I could explain this place, but you will have to come here and look around and see for yourself. One word explains it—fantastic.



**Charlie Jordan**  
San Juan

At this conference I have learned the importance of participating in union meetings. The future success of this union depends on a well-informed membership, understanding all the problems of the union and the industry.

**Ralph Taylor**  
Mobile

I have enjoyed my stay here, and the things I learned about the union, that I did not know. We have a good union a good bunch of officers. I am glad to be a member of the SIU and to be a delegate to the educational conference.

**Leo Seleskie**  
San Francisco

The most important thing I learned at Piney Point was the fact that the SIU needs donations to get the right people in Washington to help save not only seamen's jobs but the U.S. Merchant Marine.



**Thomas Liles**  
New Orleans

This conference showed me and all the other delegates that the SIU is the most free and democratic union in existence today.

**Homer Miller**  
San Francisco

The most impressive and surprising thing for me is the conception of intensive educational program in three short months and the very apparent dedication of Miss Hazel Brown and her staff of educators. I passed this place in a launch ten years ago, so of course I can appreciate the amazing changes.



**Harold Lawrence**  
Mobile

I was impressed by what I saw here at Piney Point school and the fine leadership of our top officials we put into office. That is why we put them into office to carry out our wishes, to get the best working compensation and the highest pay for all its members.



**Frank McFaul**  
New Orleans

You have to see Piney Point to believe it. This is not a fly-by-night thing. In my stay here I acquired more knowledge of not only what our organization is doing but what it has already done. They have a program here, that is surpassed by none.

**John Murphy**

When these young fellows finish their 12 weeks training here, they will know the best seamanship and education. I only wish that the SIU had this school going when I first started to go to sea. I learned a lot in my 10 days stay here at Piney Point.



**Robert Forshee**  
Houston

Piney Point is an example of what a group of dedicated union people can accomplish in a matter of a few short years. All the people involved in the development of this project have impressed me tremendously with their dedication to the job that has been done and to the work that is still to be finished.

**Harold Steen**  
Jacksonville

HLSS has an excellent training facility here for new men in entry ratings, and also for those who wish to upgrade. An outstanding feature is that HLSS is an accredited school recognized by the State of Maryland, and many trainees here pass their GED qualifications for a high school equivalency diploma.

**Kosta Hatgimisis**  
Philadelphia

This SIU educational conference, it has enlightened me and, I assume, some of the other delegates how the overall structure of our organization really functions here in Piney Point and in Washington, where our donations are really needed in order to keep our merchant marine alive and make a stronger SIU.



**Herbert Guymon**  
San Francisco

The SIU in its struggle for security has done well in organizing the rank and file seaman of the shipping company to gain better wages, living conditions aboard ship and starting in 1950 fringe benefits, vacation pay, medical care for our families, eye glasses and finally the training program for seamen.

**George Malone**  
Houston

I have been most impressed by the students of the Harry Lundeberg School of Seamanship. In any personal contacts with these young men they have showed me nothing but the greatest courtesy. This is in direct contrast to the general run of young men I have come into contact with over the last few years.



**Arthur Milne**  
Mobile

I know now just what I have to be proud of. Since I came to Piney Point as a delegate from Mobile, I have seen the job our union is doing here, and the many young men who get a chance in life who otherwise would not and now I realize that our union gives them this chance.





# 'This Wonderful Training School'

## Finis Strickland New Orleans

To my brother members, I can't find any words in my limited vocabulary strong enough to state the opinions that I have of this wonderful training school and the praise that I have for our President Paul Hall and all the other officials here at Piney Point.



## Raymond Lavoine Baltimore

These conferences are something that all members should attend especially to learn about their union and what its officials are doing for them to preserve the union, as well as preserve job security.

## Florian Kaziukewicz Wilmington

At this conference I learned a lot about our union and various subjects. I was proud to be a member of the elected delegation to attend. And thanks to all concerned.



## William Doak, Jr.

I would like to say that after seeing all this, attending the very instructive workshop sessions and meetings, and once again meeting old friends, both officials and seamen, I honestly feel that my personal future is assured and that the successful future of our SIU is a foregone conclusion.

## Robert E. Fowler Norfolk

HLSS and the conferences show real and valuable progress. I'm proud of the SIU for its foresight in instituting such programs, which in turn, makes me proud to be an SIU member. I think all SIU members should come to Piney Point and see for themselves what we have. I've seen it and I'm proud to stand behind it.

## Reagan C. Hutson Houston

I would like to take this time to compliment the union officials and all of their staff on the most excellent job they have done here at Piney Point. It has indeed been a pleasure and very informative for me to be here.



## Clarence Houchins Norfolk

There are very many reasons why I think Piney Point is such a great place, including these educational conferences which are held on board the Zimmerman. These conferences and workshop meetings are doing very much to improve the knowledge of the members to understand our contract, to hold better meetings aboard ship, and also understand all our union's actions.

## Jabez Sampson Seattle

This school will surely guarantee there will be a much better grade of seamen that will be going aboard our SIU ships in all departments in the future. The opportunities here are almost unbelievable for the trainees and the SIU brothers and their families on vacation. I will talk to the union brothers on my return to Seattle about the opportunities here at Piney Point.



## Larry Hayes New York

When I leave Piney Point tomorrow, I will leave with a better understanding of the union and all its programs and of SPAD. Through SPAD we will survive.



## Lewellyn Stevens Mobile

The main intent of this school is maritime education. Through this education, we will become more prepared to cope with problems at present and more intense ones surely to arise in the future.

## Charles Tipps Houston

This conference, and others like it, are designed to give first hand information. This is a problem in our industry because when we're at sea scuttlebut and opinion rule. The men that come to this conference will be able to go back to the ships and carry the many messages to the men saying, "I got this information first hand."



## D. C. Lynam Mobile

I think I believe that the Piney Point recreation center and the Harry Lundeberg School is one of the most wonderful things that the SIU has done for its membership. I have learned more in the two weeks that I have been here than all the years I have been in the union and I think I understand my union much more than I did before coming to this conference.



## Harlan D. Lancaster New York

This is my second time to Piney Point, Md. Since the time I was here there are an indescribable number of changes and improvements. Also I see the need why all members should participate in these conferences. It gives you a knowledge of how the union and its members function not only at Piney Point but how union meetings should be held aboard ship and in the union halls.



## Charles G. Ashcom Baltimore

I have enjoyed my stay in Piney Point much more than I had expected.

The motel, the school and the work shops are far superior to what I expected to find here. As like many other union brothers, I had heard many different stories as to what the place was like.

Not having started going to sea until 1942 I was not fully aware of how far the seamen had come in the last 50 years.



## Sal Frank Jr. New York

I've been a member of the SIU for 32 years and seen many changes through the years, and I am proud to say that we the members of the SIU did a good job through all the years. I for one was against SPAD. Now, since I have been down here in Piney Point and going through the classes, I have learned a lot that I never knew about our union, so let's dig in our pocket at the pay-off, and donate to SPAD.



## Wong Kong New York

In the 10 days I have been here in Piney Point I have learned more about contract, pension and welfare programs. The benefits of our dependents can enjoy from our Seafarers Union benefits. I know that no other union has been able to progress this far and it all has been made possible because of our leadership.



## Joseph Roberts Mobile

I do wish that I had come here sooner. But it is never too late so I will tell all my pals of the SIU about the time that I had here in my 14 days stay. Everyone told me that it was nice so now I see. I do wish all my brothers of the SIU would come here just for 14 days like I did and you will see what the SIU is doing with your money.



## George T. McManus San Juan

I would like to be able to stay and study more on the fascinating subject of our SIU—but on the other hand—I can't wait to get back aboard ship and let my brother Seafarers know just how great I think the HLSS program is.

## John McHale New York

Here you become reacquainted with things that have been going on in our union, while we have been at sea. The conference delegate gets to see all the benefits we have gained in our short span as a solid union. This education gives a better knowledge of what we have been missing by not keeping in touch with what has been going on in the union.



## James Matheson Jacksonville

My first impression of Piney Point was pure awe. I had heard many conflicting reports ranging from a good place to a dismal swamp. When I saw what we had and the potential for future development all of my reservations were gone. We have a wonderful school and vacation spot. Everyone is very friendly and leans over backwards to try to make your stay a pleasant one.

## Robert Donahue Houston

I got myself elected to make this trip. And I'm damn glad I got the opportunity. I found there's more to being a good SIU man than just being a good seaman and paying dues. Like everyone else I'd taken so damn much for granted, that it was pitiful. I still haven't grasped the full scope of things. But at least now my eyes are open.



## J. B. Darin

In our course of studies I was amazed at all of the material that our union officers had gotten to help tell the membership what it is all about. I wish that it is possible in the future that all of my union brothers will be able to attend one of these conferences so that they can learn what it is all about. To be properly informed is very important to all of the membership.





# Final Departures

**Joseph Peter Hunt, 42**, passed away Apr. 11 of pneumonia in New Orleans, La. A native of Massachusetts, Seafarer Hunt was a resident of East Boston, Mass. when he died. He joined the union in 1946 in the Port of Boston and sailed in the deck department. Brother Hunt served picket duty in 1962 during the Moore McCormack-Robin Line beef. Among his survivors are his wife, Lois, and his mother, Mrs. Ethel Hunt of East Boston, Mass. Seafarer Hunt's body was removed to Holy Cross Cemetery in Malden, Mass.



**DeForest F. Fry, 74**, was an SIU pensioner who passed away on Feb. 8 from natural causes in the USPHS Hospital in Staten Island, N.Y. One of the first members of the union, Brother Fry joined in 1938 in the Port of New York and sailed in the steward department. He was issued picket duty cards in 1961. When he retired in 1963, Seafarer Fry had been sailing 41 years. A native of New York, Brother Fry was a resident of Staten Island, N.Y. when he died. He was an Army veteran of World War I. Among his survivors are his sister, Martha A. Ryan of Auburn, N.Y. Burial was in Soule Cemetery in Senette, N.Y.



**Donald E. Storesund, 49**, passed away Feb. 9 from illness in San Francisco, Calif. A native of Ogden, Ia., Brother Storesund was a resident of San Francisco when he died. He joined the union in 1967 in the Port of San Francisco and sailed in the steward department. Previous to joining the union, Brother Storesund served in the Air Force from 1940 to 1963. He was also skilled in accounting. Among his survivors are his sister, Mrs. Clarice Darling of La Crescent, Minn. Burial was in Fort Snelling National Cemetery in Minneapolis, Minn.



**Frederick Blankenberg, 65**, died June 2 in the USPHS Hospital in New Orleans, La. A native of Germany, Brother Blankenberg was a resident of Mobile, Ala. Seafarer Blankenberg joined the union in the Port of Mobile in 1951 and sailed in the deck department. When he retired in 1969, Brother Blankenberg had been sailing 25 years. Among his survivors is his wife, Mattie. Burial was in Pine Crest Cemetery in Mobile.



**Lawrence A. Mitchell, 48**, passed away Mar. 19 while sailing on board the *Noonday*. A native of New Orleans, Brother Mitchell was a resident there when he died. He joined the union in the Port of New York in 1951 and sailed in the steward department. Brother Mitchell had been sailing 23 years when he died. Among his survivors is his wife, Rebecca.



**Earl Arnold Fancher, 67**, an SIU pensioner, died May 14 in Bergen Pines County Hospital, in Paramus, N.J. A native of Illinois, Brother Fancher was a resident of Teaneck, N.J. He joined the union in 1945 in the Port of Boston and sailed in the steward department. In 1961, Seafarer Fancher was given two safety awards for his part in making the *Steel Survivor* an accident free ship. He retired in 1969 after 35 years at sea. Brother Fancher was a Marine Corps veteran of World War I. Among his survivors is his wife, Edna. Burial was in George Washington Memorial Park in Paramus.



**Charles Edward Thompson, 57**, passed away Nov. 5, 1970 from heart trouble in Buffalo, N.Y. A native of New York, Seafarer Thompson was a resident of Buffalo, N.Y. when he died. He joined the union in 1961 in the Port of Buffalo and sailed on the Great Lakes. Among his survivors are his daughter, Catherine Sears of Buffalo, N.Y. Burial was in Holy Cross Cemetery in Lackawanna, N.Y.



**Robert Cassidy, 17**, passed away on Apr. 8 in Mobile, Ala. from injuries received in an accident. A native of Mobile, Ala., Brother Cassidy was a resident of Prichard, Ala. when he died. He joined the union in 1969 and graduated that same year from the Harry Lundeberg School of Seamanship. He sailed in the deck department. Among his survivors are his mother, Daisy Cassidy of Prichard, Ala. Burial was in New Hope Cemetery, Mobile County, Ala.



**John Robert Marcimo, 30**, passed away April 18 in Melville, N.Y. He joined the union in the Port of New York in 1967 and sailed in the deck department. A native of Worcester, Mass., Brother Marcimo was a resident of Huntington, N.Y. when he died. He served in the Army from 1960 to 1966. Among his survivors are his sister, Edith Marie Smith of Huntington, N.Y. Burial was in Mountain View Cemetery in Shrewsbury, Mass.



**Walter H. Cook, 63**, was an SIU pensioner who passed away May 25 in Hattiesburg, Miss. of heart trouble. A native of Georgia, Brother Cook was a resident of Hattiesburg when he died. He was an early member of the union, having joined in 1939 in the Port of New Orleans. Seafarer Cook sailed in the steward department. He retired in 1965 after 41 years at sea. Among his survivors is his wife, Della. Burial was in Roseland Park, Hattiesburg, Miss.



**Joseph W. Jones, 50**, passed away Feb. 20 of illness in Jacksonville, Fla. He joined the union in the Port of Jacksonville in 1968 and sailed in the deck department. A native of Mullins, S.C., Brother Jones was a resident of Jacksonville, Fla. when he died. He was an Army veteran of World War II. Among his survivors are his daughter, Dianne J. Seitz of Jacksonville, Fla. Burial was in Greenlawn Cemetery in Jacksonville.



**Alvoie Green, 63**, passed away on June 19 of illness in Boston City Hospital, Boston, Mass. One of the first members of the union, Brother Green joined in 1938 in the Port of Boston and sailed in the steward department. A native of Georgia, Seafarer Green was a resident of Dorchester, Mass., when he died. He had been sailing 42 years when he passed away. Burial was in Mt. Hope Cemetery in Boston, Mass.



**Claude Vernon Morgan, 76**, was an SIU pensioner who passed away June 2 in Manhattan, N.Y. of natural causes. He joined the union in the Port of New York in 1944 and sailed in the steward department. A native of Armour, S.D., Brother Morgan was a resident of Manhattan, N.Y. when he died. He was an Army veteran of World War I. Seafarer Morgan had been sailing 25 years when he retired in 1962. Among his survivors are his wife, Carmen. Burial was in Long Island National Cemetery in Farmingdale, N.Y.



**James E. Thomas, 18**, passed away Sept. 4, 1970 in Jefferson Parish, La. where he accidentally drowned while sailing on the Mississippi River. A native of Pensacola, Fla., Brother Thomas was a resident of Warrington, Fla. when he died. He joined the union in 1969 and graduated that same year from the Harry Lundeberg School of Seamanship. Among his survivors are his father, Jamie Gus Thomas of Warrington, Fla. Seafarer Thomas' body was removed to Bayview Memorial Park, Pensacola, Fla.



**Frank D. Roland, 68**, was an SIU pensioner who passed away May 24 in Whidbey General Hospital, Coupeville, Wash. of heart disease. He joined the union in the Port of Baltimore in 1953 and sailed in the engine department. A native of Cleveland, O., Brother Roland was a resident of Coupeville when he died. When he retired in 1970, Seafarer Roland had been sailing 52 years. Among his survivors is his brother, Elmer W. Roland of Willowick, O.



**Harry Scholes, 70**, passed away June 14 of natural causes in Hancock General Hospital in Bay St. Louis, Miss. He joined the union in 1941 in the Port of Savannah and sailed in the steward department. A native of England, Brother Scholes was a resident of New Orleans, La. when he died. Seafarer Scholes had been sailing 40 years when he retired in 1966. Among his survivors is his wife, Myrtice. Burial was in Garden of Memory Cemetery in Bay St. Louis, Miss.



**Benigno Moradilla, 65**, passed away June 8 from natural causes at the USPHS Hospital in San Francisco, Calif. He joined the union in 1955 in the Port of New York and sailed in the steward department. A native of the Philippine Islands, Seafarer Moradilla was a resident of Wilmington, Calif. when he died. He was a Navy veteran of World War II. Brother Moradilla had been sailing 26 years when he passed away. Among his survivors is his wife, Teodora. Burial was in All Souls Cemetery in Long Beach, Calif.



## Widow Receives Benefit Check



SIU San Francisco Representative Pat Marinelli presents Mrs. Frank Hills with SIU death benefit check. Brother Hills was a veteran member of the SIU.





### Eleven New SIU Full Book Members

A proud group of Seafarers, from all departments and of varied ages, became full book members in the SIU last months in the Port of New York. From left, back row, are: A. Lewis, J. Stringer, H. Oakes, B. Shultz, and A. Jones. Front row, from left, are: T. Curtis, S. Todoronki, W. Haynie, C. Jackson, L. Mchoicote, D. Yannuzi.



### Lifeboat Class

Ready to ship after earning their lifeboat endorsements through the SIU's Harry Lundeberg School of Seamanship are, front row, from left: A. Bruno, R. Laner, W. Davis, and W. Young. In the back row, from left, are: Instructor Len Decker, R. Caldwell, T. Curtis, J. Allen, and A. Lewis.

## action line

seafarers action line seafarers action line

In addition to the grievances and contract questions which are settled by patrolmen at sign-offs and sign-ons, and by the SIU Contract Enforcement Department, questions from Seafarers involving contract interpretations are received at Union Headquarters in New York.

These communications cover the range of working conditions, pension and welfare questions and other related subjects. Because they are often of general interest to members, the questions and answers are reprinted in the Log.

#### Question:

"We sailed short an AB . . . then the bosun has to stand watch . . . A couple of the patrolmen said that in case an AB is left behind, the bosun takes over the watch of the man left behind."

#### Answer:

The patrolmen were correct. When a bosun is required to stand watch due to a missing man, these watches shall be paid for at his regular overtime rate if the watches are stood between 5 p.m. and 8 a.m. Monday through Friday and from midnight to midnight on Saturdays, Sundays and holidays.

#### Reference:

Article III, Section 4, Standard Freightship Agreement.

#### Question:

"A captain has hired several new foreign crew members as replacements for SIU men who get off the ship with an unfit for duty status and for one man who missed the ship. . . . There has been much confusion and disagreement . . . as to whether or not the replacements shall come from the Union hiring halls or from the various foreign company agent offices. This ship is under MSC Charter and on an eight-month shuttle run from N. Europe ports to S. Europe ports and we feel that any future replacements should be SIU crew members sent here from the USA."

#### Answer:

The Master may hire crew members when necessary in foreign port where seamen are available. We strongly urge the unlicensed crew members do not get off a ship except in case of extreme emergencies. When members take these shuttle runs to fulfill their obligation, they should stay on the ship for the duration of the articles. As you can see, when a man gets off a ship and the company makes replacements in a foreign port, they are usually aliens or undesirables. Nevertheless, the company is flying out some unlicensed crew member for replacements.

## Public Seeks Government Action As Product Dangers Grow

By Sidney Margolius

In an age of many new products, almost every day your family is confronted by unexpected new hazards. The list is already tremendous and still growing: Hexachlorophene used in many deodorants and soaps; bubble-bath products; lead still used in paints even where banned; microwave ovens that leak radiation; pottery with lead glaze that can be poisonous if used with fruit juices; dangerous toys; unnecessarily risky new types of bicycles; poisonous household cleaners; hazardous power mowers; women's shoes with slippery plastic soles and heels; aerosol sprays with flammable and potentially poisonous propellants, and even those new water beds. This is by no means the whole list.

#### 'National Disgrace'

Consumers are up in arms about the proliferation of unsafe products and the hesitant attempts of federal and local governments to protect the public. The record of twenty billion household accidents a

year is a "national disgrace," Don Willner, president, Consumer Federation of America told the U.S. Senate Commerce Committee at hearings in July.

The likelihood is that Congress will pass some kind of law seeking to control suspect products. The Administration and many business associations themselves agree to that. The question is how effective the new law will be.

#### Strong Law Needed

The Consumer Federation wants "a strong national law," Willner said. He noted that former U.S. Sen. Maurine Neuberger, a long-time consumer spokesman, stressed that consumers have a right to expect safe products just as we expect safe drinking water.

Another problem is that the Administration's bill also calls for a great deal of reliance on manufacturers themselves to develop the safety standards needed to protect your family against hidden product hazards. The Administration wants to allow manufacturers a whole series of hearings and

delays before standards can be set, or known hazardous products recalled.

In contrast to the weaker Administration bill, the bill sponsored by Senators Warren Magnuson (D-Wash.), and Frank Moss (D-Utah), would permit the proposed agency to issue immediately effective safety standards where necessary if the industries involved do not do so, Willner pointed out.

The heart of the problem is the independence of whatever agency is set up, and its ability to move quickly, says Michael Pertschuk, General Counsel to the Senate Commerce Committee.

The Administration apparently is having second thoughts about its own proposal to merge the proposed new agency into FDA. A compromise now being discussed would provide for a new agency to regulate household products and also take over FDA's present safety supervision of food and drugs.

There is an omission in both the Administration bill

and the one originally recommended by the National Commission on Product Safety and now sponsored by Senators Magnuson and Moss. This is the insufficient emphasis on premarket testing before new products go on the market at all. All too often no one realized a new product was a hazard until a number of serious accidents and even deaths were reported.

#### Public Protection

But a strong product safety agency as urged by the Consumer Federation at least will be a big step toward better and faster public protection.

Scientists reported at a recent American Chemical Society meeting last spring that tests had found hexachlorophene in the fatty tissues of some people. They also found it was absorbed through the skin of laboratory animals, producing brain damage and paralysis. This is one of the many current examples of reported risks to health and safety without any conclusive government action.



# Fabled Orient: Ports O' Call for Seafarers

Ever since the legendary days of ships under sail, the fabled ports of the Far East have attracted American seafaring men.

The dramatic events of the 20th Century have been responsible for making such once unknown ports as Sattahip, Cam Rahn Bay, Naha, Binh Dinh, and many others, every day ports of call for SIU-contracted vessels.

Every month scores of SIU-manned ships, freighters and tankers alike, travel the shipping lanes to begin or end voyages in the Far East.

This past month alone, a partial roster of SIU-crewed ships in the Far East included the *Raphael Semmes*, *Beauregard*, *Transcolumbia*, *Seatrain Puerto Rico*, *Oakland*, *Overseas Ulla*, *Penn Challenger*, and the *St. Louis*.

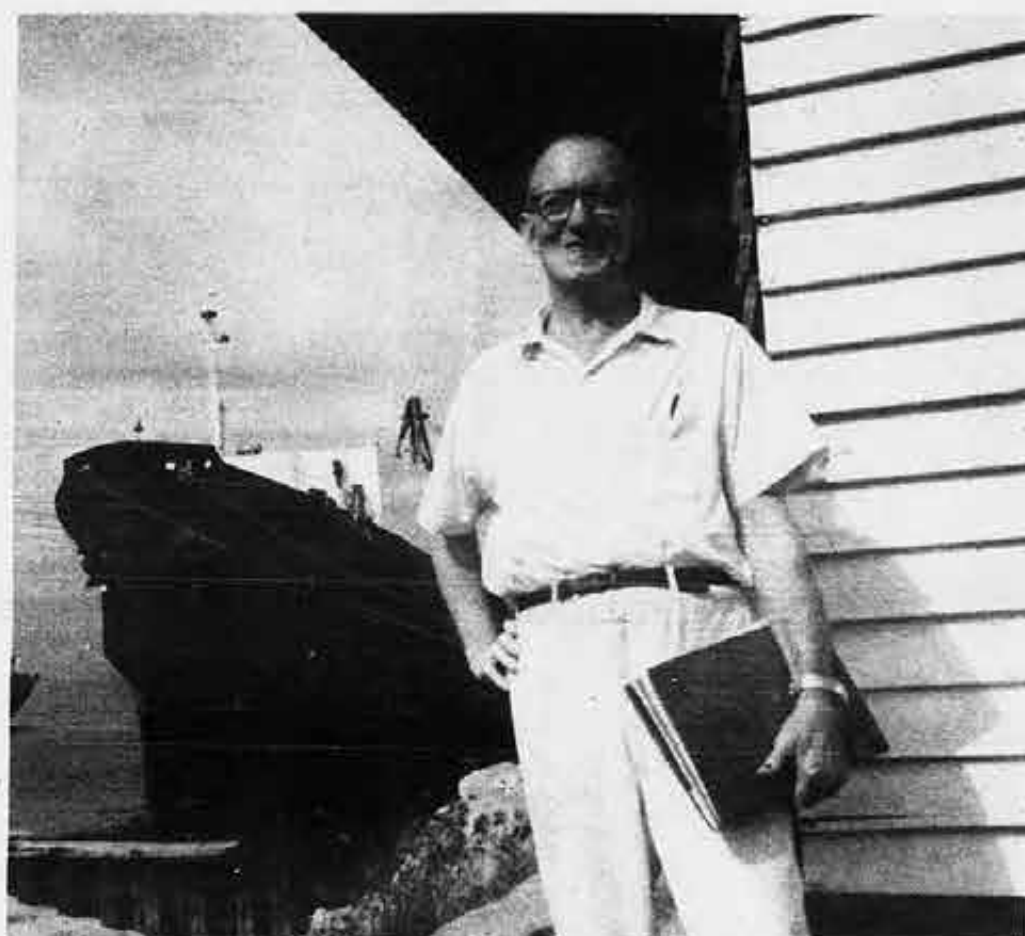
A look at some of the activities of these SIU ships and their crews is provided by the photos on this page.



Two SIU-contracted ships pass each other in the Saigon River. At left, the *Raphael Semmes*. On right, *Seatrain Puerto Rico*. Small boats belonging to local sailors weave in and out between the two giants.



Crewmembers aboard the *St. Louis* are bursting with pride at having the finest galley crew in twenty years at their service. From left are: Charles Gilbert, 2nd cook; Hollis Huff, chief cook; John Ratliff, chief steward. Photo was taken in Naha, Okinawa.



Chief steward Harvey M. Lee of the *Raphael Semmes* is about to visit brother stewards on the *Seatrain Puerto Rico* and *Transcolumbia*. By touching base with other SIU stewards in Cam Rahn Bay, a few urgently needed short supply items can be shared between union vessels.



Crewmembers aboard the *Oakland* (Sea-Land) line railing to wave goodbye to Saigon as their ship casts off its lines to head back to the States.



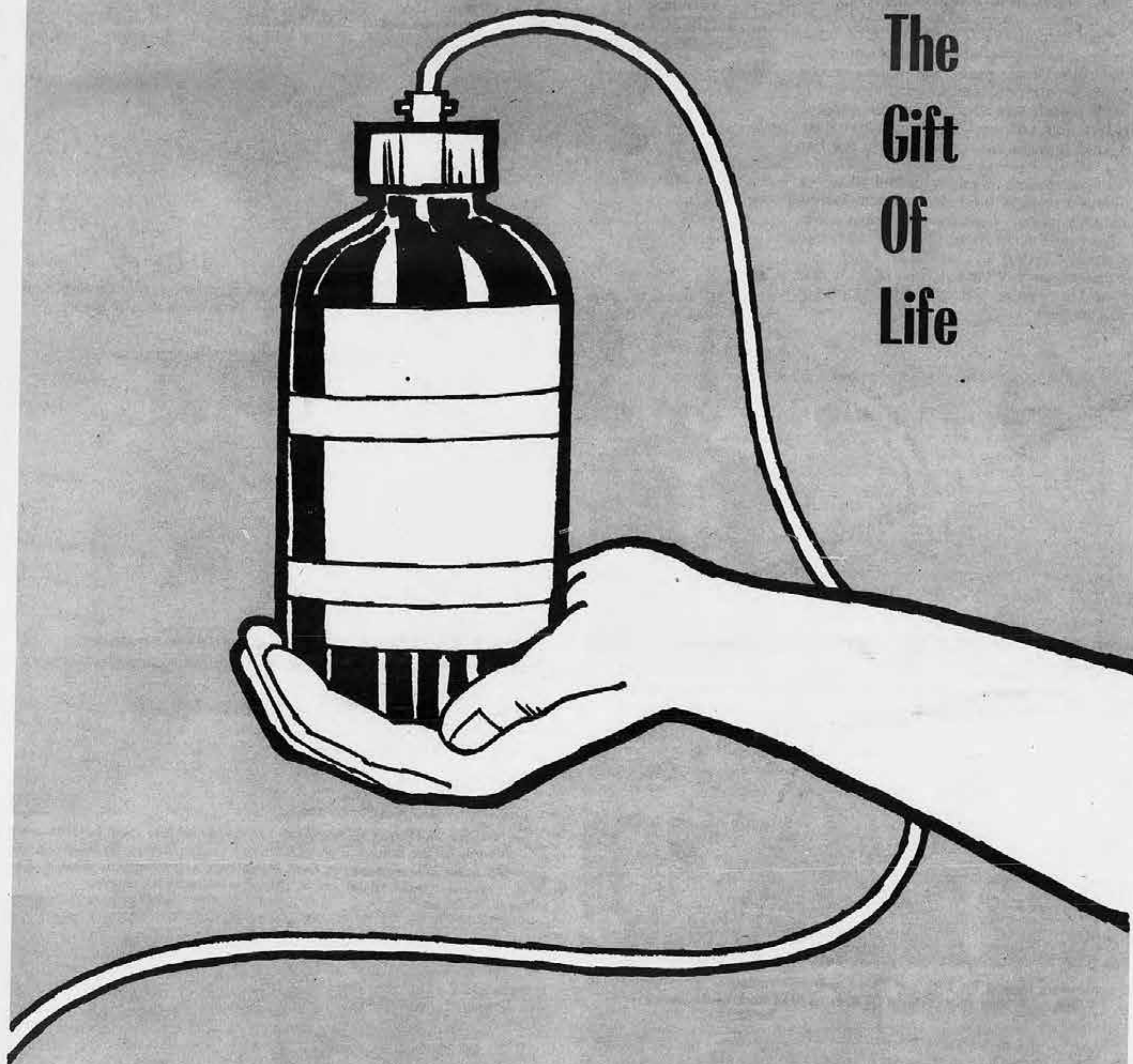
Dockside in front of the *Raphael Semmes* in Saigon are, from left: Ray Bowman, electrician; Chuck Bogucki, able seaman, and Captain Loder, master of the *Raphael Semmes*. Captain Loder is rated as a fine skipper by SIU members.



Chief pumpman Walter Pritchett (left) discusses special tanker maintenance procedures with Romolo De Virgileo, bosun aboard the *Overseas Ulla*, at dock in Sattahip, Thailand. SIU tankers are a life-line to the ports of the Far East.



## The Gift Of Life



**T**here are some things in life the value of which cannot be measured solely in dollars and cents—the value of a pint of blood for instance.

It takes only a few painless minutes to donate a pint of blood, yet that single pint of blood can save a Seafarer's life or the life of his wife or child.

Through donations of blood to their union's blood bank, Seafarers have built a wall of protection for themselves and their families—protection in the form of a guaranteed supply of blood that can be drawn upon in times of emergency.

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

No matter where in the United States a Seafarer's family may be when the need arises, pints of blood can be rapidly made available to meet that need.

Since the SIU Blood Bank was established on January 6, 1959, a total of 8,796 pints of blood have been donated by Seafarers and their families—for Seafarers and their families.

Fourteen Seafarers have donated a gallon or more of blood and today proudly wear membership pins from the Blood Bank's Gallon Club. Seafarer Peter Dolan received his pin just last month.

**B**ut Seafarer Dolan's gallon began with just one pint—it takes just one pint to get started towards membership in this unique club.

A steady supply of single unit contributions is really the foundation of the Seafarer's Blood Bank and is what really insures that a ready supply of blood will always be available when needed.

Remember, it takes just one pint and a few minutes to not only protect yourself and your family but your shipmate and his family as well.