

## MTD Focuses on Maritime Issues:

- ★ Urges Increase in U.S.-Flag Cargoes
- ★ Hits 'Runaway' Menace to Industry
- ★ Warns of New Threat to Jones Act
- ★ Hears Gibson's 'Stable' Relations Plea

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## Seafarer Loses Life In Effort to Save Foreign Seamen

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## Congress, Labor Join In Fight to Preserve Public Health Hospitals

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## SIU Scholarship Awards Deadline Draws Near

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# Support Rallying to SIU in PHS Hospital Crisis

Washington, D.C.

A resolution calling for expanding and modernizing the United States Public Health Service Hospitals has been sponsored by 210 congressmen—nearly half of the total membership of the House of Representatives.

The resolution, which has the strong support of the SIU,

**Related articles on PHS Hospitals appear elsewhere in this issue of the LOG.**

**Page 3: A report on the MTD Executive Council's resolution concerning the proposed closing of PHS Hospital program.**

**Page 5: Text of AFL-CIO President George Meany's letter to HEW Secretary Elliot Richardson.**

**Page 10: SIU members' letters to the Editor.**

opposes the Administration's plan to close the eight remaining USPHS hospitals.

Leaders in the campaign to bring greater medical care to seafaring men through the USPHS are congressmen—both Democrats and Republicans—from the coastal areas affected.

"It is the sense of the Congress that the Public Health Service Hospitals and outpa-

tient clinics not only remain open and funds be made available for the continued operation of such hospitals and clinics, but that additional funds be made available for the modernizing, upgrading and expanding of all existing facilities in order to properly carry out the responsibilities of the Public Health Service to provide the best medical care and treatment to beneficiaries there-to under the law," the resolution declares.

The resolution notes that President Nixon, in his State of the Union message, "promised to provide more medical services in areas that do not have adequate medical facilities."

The 210 congressmen cited the fact that USPHS facilities provide medical services for more than a half-million people each year—people who "could not obtain these services in overcrowded private hospitals or in the Veterans Administration Hospitals."

The heavy outpouring of support from Congress buttressed arguments from several quarters backing the SIU's stand against any threat to the USPHS facilities.

Eight hospitals are currently in operation in New Orleans, Galveston, Boston, Baltimore, San Francisco, Norfolk, Seattle

and New York City. In addition the PHS operates clinics for the same beneficiary groups in 32 cities.



Meany

elimination of the PHS hospitals came quickly.

## Opposition Mounts

Other voices in the labor movement were raised against the closings, including a resolution of the executive council of the AFL-CIO Maritime Trades Department and a letter from AFL-CIO President George Meany to Elliot Richardson, secretary of the Department of Health, Education and Welfare.

Meany reminded Richardson that the nation's need for medical services already far out-

runs the available resources, that improved health care is a top labor goal and that President Nixon has committed his Administration to providing better medical service for all Americans.

"In view of this situation," Meany concluded, "it seems to be a paradox that the nation should be closing hospitals . . . To allow the first health-care action of the new year to be the closing of eight hospitals would be a severe blow to the hopes of millions of Americans for adequate and affordable health care."

The Merchant Marine and Fisheries Committee will hold hearings on the resolution at an early date.

In addition to working with the Congress, the SIU has been in contact with several government agencies whose personnel and programs would be affected by PHS hospital closings.

Among them are the Federal Maritime Administration, the Department of Housing and Urban Development, the Department of Labor and the Department of Defense.

## Civic Groups Join Fight

Civic leaders in various parts of the country also expressed their concern over the proposed hospital closings.

The New Orleans City Coun-

cil at the instigation of Mayor Moon Landrieu unanimously passed a resolution asking that the hospital in New Orleans be kept in operation.

The council resolution asked the New Orleans hospital be kept "operating at its fullest capacity to serve the many seamen of this area."

Mayor Landrieu said, "I see absolutely no logic in HEW's reasoning that the PHS hospital is underused. Further, if the operation is ineffective as HEW says it is then it should be improved, but under no circumstances should the doors simply be locked and the people sent elsewhere."

## Others Concur

Also, Bethuel M. Webster, who headed a Presidential commission which studied the Public Health Service Hospitals in 1965, said he saw no reason "that the report and recommendations of my committee are any less valid today than they were when the report was submitted."

The Webster Commission recommended that the hospitals be upgraded and modernized and that their services branch farther and farther into the public service.

The PHS hospitals, the oldest welfare institution in the nation, serve more than 500,000 people each year.

## THE PRESIDENT'S REPORT

by PAUL HALL



## PHS Hospitals Vital

It will take an all-out effort to keep the Administration from closing the eight remaining Marine Hospitals, but it is an effort we will make—and one which we must win.

The proposed closing of the hospitals represents a crisis for Seafarers. It is also a national crisis because it will further decrease the amount of available medical care. And that amount is in short enough supply.

Our beef is simply this:

The mindless, senseless budget cutters for years now have held back funds the Marine Hospitals would have used to modernize and upgrade their facilities and programs. Now that the hospitals are aging rapidly and moving toward obsolescence, the bureaucrats' answer is not to release the funds, but to close the hospitals.

How silly that is in the light of the report of a 1965 Presidential Commission which recommended that the hospitals be enlarged, improved and modernized as rapidly as possible. And elsewhere in this month's *Log*, the chairman of that commission says he sees no reason to believe that the report does not apply as well now as it did in 1965.

In fact, it applies even more now because of the passage of six years.

What is so different about 1971 in American history? Why is it that in 1971 we would discontinue the oldest existing public service of the United States government—the Marine Hospitals?

At the beginning of this nation, the people recognized an obligation to treat mariners, to offer them a safe harbor when they were ill. The obligation has not suddenly ended.

Through the years, there has been a warm understanding between the Marine Hospital doctors and their patients, the merchant seamen.

I know from personal experience that the men and women on the staff of the various hospitals and clinics care deeply for merchant seamen.

Perhaps that is because both the medical staff

member and the patient are involved in the public service, involved in helping to keep the nation functioning. Whatever it is, I doubt that we would see much of it in the places that the government offers as possible alternatives.

The government says that the beneficiaries of the Public Health Service hospitals would either be treated in veterans hospitals or in private hospitals under contract to the PHS. That is no alternative at all.

Veterans hospitals are overcrowded and their staffs are overtaxed. There are long lines of veterans waiting for treatment. Seafarers would have to go to the bottom of the priority list, and that would probably mean they would never receive treatment.

As for private hospitals under contract to the PHS, that alternative gives good reason to keep the Marine Hospitals going.

It costs \$58 a day to treat a patient at a PHS hospital. On the average, it costs \$70 a day to keep him in a private hospital. In many of the same cities where PHS hospitals are in operation, costs in some hospitals run to more than \$100 a day.

Where is the saving, then? What possible reason do the budget cutters have for sawing away at the marine hospitals when they actually save the tax payers money?

The answer is that this kind of indiscriminate budget cutting has nothing positive to offer.

That's our beef. The nation's beef is a little different.

It is one that offers several very positive reasons to keep the PHS hospitals working.

First, to go back to the high cost of private hospital care. We are rapidly becoming a nation in which only the very rich can afford to go to a hospital. And there is no assurance that a rich man can get admitted to the hospital of his choice because it might be filled to the gills when he needs it.

Given that situation, isn't it horrible to think of the 500,000 current beneficiaries of the marine hos-

pitals adding to the pressure that exists in private hospitals?

We have a health care crisis in this land, and even the President in his "State of the Union" message made adequate health care one of the nation's "Six Great Goals."

We are out of beds in hospitals. People can't afford hospitals and few people have adequate health insurance. The nation ranks 13th best in the prevention of infant deaths. Surely we can agree with the President that it all constitutes a crisis in health care.

The first proposal we see, then, from the Administration is to do away with hospitals which are giving people adequate, and often exceptionally good, treatment at relatively low cost. It doesn't make an awful lot of sense.

What does make sense is that this nation needs more hospital beds, more facilities to treat the sick and more ways of holding the cost down. Yet, what the nation hears from the Administration is that eight efficient and economically operated hospitals and 32 clinics ought to be shut down.

Never has such a contradictory and irrational proposal been made at a time of such deep crisis in the medical profession.

That is why this beef is important—even vital—to the nation.

Reason and logic have to be brought to this situation, and we intend to do it. Reason and logic tell us that the marine hospitals must continue for the benefit of the merchant sailor and for the benefit of the nation.

Reason and logic also tell us that they must be expanded and modernized to meet the needs of today's medicine. Cutbacks in staffing and withholding funds to make improvements can lead only to disaster in the overall health care picture in our country.

We will work diligently in the halls of Congress to get the appropriation for the Marine Hospitals that the President refused to put in his budget.

We must do it for ourselves and for the nation.





in action

# MTD Mobilizes to Fight for Seamen

Bal Harbour, Fla.

The Executive Board of the AFL-CIO Maritime Trades Department, at its midwinter meeting here, rallied solidly behind the cause of the nation's merchant seamen.

In two action-packed days, representatives of the 7.5 million members of 42 affiliated unions—issued strong reports on legislative goals, the slash in seafaring jobs resulting from foreign shipping competition,

and the Nixon Administration's current attempts to close Public Health Service Hospitals.

The Board also heard from Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs, who discussed the impact of the Merchant Marine Act of 1970 under which the Administration seeks to bring about the revitalization of the American merchant fleet.

Here are highlights of the Board's meeting.



## Board Outlines Legislative Goals

The MTD Executive Board focused sharp attention on legislative actions and goals.

The MTD has sounded an alarm against an attack by the powerful oil lobby on legislation that reserves all domestic shipping to American-flag vessels.

### Issues Warning

Discovery beneath the North Alaskan Slope of what may be the world's richest pool of oil has caused oil interests to open a campaign against this legislation, known as the Jones Act—a campaign that would permit them to bring in their foreign-built, foreign-registered and foreign-crewed tankers to move the oil from Alaska to the continental United States.

"This may well prove to be the most critical challenge we have had to face in terms of preserving the Jones Act," the MTD said. "We intend to meet that challenge."

As another goal, the MTD pledged to "see that in the implementation of the Merchant Marine Act of 1970, the performance matches the promises that the new legislation contains."

The legislative report de-

manded an end to "favoritism" to foreign-flag vessels by the world's largest shipper—the U.S. Government.

The MTD Executive Board called upon the Department of Commerce to establish shipping priorities in the regulations it is now establishing for the shipment of government cargo.

First priority, the MTD said, should go to American-flag ships, followed by vessels of nations receiving foreign aid, with "third-flag" ships being the last choice, "particularly since so many of these 'third-flag' vessels are ships from the 'run-away-flag' fleet."

### Unsubsidized Operators

Among American-flag ships, presently unsubsidized ships—the ones which for years have existed without any federal construction or operating assistance—would get "first crack at the government-generated cargoes," under the MTD's proposal.

Similarly, the MTD called for the same unsubsidized operators to receive preferential treatment for construction-subsidy funds called for in the Merchant Marine Act of 1970.



During its Executive Meeting in Bal Harbour the MTD concerned itself with many problems of interest to all labor groups and of particular interest to those in the maritime industry. The Executive Board adopted a number of resolutions designed to alleviate or eliminate some of the problems confronting the industry.

Most of the nation's bulk-cargo trade has been carried in unsubsidized ships.

"In the past, the federal maritime effort has totally ignored the bulk-cargo trade," the MTD noted. "Yet this is the portion of waterborne commerce which has steadily been advancing—both in absolute terms and in relation to our total imports and exports. Bulk trade now accounts for a staggering 85 percent of our commerce."

"Thus, it makes sense to put our government's money where the trade is—to build ships, in

other words, that will be capable of handling the bulk trades."

### Suggested Action

The Executive Board also expressed deep concern over the fact that in recent weeks a dozen American-owned, American-manned fishing trawlers have been seized by Ecuador, bringing to close to 100 the number of instances in which American vessels have been fired upon, taken captive at gun-point, and held for ransom.

To end the epidemic of pi-

racy, the Maritime Trades Department recommended:

- Suspension of economic aid to any nation guilty of piracy against our fishing fleet.
- Imposition of economic sanctions, by barring imports from any country "guilty of piracy against our fishing fleet."
- The supplying of U.S. naval vessels to guard American fishing vessels.

The legislative report was presented to the Board by AFL-CIO Maritime Trades Department Administrator O. William Moody.



## Resolution Attacks Proposal To Close Marine Hospitals

Action by the Department of Health, Education and Welfare to dismantle the U.S. Public Health Service hospitals "stands in ugly contrast" to a pledge by President Nixon last month to expand and improve the nation's medical services, the MTD Executive Board charged at its midwinter meeting.

The Nixon Administration began "winding down" the network of Public Health Service hospitals in 1969, when it turned hospitals in Detroit and Savannah into out-patient clinics, transferring all bed patients to private and public hospitals in their respective areas.

### Eight Hospitals Affected

The remaining eight hospitals—located in Boston, Baltimore, New York, Norfolk, New Orleans, Galveston, San Francisco and Seattle—are now threatened by a "reappraisal" from HEW Secretary Elliot Richardson.

The MTD noted that the same term—"reappraisal"—was used by former HEW Secretary Robert Finch before the

facilities in Detroit and Savannah were closed.

"Closing the PHS hospitals would cause immeasurable harm to the seamen, coast guardsmen and other government personnel who are the

hospitals' primary charges," the Maritime Trades Department asserted. "Closing the PHS hospitals would also cause immeasurable damage to the general level of health care

(Continued on Page 5)

## Economic Proposals Not Living Up to Promises

The Nixon Administration must close its own "promise-performance gap" if the nation is to weather the present economic recession, according to the Maritime Trades Department.

The MTD charged that the key promise Nixon made in the 1968 campaign to halt inflation without creating unemployment—has not been kept and is ample evidence that the "promise-performance gap" exists within the Administration itself.

Vice President Charles F. West of the International Association of Machinists, in an address to the Board, challenged the promises contained in the Nixon economic proposals, calling them "as phony as the old promises."

West called the current level of joblessness "totally unacceptable," adding that it would force "3.9 million working people to bear the brunt of his (Nixon's) economic policies."

The MTD stressed that achievement of a healthy economy depends upon "all Americans having gainful employment, while inflation is kept under control."



Rep. Claude Pepper (D-Fla.) addresses a gathering of the AFL-CIO Maritime Trades Department Executive Board in Bal Harbour, Fla. and announces his support of the Board's resolution to fight to keep PHS Hospitals open. MTD President Paul Hall listens attentively.





in action

## Gibson Urges 'Stable' Labor-Business Ties

Stable labor-management relationships in the maritime industry are essential if revitalization of the U.S. Merchant Marine is to be achieved.

That was the message which Assistant Secretary of Commerce Andrew E. Gibson brought to the mid-winter Executive Board session of the AFL-CIO Maritime Trades Department.



Andrew E. Gibson

Although the Merchant Marine Act of 1970 provides federal assistance for a 300-ship replacement program over the next decade, Gibson declared, the ultimate success of the program will depend on two other areas of the economy:

- The banking community, which will be asked to underwrite much of the \$4 billion in private investment to match the federal subsidies for new ship construction.

- The shipper community—the exporters and importers who, Gibson said, “must provide the cargoes needed for profitable American-flag operations.”

Both groups, the Administration spokesman said, will demand stability in labor-management relations before committing themselves to full-out support of the U.S. merchant fleet.

### Labor Rejects Nixon's Farm Worker Proposal

Washington, D.C.

Organized labor has rejected the Nixon administration's proposed collective bargaining rights for farm workers in 1971, because the workers would be stripped of the right to strike during harvest time.

The administration labeled the farm worker proposal as a major goal this year, noting that agricultural workers would be given “organizational rights similar to those long enjoyed by workers in other industries.”

But the proposal would deny the farm workers the right to strike when they have the most economic strength—during harvests because of the perishability of farm products.

“A banker who is called upon to approve a loan application for tens of millions of dollars for new ship construction, makes his decision based on his assessment of the earnings potential of the ship and ship operators. The existing labor relations in the industry figure prominently in this equation,” Gibson said.

“It is not enough that any one group of unions along with management has a stable relationship. Any irresponsible actions of a few can do irreparable harm to the whole industry.”

With reference to the shipper community, Gibson said that at least part of the reason why importers and exporters prefer foreign-flag operators is traceable to labor unrest on the U.S. waterfront in the past.

“It is quite evident,” the Department of Commerce official said, “that the work stoppages which all too frequently tied up American ships in the 1960's still contribute to the diversion of cargoes to foreign lines.”

“A shipper who has once had his cargo tied up in an idled ship, while the foreign flags are moving on schedule, has a long memory. Unfortunately, he doesn't stop to identify any single cause of the disruption but tends to retaliate against the entire American-flag fleet.”

Gibson said that the Nixon Administration's “ship-American” program can help promote additional cargo for U.S.-flag vessels. “But,” he added, “it must be obvious that such overtures to the shipping public cannot be completely effective if the newspaper headlines refute our claims that American-flag service is second to none.”

Gibson said that President Nixon's concern over past labor-management unrest in the maritime industry, and the threat that this unrest posed to the success of the merchant marine program, was expressed in Nixon's maritime message to Congress in 1969.

At that time, Nixon said: “If the desired expansion of merchant shipping is to be achieved, the disruptive work stoppages of the past must not be repeated.”

Gibson said that, despite this concern, the Nixon Administration pressed vigorously for the bill which was signed into law last year, and followed it up this year with “the largest peacetime maritime budget in our history.”

The ultimate “success or failure of the new program,” Gibson added, lies with maritime management and labor, both of which must demonstrate “greater wisdom, understanding and leadership” than they have in the past.



# Foreign Goods Cut Back on U.S. Jobs

The Maritime Trades Department issued a new report providing broad documentation of the devastating impact of foreign products on workers in U.S. industries. Of primary concern, the MTD Executive Board said, is the decimation of seafaring jobs resulting from foreign shipping competition.

The result of a year-long study by a special MTD committee, the report calls for adequate protection for American workers, especially in the maritime industries. Here is part of that report:

Ships are the very essence of world trade.

The millions of pairs of shoes, the yards of textiles, the huge quantities of toys, pottery, rubber products and electronic equipment that are imported into the U.S. each year, largely arrive in the holds of ships.

One might expect, then, that the U.S. shipping industry was thriving, carrying these goods from foreign ports to the U.S., and conversely, U.S. exports back to foreign ports. It doesn't work that way.

### U.S.-Flag Vessels Suffer

Most of those foreign goods are brought into our country in foreign bottoms. American-flag vessels—even counting Federal government shipments—carry less than 5 percent of U.S. international cargo annually.

Foreign shipping competition is a tremendous threat to the U.S. merchant fleet. Page Groton, director of the Marine Division of the International Brotherhood of Boilermakers and Iron Ship Builders, predicts:

“We are now dangerously approaching the point where the United States will be totally dependent upon foreign-flag vessels, operated by foreign crews and holding the upper hand on the carriage of our vital foreign commerce.”

Groton's concerns are also those of the 50,000 members of the Boilermakers and Iron Ship Builders that are represented by the Union's Marine Department—men who work in shipyards throughout the United States.

The low national priorities that have been assigned to maritime matters in the last quarter of a century are very real to these men, who depend on a thriving maritime industry for their livelihood.

### American Technology

The fact that the nation has fallen behind in maritime prowess, does not stem from a lack of shipbuilding ability.

Groton has said:

“American yards have produced the most advanced merchant ships in operation on the high seas today. In terms of efficiency, safety, structural integrity and operational capability,

American-built ships are superior to most and second to none.

“... Attempts to portray the United States as a decadent, backward and inefficient shipbuilding nation are refuted by the facts.”

There are widely varying views as to what is needed to restore the U.S. to the rank of a first-class maritime power, but the lack of governmental involvement is generally agreed to be a vital factor.

### Government Neglects Fleet

After World War II, the U.S.-flag fleet was grossly neglected, while the fleets of other nations were—and still are—nurtured and encouraged by their respective governments.

With financial and philosophical backing, these foreign-flag vessels increasingly made inroads in the carriage of international trade cargoes.

The Merchant Marine Act of 1970—which won overwhelming Congressional approval and has been signed into law by President Nixon—is the first positive step in a third of a century by the U.S. government in assuming responsibility for its nation's merchant fleet.

With provisions for the construction of 300 ships by 1980—assuming government subsidies are available to make this a financial possibility—the Act will help replace obsolete vessels. The legislation, in itself, is not sufficient to put the U.S. merchant fleet back in a position of leadership, but it is a solid beginning.

### Facts Not Heartening

The sad facts about the U.S. merchant marine today are these:

- The fleet totals 864 ships, of which 610 are engaged in foreign commerce.

- Three out of every four vessels are 20 years of age or older, and 20 years is considered to be the economic life span of a merchant vessel.

- Some 395 of these ships were constructed during World War II, and will be phased out of operation by 1974.

- Even with new ship construction, there will be only 272 ships in the foreign trade by 1974.

### Problems Compounded

Contrasts with the flag-fleets of other nations are sobering: While three out of four U.S. freighters are more than 20 years old, the reverse is true of foreign-flag ships—seventy-five percent of the foreign freighter fleet is less than 20 years old.

The problem of competition from foreign-flag ships is compounded by the actions of foreign shores. They have had ships built there, registered them under foreign-flags and manned their vessels with for-

eign crews. But, they maintain their “Americanism” by competing for American cargo.

### Runaway Approach

Rep. John H. Dent, (D-Penn.), noted in July 1970, that such companies “have profited unconscionably” with this runaway approach.

The origins of “runaway-flag” ships coincide with the end of World War II, when the U.S. government wanted to dispose quickly of the huge wartime fleet. Businessmen were encouraged to buy these vessels at favorable prices and to register them under foreign flags.

There were tax breaks at both ends: The U.S. government exempted the businessmen, and the foreign countries levied little or no tax on the vessels.

Panama, Honduras and Liberia were—and have continued to be—favorite spots for registering runaways, for their tax laws were especially favorable to the U.S. businessmen.

It was quite appealing, then, to expand these runaway shipping empires, what with low-cost, foreign building materials and dirt-cheap wages. The tax breaks were the frosting on the cake.

### Possible Breakthrough

The Merchant Marine Act of 1970 provides a way for the elimination of runaway flags, without asking those businessmen to junk their entire financial investment—it puts a freeze on the number of ships held by an American businessman at the current level, and allows him 20 years to gradually divest himself of them. No obsolete ships may be replaced during the 20 years.

The lure to the “runaway”  
(Continued on Page 5)

## Strong Credit Law Needed

Strong federal laws to limit the scope of information on individuals that can be gathered and disseminated by credit bureaus has been urged by the Maritime Trades Department.

The MTD Executive Board released a 101-page study charging that credit bureaus in the USA make up “a private intelligence network” that threatens the privacy of virtually every individual.

The report is the second in a series of studies of privacy made under MTD auspices by a committee headed by Edward J. Carlough, president of the Sheet Metal Workers.



# Unfair Competition Hurting U.S. Industries

(Continued from Page 4)  
businessman" is that when he does return to the fold, he will have an equal opportunity with all other shipping companies to secure government subsidies that have in the past been offered only to 14 favored shipping lines. The Act will allow all elements of this industry to compete equally and receive impartial assistance from the government.

## Statistics Cited

Rep. Robert Mollahan of West Virginia has pointed out that the multi-national corporations show their contempt for America's economic welfare by building and registering ships abroad under foreign flags.

"This American-owned, foreign-registered and foreign-manned fleet is considerably larger than our American-built, American-owned, American-manned fleet," he said.

At the beginning of 1969, 436 ships were owned by for-

eign affiliates of U.S. corporations and were registered under foreign flags, totaling 18 million deadweight tons (DWT).

In contrast, the privately-owned American merchant fleet numbered 647 ships, but only 10.4 million DWT.

The American Council of Shipbuilders has noted that every time a ship that would cost \$20 million to build in an American yard is built abroad, American industry loses at least \$60 million worth of business. In addition, American workers lose \$9.7 million in wages, and the combination of federal, state and local taxes represents a loss of \$14.4 million.

## Employment Suffers

Nonetheless, at the end of 1968, American-owned corporations had 64 ships—8.3 million DWT—under construction or on order in foreign shipyards.

The loss of work is not confined to the shipbuilders, but to

the steel workers (some of whom are represented by the International Association of Bridge, Structural and Ornamental Iron Workers) machinists and other American labor segments whose products or efforts are basic to the building of a vessel.

Members of seafaring unions suffer also. They are replaced by the foreign crews, and thus find themselves with shrinking employment opportunities.

## Hall Voices Opinion

Paul Hall, president of the SIU and president of MTD, feels strongly about the issue of foreign competition. He looks at the situation from an overall viewpoint—not just the crew spots lost on foreign-manned vessels:

"Tens of thousands of Americans are losing their jobs because of an unfair situation involving foreign trade. Plants in many industries—from those which produce window glass to

many that make shirts and shoes—are folding under the pressures of cheap goods made by workers receiving coolie wages in foreign lands.

"Those thousands of Americans who have either lost their jobs or had to work for poor wages (a management ploy when import competition becomes stiff) can't afford to buy American-made products."

The more direct loss of seafaring jobs is something that seafarers have to live with for many years. "We . . . are not strangers to the effects of cheap foreign competition," Hall says. "We have seen our merchant marine fall from the finest in the world to a fleet that is old, small in tonnage and growing smaller in numbers."

## Competition Unfair

"We have seen American merchant business taken by nations who run on the cheap—using vessels that are poorly constructed and handled by

crews that are poorly trained, poorly fed and paid pauper's wages. This unfair competition has cost us jobs—and has cost the nation its fleet."

## Committee Members

The report was presented by committee co-chairman George Baldanzi, president of the United Textile Workers, and Charles Feinstein, president of the International Leather Goods, Plastics and Novelty Workers.

Other members of the committee include Peter Bommarito, president, United Rubber Workers; Mort Brandenburg, president, Distillery Workers; Milton Gordon, secretary-treasurer, International Union of Dolls, Toys and Novelties; Richard Livingston, secretary, United Brotherhood of Carpenters; Lester H. Null, Sr., president, Pottery and Allied Workers; and Reuben Roe, secretary-treasurer, United Cement, Lime and Gypsum Workers.

## 'Paradox for the Nation'

*The complete text of AFL-CIO President George Meany's letter on the closing of PHS Hospitals sent to Elliot Richardson, secretary of Health, Education and Welfare, appears below.*

January 21, 1971

Honorable Elliot L. Richardson  
Secretary, Department of Health, Education and Welfare  
Room 5246, North Building  
330 Independence Building, S.W.  
Washington, D.C. 20201

Dear Mr. Secretary:

In the past several weeks, it has come increasingly to my attention that there is a strong effort underway by the Department of Health, Education and Welfare, to close the remaining eight Public Service Hospitals located in major cities throughout the United States. I am deeply concerned about this imminent administrative action and I feel that there are several compelling reasons why the Public Service Hospitals cannot be closed without causing great harm to the high level of medical care in the United States.

The Public Health Service hospitals serve a wide range of beneficiary groups. Besides the merchant seamen of the United States (who are the hospitals' primary charges), the PHS hospitals also treat government and military personnel and their dependents. These groups all present special health care problems due to their high mobility and need for rapid medical services.

These hospitals also provide a broad area of services to the citizens who live in the communities around hospitals. Often the Public Health Service Hospitals provide the acute care and emergency facilities that overburdened private hospitals are unable to supply.

The alternatives proposed as a "replacement" for the Public Health Service Hospital system simply would not provide the same assurance of medical care that the present PHS hospitals offer. The VA hospitals, as any veteran knows, are crowded and operating near capacity; the over-loaded conditions that prevail in private hospitals, where costs often run past \$100 a day, are well documented.

In view of this situation, it seems to be a paradox that the nation should be closing hospitals at a time that so many people have a need for greater health care than the medical system can provide. The AFL-CIO has made the health care needs of the nation our number one priority in the new Congress, and to allow the first health care action of the new year to be the closing of eight hospitals would be a severe blow to the hopes of millions of Americans for adequate and affordable medical care. President Nixon himself has stressed these health care needs and committed his Administration to providing better medical service for all Americans.

Thus, the proposed closing of these eight hospitals impinges on the humanitarian goals of this nation. I strongly urge that these hospitals be left open and that they continue to be allowed to provide their wide range of medical services to seamen and private citizens alike. The budget and operating costs of the Public Health Service hospitals vividly demonstrate that the Public Health Hospital system is one of the few health care bargains this nation possesses.

I urge that the Department of Health, Education and Welfare reevaluate the hospital closing decision, so that these important institutions can remain in operation.

Sincerely,

George Meany  
President

## PHS Hospital Closings Decried in Resolution

(Continued from Page 3)  
available in the United States.

"To even consider closing any hospital at a time when so many persons have need for greater care than the U.S. health-delivery system is currently able to provide, would be a cruel hoax on the nation," the MTD said. "Further, it is scarcely in keeping with the lofty sentiments contained in the President's State of the Union Message concerning the need to 'improve the delivery of health services'."

## Resolution Adopted

In an unanimously-adopted resolution, the Board declared that the alternatives proposed to the PHS hospitals—alternatives called for the use of Veterans Administration or community hospital facilities—"do not provide a viable method of insuring that the nation's seamen will continue to receive the priority care they need to maintain their shipboard jobs."

The VA hospitals already are crowded, the resolution

stated, and even if there were extra beds, "seamen would have the lowest priority in filling them."

To suggest that the problem would be solved by contracting for medical care with private hospitals is "also the height of folly," the report declared, adding that "the additional cost to the government of providing care to seamen in private hospitals . . . would be a staggering burden on an already overloaded federal budget."

## Call for Funds

Instead, the MTD resolved to call upon the Secretary of Health, Education and Welfare and the Congress to prevent any of the eight remaining PHS hospitals from being closed. The MTD also urged that \$140 million be appropriated and spent to "return these vital American health resources to their fullest and most modern operation possible so that the numerous beneficiary groups and teaching programs dependent on the hospitals can be adequately served."

## Four for Safety



Four men who were constantly in the forefront in the three-year long struggle to secure passage of a federal job safety and occupational health law congratulate each other on their success. From the left, Jack Sheehan, legislative director of the Steelworkers; chief sponsors of the bill, Rep. Dominick Daniels (D-N.J.), Sen. Harrison Williams, Jr. (D-N.J.), and AFL-CIO Legislative Director Andrew Biemiller.



# Upgrading Courses Geared to Modern Needs

Today's modern merchant marine demands increasing skills and professionalism from the men who sail the more sophisticated ships of the American-flag fleet.

The SIU recognized long ago the need for a continuing education program to provide the tools to enable its Seafaring members to move up the ladder to more responsible and higher-paying jobs in the maritime industry.

Since the early 1950s when the first upgrading programs were pioneered by the SIU, more than 10,000 endorsements and licenses have been earned by members of the Union.

## Designed to Improve

The upgrading programs are designed to improve the skills of the Seafarer. Seafaring is a highly specialized and professional occupation, and requires

of the Union are successful is shown by the increasing numbers of Seafarers who are enrolling in the wide variety of upgrading courses offered by the SIU, and it is further demonstrated by the confidence of SIU-contracted shipowners who are investing millions in new vessels to expand their fleets.

The Union's upgrading program offers a wide variety of courses, beginning with middle-level ratings all the way up the ladder to deck and engine licenses. The instructors are the finest in the maritime industry—experienced Seafarers, trained teachers, and men with a desire to pass their knowledge on to the men with ambition to improve themselves.

Opportunity, according to the old adage, knocks but once in a lifetime. But, for the members of the SIU it knocks many times.

## Numbers Growing

Nearly 200 SIU members, from 19 to 60 years of age and over, from every possible background and educational level, have earned licenses as marine engineers or deck officers through the Union's upgrading programs. Hundreds more have achieved endorsements as electrician, reefer engineer, deck engineer, junior engineer, machinist, boiler maker and pumpman.

## Modern Facilities Used

Every effort has been made to design the upgrading programs to meet the needs of the members and to help them advance to more responsible jobs aboard ship. Modern classrooms equipped with the best textbooks and mechanical teaching aids, together with highly-qualified instructors who give individualized attention to each of upgraders, have made the SIU's upgrading program the most successful in the industry.

The SIU's upgrading programs are meeting the needs of not only the members, but the maritime industry and the nation as well, by insuring that the Seafarers who man the American-flag fleet will continue to be the best-trained seamen on the high seas.



continuing education to meet the challenge of the more modern ships that are coming off the ways.

## Success Proven

The SIU, which led the successful fight for enactment of the Merchant Marine Act of 1970—a far-reaching program calling for construction of 300 new freightships and tankers, has geared its upgrading programs to insure that the new ships will be manned by the best trained, most competent and qualified seamen, anywhere in the world.

That the upgrading programs



Classroom instruction, as well as practical on-the-job training, is an integral part of all upgrading programs. To date, over 10,000 Seafarers have received endorsements and licenses through the various programs.

## Rep. Keith Warns of USSR Threat To U.S. Coastal Fishing Industry

Washington, D.C.

The "desperate condition" of the U.S. fishery resources brought about by the pillaging of foreign fishing fleets off the shores of the Atlantic states is one of the most critical issues that the nation faces in this decade, according to Rep. Hastings Keith (R-Mass.).

Addressing a recent luncheon meeting of the 7.5 million-member Maritime Trades Department of the AFL-CIO, Keith told the assembled labor, business and government officials that the Soviet Union is chief among the offenders, and is calculatingly using our fisheries to "advance their goals in achieving world domination."

## Cites 10-year-Drop

The Congressman noted that 10 years ago, U.S. fishermen accounted for 70 percent of the domestic supply of fish. Today these same fishermen are responsible for only one-third.

In that same decade, the percentage of fish caught over the New England Continental Shelf by New England fishermen dwindled from 93 percent to 35 percent.

"The Russians were simultaneously landing more fish from this fishery than all other nations combined," he said.

And, other nations are out there trying to get their share, —just 14 miles from the city of New Bedford, Mass., trawlers from 15 nations can be sited, Keith said.

## Used as Propaganda

The crowd of Russian trawlers reaches as many as "115 in one fleet" accompanied by modern factory ships where the fish are cleaned, processed, frozen and stored until a refrigerated transport ship comes along to take the shipment to Russia.



Rep. Hastings Keith

Besides depleting the ready supply of U.S. fish for food, Keith noted, the Russians are "unloading thousands of tons of their catch in other countries—they are using it to win favor with the peoples of Latin America and Asia."

"The fisheries that lie off our shores have become tools in the hands of the Soviets," he said.

The Russians have not responded to efforts at negotiating in such areas as space exploration, the anti-ballistic missile system and the Middle East, Keith admitted, but suggested that the spirit of negotiations might be first achieved in the fishery business.

## Proposes Agreement

The Congressman proposed a multi-lateral agreement be made with the Soviets and other foreign powers relative to limiting the size of the catch, the type of fish caught and the means used to harvest the fish. It would be a comprehensive plan for conservation in the North Atlantic.

An international agency for

fishery conservation with strong and forceful powers could be formed, under the United Nations, for enforcement of the agreement, Keith suggested.

Keith proposed that the idea be put forward for discussion at the Law of the Sea Conference to be held under UN auspices in 1973.

If there is reticence for the multi-lateral agreement approach, Keith urged that a 200-mile conservation zone be unilaterally imposed by the U.S. around its coastline.

"Once such a zone is imposed, no foreign fishermen would be allowed to fish in the area, which is roughly equivalent to the limit of our continental shelf off New England."

"Only after fair and equitable quotas are agreed to would the fishermen of a particular nation be allowed to re-enter the conservation zone," he said.

## Disclaims Ownerships Theory

He denied that there would be any "legal or moral" comparison between this idea and the Ecuadorian claim to "ownership" of 200-miles of coastal waters around their country.

"They are simply flexing their nationalistic muscles . . . nationalism plays no part under my proposal. We continue to recognize that our territorial waters extend only three miles and our fishery zone 12. The motive of the proposed conservation zone is to preserve a vital resource for our children and for generations to come throughout the world," Keith said.

The sequence of negotiations first . . . then, if they do not produce an equitable solution . . . declaring a 200-mile conservation zone, Keith said, "is not our first choice but it is our last resort."

## For the Record

Following is a breakdown of the 10,229 endorsements and licenses which have been awarded to Seafarers through the various upgrading programs of the SIU:

Lifeboat .....	4,197
Able Bodied Seaman .....	1,458
Fireman .....	1,099
Oiler .....	1,114
Watertender .....	1,119
Electrician .....	274
Reefer Engineer .....	126
Pumpman .....	157
Deck Engineer (Engine) .....	93
Junior Engineer .....	120
Machinist (Engine) .....	8
Boiler Maker .....	2
Tankerman (Engine) .....	2
Third Assistant Engineer .....	272
Second Assistant Engineer .....	125
Third Mate .....	40
Second Mate .....	23



# Seafarer Lost Attempting Rescue of Finnish Sailors

Seafarer John Arthur, 57, was lost at sea as his ship made a valiant attempt to rescue survivors of the Finnish tanker *Ragny*, which broke up in a storm 600 miles east of Cape May, N.J.

Brother Arthur a member of the crew of the *Platte* (Ogden Marine) was lost Dec. 27 off a rescue boat just a few yards from the stricken tanker, whose crew members clung to a small part of the ship remaining afloat.

The small boat from the *Platte* capsized in high waves. The men of the rescue party were plunged into the icy water and all but Brother Arthur were plucked from the seas. A search failed to locate him.

The *Platte*, a few days out of Philadelphia, was sailing for Holland when the S.O.S. sounded at 1:15 p.m.

## Platte Nearest

The U.S. Coast Guard said the *Platte* was the closest vessel to the stricken ship and it immediately steamed to the foundering tanker.

The Coast Guard also dispatched the cutter *Escanaba* and a number of rescue planes.

The *Platte* arrived first in winds gusting to 25 mph and 10 foot seas. The stern of the *Ragny* was riding well in the water at the time.

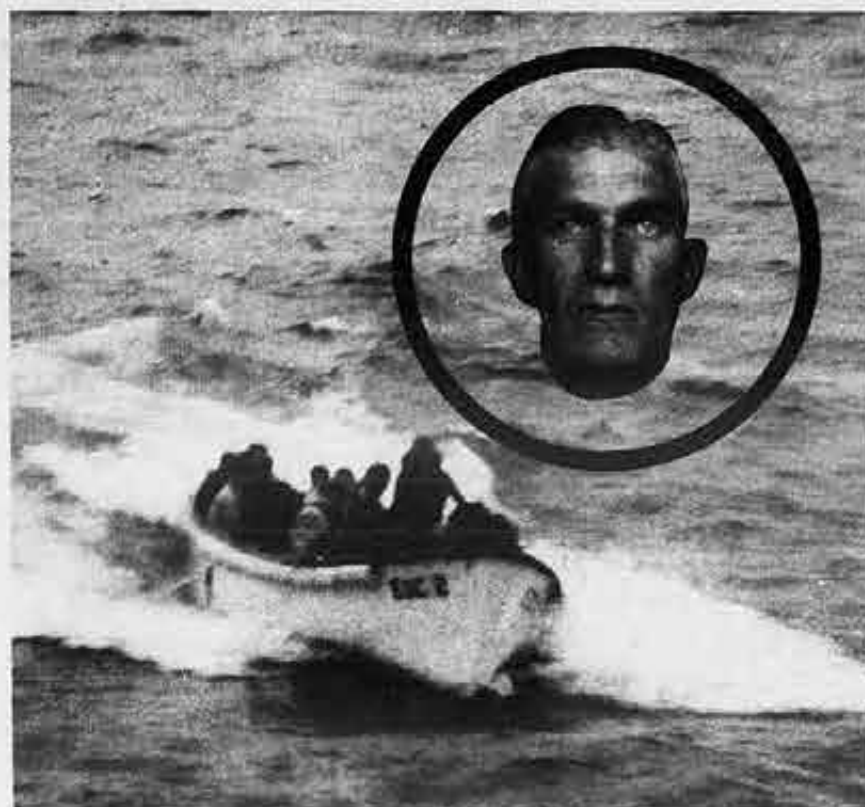
## Unsuccessful Search

The rescue boat drew close to the *Ragny* several times be-

fore capsizing. After the rescue boat was washed over the *Platte* and the *Escanaba* searched the area for Brother Arthur.

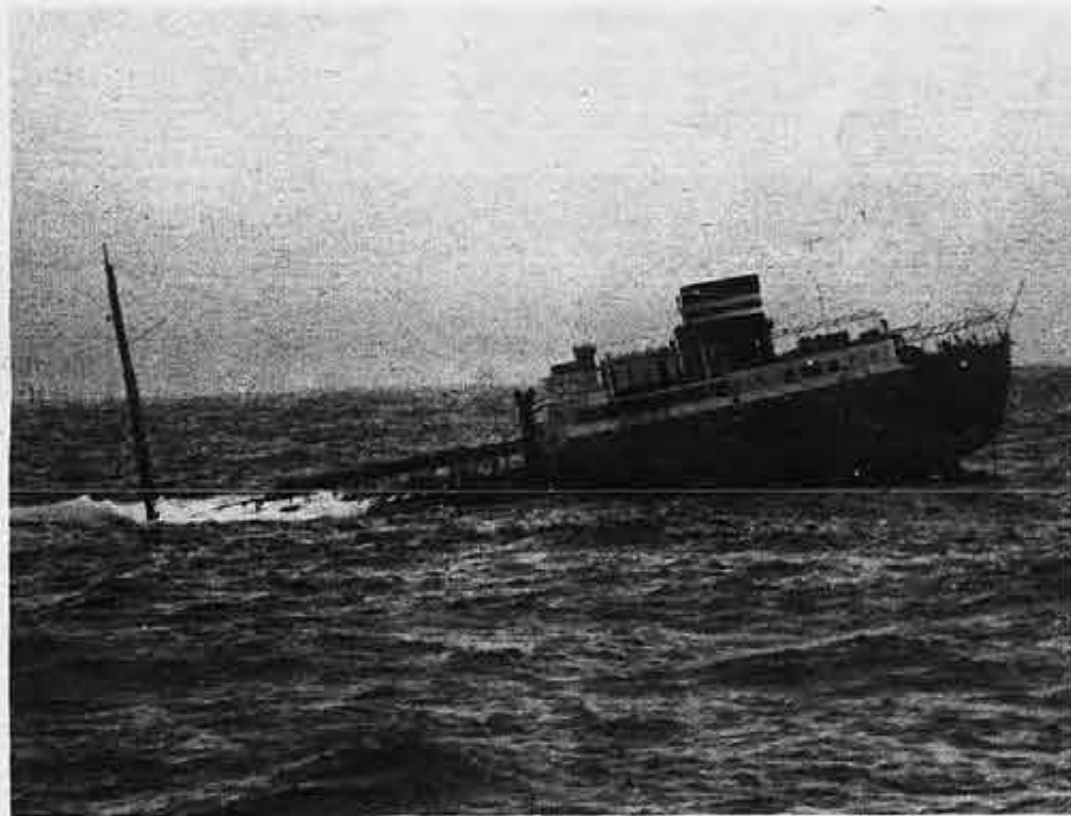
The *Escanaba* discontinued the search because worsening weather threatened the precarious perch of the Finnish seamen. The *Escanaba* sent three rescue boats to the tanker crew and they returned with 31 Finnish seamen. The *Platte* and the *Escanaba* then steamed toward the Bahamas.

Brother Arthur, who sailed in the deck department, joined the SIU in the Port of New York in 1968. Philadelphia Port Agent John Fay said he was "an able and well-skilled sailor who was a first rate example of this country's professional sailors."



It was in a lifeboat like this that Seafarer John Arthur (inset) was riding when it capsized and Arthur drowned. Arthur and other crew members from the *Platte* were attempting to rescue the surviving Finnish sailors aboard the tanker *Ragny*, which had broken in two in heavy seas in the Atlantic.

## A Story Filled With Tragedy, Heroism and Gratitude



The events surrounding the sinking of the Finnish tanker *Ragny* and the rescue attempts by the commercial ship *Platte* and the Coast Guard cutter *Escanaba* were filled with tragedy, heroism and gratitude. While some 600 miles off the coast of Cape May, N.J. in the Atlantic the *Ragny* broke in two in heavy seas. Six crew members of the tanker were reported as missing and presumed drowned. Only through the heroic efforts of the sailors aboard the *Platte* and the *Escanaba* were the other Finnish sailors saved. However, this yeoman feat also was tinged with tragedy. SIU member John Arthur, manning one of the lifeboats from the *Platte*, was lost at sea when the small craft capsized in the turbulent waters. All others in the boat were plucked from

the waters by accompanying rescue boats. The *Platte* was the first to arrive at the scene on the afternoon of Dec. 27. The stern section of the *Ragny* was riding well out of the water, but the heavy seas hampered rescue attempts. The rescue efforts lasted through the night (photo, upper left). By daybreak the *Ragny* was slowly sinking to her final resting place at the bottom of the ocean (photo, upper right). The 31 rescued Finnish sailors were taken by the Coast Guard to Bermuda where they bid thanks to the skipper of the *Escanaba*, CDR Alban Laundry (photo, lower left) and saluted with a wave of gratitude and appreciation as the Coast Guard cutter put back out to sea (photo, lower right).



# Chicago Health Clinic Provides Care

Chicago, Ill.

There's a mellow blend of the old and the new at the Seafarers' clinic here.

The ultra-contemporary facilities that were opened in September 1967 are in sharp contrast to the very old-fashioned types of problems that are handled by the medical staff.

In spite of the fact that both Great Lakes seamen and salt water types use the Chicago clinic for their annual health check-ups—and any problems that may develop between the physicals—the ailments uncovered by the physicians are not as exotic as the places the Seafarers have visited.

You'd expect an occasional case of malaria, or perhaps an infected bite from an unpronounceable insect that lives only in Asia—but hypertension is the most common ailment that the physical exams uncover.

Some 700 union members and their wives and children visit the clinic each month—a total of 22,000 patients since the doors were opened more than three years ago.

Members of the Seafarers International Union and the Democratic Union Organizing Committee (DUOC) Local 777—comprised of taxi drivers from the Chicago area who are affiliated with the SIU of North America—are the basis of the clinic patient load.

Two full-time physicians, a full-time dentist, lab technicians, a parttime gynecologist-obstetrician, and about a dozen specialist-consultants are at the disposal of any Seafarer, DUOC member or their families.

Before 1967, a Seafarer had to go to the U.S. Public Health Service Hospital, or to an SIU clinic in some other area—such as Mobile, Baltimore or Houston—for treatment, and to secure his health card.

The staff, headed by Dr. David Tschetter, medical director, carefully checks each Seafarer so that he is as healthy as possible when he sails. A typical examination would include an electrocardiogram, chest X-rays, laboratory analysis of blood and urine, and a dental check-up.

All the work is diagnostic and if any treatment is needed the Seafarer is eligible for treatment at the USPHS hospital; members of DUOC are not.

From 9-5, Monday through Friday, the receptionist greets a full schedule of patients, everyone from a little boy who wrenched his knee when he jumped from a tree, to a young wife who has just been feeling "run down" in general, to a cab driver who thinks he has an ulcer.

In the three years of its existence, the Chicago clinic has only failed to issue a health card to one seaman. And, not one new SIU applicant, who must pass a very rigid physical, has ever failed.

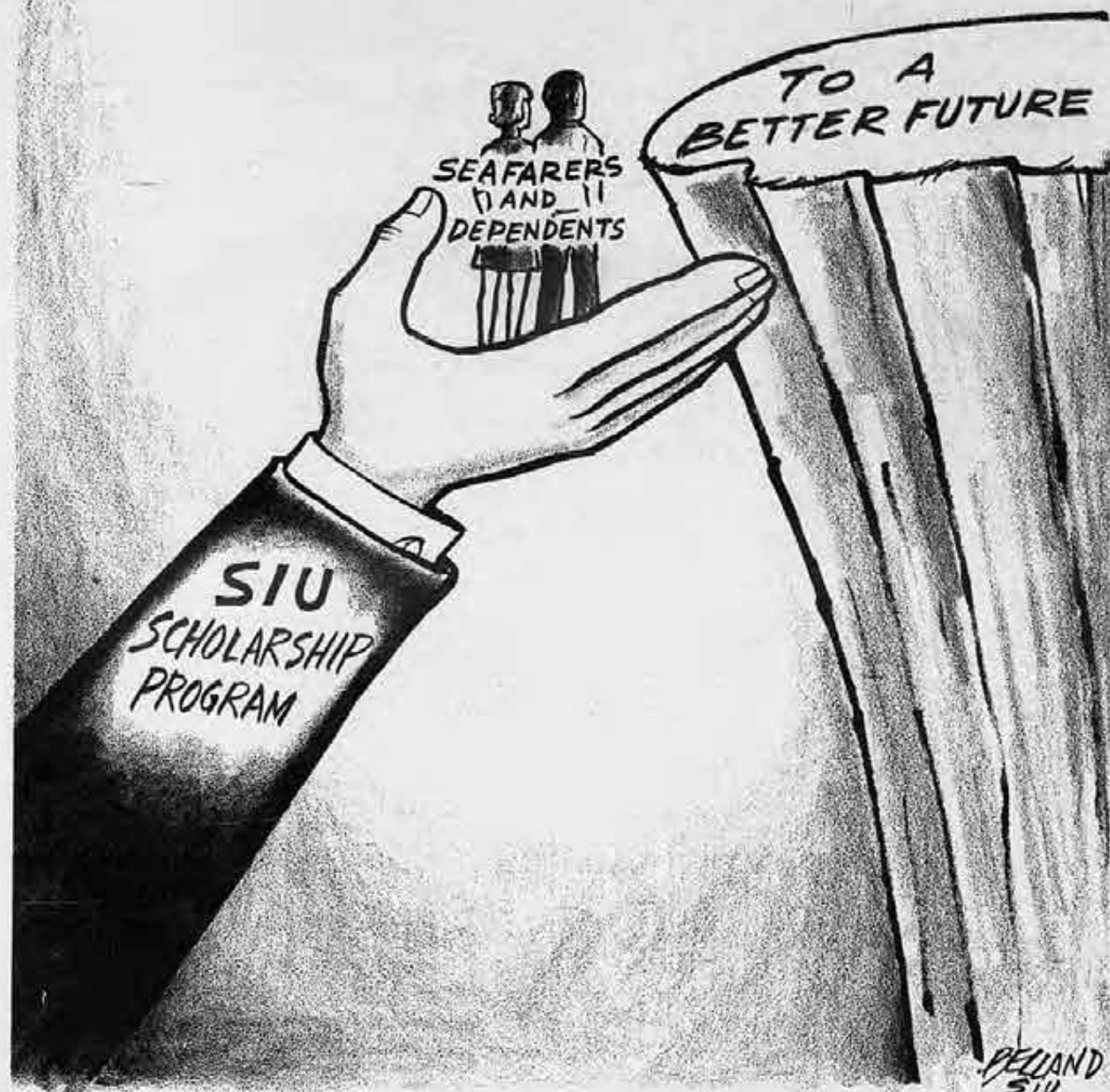
The standards at the clinic are very high. But the theory behind the SIU program is that if health care is readily available, there will be ample opportunity to prevent more illnesses before they occur.











## Toward a Better Life

Seafarers have built their SIU to bring the better life to members and their families on and off the job. On the job, this has resulted in SIU members having the best in wages, hours and working conditions. Off the job, the SIU has designed a structure to help members and their families through an extensive program of health, welfare and pension benefits.

In addition, the SIU has built a solid network of programs to give members and their families the education needed to take advantage of new opportunities, new challenges—tomorrow's world.

The SIU Scholarship Program is a keystone in the union's work, toward the better life available to members and their children.

This year, as in the past, five Seafarers or their dependents will receive four-year college grants in May, amounting to \$6,000 each over the four years they are in school.

Through these scholarships, Seafarers and their children have become doctors, lawyers, engineers—they have used the opportunity provided by their union to reach the top.

Those who receive scholarships this year, as in the past, will choose their own courses of

study, will pick their own college or university.

The five scholarship winners this May will join the 26 Seafarers and 62 dependents who have higher education made available to them through the SIU since the program began in 1954.

The college scholarships are on the high end of the SIU system which recently succeeded in making it possible for young men at the Harry Lundeberg School of Seamanship to receive their high school equivalency certificates.

Seafarers and their dependents now have the opportunity to make the climb toward an unlimited future through education—from high school certificate through college degree.

And this is just the beginning. Each day the SIU program of opportunity through education is growing, and soon all Seafarers will have an extensive correspondence course available to them ashore or at sea.

A union exists to help its members use to the fullest all of their talents, all of their energies, to bring to themselves and their families the rewards that come with doing the best.

The SIU Scholarship Program is designed to provide the chance to fulfill that challenge.

## Seafarers and the MTD

The AFL-CIO Maritime Trades Department provides a perfect example of trade unionism at work. The MTD took action this month on several fronts that have a particular bearing on the problems of seafarers.

Foreign trade. The state of the maritime industry. Protection of the USPHS Hospitals. These are but a sampling of the subjects that the MTD addressed itself to.

The MTD mobilizes the strength of 42 national and international unions with 7.5 million members in support of workers in the maritime industry and the industries that support it.

The MTD puts it on the line for Seafarers, particularly on the legislative front, in the same way that Seafarers rally in support of other trade unionists when they need a helping hand in a beef.

The trade union movement was formed in this spirit. It exists today and will exist tomorrow because of its dedication to the principle that an injury to one is the concern to all.

This is the kind of unity that pays off.

This is the kind of unity that counts.

## Seafarers Reject Suggested Closing Of PHS Hospitals

To the Editor:

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

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

Your article in the January LOG shows that our Union is taking all the necessary steps to fight the closing of these hospitals.

Friends of mine who are veterans are having a rough time getting into the VA hospitals because there is a shortage of beds.

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

Clarence Garrabrant

To the Editor:

Myself and many other SIU seamen and members of the NMU and other unions wish to thank the LOG for the fine article you have in the January issue about the Marine Hospitals.

These hospitals have done a great job for all the years they have been in existence. I personally feel proud that my Union, the SIU, has been a leader in the fight to keep these hospitals open.

Ben Shaw

To the Editor:

I want to thank the LOG for the very informative article in the January issue about the Marine Hospitals.

In the many years I have gone to sea, whenever I needed any proper medical treatment I always received it at our Marine Hospitals.

I'm glad that our Union has been out front in this fight to keep these hospitals open. I certainly hope the people in Washington will see the great need for these hospitals and keep them open.

Joseph Shefuleski

## Patient's Wife Joins PHS Protest

To the Editor:

For many years, I have been an outpatient at the USPHS hospital in San Francisco. My husband is on pension and is hospitalized right now.

We strongly protest the closing of this fine hospital in San Francisco—and urge the LOG to do all it can to stop this nonsense.

Washington has a lot of money to spend on foreign countries, but decides to attempt to economize here. They should cut foreign spending, rather than closing down hospitals.

I'll join a protest march against these closings if necessary—even with my cane.

Mrs. J. Thompson  
San Francisco, Calif.

## Pension Plan Buys Holidays

To the Editor:

I would like to express my appreciation to the SIU for the services I have received. I have

been a member of the SIU for 27 years.

Thanks to our generous pension and benefits plan, my family and I were able to have a decent Christmas. If it had not been for the SIU, I don't know what would have happened to myself and my family.

Guillermo De Jesus  
Dacudo, P.R.

## Thanks Extended To SIU Official

To the Editor:

I wish to express my heartfelt thanks to Mr. Robert O'Keefe, Mr. Price Spivey, and all of the officials of the Seafarers Welfare and Pension Plans for their prompt action in forwarding the Seafarers Welfare Fund benefit check for my brother Earl Gonyea.

We also deeply appreciate the kind expression of sympathy expressed in the accompanying letter.

Mrs. Dorothy Haemer  
Clinton, Mass.

## Praises Prompt Action on Benefits

To the Editor:

My wife was recently a patient at Mercy Hospital for nine days. Due to errors on the part of the hospital accounting department I understand that the SIU Welfare Plan was obliged to communicate with the hospital several times requesting clarification.

Since my wife was discharged I have received two checks and a final payment was mailed to me on Dec. 31. My purpose in writing this is to express my great appreciation for the promptness with which the Welfare Plan has acted in refunding me these monies.

The Welfare Plan is of inestimable value to all of us and is one of the many benefits which serve to further strengthen my loyalty to our union. I would also like to thank Mrs. Le Blanc for her courtesy and for the help and advice she has given me.

George W. Duncan  
Chalmette, La.

## SEAFARERS LOG

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# Organized Labor Outlines Legislative Goals for 1971

Washington, D.C.

The 92nd Congress faces some stern tests in this session. The expected inter-party battles may well set the stage for the 1972 presidential elections.

From the labor vantage point, here are some of the big battles that are expected in the 92nd Congress:

✓ **Health.** This is the first year that National Health Insurance will be seriously pushed as a top priority issue.

Organized labor is supporting a bill which will probably be introduced by Sen. Edward Kennedy (D-Mass.) and Rep. Martha Griffiths (D-Mich.).

The public outcry for action to alleviate the health care delivery problem will be too much for the Administration to ignore. It will offer legislation to help the indigent and subsidize the carriers but with no fundamental attack on the failing delivery system.

Another health issue will be drug abuse legislation.

✓ **Jobs.** With unemployment at six percent as the new year starts there will be heavy pressure in Congress for job-producing legislation. Leading the list will be a manpower training and public service jobs bill for the hard-core unemployed.

Directly related to jobs, too, is the trade bill which would set quotas on low-wage imports in textiles, apparel and shoes. Other workers are concerned about the inroads made into jobs through low-wage products affecting their industries.

✓ **Social Welfare.** One of the major uncompleted measures in the 91st Congress was Social Security. The House passed a bill calling for a five percent increase in benefits and automatic rises along with increases in living costs. The Senate wanted to increase benefits by 10 percent with minimum benefits upped from \$64 to \$100.

Organized labor believes that both proposals are too small to be realistic, calling for a 15 percent rise. However, in the 92nd Congress labor and liberal groups will be seeking as much of an increase as they can muster.

✓ **Family Welfare Assistance.** Bills passed by the House and the Senate Finance Committees died in the 91st Congress. The House bill guaranteed a floor of \$1,600 to families of four with no income and reduced benefits for the working poor. The Senate Finance Committee rejected this calling for only a limited test program.

Organized labor seeks a guaranteed floor, too, but says the \$1,600 is not fair and is not realistic. It also objects to forcing workers into \$1.30 an hour jobs even though they are trained for much more.

✓ **Labor Laws.** The Administration has announced that it will revive its own plan for settlement of dis-

putes in the transportation industry which denies workers the right to strike.

It would give the President three alternatives in a dispute including imposing the "last offer" of one side or the other. This is certain to be unalterably opposed by organized labor.

If hearings are held on this Administration bill there is the possibility that the whole arena of labor law might be opened up. Some could involve bargaining in the construction industry where the Administration is known to favor regional bargaining, limits on Davis-Bacon prevailing wages and

other moves to hold down wages in the industry.

Another area of labor law will be organized labor's efforts to amend the Fair Labor Standards Act to raise the minimum wage from \$1.60 an hour to \$2.00. Labor also wants to extend the act to uncovered workers, particularly farm workers.

Efforts will be made, too, to extend the National Labor Relations Act to farm workers.

Labor will be concerned with other bills in the 92nd Congress. Among them are pension legislation, education, housing, mass urban transportation, situs picketing, tax justice and pollution.

## National Right-to-Work Group Swipes at Labor

Washington, D.C.

The 16-year fight of the National Right-to-Work Committee has been punctuated regularly with swipes at the trade union movement.

Fred L. Hartley, Jr.—co-author of the Taft-Hartley Act and founder of the committee—along with Committee Vice President Reed Larson, have focused their efforts toward securing right-to-work laws in the 50 states.

### Little Accomplished

From the standpoint of results on the state level the Right-to-Work group had little to crow about. Most of the 19 state open shop laws were passed before the Committee even came into existence.

In 1958, the Committee spent vast sums of money to get the open shop laws passed in six states. When the dust had settled they were successful in only one, Kansas. And even this was lost when Governor George Docking vetoed enforcement legislation.

A law was passed in Wyoming in 1963 but in 1965 Indiana repealed its open shop measure. Since then two major drives for such a law in Oklahoma have floundered.

The National Right-to-Work Committee was in a bad way. Money from anti-labor business groups just wasn't coming in. Then the Committee got a break; just when it looked like the 90th Congress would repeal Section 14(b) of Taft-Hartley—which makes compulsory state open shop laws possible—the late Senate Republican Leader Everett Dirksen filibustered and prevented a vote.

### Carried No Weight

It is doubtful that the Right-to-Work group carried any weight in the filibuster fight but it did ride piggyback on the issue, picking up press recognition that it just could not command in the past.

The Committee's fortunes began to change. More money was forthcoming and for all

practical purposes the open shop group was moving on the Federal rather than the state scene.

Sitting in his offices in downtown Washington, Reed Larson acknowledged that Washington, "is where the action is."

Larson candidly revealed the area in which his compulsory open shop group would operate on the Federal level:

• **Political Campaign Contributions.** Larson said that the Right-to-Work group would concentrate on this issue since it obviously would be a major issue in the 92nd Congress.

He complained that "compulsory union dues" were being used to support candidates for Federal offices. He ignored the fact that this is already prohibited by Federal law and that union "dues" money was used only on general registration and get-out-the-vote drives. All other monies in campaigns were from voluntary contributions.

The Right-to-Work Committee has come up with a figure of \$60 million contributed by labor in the 1968 campaign. The best estimate of even the most impartial observers is that labor contributions were about 10 percent of this.

• **Public Employees.** The open shop group will fight on both the national and local level to block union shop contracts among public employees.

The group takes credit for weakening the union security provisions in the postal agreement and wants to press such provisions at both the Federal and state level.

Currently the Right-to-Work group is taking legal action against the union shop case involving Detroit teachers and in agency shop pacts among city employees.

• **Farm Workers.** A third area of concentration will be among farm workers.

The open shoppers are fighting against union security for farm workers and, specifically, against extending coverage of the National Labor Relations Act to them.



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

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

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

**CASKETS**—Capitol City Casket Company—(United Furniture Workers)

**FLOURMILL PRODUCTS**—Pioneer Products, San Antonio, Texas (United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)

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

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

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

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

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

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

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

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

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

## Seafarers Donate Generously To Library Fund Campaign

New York City

The SS *De Soto* of the Waterman Steamship Corp., an SIU-contracted company, has responded to the American Merchant Marine Library Association's plea for funds by donating \$1,131—the largest individual ship contribution.

It is the second time the men on board the *De Soto* have surpassed the \$1,000 mark in their fund raising for the AMMLA.

### Response Appreciated

This generous response comes at a time when steamship industry retrenchment has resulted in a serious reduction in AMMLA income. "It is therefore most welcome," said Mrs. George Roosevelt, chairman of the board of trustees.

The AMMLA, a non-profit organization was chartered by the New York State Board of Regents on May 27, 1921. It is

an outgrowth of a World War I service extended by the American U.S. Shipping Board to the U.S. Merchant Marine.

### A Friend of Seafarers

Since that time, the AMMLA has distributed more than 16 million books and many more magazines to merchant marine vessels and the U.S. Coast Guard.

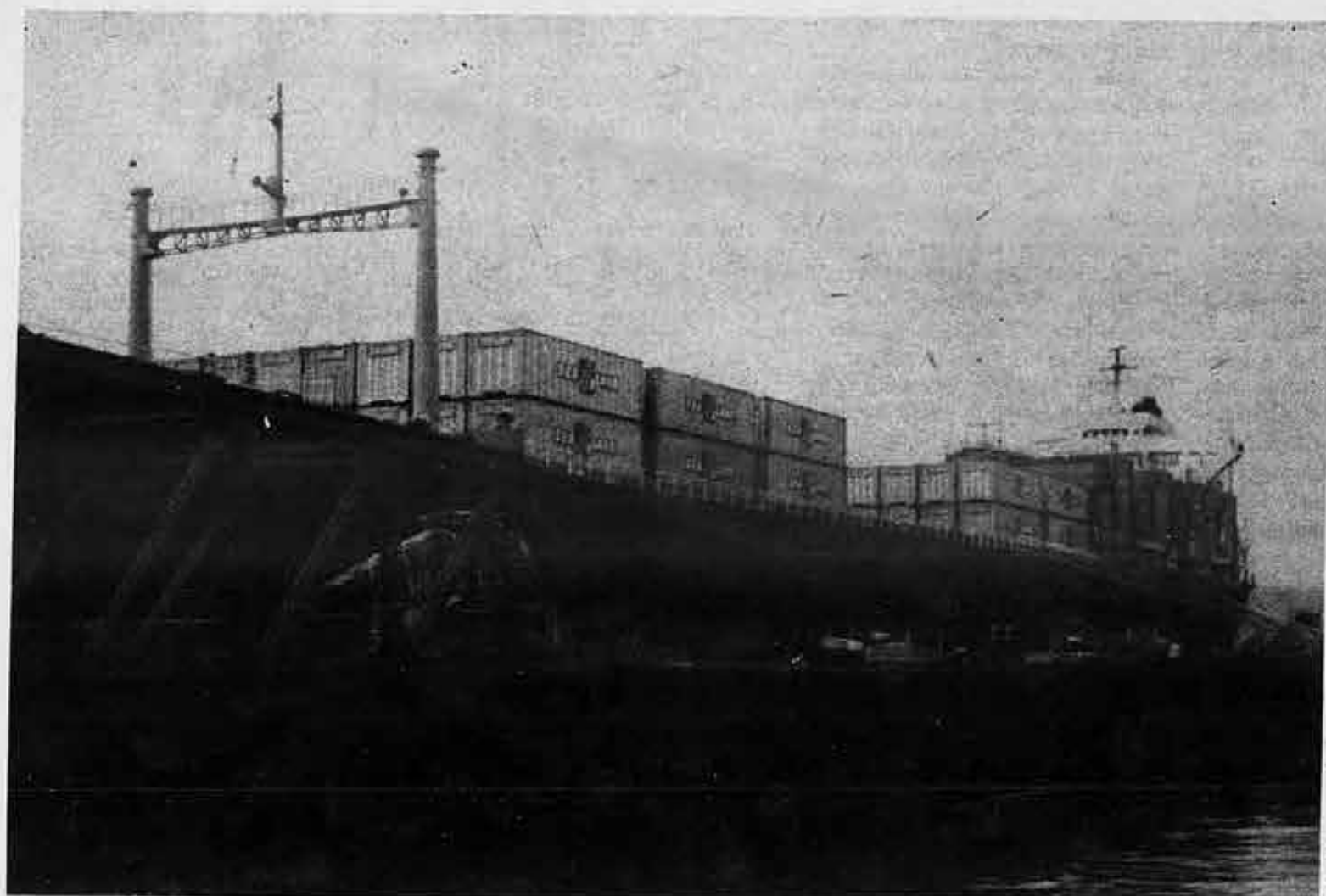
## URW Names Strauber to Education Post

Akron, Ohio

Robert M. Strauber has been appointed Education Director of the Rubber Workers by URW President Peter Bommarito. Strauber, a former staff member of the American Federation of Teachers, succeeds Thomas Dotson.



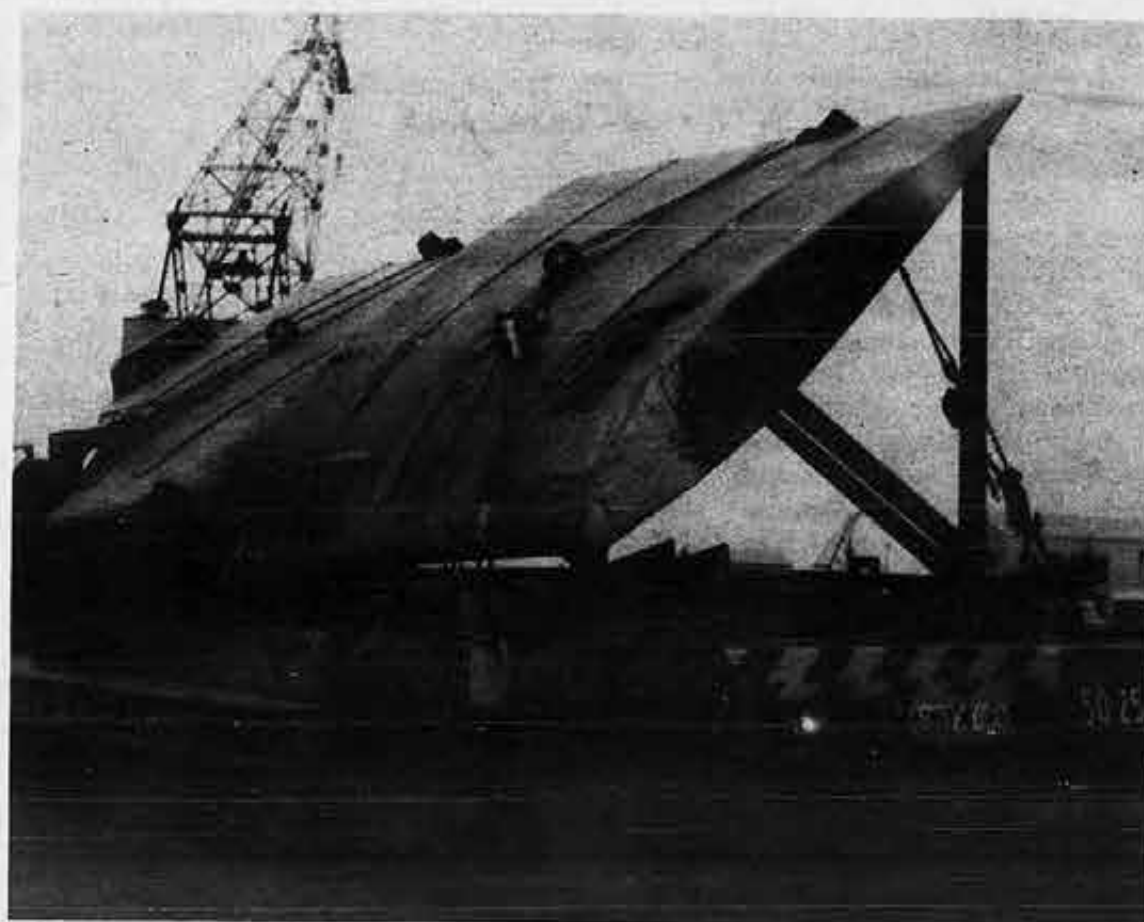
# Far East Ports Bustling



Loaded with Sea Land's containers, the *San Francisco* lays in for repairs at the Yokosuka Navy Base in Japan.

Seafarers who make the Far East run are familiar with its numerous ports. Among the most famous are Naha, Okinawa, Yokohama and Yokosuka, Japan. In these bustling ports ships are daily docking and departing for places around the world. Prevalent among these ships are the SIU-contracted vessels. Each year thousands of Seafarers make trips to the far eastern ports. While in port activities are many and varied. Many Seafarers return with a new appreciation of the Oriental culture which differs so much from that of the Western world. There are sights to be seen—both historical and scenic. And, as always, there is plenty of work to be done.

Able seaman Jackie McDaniels (left) receives long-awaited and well-earned full A-book from Yokohama SIU Agent Frank Boyne in the union's office in Japan. Seafarer McDaniels is presently on the *Transglobe* which is shuttling from Naha, Okinawa to Vietnam.



This ship's rudder was flown from the U.S. to Yokosuka for the *San Francisco*. The vessel was towed into Yokosuka when she lost her rudder at sea.



In the Port of Naha, Seafarer Ernie Pierce, deck maintenance, shows young Tyrone Matthews how to make a pilot (Jacob's) ladder aboard the *Transglobe*. Seafarer Matthews is a recent graduate of the Harry Lundeberg School of Seamanship in Piney Point, Md.





Stopping to talk for awhile in the Port of Naha are G.I. driver John George and, from left: Bill (Flat-top) Koflowitch (partially hidden behind mirror), able seaman; Jackie McDaniels, able seaman, and, in back, Bill Roach, able seaman.

In the Yokosuka Navy Yard in Japan, new parts for the ship's rudder aboard the *San Francisco* are looked over by, from left: Harry J. Celkos, able seaman; Frank Drozak, an SIU vice president who was on a visit to the orient, and Malcolm Wood, boatswain.

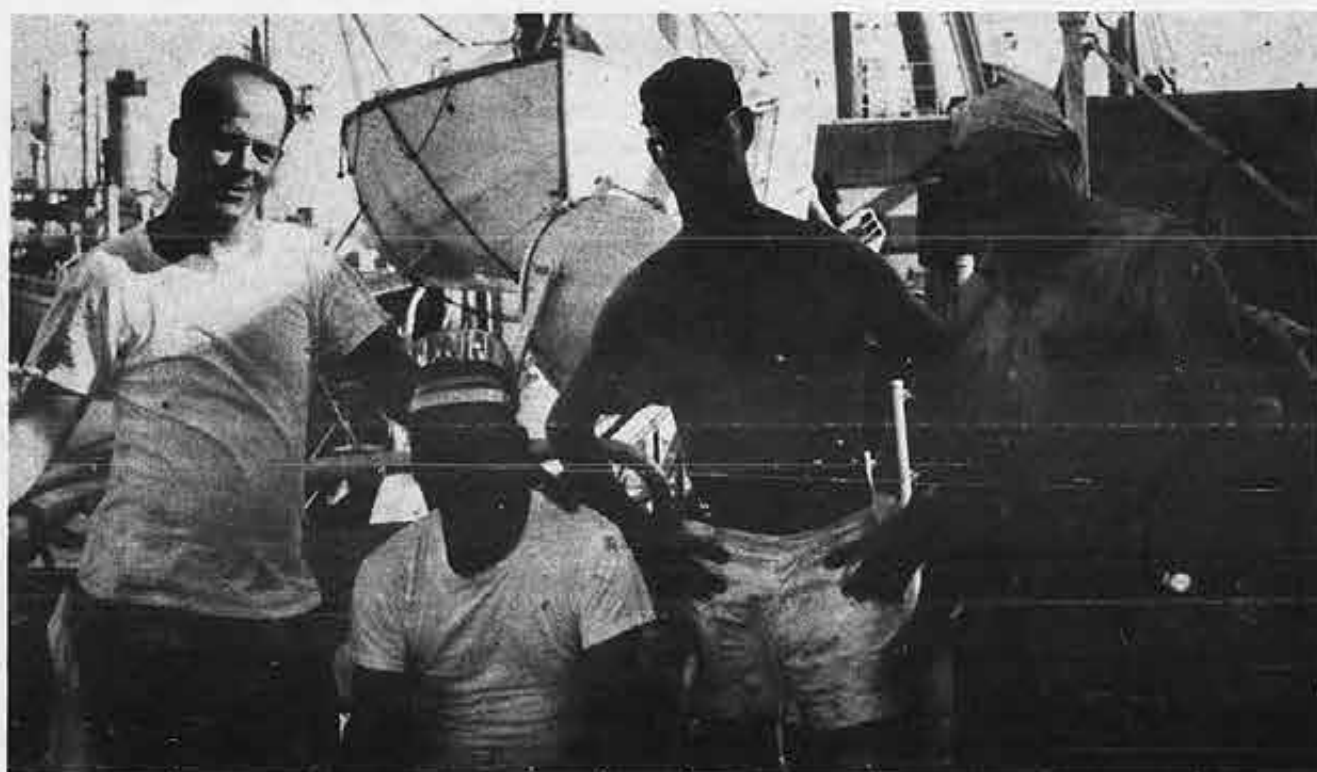


Keiko Nakategawa, secretary at the SIU hall in Yokohama, helps Seafarer Hank Murranka register.

SIU Yokohama Port Agent Frank Boyne (left) points out an article of interest in *Maritime* magazine to Seafarer "Whitey" Johnson, steward aboard the *Buckeye Victory*.



Some crewmembers of the *Transglobe* "take a breather" as the ship pulls into the Port of Naha. From left are: Herb Greene, ordinary seaman; Bill Roach, able seaman; Arne E. Larsen, boatswain, and Bill Koflowitch, able seaman.





# Nine SIU Members Receive Assistant Engineers' Licenses

Nine more Seafarers have graduated from the School of Marine Engineering bringing the number of graduates to 400 since the school's inception.

The nine men earned their temporary third assistant engineer's licenses after completing the comprehensive study course at the Brooklyn, N.Y. school.

The school is sponsored jointly by the Seafarers International Union and MEBA, District 2.

**Eugene Smith, 43**, joined the union in the Port of Baltimore in 1946. He also received his engineer's license in December.

A native of Lafayette, Ga., Brother Smith entered the school with the endorsements of deck engineer, junior engineer, fireman-oiler and electrician.

Smith now makes his home in Rheingold, Ga.

**James Dickey, 23**, received his engineer's license in January.

He joined the union in the Port of New York in 1967 and graduated that same year from the Harry Lundeberg School of Seamanship.

Brother Dickey comes from

a family of Seafarers. His father is a former member of the SIU who now sails as a chief engineer. His uncle, Wilbur Dickey, is a former president of MEBA, District 2.

A native of New York City, he now resides in Staten Island, N.Y.

**Rodney Doiron** received his engineer's license in December.

Brother Doiron joined the SIU in the Port of Houston in 1967. He sailed in the engine department before entering the school.

A native of Port Arthur, Tex., he now makes his home in Houston.

Doiron is a U.S. Air Force veteran.

**Patrick Golden, 22**, was presented his engineer's license in December after successfully completing the course of study.

Seafarer Golden, joined the union in the Port of New York in 1967.

He is a graduate of the Harry Lundeberg School of Seamanship, Piney Point, Md.

Golden also attended the Modern School of Welding.

A native of Teaneck, N.J., he now resides in East Berne, N.Y.

**Antonio Jose Ramos, 43**, received his engineer's license in December.

A native of Brazil, he joined the SIU in the Port of Houston in 1964. Ramos graduated that same year from the Andrew Furuseth Training School in Houston.

When he entered the school Ramos held the rating of fireman-oiler, reafter engineer, pumpman and electrician.

**Richard Heckman, 28**, received his engineer's license on Dec. 31, 1970.

He joined the union in the port of New York in 1959.

Heckman also is a graduate of Andrew Furuseth Training School.

A native of New York, Brother Heckman now makes his home in San Juan, Puerto Rico.

He served in the U.S. Coast Guard for four years.

**Patrick Rogers, Jr., 22**, received his engineer's license in January.

He joined the SIU in 1967, some 20 years after his father had become a member.

Young Rogers joined in the Port of New York and sailed in the engine department before entering the school. He is also a graduate of the Harry Lundeberg School of Seamanship at Piney Point.

A native of Brooklyn, he now resides in Manasquan, N.J.



## Perseverance Pays Off

Seafarer Frank Travis was unique among the nine most recent graduates of the School of Marine Engineering. For Brother Travis, who received his temporary third assistant engineer's license Dec. 23, 1970, it was his second time around. He had attended the school in 1969, but failed his examination. Not to be deterred by the one setback, Travis returned in 1970 and through "hard work and dedication" earned his license. Travis is congratulated by SIU New York Port Agent Joe DiGiorgio (left).

## Nixon's Corporate Tax Cut Assailed by Labor

Washington, D.C.

President Nixon's recently proposed across-the-board reduction of corporate taxes has drawn severe criticism from organized labor. The AFL-CIO has called this action completely unjustified and has accused the President of "helping those who need it the least" at a time of recession and six percent unemployment.

### Called a 'Windfall'

"The AFL-CIO is deeply disturbed by President Nixon's further commitment to the 'trickle down' theory of economics," said AFL-CIO Secretary-Treasurer Lane Kirkland. In this time of recession, inflation and six percent unemployment, it is incredible that the President can find no better action than to extend a tax windfall of several billion dollars to the Nation's corporations.

### Gimmicks Unnecessary

"The President is helping those who need it the least at the expense of those who need it the most. It is not the nation's wealthy corporations who need help; it is the workers, who are struggling to keep their heads above water and to pay the property taxes and the school taxes that already burden them disproportionately. President Nixon's bonanza to business undoes much of the progress toward tax justice made by Congress in the Tax Reform Act of 1969.

"What America needs now is strong government action to create jobs, curb inflation and lift our sagging economy—not gimmicks to reduce the taxes of corporate business."

Labor's bitter reaction to the President's adoption of the long discredited "trickle down"

theory whereby corporations get the tax breaks at the top and workers get the crumbs that "trickle" down, came as no surprise. Only a few weeks ago, the President gave the back of his hand to labor calls for helping to solve the unemployment crisis through the creation of public service jobs.

### Severe Blow

Nixon at that time vetoed a bill that would have made available federal funds to cities and states to put the unemployed on urgently needed work in fighting pollution, cleaning up ghettos and giving the public greater services. It was a veto that in itself was a blow to the hopes of organized labor and liberals that the unemployment problem could be resolved and needed public services provided at the same time.

However, the obvious one-sided tax break for business is certain to be fought strongly in Congress by liberals as a classic example of tax favoritism.

## Tax Equity?

### New York City

The imbalance of the nation's tax laws allows Bob Hope to deduct the cost of his tuxedo but the electrician cannot deduct the cost of his coveralls, the New York State AFL-CIO Union Label Committee was told.

Sen. Mike Gravel (D-Alaska) testified before the group that "workers and middle class people are victimized—the ones who pay the lion's share of the cost of government but receive the mouse's share of services."

## Marine Engineer Grads Number 400 Seafarers

The 400th SIU member to receive his license after attending the School of Marine Engineering turned 20 years of age only eight days before being awarded his license.

He was John Tilli, a Philadelphia native who is very en-



John Tilli

... the 400th

thusiastic about his education.

The Engineering School was "very good," he proclaimed. He suggested that "young Seafarers should grab the education, take advantage of it." Tilli, himself, intends "to continue with my education."

"Education can open a lot of doors," according to Tilli. "The

Union has a number of programs that allow the members to better themselves in their particular rating and also in general areas of knowledge. I intend to take advantage of as many as I can."

Though born in the port city of Philadelphia, Brother Tilli was raised in a suburb of the city and "never saw a ship." He became interested in the sea through conversations with his friends.

Also, there was a Seafarer in the nearby town of Yeadon who was a tugboat captain with the SIU-affiliated Inland Boatmen's Union. It was through him that Tilli heard about the union. In fact, the SIU "was the only union I had ever heard about," Tilli said.

He graduated from the Harry Lundeberg School of Seamanship in 1967 and sailed to "all the places" he could.

His travels took him to many ports in Europe and the Far East but the opportunity to go to the one place he would really like to see has not yet come his way—Australia.

When he entered the Engineering School, Brother Tilli held the rating of fireman-oiler. He received his license Jan. 13, 1971.

## Who Is Eligible?

Any Seafarer who sails in the engine department and meets the required specifications is eligible to apply for the four month training course offered at the School of Marine Engineering in Brooklyn, N.Y.

Enrollment is limited to 30 men per class. Each accepted candidate will receive \$56 per week while attending classes.

Those accepted also will be reimbursed for transportation up to the amount of \$125.

Further information about requirements as well as applications and forms may be obtained from the Port Agent at any SIU hall, or by writing directly to the SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.



# MARITIME:

## Let's Not Kid Ourselves

Passage of the Merchant Marine Act of 1970 was a major accomplishment for the Seafarers International Union.

For years, our union has been fighting for maritime legislation that would be fair and equitable—legislation that would stop the decline of the merchant marine. The SIU fought as hard as anyone, and harder than most, to make sure that we got legislation that would keep this industry alive.

And when we talk about this industry, the SIU doesn't mean the shipowner—we're talking about the jobs of our members. That's what we've been fighting for.

The Merchant Marine Act of 1970 isn't a perfect law—as a matter of fact, there's no such thing as a perfect law.

But it is a beginning. It's an opportunity to turn this industry around—to point it upward, instead of allowing it to sink.

But let's not kid ourselves: A law is one thing; translating that law into an effective program is something else.

And for Seafarers, the only way to measure the effectiveness is on the yardstick of jobs. If there are job opportunities for our members, then the program is working. If there are no berths for Seafarers, then the program is a failure.

There's no magic to the Merchant Marine Act of 1970.

We had problems in this industry before the bill was signed into law. We still have the same problems. And we're going to have to con-

tinue to live with those problems for at least five years—if not longer.

By the most liberal estimates, it will take until 1975 for the effects of this law to make themselves felt—because it takes that long to get plans approved and to get ships built and into service.

So we can't afford to sit back on our big fat laurels—as if winning passage of the legislation was the end of the fight. Because it's only the beginning.

For the next five years, we have two big challenges to face:

- We have to stay alive—to preserve the jobs of our members during the transition from the old program to the new one.
- We have to see to it that SIU-contracted operators are able to take advantage of the law to expand their operations, get a bigger hunk of the American trade, and get into the foreign market, too.

Nobody's going to help us do it; we're going to have to do it all by ourselves—the same way that we've stayed alive, and kept our operators alive, all these years.

It's not going to be any picnic. But the years since World War II have been no picnic for Seafarers anyway—so we're used to tough going.

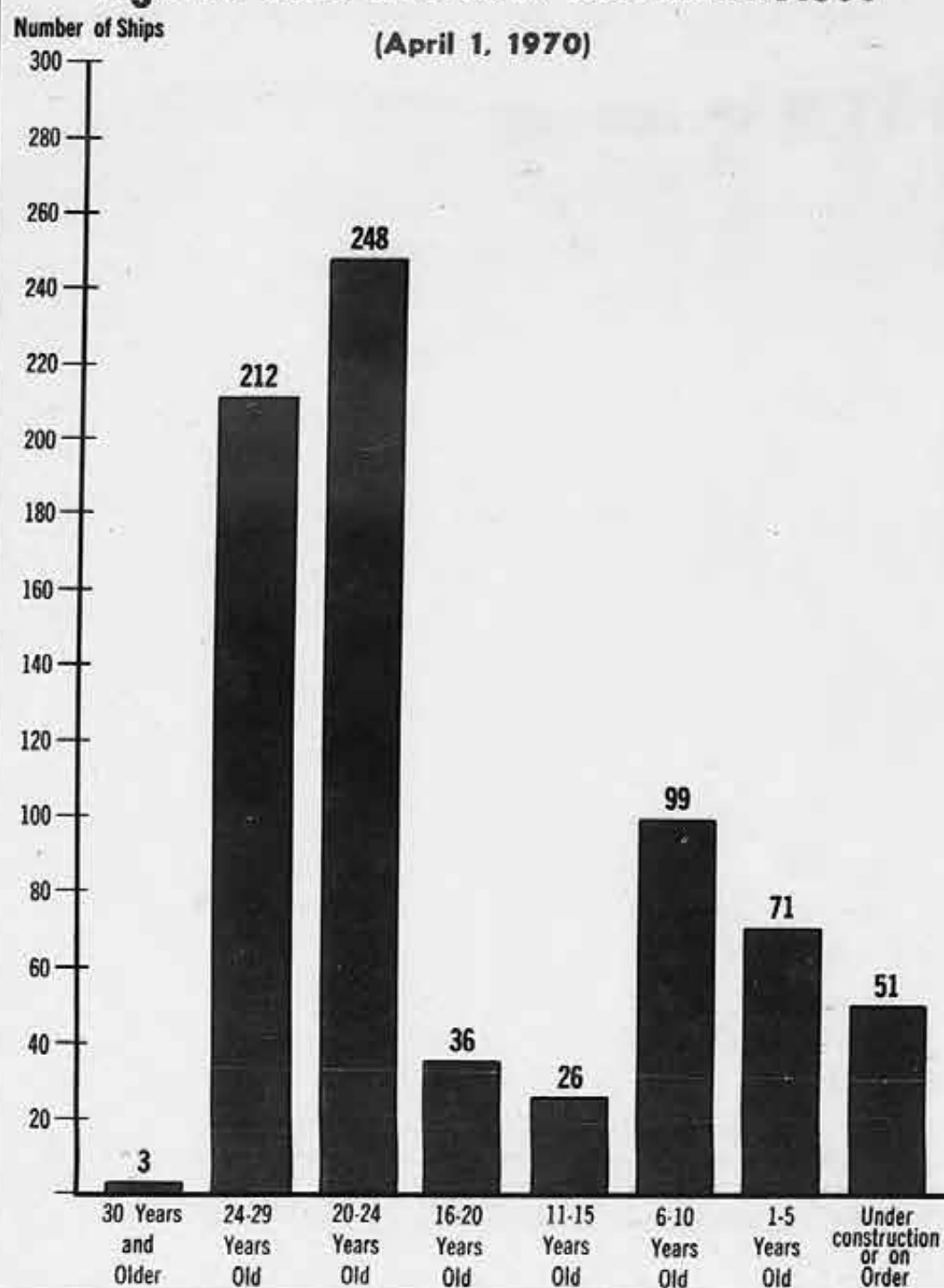
This special supplement points up some of the cold, hard facts about this industry—and what we've got to do to turn the situation around so that Seafarers are assured of continued job security and greater job opportunity.





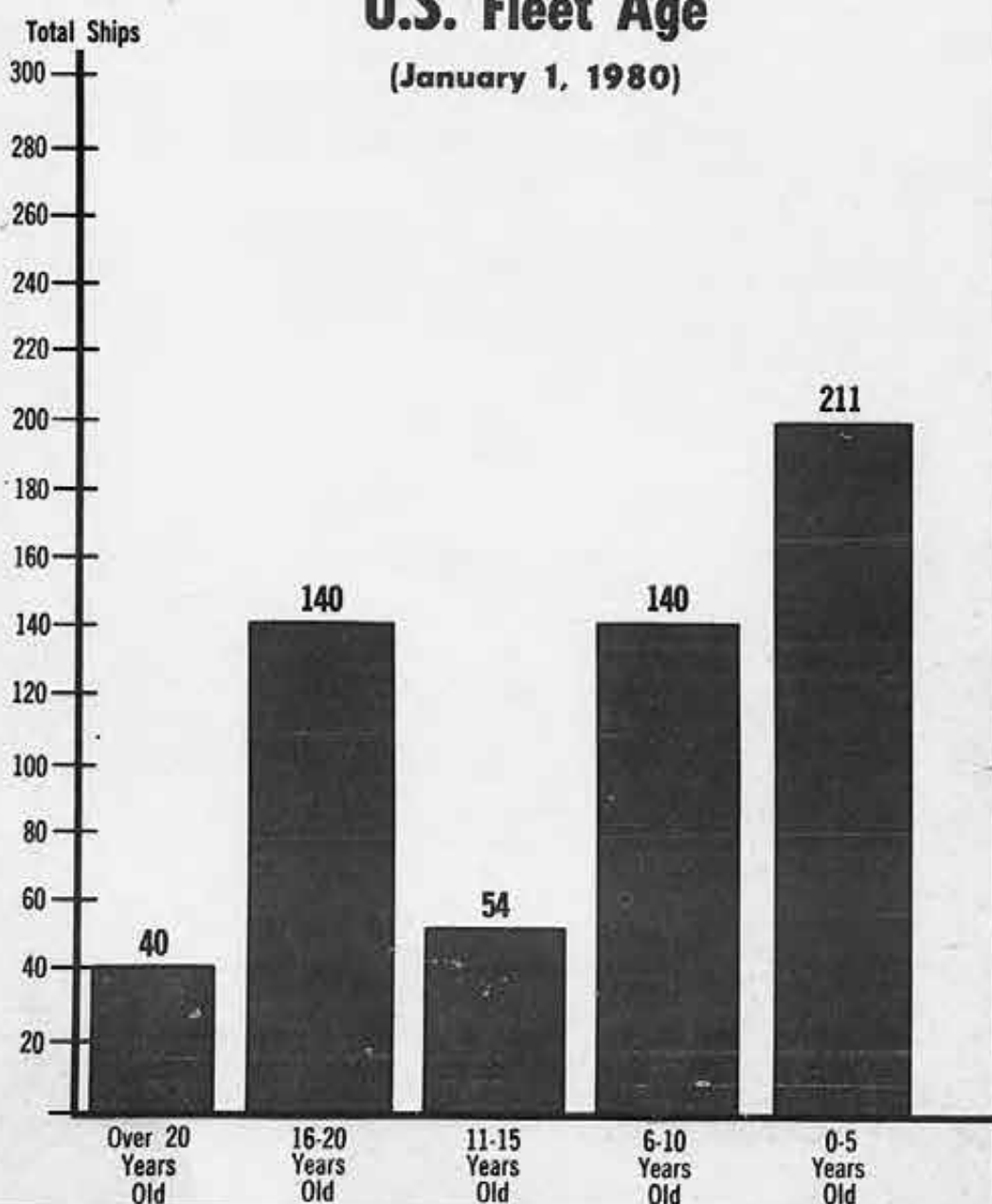
# THESE ARE THE HA

## Age of U.S. Overseas Merchant Fleet



## 1980 U.S. Fleet Age

(January 1, 1980)



No matter where you look—or what set of figures you look at—the picture you get of the American merchant marine adds up to one word: "Ugly."

If you look at the job situation, you find that jobs are scarce—and getting scarcer.

If you look at the figures on cargo, you find that our share of the market has hit an all-time low—and it's still going down.

If you look at the size of the fleet, you find that there are fewer and fewer ships every month—with no end of this shrinkage in sight.

If you look at the age of our fleet, you find that our ships are older, slower and smaller than the fleets of other nations—and our ships aren't getting any younger.

No matter where you look, the story is the same. The American merchant marine is in deep trouble—and is going to stay that way for some time to come.

Here's the rundown on where we stand, and where we're going.

## SHIPS

In the middle of 1970, there were 695 active ships in the U.S. overseas fleet. There were another 54 ships under construction or on order.

But the size of the active fleet is deceptive. Six out of every 10 of the ships in the fleet were over 20 years old. This means that most, if not all, of these ships will stop running—and will be sold to the ship-breakers—long before the new shipbuilding program has any real effect.

Shipbuilding is a long time project.

The latest report of the Maritime Administration shows that 21 companies have applied for construction subsidy under the new program. These companies have proposed building 105 ships.

Fourteen of the proposals—covering 76 ships—were submitted by SIU-contracted companies.

But the new law provides for building only 30 ships a year with federal assistance. And there are enough funds left over from last year's appropriation to build another 20 ships.

So altogether, there's a chance that the Maritime Administration could approve contracts to build 50 ships—and there's no way of knowing how many of the contracts will go to SIU-contracted companies.

In any event, it will take from two to three years to build these first ships—which means that they won't be available to carry cargo until 1973 or 1974—and by that time, most of the over-age ships in the fleet will have been scrapped.

So right now, we are faced with the loss of more ships in the next few years than will be replaced by new construction.

It's true that the new ships will be larger and faster than the ones we're manning now. As a matter of fact, the estimate is that one of the new ships will do the work of three of the old ones. Obviously, this means that two out of every three seagoing jobs is in jeopardy—as long as the government and the industry think only in terms of today's shipping capacity.

We've got to encourage the industry to go beyond present limits—to shoot for a bigger share of the market—to compete with foreign-flag ships, not just in our own trade, but everywhere in the world.



# ARD, COLD FACTS

## CARGO

The key to keeping our merchant fleet afloat is to keep its holds filled with cargo. Otherwise, the new ships might as well go directly from the shipyards to the scrapyards.

And when it comes to cargo, the American-flag fleet is hurting. Right now, we're at an all-time low: American ships are carrying only 4.8 percent of our imports and exports. Put it another way, and foreign-flag ships are carrying 95.2 percent of our cargo.

The government has launched a full-scale program to induce American businessmen to ship their goods in U.S.-flag ships. But the effort will be convincing only if the government does the same thing—and right now, government agencies like Agriculture and AID are using more foreign vessels than American vessels to carry shipments paid for by the American taxpayer.

The first order of business is for the government to change its policies. As long as American ships are standing idle, and as long as American seamen are looking for work, these government-financed cargoes should move in U.S.-flag ships.

If the American fleet is being fully utilized, then the government can use the ships of the countries receiving these shipments. But it should use "third-flag" ships only as a last resort—because these are the ships in the "runaway" fleet, or the ships of other nations which for years have been getting the lion's share of our cargo.

If the government sets the example of using American-flag ships—and if it provides the proper subsidy support so that our ships are competitive in the world market—then American business will get back into the habit of shipping America.

We have to help the American fleet become fully competitive, so that it will be able to get into world-wide trade, instead of limiting its participation to U.S. imports and exports.

## JOBS

As far as the SIU is concerned, ships and cargo are important for only one reason: They mean jobs for our members.

There's hardly a Seafarer alive who doesn't know how tight the job market has become during the past ten years. With the shrinkage in our fleet, and with the decline in cargo, jobs have steadily declined, too.

Ten years ago, employment in the unsubsidized segment of the merchant marine amounted to 58 percent of all of the available jobs. Today, 67 percent of all of the jobs are in the unsubsidized segment of the industry.

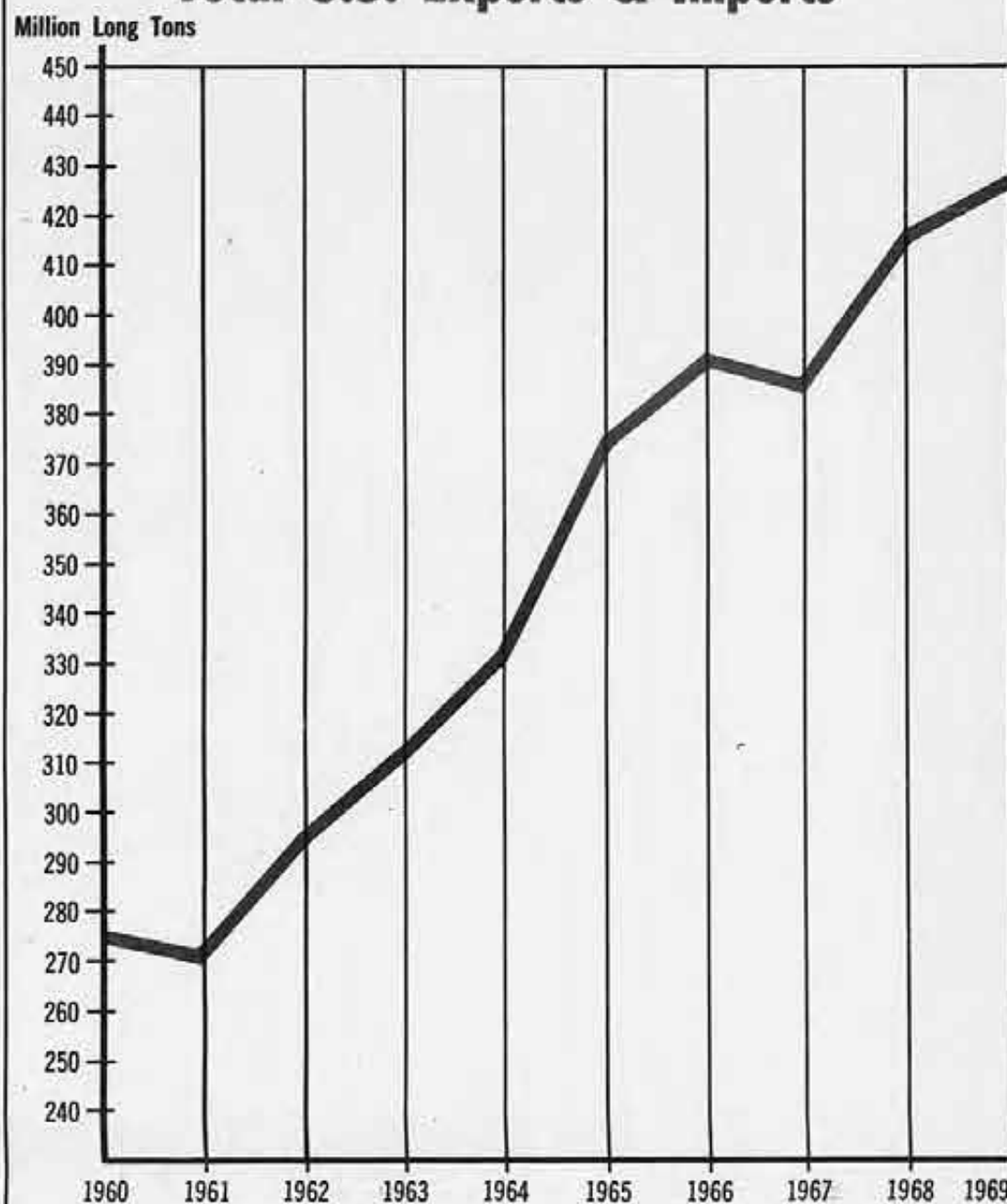
Everybody has been hurt—but the subsidized segment of the industry, which used to be insulated and protected by the government, has suffered most, with thousands of jobs being lost with the lay-up of passenger ships.

We can't take comfort in these statistics—because all that they really mean is that we have a larger share of a smaller pie—and what we have to do is to fight for a larger share of a larger pie.

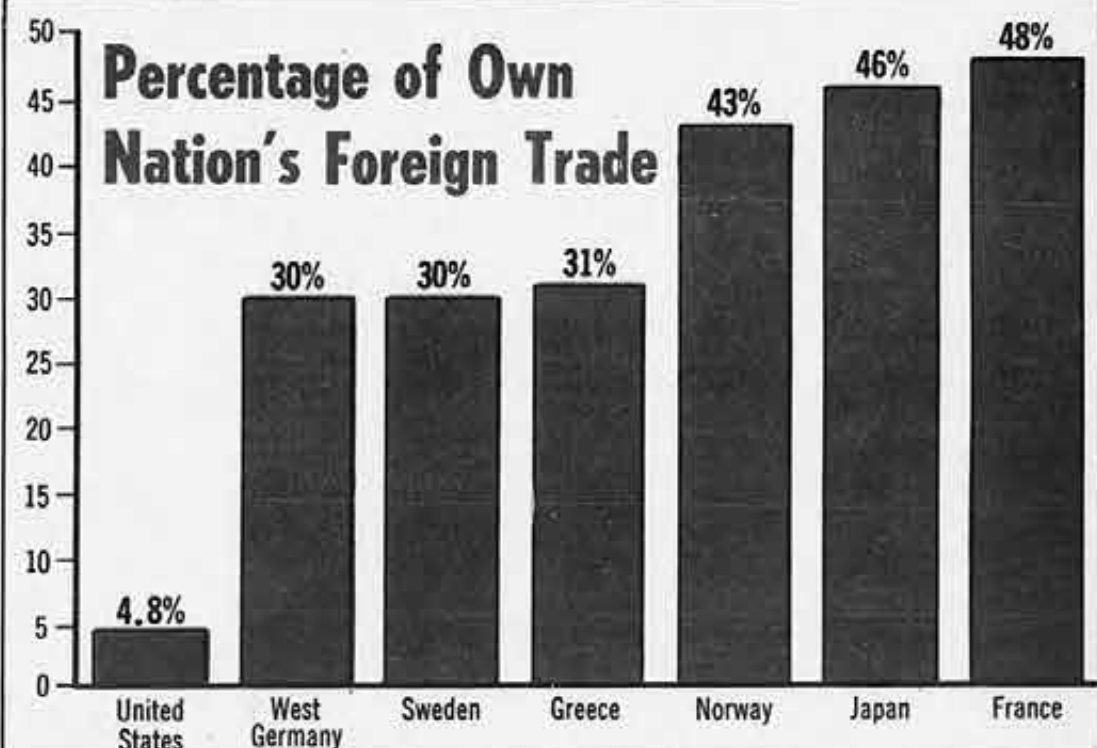
And the way to make that pie larger is to encourage the industry to build more ships—to carry a larger percentage of American imports and exports—and to expand into the trade between one foreign country and another.

We have our work cut out for us.

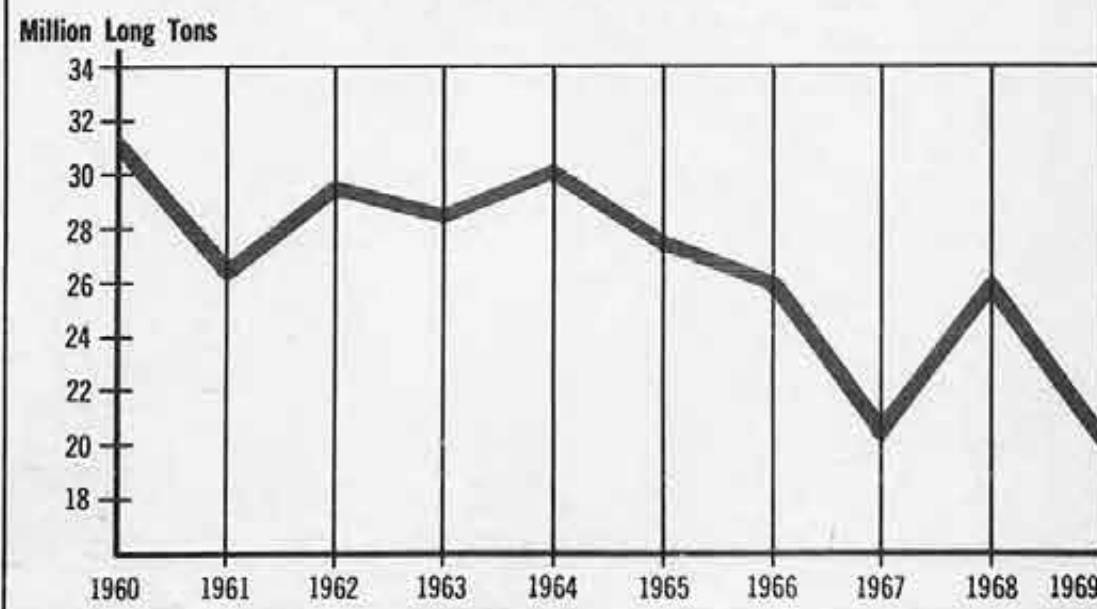
## Total U.S. Exports & Imports



## Percentage of Own Nation's Foreign Trade



## U.S. Commerce Carried on U.S. Ships





# MARITIME:

## The Only Way To Make It

Seafarers have been able to hang on—in spite of the problems that they've had to face in the years since World War II—because they have tried to be reasonable and responsible in their dealings with the industry.

Over the years, the SIU could have been more hard-nosed at the bargaining table—but it would have cost the jobs of its members. And that's a pretty steep price to pay.

Any time we wanted to, the SIU could have taken management to the mat for another \$10 bill—but in the process, we could have driven some of the operators right out of business.

It never seemed to make any sense to us to try to win a battle if you knew that, as a result, you were going to lose a war.

Not that we were worried about the operator. We were concerned about the jobs of our members. And a bankrupt operator just doesn't provide jobs for Seafarers.

Any time we wanted to, the SIU could have come up with a fancy pension program—that would have looked good on paper, but that wouldn't have been worth the paper it was printed on.

It never seemed to make any sense to us to deceive our members

that way—because, in the end, a worthless pension program would have been like a house of cards. And we have always believed Seafarers deserved better than that.

Any time we wanted to, we could have hung tough with some of the marginal operators and insisted on a full—but unreasonable—manning scale. And that could have driven the operator out of business, too.

It never seemed to make any sense to us to push the operator to the wall—not out of love for the operator, but out of concern for the Seafarer.

The SIU has always operated on a very simple principle:

Seafarers want to know the score. They don't want to be double-talked out of their jobs, or out of their security. And if Seafarers know the score, they'll act responsibly.

That's the way that Seafarers have made it through the lean years since World War II.

And that's the only way we're going to make it through the tough years ahead.





# SIU Retired Roster Increased by 10



**William L. Fernwood**, 66, is a native of Amsterdam, Holland and now makes his home in Kirkland, Wash. He joined the SIU in the Port of New York and sailed in the deck department as a boatswain. Brother Fernwood had been sailing 29 years when he applied for his pension.



**Eveline Luigi Zugna**, 53, is a native of Trieste, Italy and is now spending his retirement there. He joined the union in the Port of New York in 1946 and sailed in the steward department. Brother Zugna served the union as a department delegate while sailing. Before entering the union he worked as a radio and television technician. Seafarer Zugna had been sailing 25 years.

**Joseph W. Coe**, 67, joined the union in the Port of Norfolk in 1946 and sailed in the deck department as a carpenter and boatswain. He received a safety award from the SIU for his part in making the *Steel Surveyor* an accident free ship in the first half of 1961. A native of Honduras, Seafarer Coe now lives in New Orleans, La. When he retired he had been sailing for 37 years.



**Justo R. Velasquez**, 59, is a native of Puerto Rico and is now making his home in Ponce, P.R. He joined the union in the Port of Baltimore in 1941 and sailed in the engine department as a fireman-oiler, junior engineer and deck engineer. He received an SIU safety award for his part in making the *Elizabeth* an accident free ship in the first half of 1960. When Brother Velasquez retired he ended a sailing career of 32 years.



**Juan Villa**, 64, joined the union in the Port of Baltimore and sailed in the deck department. He was given an SIU safety award for his part in making the *Fairport* an accident free ship from April to September of 1960. A native of Spain, Brother Villa now makes his home in Kearny, N.J. When he retired, Seafarer Villa ended a career on the sea that had lasted 44 years.



**Arthur Joseph McAvoy**, 62, is a native of New Orleans, La. and continues to make his home there. He joined the union in the Port of New Orleans in 1946 and sailed in the engine department. When he retired, Brother McAvoy had been sailing 24 years.



**Julian Kulakowski**, 60, is a native of Poland and is now spending his retirement in Theodore, Ala. He joined the SIU in the Port of Mobile in 1945 and sailed in the steward and deck departments. When he retired, Seafarer Kulakowski had been sailing 29 years.



**William J. Barnes**, 49, joined the SIU in the Port of Tampa in 1947 and sailed as a steward. A native of Alabama, Brother Barnes now makes his home in Irvington, Ala. When he retired, Seafarer Barnes had been sailing 30 years.

**Berkey Shuler**, 60, is a native of Connecticut and is now spending his retirement in Houston, Tex. He joined the union in the Port of New York and sailed as a steward. He was issued a picket duty card in 1961. Seafarer Shuler had been sailing 31 years when he applied for his pension.



**Henry James Schreiner**, 60, joined the SIU in the Port of San Francisco and sailed as a steward. A native of Louisiana, Brother Schreiner now makes his home in Gretna, La.



**Rose McNeese**, born Sept. 14, 1970, to Seafarer and Mrs. Robert W. McNeese, Bogalusa, La.

**Kevin Rogers**, born Oct. 25, 1970, to Seafarer and Mrs. Floyd T. Rogers, Jr., Laurel, Del.

**Joseph McCullen**, born Dec. 28, 1970, to Seafarer and Mrs. Alfred J. McCullen, Philadelphia, Pa.

**Sidney Bishop**, born Apr. 1, 1970, to Seafarer and Mrs. Roy L. Bishop, Freeport, Fla.

**Simon Ware**, born Oct. 27, 1970, to Seafarer and Mrs. Rudolph Ware, Mobile, Ala.

**Patrick McClellan**, born Oct. 28, 1970, to Seafarer and Mrs. John W. McClellan, Traverse City, Mich.

**Lana Wright**, born Sept. 2, 1970, to Seafarer and Mrs. Lawrence P. Wright, Satsuma, Ala.

**Karen Spencer**, born Oct. 5, 1970, to Seafarer and Mrs. Richard O. Spencer, Franklinton, La.

**Becky Ann Beverly**, born Aug. 26, 1970, to Seafarer and Mrs. Eugene Beverly, LaMarque, Tex.

**Susan Quillen**, born Oct. 18, 1970, to Seafarer and Mrs. James E. Quillen, Phila., Pa.

**Gregory Boykin**, born July 8, 1969, to Seafarer and Mrs. Richard F. Boykin, Eight Mile, Ala.

**Robert Gill**, born Nov. 2, 1970, to Seafarer and Mrs. Thomas E. Gill, Bayonne, N.J.

**Raphael Bonefont**, born Aug. 1970, to Seafarer and Mrs. Raphael Bonefont, Brooklyn, N.Y.

**Jacqueline Boone**, born to Seafarer and Mrs. Thomas B. Boone, Norfolk, Va.

**Todd Werda**, born Oct. 31, 1970, to Seafarer and Mrs. James R. Werda, Alpena, Mich.

**Timothy Pierce**, born Sept. 22, 1970, to Seafarer and Mrs. Benjamin P. Pierce, Lucedale, Miss.

**Monisha Wilkins**, born Sept. 3, 1970, to Seafarer and Mrs. Gilman Wilkins, Portsmouth, Va.

**Nicole Packer**, born July 10, 1970, to Seafarer and Mrs. Ronald Packer, Mobile, Ala.

**Anthony Davis**, born Nov. 17, 1969, to Seafarer and Mrs. Lewis A. Davis, Redding, Calif.

**Cynthia Bankston**, born Oct. 5, 1970, to Seafarer and Mrs. Claude A. Bankston, Jr., Metairie, La.

**Melinda Bowers**, born Oct. 17, 1970, to Seafarer and Mrs. James M. Bowers, Portsmouth, Va.

**Baron Long**, born Nov. 7, 1970, to Seafarer and Mrs. Thomas Long, Mobile, Ala.

**Shane Manuel**, born Oct. 18, 1970, to Seafarer and Mrs. Joseph O. Manuel, Lake Charles, La.

**Alvin Serrette**, born Oct. 23, 1970, to Seafarer and Mrs. Horace E. Serrette, Bronx, N.Y.

**Bryan Green**, born Nov. 13, 1970, to Seafarer and Mrs. Haywood Green, Robertsdale, Ala.

**Stanley Craig Goldy**, born Nov. 18, 1970, to Seafarer and Mrs. Robert J. Goldy, Jr., Wenatchee, Wash.

**Daren Martin**, born Sept. 29, 1970, to Seafarer and Mrs. David L. Martin, Sr., Mobile, Ala.

**Crystal Colbert**, born July 9, 1970, to Seafarer and Mrs. Thomas E. Colbert, New Orleans, La.

**Gwendolyn Wright**, born Sept. 9, 1970, to Seafarer and Mrs. James L. Wright, Vidor, Tex.

**Constantinos Tzavis**, born Nov. 5, 1970, to Seafarer and Mrs. Stavros Tzavis, Commack, N.Y.

**Mary Tapia**, born May 7, 1970, to Seafarer and Mrs. Bernardo Tapia, Long Beach, Calif.

**Raymond Gross**, born Nov. 6, 1970, to Seafarer and Mrs. Joseph A. Gross, Trujillo Alto, P.R.

**Cara and Christine Lesh**, born Sept. 17, 1970, to Seafarer and Mrs. Arthur F. Lesh, Concord, Calif.

**Jason Perry**, born Sept. 16, 1970, to Seafarer and Mrs. Manuel L. Perry, Long Beach, Calif.

**Belinda Tillett**, born Nov. 3, 1970, to Seafarer and Mrs. Kirby L. Tillett, Wanchese, N.C.

**Michael Reynolds**, born Nov. 11, 1970, to Seafarer and Mrs. Derrell G. Reynolds, Mobile, Ala.

**John Bryant**, born Sept. 19, 1970, to Seafarer and Mrs. Arthur R. Bryant, Port Neches, Tex.

**Eulalia Camacho**, born Oct. 28, 1970, to Seafarer and Mrs. Fructuoso Camacho, Brooklyn, N.Y.

**Robertino Rueda**, born March 3, 1970, to Seafarer and Mrs. Juan S. Rueda, Barrida Parcelas.

**Donald Hamilton**, born May 4, 1970, to Seafarer and Mrs. Donald L. Hamilton, Shreveport, La.

**Regina Bergeron**, born Oct. 11, 1970, to Seafarer and Mrs. Reggis P. Bergeron, Houma, La.

**Ron Banks**, born to Seafarer and Mrs. James M. Banks, New Orleans, La.

**Michael Benoit**, born Oct. 23, 1970, to Seafarer and Mrs. James D. Benoit, Hayes, La.

**Christopher Hughes**, born Nov. 22, 1970, to Seafarer and Mrs.

## Shark Problem May Be Solved

Pretoria, South Africa

Scientists here have developed a new device to ward off sharks preying popular bathing beaches. This safety barrier, created by a pulsating magnetic field, will send sharks into a frenzy and force them to swim in the direction indicated by the electric field. It will also eliminate the need for shark nets.

Experts say that the device will not affect the movement or activity of human beings, underwater plants or other fish. It will merely keep the sharks off the beaches and permit people to bathe safely.

The Council for Scientific and Industrial Research reports that the shark barrier will be installed at Margate, a popular resort, in May 1971.



## SIU arrivals

**Justice P. Hughes**, Greenville, S.C.

**Jonathan White, II**, born Nov. 26, 1970, to Seafarer and Mrs. Jonathan White, Charlotte, N.C.

**James Funk**, born Nov. 25, 1970, to Seafarer and Mrs. John E. Funk, Jersey City, N.J.

**Aura Sandoval**, born Nov. 4, 1970, to Seafarer and Mrs. Juan M. Sandoval, Jarrettsville, Md.

**Jason Bonefont**, born Nov. 2, 1970, to Seafarer and Mrs. Gabriel Bonefont, Jr., Brooklyn, N.Y.

**Curtis Weese**, born Nov. 11, 1970, to Seafarer and Mrs. Alan F. Weese, North Seattle, Wash.

**John Paul**, born Oct. 25, 1970, to Seafarer and Mrs. Joshua A. Paul, Bath, N.C.

**Wadena Ussin**, born Dec. 2, 1970, to Seafarer and Mrs. Charles Ussin, Sr., Grosse Tete, La.

**David Walsh**, born Nov. 3, 1970, to Seafarer and Mrs. James P. Walsh, Jr., Superior, Wis.

**Antonio Mendez**, born Sept. 6, 1970, to Seafarer and Mrs. Antonio Mendez, Playa Ponce, P.R.

**Rhonda Saxon**, born Oct. 6, 1970, to Seafarer and Mrs. Ronald E. Saxon, Mobile, Ala.

**Erica Jones**, born Dec. 8, 1970, to Seafarer and Mrs. Allen Jones, Mobile, Ala.

**Rhonda Keith**, born Dec. 31, 1970, to Seafarer and Mrs. John E. Keith, Mobile, Ala.

**Jason Hughes**, born Dec. 3, 1970, to Seafarer and Mrs. Floyd W. Hughes, New Orleans, La.

**Edward Marion**, born Nov. 11, 1970, to Seafarer and Mrs. Francis A. Marion, Cleveland, Ohio.

**Deborah Bennett**, born Dec. 11, 1970, to Seafarer and Mrs. Thomas M. Bennett, Manistee, Mich.

**Michelle Smith**, born Dec. 15, 1970, to Seafarer and Mrs. Major Smith, Jr., Prichard, Ala.

**Robert Vogler**, born Dec. 29, 1970, to Seafarer and Mrs. Frederick V. Vogler, Ontario, Calif.

**Etta Hester**, born Sept. 26, 1970, to Seafarer and Mrs. Melvin H. Hester, Kreolo, Miss.

**Lori Troxclair**, born Dec. 12, 1970, to Seafarer and Mrs. Calvin J. Troxclair, Harvey, La.

**Timothy Marcum**, born Sept. 28, 1970, to Seafarer and Mrs. James E. Marcum, Brooklyn, N.Y.

**Angela Dixon**, born Nov. 9, 1970, to Seafarer and Mrs. Willie Lee Dixon, Sequin, Texas.

**Sandra Hatch**, born Jan. 3, 1971, to Seafarer and Mrs. Diego Hatch, Yabucoa, P.R.

### SIU Welfare, Pension and Vacation Plans

#### CASH BENEFITS PAID

#### REPORT PERIOD

DECEMBER 1, 1970 TO DECEMBER 31, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship .....	9	\$1,225.08
Hospital Benefits .....	1,825	43,997.38
Death Benefits .....	25	55,831.00
Medicare Benefits .....	5	26.50
Maternity Benefits .....	27	7,381.50
Medical Examination Program .....	1,628	48,849.49
Dependent Benefits (Average \$478.50) .....	1,710	91,842.39
Optical Benefits .....	643	9,502.00
Meal Book Benefits .....	515	5,169.75
Out-Patients Benefits .....	4,660	37,713.00
Summary of Welfare Benefits Paid .....	11,047	301,538.09
Seafarers' Pension Plan—Benefits Paid .....	3,350	809,207.90
Seafarers' Vacation Plan—Benefits Paid (Average—\$489.60) .....	2,100	977,975.50
<b>Total Welfare, Pension &amp; Vacation Benefits Paid This Period .....</b>	<b>16,497</b>	<b>2,088,721.49</b>



# SIU Ships' Committees: Bridging the Gap

A Seafarer's work is unique in that he is separated for long periods of time from what happens on shore. For any Union organization to function effectively it is important that there be constant communications between Union headquarters and the members at sea and ashore.

There are many methods of communications when the membership is ashore, but the bulk of our members must be away at sea to earn their living.

Since very important things happen on shore, it is vital that there be ships' committees to act as a bridge from vessel to shore.

No matter how long the voyage or how far away the vessel may sail, the ship's committee provides the solid bridge of communication that keeps working Seafarers constantly aware of vital issues.

To strengthen this bridge of communication from ship to shore is the goal of the ship's committee. That is why each ship's member who is on the committee

does his job with the knowledge that he is helping not only his Union and his fellow Seafarer but also himself.

The ship's committee has been in operation long enough to gauge its work. Everyone agrees that it has had a unique and outstanding success.

The operation of the ship's committee is in line with the firm principle established within the SIU—the principle of democracy.

When the meeting is called each Sunday aboard ship every Seafarer knows that he can speak up freely and without hesitation and bring up any matter important to his union, his ship and his job.

His right to speak out is one of the rights which the ship's committee protects for every member of the unlicensed crew.

There are six members of the ship's committee—chairman, Secretary-reporter, education director and three delegates, one from each of the three departments aboard ship.

The chairman calls and directs the meeting. The secretary-reporter is responsible for all of the committee's correspondence with union headquarters and must keep the minutes of the meetings and report actions taken to headquarters.

The education director is in charge of maintaining and distributing all publications, films and mechanical equipment to Seafarers wishing to study upgrading, safety, health and sanitation.

The department delegates, elected by members of the deck, engine and steward departments, represent their men on the committee and contribute heavily to its decisions.

All these men are part of that bridge between ship and shore.

## Bienville



**BIENVILLE** (Sea-Land)—Checking over some reports aboard the *Bienville* is the ship's committee. From left seated are: Gus Venizelos, deck delegate; J. Reeve, steward delegate; Felix Bonfont, chairman, and Ralph Carbone Dangelo, engine delegate. Standing are J. C. Anderson (left), reporter-secretary and Jerry Dellinger, education director.

## Steel Scientist



**STEEL SCIENTIST** (Isthmian)—Relaxing in the galley of the *Steel Scientist* after a recent voyage is the ship's committee. Clockwise from left are: Morris Cukierwar, acting steward delegate; Ray Eiseman, engine delegate; P. Sheldrake, deck delegate; W. Harrell, education director; J. Parker, chairman, and C. J. Gibson, reporter-secretary.

## Mobile



**MOBILE** (Sea-Land)—Aboard the *Mobile*, the ship's committee from left are (seated): J. Gleaton, steward delegate; A. Alfonso, secretary-reporter; H. Libby, chairman, and S. Leknes, deck delegate. Standing are B. Pinder, education director (left) and C. Caus, engine delegate.

## Tampa



**TAMPA** (Sea-Land)—After pulling into Port Elizabeth, N.J., the ship's committee sits around the table in the recreation room. From left are: E. Jimenez, engine delegate; G. Castro, chairman; F. LaRosa, steward delegate; Johnny Guiterue, acting education director; J. Rusheed, deck delegate, and E. Tart, reporter-secretary.

## Stonewall Jackson



**STONEWALL JACKSON** (Waterman)—Aboard the *Stonewall Jackson* when it pulled into Bayonne, N.J. last month, the ship's committee posed for a photo. From left are: Arthur Wood, chairman; Robert Laiche, steward delegate; Stan Gondzar, education director; Douglas McLeod, engine delegate; John Farragut, deck delegate, and Robert Pitcher, reporter-secretary.

## Arizpa



**ARIZPA** (Sea-Land)—After their trip to northern Europe, the ship's committee on the *Arizpa* pose for a photo. From left are: Frank Rodriguez, deck delegate; Anthony Tosado, steward delegate; H. Connolly, reporter-secretary; D. Fitzpatrick, chairman; Joseph Keating, education director, and Dan Butts, engine delegate.



## Steel Seafarer



**STEEL SEAFARER (Isthmian)**—The ship's committee waits for their meal aboard the *Steel Seafarer* in Port Elizabeth, N.J. Clockwise from left are: Berry Tippins, steward delegate; W. Velazques, chairman; Isidoro Valles, engine delegate; Ira Brown, reporter-secretary; George Roy, education director, and Fred B. Kritzer, deck delegate.

## Gateway City



**GATEWAY CITY (Sea-Land)**—The ship's committee aboard the *Gateway City* from left are: Robert Carbone, chairman; W. Reid, reporter-secretary; James Spell, engine delegate; Eddie J. Caravona, deck delegate; Warren Danford, education director, and R. S. Roman, steward delegate.

## Steel Advocate



**STEEL ADVOCATE (Isthmian)**—Patrolman Ted Bobkowski (far left) points out a *Seafarers Log* article to the committee on board the *Steel Advocate*. From left seated are: J. Disco, engine delegate; N. Gillikin, chairman; Henry Jones, steward delegate, and Howard Menz, education director. Standing are A. Miranda (left), deck delegate and L. Cepriano, reporter-secretary.



# 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.

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

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

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

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





# digest of SIU ships meetings

**SEATRAN WASHINGTON** (Hudson Waterways), Dec. 6—Chairman B. Watuski; Secretary H. Scypes; Deck Delegate Ray Moore; Engine Delegate F. Cohen; Steward Delegate Francisco Melquades. Discussion held regarding pension plan. No beefs. Some disputed OT in deck and engine departments.

**WESTERN COMET** (Western), Nov. 29—Chairman R. C. Marrero; Secretary Harold D. Strauss; Deck Delegate T. B. Lane; Engine Delegate Ramon Bacamonto; Steward Delegate John R. Tilley. \$18 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**BRADFORD ISLAND** (Stewart Tankers), Dec. 6—Chairman J. R. Thompson; Secretary Francis Burley; Deck Delegate R. L. Cooper; Engine Delegate John E. Mitchell; Steward Delegate F. R. Strickland. Patrolman to be contacted regarding delayed sailing.

**CONNECTICUT** (Ogden Marine), Dec. 6—Secretary T. D. Ballard; Deck Delegate Michael T. Chiglo; Engine Delegate Thomas E. Banks; Steward Delegate Charles L. Martinsen. \$40 in ship's fund. No disputed OT. Contact patrolman regarding restriction to ship in Aruba.

**TAMARA GULDEN** (Commercial Transport), July 26—Chairman G. P. Libby; Secretary C. Lanier. \$783 in movie fund and \$18 in ship's fund. Some disputed OT in steward department.

**PENN CHAMPION** (Penn Shipping), Nov. 1—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. DiMaggio; Engine Delegate John Kulas; Steward Delegate G. P. John. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

**PENN CHAMPION** (Penn Shipping), Nov. 29—Chairman J. C. Mullis; Secretary D. P. Mason; Deck Delegate Albert F. VanDyke; Engine Delegate Berger Wilhelmsen; Steward Delegate Martin Badger. Two men in deck department missed ship in Portland, Oregon. No beefs reported. Vote of thanks to the steward department for the wonderful Thanksgiving Day dinner.

**NEW YORKER** (Sea-Land), Oct. 23—Chairman J. Garn; Secretary H. Donnelly; Steward Delegate John Robinson. \$60 in ship's fund. No beefs were reported by department delegates.

**BALTIMORE** (Sea-Land), Nov. 22—Chairman J. Delgado; Secretary H. Ridgeway; Deck Delegate R. E. Teschke; Engine Delegate Ramon Louis; Steward Delegate C. Arron. Discussion held on various matters. No major beefs.

**STEEL ADMIRAL** (Isthmian), Nov. 28—Chairman Frank Salvatore, Jr.; Secretary Isidro D. Aveilla. \$38 in ship's fund. No beefs reported.

**SEATRAN NEW JERSEY** (Hudson Waterways), Dec. 6—Chairman Edward Ellis; Secretary Herbert E. Atkinson; Deck Delegate Isaac V. Brown; Engine Delegate Jose M. Cartell; Steward Delegate Louis D. Williams. No beefs. Everything is running smoothly.

**CHICAGO** (Sea-Land), Nov. 22—Chairman John Altstatt; Secretary Frank Hall; Deck Delegate H. Pederson. \$20 in ship's fund. No major beefs. Everything is running smoothly.

**BUCKEYE ATLANTIC** (Buckeye), Nov. 29—Chairman Louis W. Cartwright; Secretary James Temple. No beefs reported except for the need of ship being fumigated for roaches and repairs that have not been taken care of.

**STEEL FABRICATOR** (Isthmian), Nov. 22—Chairman Clyde Miller; Secretary L. Ceperiano. Discussion held regarding pension

plan. No disputed OT. Everything is running smoothly.

**COLUMBIA MARINER** (Columbia), Dec. 6—Chairman G. Stanford; Secretary B. Rucker; Deck Delegate T. M. Jones; Engine Delegate H. W. Roberts; Steward Delegate E. L. Hoffman. No beefs reported. Vote of thanks to the steward department for a job well done.

**STEEL DESIGNER** (Isthmian), Dec. 6—Chairman Gerald Eringer; Secretary Angel Seda; Steward Delegate Howard Schneider. \$17 in ship's fund. Happy crew on board. No beefs and no disputed OT.

**MOBILIAN** (Waterman), Nov. 15—Chairman B. C. Jordan; Secretary Charles Perkins. No beefs and no disputed OT.

**TRENTON** (Sea-Land), Nov. 29—Chairman Floyd Seliz; Secretary Andy Johansson. \$15 in ship's fund. No beefs reported.

**PRODUCER** (Marine Carriers), Nov. 22—Chairman Karl Hellman; Secretary L. D. Pierson; Deck Delegate James L. Hornby; Engine Delegate Chester L. Tillman; Steward Delegate Jefferson D. Buchanan. Everything is running smoothly except for some disputed OT in deck department.

**TRANSHAWAII** (Hudson Waterways), Nov. 29—Chairman George DeGreve; Secretary William Seltzer; Deck Delegate Joseph Linehart; Engine Delegate Sadak Wala; Steward Delegate William Seltzer. \$43 in ship's fund. Everything is running smoothly. Few hours disputed OT in deck department. Crew would like clarification on posting of sailing time. Vote of thanks to the steward department for the very nice Thanksgiving Day dinner.

**DEL SOL** (Delta), Nov. 22—Chairman Anthony R. Ducote; Secretary Peter Blanchard; Deck Delegate Richard C. Busby; Engine Delegate Robert Callahan; Steward Delegate John H. Parson. \$36 in ship's fund. No beefs reported.

**PENN CHAMPION** (Penn Shipping), Nov. 15—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. DiMaggio; Engine Delegate John Kulas; Steward Delegate G. P. John. Some disputed OT in deck and steward department. Vote of thanks to the BR and OS for keeping the passageway and decks clean. Vote of thanks also to the steward department for a job well done.

**OVERSEAS EVA** (Maritime Overseas), Dec. 13—Chairman Elmer B. Merritt; Secretary Jacobus C. Lakwyk; Deck Delegate Howard C. Ross; Engine Delegate Manuel A. Rendules; Steward Delegate Richard G. Martinez. No beefs reported. Vote of thanks to the steward department for a job well done.

**SEATRAN LOUISIANA** (Hudson Waterways), Dec. 13—Chairman W. L. Tillman; Secretary W. B. Yarbrough; Deck Delegate Glenn M. Wells; Engine Delegate Francis D. Curruthers; Steward Delegate Ralph S. Williamson, Jr. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**STEEL VOYAGER** (Isthmian), Nov. 15—Chairman Art Harrington; Secretary Jim Sanders. Everything is running smoothly with no beefs. Fine gang in all departments.

**OVERSEAS JOYCE** (Maritime Overseas), Dec. 6—Chairman, Arne Horde; Secretary L. Nicholas; Deck Delegate H. A. Smith; Engine Delegate, J. Bergeria; Steward Delegate Isaac Gordan. \$49 in ship's fund. No beefs reported.

**PENN CHAMPION** (Penn Shipping), Nov. 22—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. A. DiMaggio; Engine Delegate John Kulas; Steward Delegate George P. John. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**TRANSHAWAII** (Hudson Waterways), Dec. 27—Chairman Manuel DeBarros; Secretary William Seltzer; Deck Delegate Joseph L. Linhart; Engine Delegate S. Wala; Steward Delegate Larry Young. \$42 in ship's fund. No beefs reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**JACKSONVILLE** (Sea-Land), Jan. 3—Chairman Perry Konis; Secretary I. Buckley. Some disputed OT in deck department. Discussion held regarding mail. It was suggested that arrangements be made with the company to receive all crew mail and forward same to ships.

**STONEWALL JACKSON** (Waterman), Sept. 20—Chairman John Silkowski; Secretary Robert H. Pitcher. Everything is running smoothly with no beefs and no disputed OT.

**DEL RIO** (Delta), Dec. 6—Chairman Joseph Catalanotto; Secretary Roy M. Ayers; Deck Delegate David Allen Ramsey; Engine Delegate Owen W. Fraisse; Steward Delegate Aubrey A. Rankin. \$23 in ship's fund. No beefs reported.

**STEEL VENDOR** (Isthmian), Dec. 12—Chairman Daniel Dean; Secretary George W. Gibbons; Deck Delegate Billie B. Darley; Engine Delegate Thomas P. Gol; Steward Delegate James P. Banelay. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

**TRANSHAWAII** (Hudson Waterways), Dec. 27—Chairman Manuel DeBarros; Secretary William Seltzer; Deck Delegate Joseph L. Linhart; Engine Delegate S. Wala; Steward Delegate Larry Young. \$42 in ship's fund. No beefs reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**JACKSONVILLE** (Sea-Land), Jan. 3—Chairman Perry Konis; Secretary I. Buckley. Some disputed OT in deck department. Discussion held regarding mail. It was suggested that arrangements be made with the company to receive all crew mail and forward same to ships.

**TAMARA GULDEN** (Transport Commercial), Dec. 13—Chairman George P. Libby; Secretary Charles W. Pelen; Deck Delegate Michael M. Chewning; Steward Delegate H. G. Weeks. \$18 in ship's fund and \$749 in movie fund. Some disputed OT in engine department.

**BALTIMORE** (Sea-Land), Dec. 27—Chairman J. Delgado; Secretary H. Ridgeway; Deck Delegate A. Taschke; Engine Delegate S. M. Orr; Steward Delegate William H. Hamby. No beefs reported. Vote of thanks to the steward department for the fine Christmas dinner.

**EAGLE VOYAGER** (United Maritime), Dec. 27—Chairman Leo Paradise; Secretary B. A. Baa; Deck Delegate Robert H. Bell; Steward Delegate William S. Costa. \$7 in ship's fund. No beefs reported. Vote of thanks to the steward department for a very nice Christmas Dinner.

**TAMPA** (Sea-Land), Dec. 27—Chairman G. Castro; Secretary E. B. Tart; Deck Delegate S. Ruzyski; Engine Delegate T. Koroke; Steward Delegate F. LaRosa. Everything is running smoothly with no beefs. Vote of thanks was extended to the steward department for a job well done.

**DEL ORO** (Delta), Dec. 27—Chairman John T. Robinson; Secretary Vincent Sanchez, Jr.; Deck Delegate V. W. O'Mary; Engine Delegate Anthony J. Marano; Steward Delegate S. B. Wright. No beefs reported.

**EAGLE TRAVELER** (United Maritime), Dec. 20—Chairman Joseph L. Bourgeois; Secretary Algernon W. Hutcherson; Deck Delegate E. Dakin; Engine Delegate Frank Cake; Steward Delegate Joseph Brill. Vote of thanks was extended to the ship's chairman for talking to the Port Captain and getting the lodging beef squared away along with all repairs. \$6 in ship's fund.

**STEEL WORKER** (Isthmian), Dec. 19—Chairman E. Parr; Secretary W. Hand; Deck Delegate Jesse L. Green; Engine Delegate Juan Rujes; Steward Delegate J. Gradick. \$56 in ship's fund. Some disputed OT in deck department and engine department.

**TRANSPACIFIC** (Hudson Waterways), Nov. 29—Chairman Bernard F. Fimovic; Secretary Maximo Bugawan; Deck Delegate Walter

Page; Engine Delegate Robert Rivera; Steward Delegate Elmer Kent. No beefs reported. Vote of thanks to the steward department for a job well done.

**PENN CHAMPION** (Penn Shipping), Nov. 29—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. A. DiMaggio; Engine Delegate John Kulas; Steward Delegate G. P. John. No beefs reported. Vote of thanks to the entire steward department for a job well done.

**WALTER RICE** (Reynolds), Dec. 13—Chairman Tom Martineau; Deck Delegate John R. McIntyre; Engine Delegate Kenneth J. Lewis; Steward Delegate Guillermo Martinez. No beefs were reported by department delegates.

**COLUMBIA BANKER** (Columbia), Dec. 8—Chairman Claud Webb; Secretary E. W. Lambe; Deck Delegate H. B. Jeffcoat; Engine Delegate Fred J. Brown. \$24 in ship's fund. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**CITIES SERVICE NORFOLK** (Cities Service), Dec. 20—Chairman and Deck Delegate Waldo H. Banks; Secretary, George Tamlin; Engine Delegate William Sladko. No beefs reported.

**JEFF DAVIS** (Waterman), Dec. 27—Chairman T. Chlinski; Secretary R. Barker; Deck Delegate Howard F. Hare; Engine Delegate Frank Arana; Steward Delegate George Frazza. No beefs reported. \$40 in ship's fund. Vote of thanks to the steward department for the fine Christmas dinner.

**TAMARA GULDEN** (Transport Commercial), Dec. 6—Chairman George P. Libby; Secretary Charles W. Pelen; Deck Delegate Joseph D. McPhee; Steward Delegate H. G. Weeks. No beefs reported. \$18 in ship's fund and \$746 in movie fund.

**TAMARA GULDEN** (Transport Commercial), Dec. 20—Chairman George P. Libby; Secretary Charles W. Pelen; Deck Delegate Michael M. Chenning; Engine Delegate H. Green; Steward Delegate H. G. Weeks. \$19 in ship's fund and \$749 in movie fund.

**RAMBA** (American Bulk Carriers), Nov. 22—Chairman J. P. Ryan; Secretary F. S. Paylor, Jr.; Deck Delegate Raul I. Lopez; Engine Delegate Charles A. Redish; Steward Delegate Claud J. Kizzire. \$12 in ship's fund. No beefs reported.

**PENN SAILOR** (Penn), Dec. 21—Chairman Johannes C. Sorel; Secretary Robert C. Thomas; Deck Delegate Milton J. Brown; Steward Delegate Pedro R. Arteaga. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

**ANCHORAGE** (Sea-Land), Dec. 20—Chairman B. E. Swearingen; Secretary Jack C. O'Steen; Deck Delegate Robert G. Mason; Engine Delegate Fred Buckner; Steward Lee Scott. \$25 in ship's fund. No beefs reported.

**COLUMBIA MARINER** (Columbia), Nov. 15—Chairman G. Stanford; Secretary B. Rucker; Deck Delegate Terrance M. Jones; Engine Delegate H. W. Roberts; Steward Delegate E. L. Hoffman. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**RACHEL V** (Vantage), Nov. 1—Chairman Charles Hanna; Secretary Bennie Guarino; Deck Delegate D. Pinton; Engine Delegate V. Toomson; Steward Delegate Louis Baben. No beefs reported.

**SEATRAN MAINE** (Hudson Waterways), Dec. 27—Chairman Malcolm Cross; Secretary S. McDonald; Deck Delegate C. B. Dick; Engine Delegate R. C. Brown; Steward Delegate C. H. Jackson. No beefs were reported. Vote of thanks to the steward department for the swell Christmas Dinner.

Many thanks to Captain Siwiec for the extra pleasures.

**PONCE** (Sea-Land), Jan. 10—Chairman Dan Butts; Secretary Alva McCullum; Deck Delegate Victor Aviles; Engine Delegate James L. Cady; Steward Delegate Oscar W. Sorenson. Discussion held regarding Sea-Land's new OT Guide. \$367 in movie fund. Disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**NOONDAY** (Waterman), Jan. 10—Chairman E. Freimanis; Secretary F. Fletcher; Deck Delegate Wm. E. King; Engine Delegate Eugene W. Bent. \$15 in ship's fund. Crew request that Union officials look into the matter of men missing ship thus causing hardship on the rest of the crew. Ship short three men.

**WESTERN CLIPPER** (Western), Dec. 20—Chairman Charles V. Maiteite; Secretary Willie Grimes; Deck Delegate Joseph Olson; Steward Delegate Lawrence Melanson. \$21 in ship's fund. Few hours disputed OT in deck and steward departments.

**WESTERN CLIPPER** (Western), Dec. 27—Chairman Charles V. Maiteite; Secretary Willie Grimes; Deck Delegate Joseph Olson; Steward Delegate Lawrence Melanson. \$21 in ship's fund. Few hours disputed OT in deck and steward departments. Vote of thanks to the steward department for the good meals during the Holidays.

**CITY OF ALMA** (Waterman), Jan. 10—Chairman J. A. Grbac; Secretary B. G. Ladd; Engine Delegate Donald R. Pase; Steward Delegate John Glover. Everything is O.K. with no beefs and no disputed OT.

**CALMAR** (Calmar), Jan. 3—Chairman Elbert Hogge; Secretary Howard Flynn; Engine Delegate W. Teffner; Steward Delegate Garry E. Jones. Discussion held regarding repairs. All OT was settled.

**PONCE** (Sea-Land), Jan. 3—Chairman Dan Butts; Secretary, Alva McCullum; Deck Delegate Victor Aviles; Engine Delegate James Cady; Steward Delegate Oscar W. Sorenson. Captain pleased with conduct of crew during this voyage. \$287 in movie fund. No beefs were reported.

**BRADFORD ISLAND** (Stewart Tankers), Jan. 10—Chairman J. R. Thompson; Secretary Troy Savage; Engine Delegate John Mitchell; Steward Delegate F. R. Strickland. Motion made that tankers sign six months articles on foreign voyages. Some disputed OT in deck and engine departments.

**WACOSTA** (Sea-Land), Jan. 10—Chairman Anthony Sakellis; Secretary Manuel F. Caldas; Deck Delegate Daniel J. McMullen; Engine Delegate Rodney Borlase; Steward Delegate Robert P. Ramos. No disputed OT. Patrolman to check slop chest.

**PENN CARRIER** (Penn), Jan. 3—Chairman J. F. Cunningham; Secretary S. A. Holden; Deck Delegate J. B. Gardner; Engine Delegate Wm. Rentz; Steward Delegate Francisco Fernandez. Motion was made that all disputed OT be paid and settled at time of payoff. Disputed OT in each department.

**WESTERN CLIPPER** (Western), Dec. 13—Chairman Charles V. Maiteite; Secretary Willie Grimes; Deck Delegate Joseph Olson; Steward Delegate Lawrence Melanson. \$21 in ship's fund. Few hours disputed OT in deck and steward departments. Chief Steward is doing a good job in galley in spite of shortage of men in department.

**WACOSTA** (Sea-Land), Dec. 27—Chairman Anthony Sakellis; Secretary Manuel F. Caldas; Deck Delegate Daniel J. McMullen; Engine Delegate Rodney Borlase; Steward Delegate Roge P. Ramos. Disputed OT in deck department.



# SIU Seniority Upgraders Give Candid Views Of Training Programs Offered at HLSS

## Piney Point, Md.

The Harry Lundeberg School of Seamanship here underwent close scrutiny in January by 11 seniority upgraders from the Advanced Seamanship Class in Brooklyn, who spent a week at the modern campus.

The purpose of their visit was a week-long intensive course of study on the operations of their Union, but since all 11 had graduated from HLSS at Piney Point or other ports, it was inevitable that they would compare their experiences with the schooling offered SIU trainees today.

Piney Point scored high.

### Returnees Impressed

The seven upgraders who had attended HLSS at Piney Point were impressed with the

improvements in the school since they left. They mentioned modern classroom facilities and equipment and the expansion of the academic program as particularly significant changes.

A 1964 Baltimore HLSS graduate, William J. Seidenstricker, said, "I would have liked to have had something like this going for me when I first wanted to go to sea."

A New Orleans HLSS graduate, Willie J. Jones, commented: "Maybe some of them don't know it, but this is a fine opportunity for the trainees."

Frank M. Coe, a New York graduate, offered his opinion that "the trainees seem to be receiving a good education to start them off at sea and make them aware of their Union."

Another New York graduate, Delmas R. Brabson, noted that "this is a fine educational setup for those kids. They are really learning."

### Visit Productive

The visitors followed in the steps of 32 other upgraders, who visited the school during November and December.

Their studies during the one-week stay covered SIU history, the history of the American labor union movement, the SIU constitution, contract pension and welfare plans. In addition, the rationale behind union meetings and standards of shipboard behavior were emphasized.

Bill Hall, director of union education, and Piney Point Port Agent Paul McGaharn were the instructors for the upgraders' study and seminar sessions. They were assisted by visiting SIU Representative E. B. McAuley.

### Part of Overall Program

The Piney Point visit is a small part of the Advanced Seamanship Program, which qualifies members for their full SIU books after they have completed four major prerequisites:

Candidates must be Harry Lundeberg School of Seamanship graduates; they must have lifeboat certification; they must have at least one year seetime, and they must be rated.

Between their own studying,

the upgraders were taken on tours of the 54-acre Piney Point school and the adjacent 1,000-acre farm. They visited trainee classes in both the vocational and academic departments.

They observed lifeboat training and basic engine, deck and steward department classes, which prepare the trainees for their first jobs at sea.

### Try Hand at GED

The availability of educational programs leading to Government Equivalency Diploma (high school level) from the Maryland Department of Education was new to all the upgraders. Three of them took a GED pre-test to determine their strengths and weaknesses in academic subjects, which

will be evaluated and used to direct their studies in preparation for a high school equivalency diploma.

The 11 upgraders were not isolated from the current trainees—they were encouraged to get to know the youths and offer them the benefit of their experiences at sea.

Part of this acquaintanceship included traveling to Washington, D.C. with a group of trainees for a luncheon conference sponsored by the Maritime Trades Department of the AFL-CIO, where they met with Howard McClellan, president of the Fire Fighters. The luncheon—held weekly—provides a forum for labor's views of the problems facing the merchant marine, and their solution.



President Howard McClellan of the Fire Fighters (third from left) extends greetings to a group of seniority upgraders at a Washington luncheon sponsored by the AFL-CIO Maritime Trades Department.

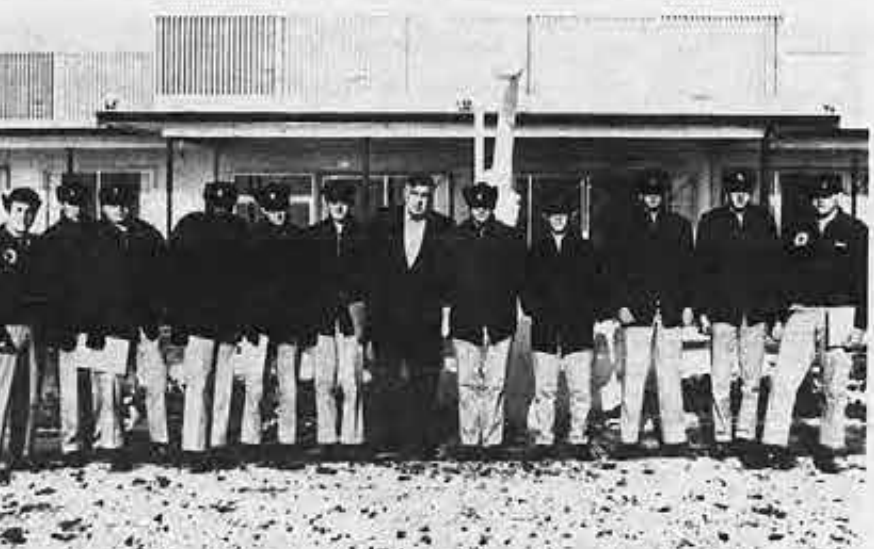


Howard McClellan, president of the Fire Fighters, greets a group of seniority upgraders at a luncheon in Washington which the SIU members attended as part of their upgrading program.

## Ready for First Ships



Class 57B graduates take time out for a photo while awaiting the bus to New York and their first ships. They are, from left: Bob Painter, Efrain Torres, David Taylor, HLSS President Bob Matthews, William Roach, Director of Trade Union Education Bill Hall, Patrick Lescott, Richard Mertz, Mike Sauve, William Maurer and Charles Stockland.



Class 58 prepares to leave for New York to board their first ships. The graduates are, from left: Allen Hanson, Don Walters, Tim Thomas, William Bonan, Hank Freeman, Vladimir Volovik, SIU Vice President Earl Shephard, Joe Ayala, Louis Ripley, Jerry Cooper, Alan Thomas and Warren Donaldson.

## Social Security Payments Are Available to Widows

By A. A. Bernstein

Each month over three million widowed mothers and their children receive Social Security benefit checks.

Amounts of the checks depend on the worker's average earnings under Social Security.

Survivor benefits for a widow with two children range from a minimum of \$96 a month to about \$434 maximum with the average payment of \$292.

SIU members and their families should be aware of the Social Security benefits available in case assistance should be required. Being informed is one way of preparing for the years ahead.

The SIU Social Security staff is ready to answer any questions regarding a widow's benefits, or any other question you might have regarding Social Security benefits.

SIU members and their families should address any questions to A. A. Bernstein, director of Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th Street, Brooklyn, N.Y. 11215.

Q: I'll soon be 60 and eligible for Social Security widow's benefits. I have no idea what my husband's Social Security number was, and I can't find

his card. Can I still apply for Social Security?

A: Yes, go ahead and file the application at your Social Security office. But, to locate your husband's number, they'll need to know his full name, where and when he was born, his father's name, and his mother's maiden name.

Q: My brother died leaving a widow, two sons under 18, and one son 19 in school. Who can get benefits?

A: Your brother's widow and all of his children.

Q: If I die how old do my dependent mother and my wife have to be to get Social Security survivor benefits? We have no children.

A: Your widow can get reduced benefits at 60 or full benefits at age 50 if she is disabled. Your mother must be 62.

Q: I'm 66 years old and a widow. When I went to welfare they asked me all kinds of questions and said because I owned a small house and had some money saved, I couldn't qualify for welfare. I don't want to go through that again. Will my savings stop me from getting Social Security benefits?

A: No. Savings have no effect on Social Security.

Q: My mother-in-law comes

from Guiana and has been my dependent for six years. She is a resident alien. She is going to file this week for permanent citizenship. Her age is 74. She never worked. Is she eligible for any type of Social Security benefits?

A: She is eligible for Medicare, but not Social Security benefits, as her son is alive and working, and she is his dependent. Only if her son were deceased would she be eligible for more benefits. She has to apply at the Social Security office in her area.

## Union Membership Pays Off

Washington, D.C.

It is an economic fact that it pays to be a union member. Figures released by the Office of Business Economics of the Department of Commerce show that non-union factory workers received a median wage gain of 3.5 to 4 percent in 1970 compared to a 6 to 6.5 percent gain for unionized manufacturing workers.



# 1970 Tax Information for Seafarers

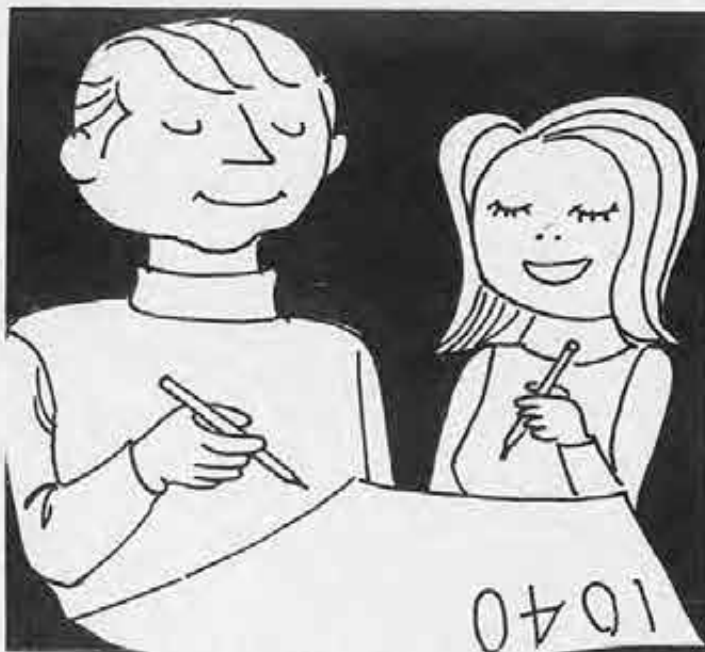
April 15, 1971, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1970.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the U.S. (The non-resident alien seaman must also file a return but the rules are not the same for him.)

## Who Must File

Every Seafarer who is a citizen or resident of the United States, whether an adult or minor must file a return if:

- (1) You are Single, an unmarried Head of Household, or Surviving Widow(er) with a dependent child; and your income was \$1,700 or more (\$2,300 if 65 or over).



- (2) You are a married person entitled to file jointly and your combined (husband's and wife's) income is \$2,300 or more (\$2,900 if either you or your

spouse is 65 or over, \$3,500 if both 65 or over), provided:

- (a) You and your spouse had the same household as your home at the close of the taxable year,
- (b) No other person is entitled to claim an exemption for you or your spouse, and
- (c) Your spouse does not file a separate return, or
- (3) You are not covered under (1) or (2) above and you had income of \$600 or more.

You must also file a return and pay any tax due if you have net earnings from self-employment of \$400 or more. See Schedule SE.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.

## When To File

Tax returns have to be filed by April 15, 1971. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

## How To Pay

Make check or money order payable to "Internal Revenue Service" for full amount on line 30. Write your social security number on your check or money order. If line 30 is less than \$1, do not pay.

## Rounding Off To Whole Dollars

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

## Advantages of A Joint Return

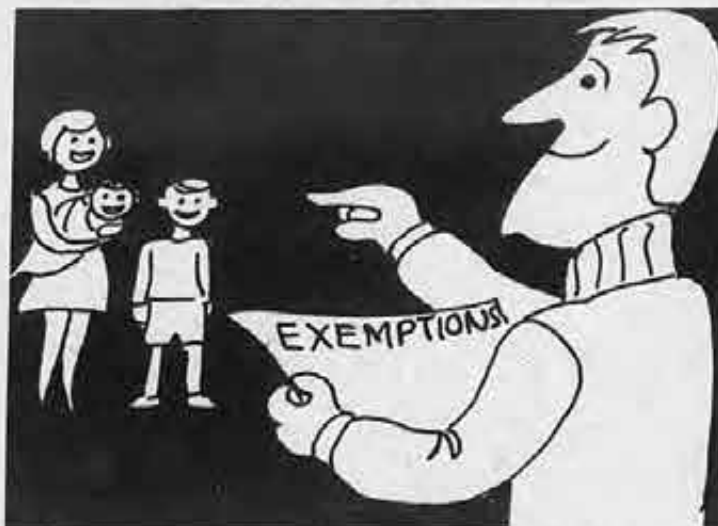
Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

## Changes In Marital Status

If you are married at the end of 1970, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1970, you are considered single for the entire year. If your wife or husband died during 1970 you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

## Exemptions

Each taxpayer is entitled to a personal exemption of \$625 for himself, \$625 for his wife, an additional \$625 if he is over 65 and another \$625 if he is blind.



The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$625 exemption for her.

In addition a taxpayer can claim \$625 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the U.S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$625 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

## Credit For Excess Social Security (FICA) Tax Paid

If a total of more than \$374.40 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$374.40 as a credit against your income tax.

## Tax Credit For Retirement Income

A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

## Dividend Income

If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

## Welfare, Pension and Vacation Benefits

Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule R which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

## Your 1970 Tax Form

Many Seafarers will need only Form 1040 in filing their 1970 returns. Schedules and forms that may be required in addition to Form 1040 include the following, which you may obtain from an Internal Revenue Service office, and at many banks and post offices:

*Schedule A* for itemized deductions;

*Schedule B* for gross dividends and other distributions on stock in excess of \$100, and interest income in excess of \$100;

*Schedule C* for income from a personally owned business;

*Schedule D* for income from the sale or exchange of property;

*Schedule E* for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;

*Schedule F* for income from farming;

*Schedule G* for income averaging;

*Schedule R* for retirement income credit;

*Schedule SE* for reporting net earnings from self-employment; and

*Form 4136*, Computation of Credit for Federal Tax on Gasoline, Special Fuels, and Lubricating Oil.

Some specialized forms available only at Internal Revenue Service offices are:

*Form 1310*, Statement of Claimant to Refund Due—Deceased Taxpayer;

*Form 2106*, Employee Business Expenses;

*Form 2120*, Multiple Support Declaration;

*Form 2210*, Underpayment of Estimated Tax by Individuals;

*Form 2440*, Sick-Pay Exclusion;

*Form 2441*, Expenses for Care of Children and Certain Other Dependents;

*Form 3468*, Computation of Investment Credit;

*Form 3903*, Moving Expense Adjustment;

*Form 4137*, Computation of Social Security Tax on Unreported Tip Income;

*Form 4625*, Computation of Minimum Tax; and

*Form 4683*, U.S. Information Return on Foreign

Bank and Other Financial Account(s).

The forms also reflect several changes made by the Tax Reform Act of 1969. Among the more important ones are:

- A new low-income allowance which saves many people from paying income tax and reduces the tax for many others. This allowance is built into the optional tax tables so no separate figuring is necessary.

- All personal exemptions are increased from \$600 to \$625 for 1970 (with further increases in later years).

- Returns are no longer required from single persons with incomes under \$1,700, nor generally from married persons filing jointly with incomes under \$2,300. These figures are increased by \$600 if the individual or his spouse is 65 or older, and by an additional \$600 if both are 65 or older.

- The optional tax tables have been extended from \$5,000 to \$10,000. This eliminates the need for percentage tax computations by many people who do not itemize their deductions.

- The tax surcharge, which was 10 percent last year, was reduced to 5 percent for the first half of 1970 and eliminated altogether for the last half of the year. This means the surcharge is figured at the average rate of 2.5 percent for the whole of 1970.

- Many more taxpayers can now choose to have the Internal Revenue Service figure their tax for them.

- A new minimum tax has been established for taxpayers who have certain "tax preference" items such as accelerated depreciation, stock options, and long-term capital gains. This additional tax will apply only to certain high-income taxpayers.

Many other provisions of the new law will take effect in 1971 and later years. They will be incorporated in the Declaration of Estimated Tax (Form 1040-ES) for 1971, as well as in other forms as they are issued.



# 1970 Tax Information for Seafarers

## Death Benefit Exclusion

If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

## Gambling Gains

All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

## Income Averaging

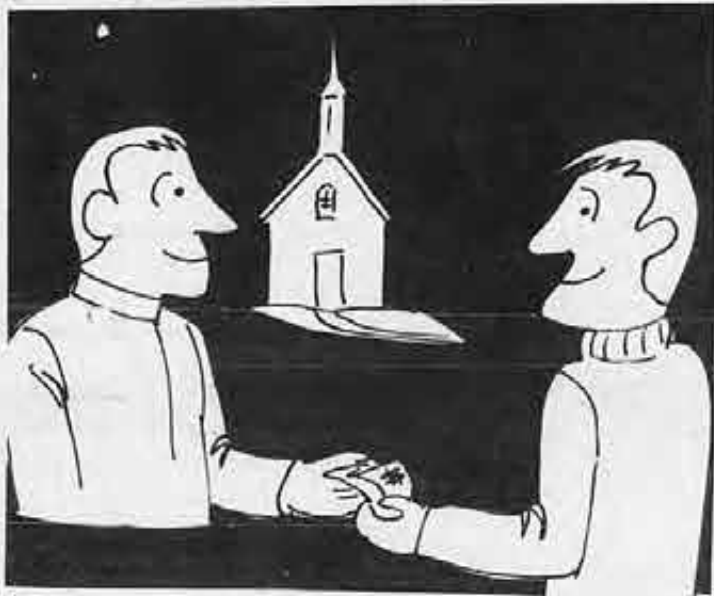
A Seafarer who has an unusually large amount of taxable income for 1970 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

## Deductions

The following items can be used as deductions against income (if you do not take the standard deduction):

### Contributions

Any taxpayer can deduct up to 50 percent of adjusted gross income for contributions to charities, educational institutions and hospitals. In the case of other contributions a 20 percent limitation applies.



### Interest

Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

### Taxes

In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state and local income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverages, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

### Medical and Dental Expenses

All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150. The other one-half, plus any excess over the \$150 limit is deductible subject to the normal three percent rule.

The one and three percent limitations apply in all



cases, regardless of your age, or the age of your wife or other dependents.

### Care of Children and Other Dependents

If deductions are itemized, a woman or a widower, including men who are divorced or legally separated under a decree and who have not remarried or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900, for two or more dependents for the care of:

- (a) dependent children under 13 years of age or
  - (b) dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;
- if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

### Alimony

Periodic payment of alimony to a wife in accord with a written agreement between them can be deducted.

### Casualty Losses

The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

### Work Clothes, Tools

The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

### Union Dues

Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

### Reporting Your Income

All income, in whatever form received, that is not specifically exempt must be included in your income tax return, even though it may be offset by adjustments or deductions. Examples are given below.

#### Examples of Income That Must Be Reported

- Wages, salaries, bonuses, commissions, fees, tips, and gratuities.
- Dividends.
- Earnings (interest) from savings and loan associations, mutual savings banks, credit unions, etc.
- Interest on tax refunds.
- Interest on bank deposits, bonds, notes.
- Interest on U.S. Savings Bonds.
- Interest on arbitrage bonds issued after Oct. 9, 1969 by State and local governments.
- Profits from business or profession.
- Your share of profits from partnerships and small business corporations.
- Pensions, annuities, endowments.
- Supplemental annuities under Railroad Retirement Act (but not regular Railroad Retirement Act benefits).
- Profits from sales or exchanges of real estate, securities, or other property.
- Rents and royalties.
- Your share of estate or trust income.

Employer unemployment benefits (S.U.B.).

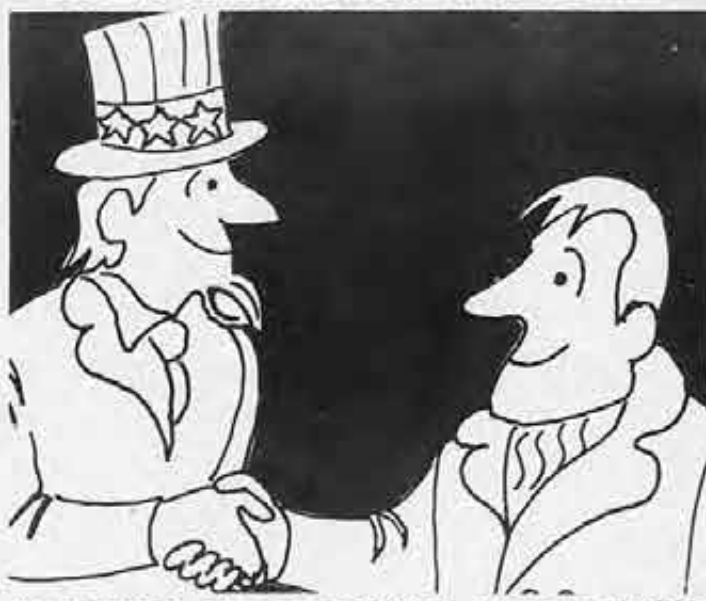
Alimony, separate maintenance or support payments received from and deductible by your husband (wife).

Prizes and awards (contests, raffles, etc.).

Refunds of State and local taxes (principal amounts) if deducted in a prior year and resulted in tax benefits.

#### Examples of Income That Should Not Be Reported

- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on Veterans' Insurance.
- Life insurance proceeds, upon death.
- Workmen's compensation, insurance, damages, etc., for injury or sickness.
- Interest on certain state and municipal bonds.
- Federal social security benefits.
- Gifts, inheritances, bequests.
- Insurance reimbursements for excess of actual living expenses over normal living expenses resulting from damage to principal residence by fire or other casualty.



ing expenses over normal living expenses resulting from damage to principal residence by fire or other casualty.

## Long-Trip Tax Problems

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the pay-off took place.

For example, a seaman who signed on for a five month trip in September, 1969, paying off in January, 1970, would have all the five months' earnings appear on his 1970 W-2 slip and all the taxes withheld in 1970. This practice could increase his taxes in 1970 even though his actual 1970 earnings might be less than those in 1969.

There are ways to minimize the impact of this situation. For example, while on the ship in 1969, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1969 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1969 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1969, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1970 W-2. The seaman then, on his 1970 return would have to explain that he had reported some of his earnings in 1969 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.



# Stonewall Jackson Home From Far East



Everyone pitches in on last minute jobs as Seafarers prepare to debark the *Stonewall Jackson* after a voyage to the Middle East. A little cleaning in the galley, some work in the engine room, and bundling up the last load of laundry seem routine chores after visiting the Red Sea, the Persian Gulf, India and Pakistan. The 31-year-old vessel was originally named the *General R.M. Blatchford*, and was converted last year from a troop ship to a cargo ship. Her load to the Middle East was mixed commercial and military cargo. With the *Jackson* securely moored at it's home port, the SIU crew members plan visits to their home areas before shipping out on the next adventure, probably to some distant locale.



Bundled up against the cold New Jersey temperatures, deck maintenance man Tom Yablonsky sounds for water in the cargo hold of the *Jackson*—a job he must do many times each day.



↑ Electrical switches are checked by Seafarer Stan Gondzar, chief electrician aboard the *Jackson*, as his share of the last-minute shape-up given the 31-year-old cargo vessel at the end of the trip.

SIU members in the engine department do their part too. Here Oiler Wilard Huggins cleans the burner equipment, to keep it in top condition.



Baker John Knowles pitches in with the rest of the steward department to put remaining food supplies into the ship's refrigerator. The meals were hailed by the crew during the Middle East voyage.



Utilityman Clifford Feurtado loads the last batch of soiled linen, to be washed. The long voyage produces lots of clean-up chores for the crew members.



Chief Cook John Munnerlyn artfully carves slices of roast beef for the crew. While some like the exotic foods of foreign ports, no one gripes about meals like this.



# Nixon Economic Outlook Optimistic Despite Contrary Opinion by Labor

Washington, D.C.

President Nixon, in light of the 1972 budget he has sent to Congress, has high hopes of a "full employment" economy beginning this year. Labor economists share the hope, but fail to see the groundwork upon which to base it.

It is a budget that calls for reduction in the 1971 deficit, for an increase in revenues that is based on a growth in the national economy that far outstrips that predicted by most business economists, and it calls for a program of revenue sharing that already has been savagely torn to pieces by no less a power than Chairman Wilbur Mills (D-Ark.) of the House Ways and Means Committee.

"It is the product either of wishful thinking or of political arithmetic," is the way it was characterized by Nathaniel Goldfinger, AFL-CIO Director of Research.

## Greatest Concern

What is of deepest concern to labor economists is that the President's estimate of budget receipts is based on a presumptive economic boom that would bring a tremendous increase in wages, jobs and profits over the next year. They do not believe that this is in the making.

The President's estimate of 1972 receipts calls for \$217.6 billion, an increase of \$23 billion despite the \$2.7 billion "tax bonanza" to be given to business in the form of liberalized tax depreciation. It is also based on a Gross National

Product of \$1,065 billion as compared with \$977 billion this year, an increase of roughly nine percent.

## Economists Skeptical

By far the majority of economists in universities, banks and business houses do not believe that any such growth is likely this year. Only a handful out of some 30 economists in a recent forecast saw an economic growth of that size. In fact, most of them saw a growth rate that would be between \$15 and \$20 billion less than the forecast on which the Presidential budget is based.

Budget outlays in 1972 are to be increased by \$16.4 billion over fiscal 1971. These, the President told Congress, "will help move the economy toward higher employment and production."

The make-up of this \$16.4 billion is still to be determined. The President seeks \$5 billion for unrestricted sharing with the states and local communities. Another \$11 billion is to go to six categories of "special revenue sharing" which has yet to be spelled out. But, already the realistic fact is that this part of his "full employment" budget is certain to have the hardest kind of opposition.

## Hearings Promised

Chairman Mills has promised to hold hearings on the program, but he was blunt enough to say that the hearings would be for the purpose of killing the program rather than approving it. Mills already has

made a devastating speech in the House of Representatives charging that the program would help states that don't need it and harm those that do.

The President also is counting on his liberalization of business depreciation to spur the economy. Yet, Goldfinger has pointed out that almost 25 percent of American industry's machinery and equipment is now standing idle "because there aren't enough customers for the things we can produce."

## Nixon Confident

Rarely has a President become as enthusiastic about a budget as Nixon has. His message to Congress concluded:

"This budget expresses our fiscal program for the New American Revolution—a peaceful revolution in which power will be turned back to the people—in which government at all levels will be refreshed, renewed and made truly responsive. This can be a revolution as profound, as far-reaching, as exciting, as the first revolution almost 200 years ago."

Labor economists are more interested in the arithmetic and for them, the arithmetic doesn't add up.

## Schlossberg, Labor Pioneer Dies in Bronx

New York City

Joseph Schlossberg, 95, a co-founder of the Amalgamated Clothing Workers of America and crusader against sweatshop conditions in the needle trades, died recently at his home in the Bronx.

Schlossberg battled for the rights of organized labor before the New Deal era, and worked actively until his death—serving as emeritus secretary-treasurer of Amalgamated.

He was a noted speaker and writer on labor problems and contributed articles to the English and Yiddish labor press for 40 years. In 1935 he published a collection of essays, "The Workers and their World," and served as editor of several labor newspapers during his career.

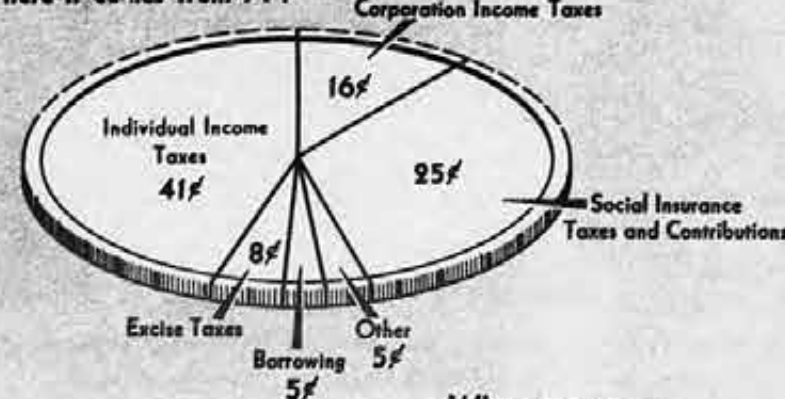
At the time Amalgamated was founded in 1914, Schlossberg was secretary-treasurer of the New York Joint Board of the United Brotherhood of Tailors. He was a founder of Amalgamated and was elected its general secretary, an office he held for more than 25 years. In 1940 he was named emeritus secretary-treasurer, the job he held until his death.

Schlossberg was also a founder and honorary life president of the National Committee for Labor Israel, and was active in calling the first Congress for Labor Palestine in New York in 1918. The Israel Labor Federation, Histadrut, established a cultural center in his honor in Ashelon, Israel.

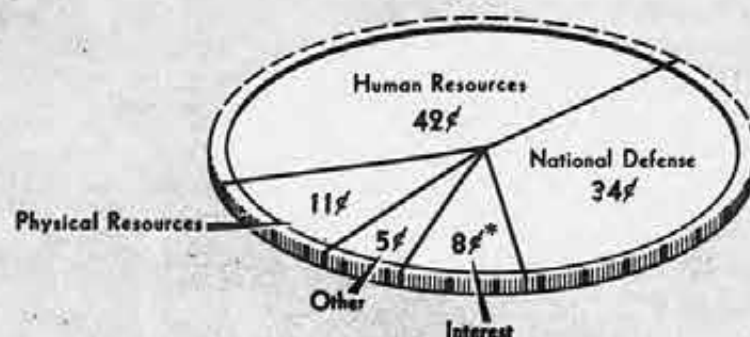
## THE BUDGET DOLLAR

Fiscal Year 1972 Estimate

Where it comes from . . .



Where it goes . . .



\* Excludes Interest Paid to Trust Funds

## Project Reveals Oceans' Floors Relatively Young

Galveston, Tex.

A two-year-old study known as the Deep Sea Drilling Project has revealed facts about the relatively young age of the earth's ocean basins. Most of these discoveries were made aboard the *Glomar Challenger*, based here.

Dr. M. N. A. Peterson, chief scientist of the project, noted that the *Challenger's* drillings in depths of 20,000 feet have revealed that the Atlantic Ocean is less than 200 million years old. Its floor, said Dr. Peterson, is less than one-tenth to one-twentieth the age of the earth or the oldest parts of the continents.

"The floors of the oceans have been almost completely renewed and the Atlantic Ocean

has opened during the time since the age of the dinosaurs, or in a period scarcely 100 times the time since man first shaped his crudest early tools," he said.

Other objectives of the project include measurement of the rates of motion of the continents, measurement of the motion of the floor of the ocean in relation to the equator and determining the age of many areas of the floor of the ocean.

Experiments already completed have led to the discovery of metal-rich horizons in deep sea sediments, evidence of vertical as well as horizontal motion of the sea floor and measurement of rates and evidence of ancient climatic variations and of the beginning of glacial conditions.

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 Mar. 16—2:30 p.m.  
Mobile Mar. 17—2:30 p.m.  
Wilmington Mar. 22—2:30 p.m.  
San Fran. Mar. 24—2:30 p.m.  
Seattle Mar. 26—2:30 p.m.  
New York Mar. 8—2:30 p.m.  
Philadelphia Mar. 9—2:30 p.m.  
Baltimore Mar. 10—2:30 p.m.  
Detroit Mar. 12—2:30 p.m.  
Houston Mar. 15—2:30 p.m.

### United Industrial Workers

New Orleans Mar. 16—7:00 p.m.  
Mobile Mar. 17—7:00 p.m.  
New York Mar. 8—7:00 p.m.  
Philadelphia Mar. 9—7:00 p.m.  
Baltimore Mar. 10—7:00 p.m.  
Houston Mar. 15—7:00 p.m.

### Great Lakes SIU Meetings

Detroit Mar. 1—2:00 p.m.  
Buffalo Mar. 1—7:00 p.m.  
Alpena Mar. 1—7:00 p.m.  
Chicago Mar. 1—7:00 p.m.  
Duluth Mar. 1—7:00 p.m.  
Frankfort Mar. 1—7:30 p.m.

### Great Lakes Tug and Dredge Section

Chicago Mar. 16—7:30 p.m.  
†Sault Ste. Marie Mar. 18—7:30 p.m.

Buffalo Mar. 17—7:30 p.m.  
Duluth Mar. 19—7:30 p.m.  
Cleveland Mar. 19—7:30 p.m.  
Toledo Mar. 19—7:30 p.m.  
Detroit Mar. 15—7:30 p.m.  
Milwaukee Mar. 15—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans Mar. 16—5:00 p.m.  
Mobile Mar. 17—5:00 p.m.  
Philadelphia Mar. 9—5:00 p.m.  
Baltimore (licensed and unlicensed) Mar. 10—5:00 p.m.

Norfolk Mar. 11—5:00 p.m.  
Houston Mar. 15—5:00 p.m.

### Railway Marine Region

Philadelphia Mar. 16—10 a.m. & 8 p.m.  
Baltimore Mar. 17—10 a.m. & 8 p.m.  
\*Norfolk Mar. 18—10 a.m. & 8 p.m.  
Jersey City Mar. 15—10 a.m. & 8 p.m.

†Meetings held at Galveston wharves.

†Meeting held in Labor Temple, Sault Ste. Marie, Mich.

\*Meeting held in Labor Temple, Newport News.



## directory of union halls

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

PRESIDENT Paul Hall  
EXECUTIVE VICE PRESIDENT Cal Tanner  
VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews  
SECRETARY-TREASURER Al Kert  
HEADQUARTERS 675 4th Ave., Elyria, (212) HY 9-6600  
ALPENA, Mich. 800 N. Second Ave. (517) EL 4-3616  
BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900  
BOSTON, Mass. 663 Atlantic Ave. (617) 482-4716  
BUFFALO, N.Y. 290 Franklin St. SIU (716) TL 3-9259 IBU (716) TL 3-9259  
CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570  
CLEVELAND, O. 1420 W. 25th St. (216) MA 1-5450  
DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. 2014 W. 3d St. (218) RA 2-4110  
FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-9141  
HOUSTON, Tex. 5804 Canal St. (713) WA 8-2207  
JACKSONVILLE, Fla. 2608 Pearl St. (904) EL 3-0887  
JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424  
MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754  
NEW ORLEANS, La. 630 Jackson Ave. (504) 528-7546  
NORFOLK, Va. 115 3d St. (703) 622-1892  
PHILADELPHIA, Pa. 3604 S. 4th St. (215) DE 6-3818  
PORT ARTHUR, Tex. 534 Ninth Ave. (409) 534-3434  
SAN FRANCISCO, Calif. 1321 Mission St. (415) 626-8793  
SANTURCE, P.R. 1313 Fernandez Juncoas Stop 20 724-2848  
SEATTLE, Wash. 2505 First Ave. (206) MA 3-4334  
ST. LOUIS, Mo. 4577 Gravois Ave. (314) 752-0500  
TAMPA, Fla. 312 Harrison St. (813) 239-2788  
TOLEDO, O. 935 Summit St. (419) 248-3891  
WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (213) 832-7285  
YOKOHAMA, Japan Iseya Bldg., Room 810 1-2 Kalgan-Dori-Nakaku 2014971 Ext. 281



# Azalea City Hauls Volatile Cargo

An SIU-contracted ship has been used in the modernization of ammunition shipments to Vietnam. She was the *Azalea City*, owned by Sea-Land Service and chartered by the Military Sealift Command of the Pacific. At the Naval Weapons Station in Concord, Calif., 226 containers of ammunition were loaded into the holds and onto the deck of the ship. Each container was 35 feet long, 8 feet high, and 8 feet

wide. The loading job was completed in only 16 hours by Department of Defense employees who received the assistance of Sea-Land personnel. For MSC, one of the great advantages of the containers is the rapidity with which the cargo can be loaded and unloaded. Below are some pictures of the start of that first Vietnam run with containerized ammunition.



The Sea-Land container is clearly labeled "explosives," although the reminder is not often necessary for crew members.



A container is readied to be lifted by the crane onto the *Azalea City*.



The crane lifts the cargo portion of the trailer for loading aboard ship.



That the *Azalea City* is a self-sustaining containership is shown here as one of its own Gantry cranes lifts a container on board.



To insure that all safety precautions are followed, Coast Guard observers watch as a van is loaded into one of the aft holds.



# "Drift Buoy" to Chart Ocean Currents, Waves

Washington, D.C.

Ocean currents may be better mapped in the future, because a newly-devised free-floating buoy, used in conjunction with satellite transmission, can dispatch data wherever it is needed in the world.

The information on surface current patterns will facilitate ship routing for the Navy, U.S. merchant marine and allied shipping interests.

It will aid in determining the movement of sea ice, icebergs and oil spills and will also figure in rescue and salvage operations.

## Relays Data

The U.S. Naval Oceanographic Office launched the 42-foot-long, 1,700-pound "drift buoy" off the coast of Virginia—200 miles northeast of Cape Charles. In the 21-day experiment, the information it gathered was relayed to scientific personnel studying current patterns at the National Aeronautics and Space Administration command control station in Fairbanks, Alaska, and the Goddard Space Flight Center in Greenbelt, Md.

"Not only did it provide us with accurate positions while on its drift, but it gave us a continual flow of wind, wave and temperature data," explained Dr. Richard W. James, who headed the team of oceanographers that conducted the experiment.

Such information will facilitate plotting courses in order to avoid heavy seas and resulting costly delays and is expected to aid in the prevention of ships' collisions.

## More Buoys Planned

The success of the venture has prompted officials to plan the launching of two such buoys in the Gulf Stream in 1972.

Dr. James said the interest in current patterns was heightened after the *Scorpion*, a nu-

clear submarine, sank in June 1968, in the Atlantic off the Azore Islands.

"We were asked to estimate the surface drift of debris, he explained, "and could have performed this task more efficiently had we had a better knowledge of surface circulation in that area."

## Eases Task

He said that measurements of surface current drift are difficult to obtain, because there are no fixed reference points in the ocean. The easier-to-acquire wind and temperature measurements have not been obtained on the needed regular basis because "of the economics and logistics involved in deploying ships and airplanes traditionally used for collecting such measurements."

## Satellite Used

Data accumulated by the drift buoy was recorded by the Interrogation, Recording Location System (IRLS), which was then transmitted to the NIMBUS D weather satellite daily, anytime within two 4½ hour periods—with the exact time depending on the satellite's orbit to the earth's curvature.

The satellite then continued on its polar orbit to a point over the Fairbanks station, where it was interrogated for the buoy's navigational and oceanographic data.

## Navigational Buoy Used to Replace Marine Lightship

Sandy Hook, N.J.

A 50-ton navigational buoy is now being used by the U.S. Coast Guard as a replacement for the lightship, a marine traffic aid first developed in 1820.

The new buoy is a steel construction that operates on a diesel-fueled engine. It has a 30-foot tower with a 7,500-candlepower light, a fog signal and radio beacon antenna. It is designed to withstand 150-knot winds, 10-knot currents and 60-foot waves.

## Coast Guard Optimistic

Coast Guard engineers say the buoy is not only expected to operate successfully but it will also reduce maintenance costs.

The old lightships and the fixed offshore light station, another newer navigational aid, are too expensive and not always effective in all areas, the Coast Guard reported. One lightship costs about \$2.5 million.

The monster-size buoy was dedicated at Sandy Hook, N.J. on September 2, 1970. Last month another Coast Guard buoy replaced the Delaware Bay lightship which has been in use since 1961.

According to the Coast Guard two more buoys will be added to the new team. One buoy will replace the Barnegat lightship and another will be at Cape May as a spare.



## 12 Seafarers Receive Full Books

Twelve more Seafarers have begun 1971 right by receiving their full books after attending courses at the SIU's Harry Lundberg School of Seamanship in Brooklyn. From left, seated are: M. Rucker, N. Bergeron, L. P. Wright, G. Smalls and L. Hoffman. From left, standing are: F. Manchack III, W. Lindsay, Dan Gopshes Jr., E. Adams, T. M. Kibler, B. Beattie and M. Carlisle.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 1, 1971 to January 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 .....	2	5	5	3	1	9	8
New York .....	92	106	64	48	3	199	184
Philadelphia .....	19	15	9	13	4	35	17
Baltimore .....	45	15	26	14	0	107	51
Norfolk .....	20	20	18	16	0	43	39
Jacksonville .....	19	23	4	8	0	56	56
Tampa .....	15	8	3	4	0	29	22
Mobile .....	62	13	37	16	0	70	15
New Orleans .....	111	56	70	41	2	170	110
Houston .....	70	53	60	40	6	107	53
Wilmington .....	33	23	23	17	0	43	47
San Francisco .....	104	98	78	43	6	123	139
Seattle .....	55	27	16	8	2	52	23
Totals .....	647	464	413	274	24	1043	764

### 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	2	6	6	7
New York .....	85	140	66	57	4	145	189
Philadelphia .....	9	17	7	7	0	14	20
Baltimore .....	29	25	22	14	3	93	50
Norfolk .....	10	26	6	10	0	25	38
Jacksonville .....	20	28	8	8	2	35	58
Tampa .....	7	11	3	1	0	14	21
Mobile .....	28	19	24	18	0	51	44
New Orleans .....	79	86	59	45	0	120	195
Houston .....	50	73	42	52	4	77	110
Wilmington .....	15	35	14	10	0	21	43
San Francisco .....	75	91	49	72	10	81	79
Seattle .....	17	23	5	5	3	29	31
Totals .....	430	581	307	301	32	711	887

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston .....	5	0	1	1	3	3	2
New York .....	63	68	37	38	8	154	77
Philadelphia .....	13	7	4	7	2	13	10
Baltimore .....	27	10	12	8	7	74	31
Norfolk .....	17	11	2	5	6	19	32
Jacksonville .....	11	19	6	3	2	20	41
Tampa .....	7	4	4	0	0	21	10
Mobile .....	27	17	18	17	0	59	22
New Orleans .....	81	44	54	38	4	139	76
Houston .....	35	44	25	26	28	59	47
Wilmington .....	14	13	7	10	1	27	9
San Francisco .....	70	65	53	37	17	92	68
Seattle .....	27	10	8	3	3	45	13
Totals .....	397	312	231	193	81	725	438

## Booklets Available

Columnist Sidney Margo-lius says three new consumer guides published by the National Bureau of Standards are a "brave, if not wholly successful" effort to inform the general public on subjects of consumer interest.

He heartily recommends securing a copy of the booklet on tires, notes that one on textiles has "some usefulness" and says the third, household adhesives, would be useful for hobbyists.

The three—Tires, Their Selection and Care; Fibers and Fabrics; and Adhesives for Everyday Use—may be obtained for \$.65 each from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, or from the nearest Department of Commerce Field Office.





# final departures



**James C. Johnson**, 35, passed away Sept. 10, 1970 in Baptist Hospital, Pensacola, Fla. A native of Atmore, Ala., Seafarer Johnson was a resident there when he died. He joined the SIU in the Port of Houston in 1968 and sailed in the deck department. Brother Johnson served in the Army from 1954 to 1955. Among his survivors are his son, Sheldon Johnson of Willow River, Minn. Seafarer Johnson was removed to Atmore, Ala.



**Raffaele Garofalo**, 56 died Dec. 16, 1970 in USPHS Hospital in Staten Island, N.Y. of natural causes. He joined the union in the Port of New York in 1941 and sailed in the deck department as an able seaman. Brother Garofalo was an active union member having served as department delegate while sailing. He was also issued picket duty cards in 1961 and 1962. A native of New York, Brother Garofalo was a resident of Floral Park, N.Y. when he passed away. Among his survivors are his wife, Rose. Burial was in Pinelawn Memorial Park in Pinelawn, N.Y.



**David A. Titus**, 47, passed away Nov. 19, 1970 aboard ship on the Great Lakes in Chippewa County, Mich. A native of Saginaw, Mich., Brother Titus was a resident of Alpena, Mich. when he died. He joined the union in the Port of Alpena in 1959 and sailed in the engine department. A Naval veteran of World War II, Seafarer Titus was wounded during action in the Indian Ocean. Among his survivors are his wife, Barbara. Burial was in Evergreen Cemetery, Alpena.



**John Lewis Stonehouse**, 81, was an SIU pensioner who died June 11, 1970 of heart disease in Garfield Township, Mich. A native of Yale, Mich., Brother Stonehouse was a resident of Frankfort, Mich. when he passed away. He joined the union in Elberta, Mich. and sailed in the steward department. Among his survivors are his daughter, Gladys D. Jacobsen of Traverse City, Mich. Burial was in Champion Hill Cemetery in Benzie County, Mich.



**Symphoroso Bateluna**, 55, died Dec. 10, 1970 of pneumonia in San Francisco, Calif. A native of Hawaii, Seafarer Bateluna was a resident of San Francisco, Calif. when he passed away. He joined the union in the Port of San Francisco in 1965 and sailed in the engine department. Cremation was in Olivet Memorial Park.



**Louis Gates, Jr.**, 46, passed away Nov. 23, 1970 in Oongapo, Philippines. A native of Alabama, Brother Gates was a resident of Mobile, Ala. when he died. He joined the union in the Port of Mobile in 1942 and sailed as a steward. Brother Gates is an Army veteran of World War II. Among his survivors are his wife, Dorothy. Burial was in Alabama.



**Ragnvald K. Williamson**, 64, died Nov. 15 in Chicago, Ill. He joined the SIU in the Port of Frankfurt and sailed in the deck department on the Great Lakes. A native of Norway, Brother Williamson was a resident of Sturgeon Bay, Wis. when he passed away. He had been sailing the seas for 42 years at the time of his death. Among his survivors are his wife, Solveig. He was buried at Bayside Cemetery in Sturgeon Bay, Wis.



**James H. Webb**, 44, passed away Mar. 22, 1970 in Northampton, Va. A native of Birdsnest, Va., Brother Webb was a resident there when he died. He joined the union in the Port of New York in 1946 and sailed in the deck department. Among his survivors are his brother, Charley V. Webb of Birdsnest, Va. Burial was in Johnson's Cemetery in Johnstown, Va.



**Francis M. Dixon**, 44, passed away Dec. 1, 1970 in Cleveland, O. A native of Cleveland, Brother Dixon was a resident there when he died. He joined the union in Cleveland in 1961 and sailed as a fireman-lineman on the Great Lakes. Among his survivors are his wife, Arlene. Burial was in Holy Cross Cemetery in Cleveland.



**Theodore Pappas**, 41, died Oct. 21, 1970 at City Hospital in Elmhurst, N.Y. He joined the union in the Port of Savannah in 1951 and sailed in the steward department. In 1962 he was issued a picket duty card. A native of Pereus, Greece, Brother Pappas was a resident of Queens, N.Y. when he passed away. Among his survivors are his wife and his father Nikolaos Papoutsoglou of Pereus, Greece. Burial was in Maple Grove Cemetery in Queens, N.Y.



**Dennis E. Murphy**, 36, passed away July 27, 1970 at Alaska Native Service Hospital in Anchorage, Alaska. A native of Seattle, Wash., Brother Murphy was a resident there when he died. He joined the union in the Port of Seattle in 1967 and sailed in the engine department. Seafarer Murphy served in the Navy from 1952 to 1955. Among his survivors are his mother, Catherine Murphy of Seattle, Wash. Brother Murphy was removed to Seattle.



**William J. McKelvey**, 38, passed away Dec. 23, 1970 in Hawthorne Community Hospital in Hawthorne, Calif. He joined the union in the Port of New Orleans in 1955 and sailed in the deck department. A native of Los Angeles, Calif., Brother McKelvey was a resident of Hawthorne, Calif. when he died. He served in the Coast Guard from 1950 to 1953. Among his survivors are his wife, Keiko. Cremation was at Inglewood Crematory, Calif.



**Herbert Francis Burgess**, 66, was an SIU pensioner who passed away Dec. 1, 1970 from natural causes at the USPHS Hospital in Staten Island, N.Y. He joined the union in the Port of Philadelphia in 1940 and sailed as a chief steward. While sailing, he served on the ship's committee as a delegate. A native of Smithsburg, Md., Brother Burgess was a resident of Manhattan, N.Y. when he died. Among his survivors are his nephew John E. Burgess of Baltimore, Md. Burial was in Smithsburg Cemetery in Smithsburg, Md.

## Current Proposals 'Ineffective'

# Public Protection Requires a New Consumer Agency

By Sidney Margolius  
Washington, D.C.

An independent consumer agency ranks high among the pressing needs of consumers, especially in view of the slight progress made on their behalf since the passage of the truth-in-lending bill in 1968.

If the need for such an agency was even in doubt, it should be dispelled by the tight leash the Administration has put on the present Consumer Assistant to the President.

### Education Stressed

When the House Rules Committee refused to permit a vote on the bill for an independent agency, Consumer Assistant Mrs. Virginia Knauer called the Administration's more limited proposal — backed by the Chamber of Commerce — "innovative."

Meanwhile, her office has been emphasizing consumer education, but this tactic is the usual fallback when effective legislation reform is not forthcoming and the present program is of dubious value.

One such example of consumer education is an expensively produced booklet sent free to schools listing such sources for consumer information as the Chamber of Commerce, National Association of Manufacturers, small loan companies, car dealers, supermarket managers, department store credit managers and insurance agents.

### Small Victories

Much is made of small concessions to consumers such as Virginia Knauer's success in getting the Agriculture Department to reduce the proposed limit on fat content of frankfurters from 33 percent to 30. But the proposal for an independent federal consumer agency that could press for more adequate standards and labeling on all foods, among other consumer needs, was blocked.

The Senate consumer subcommittee hearings on breakfast cereals are another example of highly publicized activity on an isolated problem.

The result of this action was

to persuade much of the public that ordinary cereals have little or no nutrition and to encourage the sale of several overpriced, vitamin-fortified products.

But the much broader and economically significant report of a House subcommittee on the need for more adequate meat supplies was lobbied into oblivion by the American Cattle-men's Association.

### Missed Chances

These missed opportunities on the part of the Nixon Administration have meant a serious plight for the consumer, who has had his buying power heavily eroded by the accelerated inflation of 1968-70. More of the same is threatened in 1971, especially from still-rising medical, housing and car-owner costs.

By November 1970, the sharp rise in living costs had wiped out all the wage gains made by the average industrial worker in the past six years. In 1964, the average production worker with three depend-

ents had spendable earnings after taxes of \$76.38 in terms of 1957-59 dollars. Currently, he has just \$77 a week of buying power calculated on the same basis. The average worker in manufacturing industries actually is even worse off than in 1964, with \$84.43 in spendable dollars now, compared to \$85.27 then.

Six major problem areas where consumers are seriously in need of help today:

High food costs, high interest rates coupled with collection laws stacked on the side of the sellers, booming medical costs, high costs in housing, serious quality control problems and the high and still rising cost of auto insurance.

Several of the federal and state proposals now pending would help alleviate some of these problems, but presently, little or no help is available, and 'consumer education' or piecemeal legislation or hearings are no way to solve these problems.



# Containership Mobile On Shuttle Run



At this time of year, the regular shuttle run of the SIU-contracted *Mobile* (Sea-Land) takes her from the warm waters off Puerto Rico to the frigid waters of the Middle Atlantic on a round-trip voyage every nine days. The Seafarers aboard the 497-foot container-ship take the rapid change in climate in stride. The 11,601-ton *Mobile* was built in 1945 and was originally launched as the *General Heintzelman*. In 1968, the ship was completely converted to enable her to carry 360 multi-purpose containers. A fast turn around is the usual procedure for the vessel but when she docked at Port Elizabeth, New Jersey last month the *Log* caught the ship's payoff on film just before she sailed again for San Juan.



Louis Perez, who sails as ordinary seaman on the *Mobile* prepares to heave a monkey fist line as the *Mobile* glides into her berth.



Fireman-Watertender Joe Billotto sets to the task of changing a burner. "Tip top" is the word for the *Mobile's* engine department.



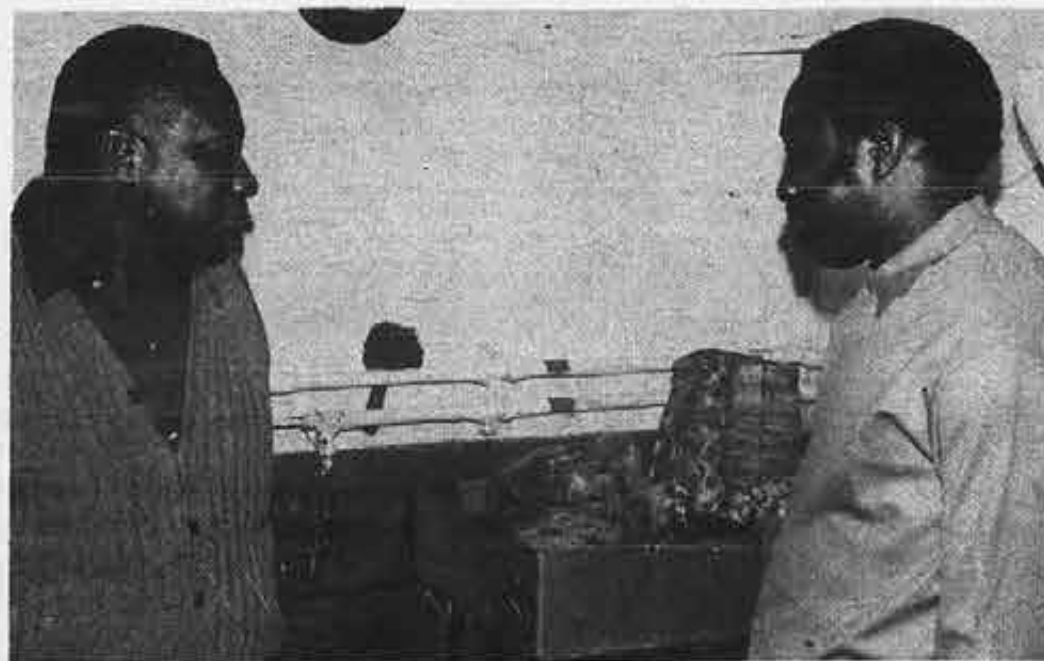
S. Leknes (left), who ships in the deck department, gets an assist in handling some union business from New York Patrolman Red Campbell.

In the engine room, Oiler Maund Rial checks the oil level on the coffin feed pump. The *Mobile* spent less than 24 hours in port before sailing for San Juan.



Third Cook Antonio De Jesus gets a warm pair of gloves from his gear in the fo's'le as he prepares to go ashore where temperatures were in the 20s.

A father and son team consisting of John L. Gibbons, Sr. (left) and John L. Gibbons, Jr. carries on the traditions of a seafaring family aboard the *Mobile*.







## 1971 SIU Scholarships

**W**hen there's \$6,000 at stake, it doesn't pay to delay. And, the deadline for submitting SIU College Scholarship applications is nearly here.

All eligible Seafarers or dependents of Seafarers are urged to apply for the five 1971 SIU grants that will be awarded in May. Each scholarship amounts to \$6,000 over a four-year period, and may be used at any accredited college or university.

**Who qualifies for the money?**

- A Seafarer who has a minimum of three years accumulated seetime on SIU-contracted vessels.
- The children of a Seafarer who meets the seetime requirement.
- A deceased Seafarer's dependents, if the Seafarer had sufficient seetime at the time of his death. Dependents in this category must be less than 19 years old at the time they apply.

Applicants are judged on high school academic achievements and scores from the College Entrance Examination Board tests or the American College Tests. Both the CEEB and ACT are given nationwide several times during the school year.

Leading university educators and administrators are the judges.

In the 17 years that the SIU scholarship program has been in existence, 88 young people have been selected for the award. Of these, 26 were Seafarers and 62 were dependents. All chose the course of study they wanted and the college they preferred.

Application forms for the scholarships are available at any SIU hall or by writing to SIU Scholarships, Administrator, 275 20th Street, Brooklyn, New York 11215. Deadline for returning the forms is April 1, 1971.