

SIU Negotiators Win New Contract: Wages, Benefits Up \$100 a Month

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'20-at-55' Pension Gained

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Meany Raps 'Hatchet Job' Indictment

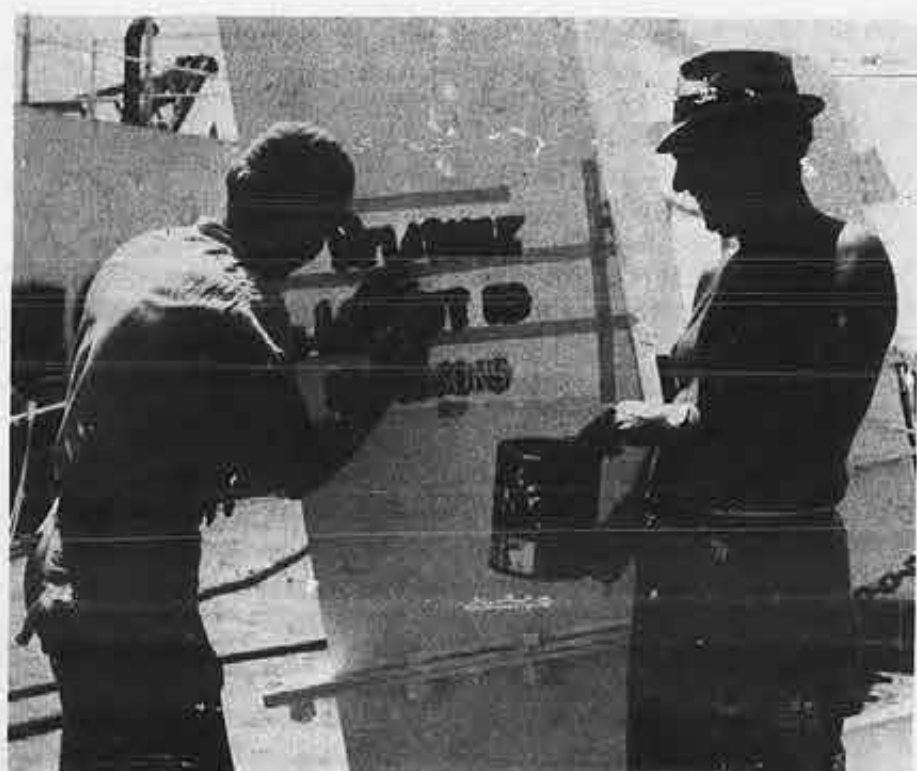
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Wage, Fringe Benefit Package in New SIU Contract Valued at \$100 a Month

Wage increases giving SIU Seafarers the highest base wage scale on the East and Gulf coasts coupled with a new earlier retirement pension program has been negotiated between the SIU's AGLIW District and its contracted companies. The new pension provision allows for retirement on full pension at age 55 with 20 years of seetime.

The wage and pension combination, together with an increased contribution to the Seafarers Welfare Plan bring the total value of the package to more than \$100 a month.

The agreement was presented and ratified at all SIU-AGLIW port membership meetings this month.

Of the new benefits, the early

GE Contract In Puerto Rico

General Electric has been forced to negotiate a contract for the first time with workers at one of their 12 plants in Puerto Rico.

Success came after 1,100 members of the International Association of Machinists employed at the plant struck for nine months. The workers were aided by the AFL-CIO GE strike fund.

retirement program required the greatest contribution. Management will add \$2.08 per day for each man at sea to the SIU pension fund—or more than \$60 a month—to provide adequate funds to pay for new pension provision. The "20-at-55" program becomes effective January 1, 1971. All current SIU pension benefits, including retirement at 65 with 15 years of seetime and retirement on disability with 12 years of seetime at any age remain in effect.

(A special supplement in this issue of the *Seafarers Log* provides details of the new pension benefit, its cost and effect on the current SIU-AGLIW District pension plan, and a comparison between the SIU program and that of the National Maritime Union.)

The increases in base wages will average more than \$30 a month, and will take all rated Seafarers above the \$500 pay mark. Highlights of the new wage scales agreement include:

- Rated men will receive base wage increases ranging from \$30.22 to \$46.20.

- All rated men will receive a minimum base wage of \$500.55.

- Among those whose base pay will go over the \$500 mark are firemen, watertenders, firemen/watertenders and oilers in the engine department; able-bodied seamen and quartermasters in the deck department, and second cook in the steward department.

Raises Specified

Wipers received a pay boost of 28.21, bringing their scale to \$465.03 from the previous rate of \$436.82. Other raises in the engine department ranged as high as \$45.63 for the chief electrician, bringing his monthly rate to \$772.83.

In the deck departments, the bosun rate is increased by \$41.08 to \$657.09. The ordinary seaman's pay is raised to \$391.21, a gain of \$24.03, while the ordinary seaman/maintenance receives a pay increase of \$24.04 to a new rate of \$422.01.

In the steward department, utilitymen and messmen have their rates raised \$23.87 to \$388.45. The third cook's wage rating increases \$29.89 to near the \$500 level at \$494.69.

The chief cook's new rate of \$584.17, up \$34.95 from the previous rate of \$549.22. The new pay rate for cook and

baker is \$570.42, an increase of \$35.12 over the former rate.

In addition, the new contract:

- ✓ Adds 15 cents a day for each man at sea to the Seafarers Welfare Plan to enable the plan to meet the rising costs of medical and hospital care of SIU men and their dependents.

- ✓ Establishes for the first time in the industry an hour of overtime pay each Sunday to members of the Permanent Ship's Committee and the Departmental Delegates for attending shipboard meetings.

The contract specifies that the Permanent Ship's Committee will be made up of the bosun, the chief steward and the chief electrician or pumpman in the engine department.

The contract stipulates that the bosun will be the ship's chairman. The chief steward will be the reporter-secretary, while the chief electrician, or pumpman, will serve as educational director.

One man in each department will be elected by the crew members in that department to serve as delegate.

The weekly meetings will be

held to make certain that all problems affecting the unlicensed crew are resolved as soon as possible. They will also be utilized to distribute all pub-

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'20 at 55'

THE PRESIDENT'S REPORT

by PAUL HALL



Before the days of the Seafarers' hiring hall—and many an old timer can remember those days—the law of the jungle prevailed when it came to getting a ship. The strong, the healthy got the jobs.

As age and the harsh world of the sea took its toll of a man, he became less in demand. He hovered on the fringes of the lineups, buoyed only by hope. By the time a seaman reached 40, there was no where to go but down. Down in despair to the gutter and, often, to an early escape from an unrewarding life.

As union hiring halls provided seniority protection and job security, a man dedicated to the sea could plan a lifetime seafaring career.

But even with the hiring halls, there was no protection for the man who reached the end of the line physically—either through age or a disabling accident or disease.

To secure dignity for those seamen whose work-life had ended through no fault of their own, unions negotiated pension plans.

This month every Seafarer can take pride in the new retirement program that he, through his union, has made possible—a plan that allows retirement with full benefits at age 55 with 20 years of seetime.

Earlier retirement on full pension has been a universal goal since the first small pensions were negotiated in the 1950s.

Our accomplishment of this goal has come in steps, each taken with caution in the knowledge that we could not play with the security of people—some who are old, many who are ill—down the road.

Many times it would have been far more convenient to follow the position of those who beefed for early retirement on the grounds that "the other guy has it."

But the SIU has consistently felt that it was better to take the pressures than to jeopardize the future security of the pension plan. Because when a Seafarer

reaches the end of his trail, he is dependent on his pension. To put that pension in jeopardy by not guaranteeing the future financial soundness of the plan would have been irresponsible.

Too many pension plans have folded because they were not planned with caution. Caution was sacrificed in some unions in the name of political expediency.

Those who have been hurt the most are those most in need—the elderly and the disabled who depend on the security of their pensions, as well as the men who have worked many years in anticipation of retirement with dignity.

The SIU could have provided earlier retirement years ago—but only at the price of losing those existing benefits.

For example, an earlier retirement might have been safely provided before now if the union had sacrificed its program of full medical benefits for pensioners and the same medical benefits for his dependents that they had before he retired.

The medical benefit alone is often more costly over the lifetime of the pensioner than is his pension itself. The average person will spend more money for medical care from his 55th birthday on than he spent during the first 55 years of his life.

The NMU recognized this. And that is why they limit medical benefits to a retiree and his dependent to a total of \$750 for life—an amount that can be wiped out in a single illness. From that time on, the NMU pensioner may well use his total retirement check just to pay the cost of doctors, hospitals and drugs.

The SIU man is assured that his pension check will be his forever, regardless of his medical needs.

And while an NMU pensioner's death benefit is reduced each time a pension check arrives until it drops to a \$1,500 minimum, the SIU pensioner knows that his dependents will receive \$4,000 at the time of

his death, no matter how many pension checks he has received.

We felt that these things—medical care and health benefits, as well as a decent disability pension program—were of primary importance. We believed that they gave greater security to the retired Seafarer. And so we put them first. Then we could plan for improvements in the pension itself.

Now we have the early "20-at-55" retirement plan.

The membership of the SIU's AGLIW District owes a sincere debt of gratitude to the members of our first SIU Pension Study Committee which recommended the "20-at-55" program after a thorough study of the financial condition of the pension plan.

The committee members—Jim Golder of New York, Phil Reyes of Houston, Terrence McNee of Baltimore, A. W. Saxon of Mobile, Frank Pasaluk of Philadelphia and Irwin I. Seerman of New Orleans—are veterans of the sea, and long-time members of the SIU. Between them they have served nearly 75 years at sea, and their seniority in the SIU ranges from 18 to 27 years.

These men made their recommendations in the SIU tradition of caution—a caution borne of the belief that whatever is promised must be delivered.

They determined that their union would have a sound pension plan that every Seafarer could depend upon without the worry that the pension checks would be reduced or cancelled for lack of funds.

To assure that the new benefit would be secure, the union negotiated increased contributions from the operators.

Any improvement in any pension plan must be backed with the necessary funds to make it secure.

This is not the end. It's just one more step in the union's continuing effort to strengthen the future security of all Seafarers and their families.

We can now turn our attention to the possibility of additional improvements in the years ahead.

Complete Text of SIU's AGLIW Agreement

Note: Following is the memorandum of understanding reached between SIU's AGLIW District and its contracted companies. The agreement was presented to, discussed and ratified by the membership at the SIU September meetings. In addition, the agreement is being submitted to and acted upon at crew meetings on all SIU ships as they come into port. The memorandum will be incorporated in the New Standard Freightship Agreement which will be printed in full in the October issue of the Seafarers Log. The SIU's AGLIW Tanker Agreement includes the same new benefits and retains the traditional higher wage differential.

MEMORANDUM OF UNDERSTANDING

between SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA— ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT, AFL-CIO and CONTRACTED COMPANIES

WHEREAS, the collective bargaining agreement between the Union and various companies as extended expires on September 15, 1970, and

WHEREAS, the Union and the Companies have been negotiating terms of a new contract,

NOW, THEREFORE, it is understood and agreed, as follows:

FREIGHTSHIP AGREEMENT

1. Article II, Section 21 shall be changed to read as follows:

Section 21. Overtime Rate. (a) The overtime rate of pay for members of the Unlicensed Personnel receiving a basic monthly wage of \$470.01 or below shall be \$2.73 per hour.

(b) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$470.02 or above, but not in excess of \$570.01, shall be \$3.44 per hour.

(c) The overtime rate of pay for all members of the Unlicensed Personnel receiving a basic monthly wage of \$570.02 or above shall be \$4.48 per hour.

2. Article III, Section 1 shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Deck Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate
Boatswain	\$657.09
*Carpenter	604.64
A.B. Maintenance	558.05
Quartermaster	500.55
Able Seaman	500.55
Ordinary Seaman	391.21
O.S. Maintenance	422.01

Mariner Type Vessel

Boatswain	\$725.30
*Carpenter	620.73

*When the Carpenter is required in writing by the Company to furnish his own tools, he shall be paid \$20.00 per month in addition to his base wage.

3. Article IV, Section 1 shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Engine Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate
Chief Electrician	\$772.83
Second Electrician	722.52
Unlicensed Junior Engineer (Day)	632.28
Unlicensed Junior Engineer (Watch)	571.43
Plumber/Machinist	662.60
Deck Engineer	613.19
Engine Utility	577.59
Evaporator Maintenance	527.99
Oiler	500.55
Oiler-Diesel	538.56
Watertender	500.55
Fireman/Watertender	500.55
Fireman	500.55
Wiper	465.03

Refrigerating Engineer (When 1 is carried)	722.52
Refrigerating Engineer (When 3 are carried)	
Chief	743.19
First Assistant	651.87
Second Assistant	602.73
Ship's Welder/Maintenance	624.60
Oiler/Maintenance Utility	569.43

Mariner Type Vessel

Chief Electrician	799.57
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4. Article V, Section 1 shall be changed to read as follows:

Section 1. Wages. The monthly rate of pay for the Unlicensed Personnel in the Steward Department, when the respective ratings are carried, shall be as follows:

Rating	Monthly Rate
Chief Steward	\$657.09
Steward/Cook	671.19
Chief Cook	584.17
Cook and Baker	570.42
Second Cook	500.55
*Third Cook	494.69
Messman	388.45
Utilityman	388.45

Mariner Type Vessel

Chief Steward	724.30
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*When passengers are carried, the Third Cook will be re-rated as Second Cook and will be paid wages in accordance with the agreement.

5. The overtime rates set forth in Item 1 herein shall be paid for all work performed on Saturdays, Sundays, Holidays and for any work in excess of eight (8) hours in any one day; for work performed in port between the hours of 5:00 P.M. and 8:00 A.M. Monday through Friday, and for penalty work performed on watch and other penalty time payments provided for in the agreement.

6. Article II, Section 2 shall be changed to read as follows:

Section 2. Delegates. (a) One man in each department shall be elected by the Unlicensed Seamen in that department to act as Departmental Delegate. Such Delegates shall, together with the Permanent Ship's Committee members, keep track of all conditions and problems and grievances in their respective departments, and present to their superior officers, on behalf of the Unlicensed Seamen in their Departments, all facts, opinions and circumstances concerning any matter which may require adjustment or improvement.

(b) Permanent Ship's Committee: The Permanent Ship's Committee shall consist of three members: the Boatswain, the Chief Steward and the Chief (Electrician) (Pumpman). The Boatswain shall be Ship's Chairman. The Chief Steward shall be Reporter-Secretary, and the Chief (Electrician) or (Pumpman) shall be Educational Director. In the event there is no (Electrician) on board, the Deck Engineer shall serve as Educational Director. If there is no Deck Engineer on board, the Engine Utility shall serve as Educational Director. If neither of the above ratings are on board, the Ship's Chairman and the Reporter-Secretary shall designate a qualified member of the Engine Department to serve as Educational Director for the voyage. The duties of the Permanent Ship's Committee shall be to assist the Departmental Delegates in their duties, to convene and conduct the Weekly Unlicensed Crew Meetings, and to perform the following individual duties:

The Ship's Chairman shall preside at all Shipboard Meetings of the Unlicensed Crew and shall be the primary spokesman aboard ship for the Unlicensed Crew. The Reporter-Secretary shall handle all paper work involved in documenting matters brought to the attention of the superior officers, and he shall also prepare and maintain Minutes of the Unlicensed Crew Meetings.

The Educational Director shall be responsible for maintaining and distributing all publications, films and mechanical equipment relating to education on such subjects as safety, training and upgrading, health and sanitation.

(c) Weekly Meetings: To make sure that all problems concerning the Unlicensed Crew are brought to light and resolved as quickly as possible, there shall be a Meeting of the Unlicensed Crew every Sunday while the vessel is at sea. At such meetings the Permanent Ship's Chairman shall report to the Unlicensed Crewmembers all matters referred to them and shall receive any new and additional problems not previously raised. As compensation for the additional duties required by this Section, the members of the Permanent Ship's Committee and the Departmental Delegates shall each receive one hour's overtime pay at their regular rates for each weekly meeting held.

7. Pension, Welfare and Hiring Hall

Effective January 1, 1971 the parties hereto agree to increase the amount presently paid to the Seafarers Welfare Plan by \$2.23 per man per day, and to the Seafarers Hiring Hall Trust Fund by .15c (fifteen cents) per man per day.

The parties further agree to instruct the Seafarers Welfare Plan Trustees appointed by them that of such additional amount paid to the Seafarers Welfare Plan \$2.08 will automatically be allocated to the Seafarers Pension Fund.

8. Vessels Sales and Transfers

Prior to any vessel contracted to the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, being disposed of in any fashion, including but not limited to sale, scrap, transfer, charter, etc., ninety (90) days notification in writing must be sent to Union headquarters, 675 Fourth Avenue, Brooklyn, New York 11232.

9. The provisions of this Agreement relating to wages, contributions, and all other money payments are subject to renegotiation by the parties at any time during the term hereof upon seven (7) days written notice by the Union to the Companies that it desires such renegotiation.

10. Subsidiary Provisions

It is agreed that any agreements that are presently in effect covering War Risk Insurance and Area Bonuses be continued as is with no change. In addition, any and all addendums and/or supplementary agreements, the contents of which have not been incorporated into the collective bargaining contract shall be continued in effect. Except for the changes provided for in this Memorandum of Understanding, all other terms and conditions of the collective bargaining contracts now in effect shall remain in effect. The changes provided in this Memorandum of Understanding shall be incorporated into and made a part of the full collective bargaining agreement.

11. Effective Dates

Changes provided for herein in Item 1. OVERTIME RATE; Items 2, 3 and 4. WAGES; Item 5. OVERTIME PROVISIONS; and Item 6. DELEGATES; shall become effective at 12:01 A.M. on October 1, 1970.

12. Effective Date, Item 7: PENSION WELFARE AND HIRING HALL shall become effective at 12:01 A.M., January 1, 1971.

13. Effective Date, Item 8: VESSELS SALES AND TRANSFERS, August 4, 1970, as previously agreed to in Memorandum of Understanding dated August 4, 1970.

13. Termination Date: The Collective Bargaining Agreement shall expire on June 15, 1972.

15. Continuation of Other Provisions: Except as modified above, the provisions of the collective bargaining agreement between the Union and the various companies' parties hereto, as extended to Sept. 15, 1970, shall continue in effect to June 15, 1972.



On Tight Schedule

The tight schedule of the SIU-contracted *Fort Hoskins* (Cities Service) meant a fast turn-around when the tanker docked in New Jersey recently. Working to take on stores are, from left: James Cheshire, Devaughn Harrison, Ben Graham, Jack Higgins and John Panders.

News About Economy Shifts Full 180 Degrees

Washington

Seizing upon the first piece of "good" economic news in months, the press greeted with great relish statistics reporting the first decline in wholesale prices in two years.

For the Nixon Administration, the price decline was the first concrete evidence that its much-heralded policy to halt inflation was having results. Combined with what government economists call a "moderating trend" in consumer prices, the 0.5 percent drop in wholesale prices seemed like good news.

One day later, with little fanfare and little public notice, another government statistic was released. This statistic indicated the cost of the government's war on inflation—seven more cities, including Detroit, were added to the list of those with "substantial" unemployment.

In the Trenches

The front-line fighter in the battle against inflation continues to be the American worker. The current jobless figure of 5

percent of the work force is the highest unemployment rate in five years.

Beside Detroit, newcomers to the list of those with more than 6 percent unemployment were New Orleans, La.; San Jose, Calif.; Bridgeport, Conn.; Battle Creek, Mich.; Corpus Christi, Tex., and Spokane, Wash.

Meanwhile, a problem being faced by farmers may destroy all hope of combatting inflation and recovering lost jobs this year. A new form of blight is ravaging corn crops across the country.

A disastrous corn harvest can increase prices of many consumer goods, including eggs, poultry and other meats, because corn is used to feed livestock.

Pressure on Jobs

Administration policies aimed at halting inflation put pressure on jobs by curbing the economy. The success with which the Administration has put the damper on jobs can be seen in one forecast which predicts that unemployment will continue to increase through 1970 and into 1971 despite a hoped for economic expansion.

Wage and salary earners are bearing the burden of the administration policies.

For example, the buying power of workers has declined in the past year. Wage increases have not kept pace with price increases. In fact, price increases have virtually wiped out all pay hikes in the past five years.

Premature

Furthermore, many economists outside the Administration feel the Nixon advisors are being premature in hailing the wholesale price drop. The preliminary wholesale price report is based only on an "initial"

sampling of prices. The detailed Wholesale Price Index for any month is based on a more complete survey of prices and it generally tends to be revised upward from the preliminary report.

The drop in wholesale prices can be attributed largely to a "seasonal" drop in wholesale farm prices. This relief in farm prices could be reversed if the corn blight proves widespread enough to diminish the crop and boost meat prices.

Other economists argue that the Administration's policies "have produced an economic recession and extortionate interest rates while inflation is still not under control." They also say that the price pattern has now been set so that if and when the economy begins to move upward "profits will shoot through the roof, as they did from 1961 to 1969."

MSTS Changes Name to MSC

The name of the Military Sea Transportation Service (MSTS) was changed to the Military Sealift Command (MSC) Aug. 1.

Rear Admiral Arthur R. Gralla, MSC commander explained:

"Sealift has a more forceful connotation than transport. It means planning; it means being prepared to operate in a wartime or contingency environment which 'sea transportation' just did not connote."

The forerunner of MSC was founded in 1949 and handles either through merchant marine charter or government-owned ships, all military shipping for the United States.

New Pact Hikes Wages & Benefits

(Continued from Page 2)

fications, films and mechanical equipment relating to education and information on the subjects affecting shipboard life and work, including safety, training and upgrading, health and sanitation.

This feature was agreed to by management in acknowledging that the effective operation of vessel coincides with an effective union crew.

An additional 15 cents a day was provided for the increased

cost of operating the hiring halls.

The full text of the memorandum of understanding that will be incorporated in the SIU-AGLIW District contract appears on page 3.

The SIU's AGLIW Tanker Agreement includes the same new benefits and retains the traditional higher wage differential.

The complete list of ratings, the old pay scale, the new rate and the amount of the raise negotiated follows:

ENGINE DEPARTMENT

Rating	Old Rate	New Rate	Raise
Chief Electrician	\$727.20	\$772.83	\$45.63
Second Electrician	\$679.74	\$722.52	\$42.78
Unlicensed Jr. Engineer (Day)	\$594.60	\$632.28	\$37.68
Unlicensed Jr. Engineer (Watch)	\$535.31	\$571.43	\$36.12
Plumber/Machinist	\$622.93	\$662.60	\$39.67
Deck Engineer	\$576.59	\$613.19	\$36.60
Engine Utility	\$541.88	\$577.59	\$35.61
Evaporator Maintenance	\$497.99	\$527.99	\$30.00
Oiler	\$470.33	\$500.55	\$30.22
Oiler-Diesel	\$506.19	\$538.56	\$32.37
Watertender	\$470.33	\$500.55	\$30.22
Fireman/Watertender	\$470.33	\$500.55	\$30.22
Fireman	\$470.33	\$500.55	\$30.22
Wiper	\$436.82	\$465.03	\$28.21

Rating	Old Rate	New Rate	Raise
Refrigerating Engineer (when (1) is carried)	\$679.74	\$722.52	\$42.78
Refrigerating Engineer (when (3) are carried)			
Chief	\$713.19	\$743.19	\$30.00
First Assistant	\$621.87	\$651.87	\$30.00
Second Assistant	\$527.73	\$602.73	\$30.00
Ship's Welder/Maintenance	\$594.60	\$624.60	\$30.00
Oiler/Maintenance Utility	\$535.25	\$569.43	\$34.18

MARINER TYPE VESSEL

Chief Electrician	\$753.37	\$799.57	\$46.20
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DECK DEPARTMENT

Rating	Old Rate	New Rate	Raise
Boatswain	\$618.01	\$657.09	\$41.08
Carpenter	\$566.53	\$604.64	\$38.11
A. B. Maintenance	\$525.33	\$558.05	\$32.72
Quartermaster	\$470.33	\$500.55	\$30.22
Able Seaman	\$470.33	\$500.55	\$30.22
Ordinary Seaman	\$367.18	\$391.21	\$24.03
O. S. Maintenance	\$397.97	\$422.01	\$24.04

MARINER TYPE VESSEL

Boatswain	\$682.97	\$725.30	\$42.33
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STEWARD DEPARTMENT

Rating	Old Rate	New Rate	Raise
Chief Steward	\$618.01	\$657.09	\$39.08
Steward/Cook	\$631.19	\$671.19	\$40.00
Chief Cook	\$549.22	\$584.17	\$34.95
Cook and Baker	\$535.30	\$570.42	\$35.12
Second Cook	\$470.33	\$500.55	\$30.22
Third Cook	\$464.80	\$494.69	\$29.89
Messman	\$364.58	\$388.45	\$23.87
Utilityman	\$364.58	\$388.45	\$23.87

MARINER TYPE VESSEL

Chief Steward	\$724.30		
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Gear Held By Alcoa

Gear including suitcases, laundry bags and sea bags, are being held for the following Seafarers by the Alcoa Steamship Company, Inc., 17 Battery Pl., New York, N.Y. 10004, telephone (212) 344-3400. The gear will not be held beyond Sept. 30, at which time it will be given to the Salvation Army. The men asked to contact the company are:

Antonio L. Colin
James R. Curran
Lee Smith, Jr.
Matt M. Sizelove



Checking Federal Projects

Rep. John D. Dingell (D-Mich.), right, a strong supporter of the U.S. merchant marine, recently asked Fred J. Farnen, secretary-treasurer of the Great Lakes District of the SIU, to accompany him on an inspection of federal projects in the Detroit and Rouge River area. Heading the tour was Col. Myron Snoke, left, district engineer of the Army Corps of Engineers. The Corps is responsible for Great Lakes harbors. Rep. Dingell pointed out the tour's purpose was to acquaint officials with the various federal flood control and dredging projects.

\$2.00 Minimum Wage May Help KO Poverty

Washington

In 1968, 39 percent of the poor families with children in the United States were headed by full-time workers. The pay these workers receive is so low that they are forced to go on the welfare rolls in order to survive.

AFL-CIO President George Meany has called for five basic changes in the Fair Labor Standards Act to combat this tragedy:

- Extension of coverage to 17 million workers not included in the act's provisions.
- Increase of the minimum wage from the present \$1.60 per hour to \$2—"at the very least."
- Double time pay for overtime.
- An additional premium pay for overtime in excess of 8 hours per day.
- A shorter work week or a shorter work year.

Meany said that there was never any real justification for excluding the 17 million workers from the act, but "there is real justification for their inclusion."

Most of the 17 million are employed in state and local governments, or as domestics and retail trade workers.

"It is time for all farm workers to come under the full protection" of the act, Meany declared.

Referring to the present \$1.60 minimum wage, he noted that it was barely above the poverty level when it was adopted in 1966, and it has caused the earning power of millions of American workers to slip backwards during recent inflation.

Meany called the \$2 per hour minimum wage a base that would rebuild the purchasing power of some of the affected workers, eliminate welfare costs and help eradicate poverty among lower paid workers.

Double pay and minimum pay are necessary, Meany maintained, to force employers to hire new workers by making reliance on overtime so expensive that it would be cheaper to create new jobs.

Tanker Overseas Alaska Launched in Baltimore

Baltimore, Md.

The *Overseas Alaska*, a 62,000 deadweight-ton tanker, launched last month at Bethlehem Steel Corporation's Sparrows Point shipyard here, is another of the SIU's contracted vessels.

Providing more jobs for the union's members, the ship will carry oil from Alaska to ports on both coasts of the continental U.S.

It is one of the largest vessels capable of navigating the Panama Canal economically while fully loaded, according to her contractor, Intercontinental Bulk Tank Corporation.

Of interest to SIU members will be the single, fully air-conditioned rooms "of the most modern design, with permanent prefabricated plastic-coated bulkheads."

The entire ship is protected from the effects of time and weather by an epoxy coating system that covers the cargo tanks and the exterior hull from keel to rail.

The ship has an extended cruising range of about 15,700 miles and her dry and refrigerated storerooms are large enough to hold a six-months supply of stores.

731 Feet Long

The *Overseas Alaska* has an overall length of 731 feet. Her molded breadth is 105 feet. The draft is 43 feet, 3 inches.

Its 15 tanks have a capacity of approximately 524,000 barrels and her cargo handling pumps are capable of discharging a full liquid cargo in about 15 hours.

The vessel's cruising speed is expected to be 15½ knots.

Her 20,000 shaft horsepower turbine drives a single screw and her design includes a curved rake stem, a modern cruiser stern and a spade rudder.

Latest Design

The company says the ship was built under the latest rules of the American Bureau of

Shipping and was inspected and classified by the Bureau.

According to the company, the *Overseas Alaska* "incorporates the latest advances in vessel automation." There is a centralized control system which allows operation of the engine from the bridge.

The system is based upon the remote operation of the main propulsion plant for all ahead, astern, and maneuvering conditions, including standby."

The ship will be fitted out on the water now and will be ready for service in a few months.

Ran Hettner, president of International Bulk Tank, said the *Overseas Alaska* "has already

been chartered from the time of delivery, later this year, and, beginning in the spring of 1972, she will operate under long-term charter to a major oil company."

The vessel is the first of two ships of 62,000 deadweight-ton class presently under contract at the Sparrows Point yard.

In addition to this ship, the Sparrows Point shipyard now has on order three 120,000 deadweight-ton tankers, six 69,800 deadweight-ton tankers, three container ships, one chemical carrier, one special products carrier, one Navy ammunition ship, and three forebodies.

Union Picketing Rights Restricted by NLRB

Organized labor's strike tactics have been limited by two recent decisions of the National Labor Relations Board.

In one case, the board ruled that picketing during a strike at one division of a larger corporation may not be extended to the corporation's other divisions.

In the decision the board said that each division of a corporate empire must be treated as a separate entity. Pickets appearing at a second division of the corporate giant would violate the secondary boycott provisions of the National Labor Relations Act, the board ruled.

In another case the board said that union members may not be fined for crossing picket lines if they have resigned from the union beforehand. The board said, however, that it had no power to determine what fines could be meted out for members in good standing who cross picket lines.

The board said the reason-

ableness of fines assessed in such cases is a matter for determination in court.

Voting in the majority on one of the cases was Edward B. Miller, recently appointed NLRB chairman by President Nixon.

Freeze Dried Price Hikes

The official publication of the International Association of Machinists, *The Machinist*, has proved a point on the rising cost of living.

Six months ago the publication carried a picture of a witness before the Senate Consumer Subcommittee holding a one-eighth ounce jar of freeze-dried chives selling for 69 cents, or \$88.32 a pound.

Now *The Machinist* has published a picture of a staffer holding the same jar of chives and a sign, showing the cost has risen to 87 cents or \$111.36 a pound.



Shown on the ways at Bethlehem Steel Corporation's Sparrows Point Shipyard is the 62,000 deadweight-ton tanker *Overseas Alaska*. She will be used in the Alaska run.

Overseas Alice Crew Is Lauded For Pilot Rescue

The general alarm sounded aboard the *Overseas Alice* at 3:15 a.m. on Feb. 23, 1969, plunging the crew into a dangerous and heroic rescue adventure.

A pilot, ferrying a plane from Hawaii to Southern California, had developed fuel pump trouble and was forced to ditch in the storm-tossed Pacific. It was hostile territory for pilot Warren Bullock and his DeHavilland Dove.

But despite lashing rain, wind gusts to 40 mph and towering waves, the sea was familiar territory to the crew of the *Overseas Alice*.

As they rowed toward the downed plane in a lifeboat, crew members saw Bullock step out on the wing and attempt to inflate a life raft. It was carried away by the strong wind, and Bullock was swept into the water.

Grabbed Life Jacket

Bullock was blinded by the spray and gagging on salt water as he thrashed about in the waves. Then his hand struck a life jacket tossed by the lifeboat crew, and he was able to stay afloat until they hauled him aboard.

The heroic crew of the starboard lifeboat of the SIU-contracted *Overseas Alice* (more Seafarers volunteered for the rescue mission than needed), received a Citation of Merit on Aug. 17 for their deeds. The citation said the crew had displayed "excellent seamanship and courage."

It was awarded by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council.

This was the second time that Capt. James O. Osnes and his crew have been congratulated for the rescue. In May 1969, Rear Admiral Charles Tighe, commander of the U.S. Coast Guard Eleventh District, praised the men for their alertness and readiness to perform the rescue mission.

On the day the most recent award was presented, Paul Hall, president of the SIU, telegraphed his congratulations to the crew. (See copy of his message elsewhere on this page.)

Endangered Themselves

Summing up the adventure, Capt. Osnes said:

"In my opinion, this SIU crew knew that they were endangering their own safety by manning the lifeboat. From the time the alarm sounded until the boat was in the water, only five minutes had elapsed.

"I had been sailing for 25 years and this was the fastest time on getting a lifeboat over the side I have ever witnessed. The efficiency of the entire operation was a show in skilled seamanship," Capt. Osnes said.

Bullock, who suffered minor injuries in the ditching, said he thought the sea was an unfriendly place for those who don't know it as well as Seafarers do. He said he would stick to flying over land from now on.

Congratulations

Ship's Chairman and Crew, Super-Tanker *Overseas Alice*: On behalf of the Seafarers International Union, officers and members, our sincere congratulations on the citation awarded to you crewmembers of the supertanker *Overseas Alice* for your outstanding demonstration of expert seamanship in rescuing a downed airman at sea on February 23, 1969. We take deep pride in your accomplishment.

The performance of the crew in the rescue proves the quality of seamanship possessed by Seafarers. The names of each of you will be recorded in the history of achievements of Seafarers who so ably carry on in the finest tradition of the seafaring profession.

Warmest personal regards to all.

Paul Hall, President
Seafarers International Union
Of North America

Women's Lib Strikes Again

Burlington, Iowa

In true keeping with the popular women's liberation movement a former secretary in the office of Laborers Local 525 has joined the construction gang.

Charlotte Bixenman, 29, has

become what officials here claim is a first: a female card-carrying member of a construction and general laborers local union. She feels as though "I could probably work on heavy highway construction if I had to."



Captain Costas Pagonis (third from right), present Master of the *Overseas Alice*, accepts the Citation of Merit for the vessel's captain and crew who rescued a downed pilot in February 1969. Presenting the award in Martinez, Calif., was Philip Steinberg, (second from right) assistant vice president, Pacific Region of the American Institute of Merchant Shipping. Others are, from left: Pat Marinelli, SIU patrolman; Mike Ohannesian, able seaman; Michel Papalios, chief mate; Kenny Coates, boatswain, and (far right) Ernest Sutherland, chief engineer.

Smithsonian Seeking Sea History Exhibits

Washington

Signs, posters, calling cards, handiwork, schedules, any paraphernalia connected with a seaman's life and the merchant marine is being sought by the Smithsonian Institution in Washington, D.C., in a drive to assemble a more complete exhibit and archive of the merchant marine.

According to Dr. Melvin Jackson, director of the Smithsonian's division of transportation, "the museum wants to tell the story of the merchant marine and detail how it organized and raised itself to industrial scale."

More importantly, "the museum wants to compile an archive of the mariner's life from memorabilia he has collected over the years," Dr. Jackson added.

"No matter how insignificant it may seem to the individual, some small item picked up years ago may provide a clearer picture of what a sailor's life at sea is like. History is documented by seemingly meaningless things," Dr. Jackson said.

The Smithsonian is interested in any and all paraphernalia that deals with the history of the merchant marine and the struggle for unionization.

In particular, the museum is looking for old strike posters and placards, handbills and flyers, pictures of the union halls (inside and out), photos of early union meetings, pictures of the interior of ships and waterfront scenes throughout the world, anything connected with tattooing, seamen's knives and equipment, calling cards from port peddlers around the globe, handiwork done by men

at sea, photographs of picket lines and union strikes, old bulletins to mariners from religious societies, up-lift organizations, temperance groups, etc.

In order that the contributions may be identified and acknowledged, Dr. Jackson has asked that all material sent in be marked appropriately. All photos should be identified as to place and time. Equipment and other paraphernalia should also be properly marked.

Kleiler Named

The Labor Department recently named Frank M. Kleiler Deputy Assistant Secretary for Planning and Evaluation in the labor-management relations field. He will be working on collective-bargaining problems.

Court Ends Death Suit Restrictions

Washington

The U.S. Supreme Court has set aside an old admiralty doctrine and ruled that families of seamen may sue to recover damages for the death of seamen wherever they may occur.

Prior to the court's decision families of seamen who died on ship could only recover damages if the ship was more than a marine league from shore.

The court's decision struck down loopholes in the Death on the High Seas Act which exempted ships close to shore, on the Great Lakes and on navigable rivers from its provisions.

The court said that the right to sue for wrongful death is a general principle of American law and, thus, cannot be denied to seamen.

The decision follows nearly a century of denial of the unrestricted right to sue for the wrongful death of American seamen.

In 1886 a decision on federal maritime law refused seamen the right of recovery for death or injury aboard ship.

The Jones Act of 1920 extended to them the protection of the Federal Employer's Liability Act and provided that seamen's survivors could sue for death through negligence. Maritime law, however, provided only for suits testing the seaworthiness of the ship, and the negligence provision was rarely tested.

The Death on the High Seas Act permitted suits under the seaworthiness doctrine. This meant suits for wrongful death could be filed under either act. But the new law omitted continental waters.

The Supreme Court ruled that the omissions to the law were improper in a case involving the death of a longshoreman, performing traditional seaman's duties.



Atomic Reactor Sails Sea

The *Steel Navigator* (Isthmian) recently loaded a multi-ton atomic reactor in the Port of New Orleans. The reactor, valued at \$18 million, was shipped to San Francisco by Westinghouse.

Manhattan, SIU Crew Sail to Mideast

Her bow lifted onto the polar ice cap. The weight of her 150,000 tons sent the ice beneath scudding off to port and starboard. The *Manhattan* cut another broad swath through the ice on the way to Prudhoe Bay, Alaska.

It was a maritime feat comparable to the finding of the New World, this plunge through the frozen ocean atop the world. And it trans-fixed a nation in the autumn of 1969.

The *Manhattan*, owned by Seatrain Lines, finished her polar exploit under charter to Humble Oil Co. and was returned last month to the parent company which is contracted by the SIU.

Her area now will be the Middle East-to-Europe oil run, but the now-famous voyage across the previously mythical Northwest Passage will long be remembered wherever men go down to the sea in ships.

She was uniquely fitted out for the run from Chester, Pa., to Prudhoe on Alaska's North Slope. She was to be the final test of the feasibility of shipping oil from the rich tundra country to Canada and the United States.

Humble Oil equipped her with a spoon-shaped prow, 65 feet long and weighing 5,000 tons. It was a rakish prow extending 11 feet beyond the beam on both sides of the tanker to allow open water for the ship to slip through.

It worked well. Although she was unable to crush the ice north of Banks Island in the Arctic Sea, the thinner ice in Prince of Wales Strait caused her no trouble.

It proved, even to the most skeptical, that properly equipped tankers could deliver the precious oil to lands that need it even if the Arctic and its treacherous waters stand in the way.

And her voyage of history gives rise to hopes that the abundant riches of Alaska's tundra country will generate the growth of a fleet of ore carriers and oil tankers to bring the wealth to transportation centers.

When she arrived at Norfolk, SIU men hailed her as the conquering heroine she is. SIU Norfolk Port Agent Gordon Spencer said: "She is a fine ship and we're glad to have her back."

The SIU crew which will pilot her through eight months on the intercontinental run from the Persian Gulf to England and northern Europe, joined in a "welcome home" party for their 1,005 foot long ship.

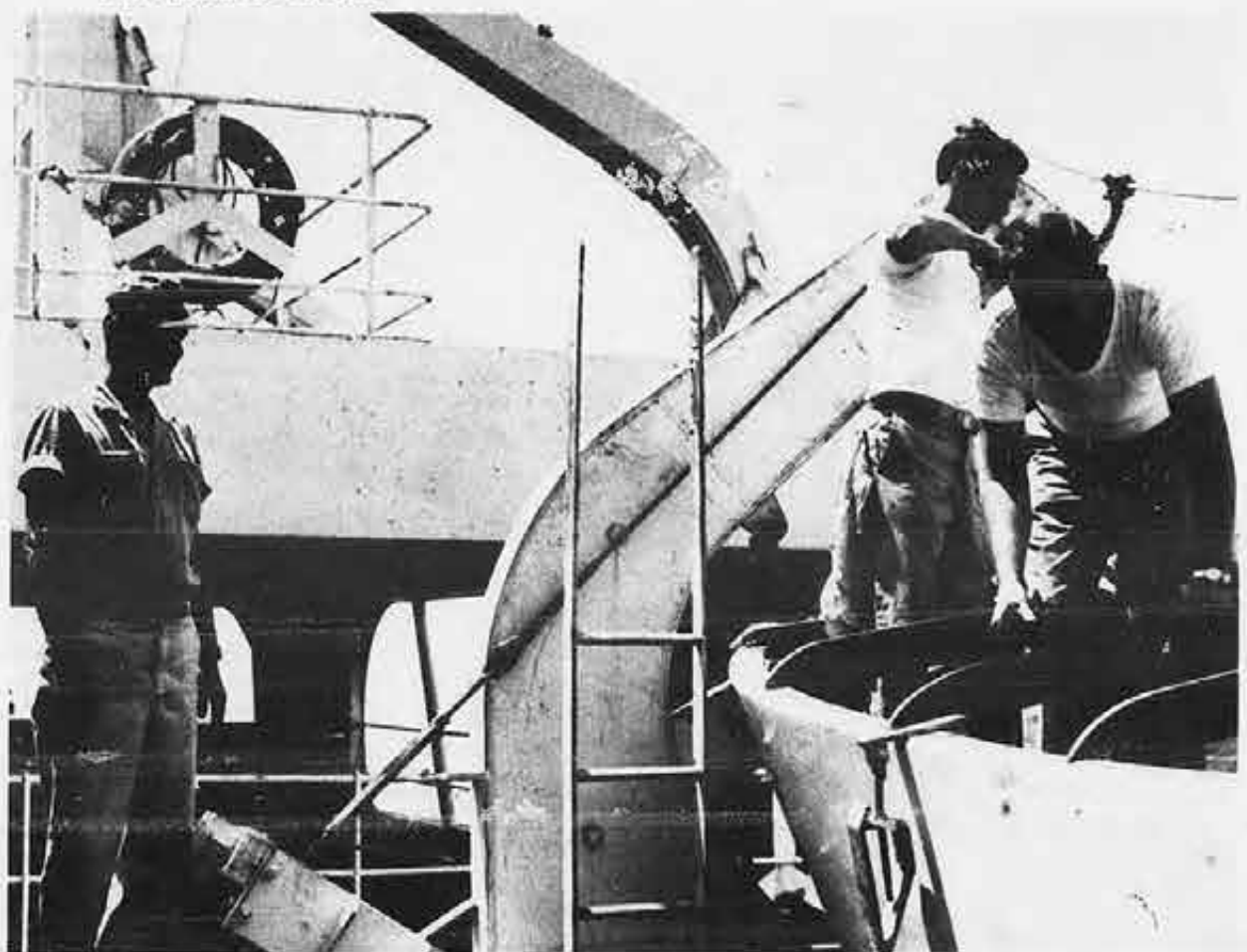
John Brown, a fireman-wartender aboard the tanker *Manhattan*, checks the automatic firing equipment as the 150,000-ton tanker, back from her polar expedition, sets sail for the Mideast.

Boatswain Vincent Kuhl gives a lesson in lifeboating aboard the tanker *Manhattan* to Lindsey Rhodes and Tommy Simmons. The ship was awaiting Coast Guard inspection before sailing to the Mideast and eight months at sea on the run to England and Northern Europe.



Third Engineer Robert Moody (right) explains the control panel to Howard Bradshaw who will be chief pumpman on the *Manhattan*'s eight month stay in the Persian Gulf. Bradshaw signed off the *Amerigo* in Wilmington, N.C., and joined the *Manhattan* crew in Norfolk, Va.

Welcoming the *Manhattan* back to its SIU-contracted parent company occasioned a feast highlighted by this baked ham, watched over by Steward Jack Long (standing) and Chief Cook Bernard Mace.



Meany Comments: Strikes to Politics

Washington

George Meany, president of the 13.8 million member AFL-CIO, held a wide-ranging interview with a group of reporters just before Labor Day producing headlines in the nation's press and extensive comment in all media. Some of the subjects he covered were:

• **Substitute for Strikes**—"What would be wrong," Meany asked his interviewers, "with a union signing an agreement for, let us say, two years and then saying that at the end of the two years all basic conditions in the agreement will prevail except wages and that wages will be the subject of collective bargaining?"

"And if after a certain length of time there is no agreement between the parties, the American Arbitration Association will make a final and binding decision. . . ."

• **The Democratic Party**—"I don't see any swing to the Republican Party. . . . (It is) not so much that our people are looking to the Republicans, but that they are looking less to the Democrats because, actually, the Democratic Party has disintegrated."

• **The Indictment of the SIU**—"We feel that the Seafarers have been picked out by (Attorney General John) Mitchell. He wants to do a little horse whipping and maybe discourage some of our political activities. . . . "I think some of the hatchet boys over in Mitchell's shop thought this was a good idea and they felt that the Seafarers, who had gotten a lot of publicity, would be fair game to take on. Frankly, I think it is serious, but I am not so sure that (the government) is going to be successful in their prosecution (of the SIU)."

• **Foreign Policy**—"We, of course, agree with (President Nixon) to a great degree on his efforts to end the war in Southeast Asia through the building up and developing of the ability of the South Vietnamese to take care of themselves. . . ."

• **The Nixon Administration**—"I think our relations with the Nixon Administration are just about as good as we could have expected. . . . On the economic issue, as of now, yet, I would say (Nixon) is going to get bad marks. . . ."

"I think his educational policy is not good. I think he is obsessed with the idea of balancing the budget and I think he is cutting back—or, at least, he tried to cut back to a great extent—on the educational programs that were enacted under the Administration of Lyndon Johnson. . . ."

"On the civil rights business, I think he is very, very bad because he is obviously attempting to carry water on both shoulders. . . ."

• **The Women's Liberation Movement**—"There are certain protections in the law for women that we have been fighting to put into the law for many, many years. . . . now we get these militant feminists and

they don't want any protection. . . . They say we don't want these laws; they want absolute equality."

• **Political Campaigns**—"Number one, I would have the election campaigns much shorter and, number two, I would provide for the use of television to a limited degree to every serious contender."

"I think there should be a definite limit on spending, depending on the number of registered voters in each constituency. I certainly would cut down the national campaigns to about three weeks. . . ."



Veteran labor reporters interview AFL-CIO President George Meany

Text of Meany's Comments on SIU

The pre-Labor Day interview AFL-CIO President George Meany had with five reporters dealt in part with labor's political action and the indictment of the Seafarers International Union for political activity.

The interview received coverage in the nation's major papers. President Meany's comments on the SIU indictment also received broad coverage.

Following is the text of that part of the interview dealing with the SIU and labor's political activities:

REPORTER: Mr. Meany, on another subject, the field of political action. The AFL-CIO has its COPE operation and the various unions have their counterparts. One of the federation members, the Seafarers, have been indicted for the way that they handled political funds—collecting and spending. Do you think this is going to dampen political activity?

MEANY: No, it is not going to dampen political activity because we feel that the Seafarers have been picked out by Mr. Mitchell. He wants to do a little horse whipping and maybe discourage some of our political activities. I don't think that is going to happen.

You know we have these laws on the books—and they have been there for many, many years—Corrupt Practices Act and so forth—and they have been honored, as far as I am concerned, they have been honored by everybody in the breach.

I don't know of any candidate for office anywhere that gives a damn where he gets the money as long as he gets it when he gets into a campaign. I think some of the hatchet boys over in Mitchell's shop thought this was a good idea and they felt that the Seafarers, who had gotten a lot of publicity, would be fair game to take on. Frankly, I think it is serious but I am not so sure that they are going to be successful in their prosecution.

REPORTER: You think it is more the system, as you suggested, that is wrong but how would you go about changing it so people didn't have to put big chunks of money into this?

MEANY: Well, I would do some things to change it if I could and I don't know whether we have a program on it. Number one, I would make the election campaigns much shorter and number two, I would provide for the use of television to a limited degree to every serious contender. I wouldn't let somebody start a new political party on the first day of October and immediately be given free television time.

REPORTER: You would do this with free time?

MEANY: Yes, sir. I think the television industry should give us free time. I think they are using the air waves, which should be everybody's property, for their private interests—which is all right. They are putting their money in there, but I certainly think in this area the television time should be free. I think there should be a definite limit on spending, depending on the number of registered voters in each constituency.

I certainly would cut down the national campaigns to about three weeks, if I had it my way. You fellows would have a good time.

REPORTER: Do you see any indication that the Administration may go after other unions on this same basis?

MEANY: I don't know. I don't have any indication at this time but I wouldn't be surprised if they decide they could haul some other unions in.

REPORTER: What would happen if the labor movement got out on its own or was pushed out completely out of the field of lobbying and political spending? What would happen

in this country, in other words, if you were not allowed to participate in politics, financially?

MEANY: You mean if they passed a law? I think we would do pretty much what we did in prohibition days. We would just go ahead. I don't see where they would prohibit individual citizens from joining with one another and being politically active. And I don't know how they could pass a law that would keep the labor unions out. I am sure they have laws that put restrictions on trade union funds and on corporation funds and we, like the corporations, are busy finding ways to use our influence despite those laws.

REPORTER: Corporations do too?

MEANY: Of course they do. As I say, I don't know anyone who runs for political office who has too many scruples when they get in the heat of the campaign and they are up against that last 10 days when they know the opponent has a lot of television time and they are up against this policy of cash on the barrelhead.

There is no credit from television companies, you have to pay for it or you don't go on the air. Now, when a candidate gets into that situation, after campaigning for months and months and months and he sees all the advantages of the last few days, at least what he thinks are the advantages. I am not so sure that the last few days are near as important as some of the candidates think.

I have always felt that most of the voters in most campaigns have their minds made up at least 10 days to two weeks before the campaign ends and they get sick of the campaign and don't listen anymore except some of the so-called uncommitted and doubtful ones. But there is no question that candidates feel that that last minute time is crucial and they get campaign jitters at the time. I have seen people get almost hysterical in a situation where I felt and everybody else felt that he was home. Some of these people run scared and they really run scared. When that time comes, they will get money any place they can get it.

REPORTER: You mentioned a few minutes ago some of the hatchet boys around the Attorney General. Does this Administration have political hatchet men or are they anti-labor hatchet men? What are you thinking about?

MEANY: Well, I think there is a certain type of hatchet man over in the Attorney General's office, no matter who is the attorney general.

There are certain people over there who feel that labor is fair game, that trade unions represent what might be called a worthy opponent and they are ready to do battle. I think that if they wanted to look into corrupt practices in election campaigns, I don't think they would start with the trade union movement. I think there would be plenty of other places to start.

You take the way in which they evade the law by setting up committees. They set up the committees "without the candidate's knowledge." He doesn't even know there is a committee collecting money. In one campaign a few years ago in Ohio, there must have been 300 separate committees for the one candidate—the ushers committee, the florist committee, the east side mothers committee, the fourth grade teachers committee, the steel producers committee and everything under the sun. The whole thing was coordinated but the candidate "didn't know anything about it." I think this is really an evasion of the real intent of the law.

Corporations can't contribute, but the vice president and the vice president's wife and the vice president's mother-in-law and somehow or other you get the feeling that the corporation is going to see that they get it somewhere along the line.



Two Refitted Ships Crew Up, Leave Port of Norfolk



Two refitted ships owned by SIU-contracted companies are again sailing the seas after crewing up in the Port of Norfolk last month.

The tanks of the *Erna Elizabeth* (Albatross Tankers) were completely cleaned and fully coated. The second ship, the *Commander* (Marine Carriers) was refurbished from bow to stern.

Seafarers signing-on the repaired vessels were happy for the activity the crewing up and lay-

ing in of stores generated before leaving port.

After her new crew was aboard, the *Erna Elizabeth* set sail for a four to eight month voyage first to Trinidad and then on to ports in Europe.

The *Commander*, under MSC charter, left Newport News for delivery of cargo to NATO posts in Rotterdam, Amsterdam and Antwerp. She expects to return to the United States in a month.



Deck hands R. Tuttle and L. White haul in the gangplank as the *Commander*, under MSC charter, prepares to sail for NATO stations in Europe.



The radio antenna of the *Erna Elizabeth* is rigged by Leroy McDonald, an ordinary seaman, and R. Campbell prior to the ship's departure for Trinidad and Europe.

The lifeboat davits of the *Erna Elizabeth* are lettered before departure by Fred Ketter and Glen Lawson while the ship is at anchor in Newport News, Va. The ship sailed later for Trinidad and Europe.



Hooker Price stands for alone atop the tanks as he coats the cables of Number 4 hatch with grease. An ordinary seaman, Price sailed with the refitted *Commander* from the Port of Norfolk last month. The ship carried cargo for military men in Europe.



In the *Commander's* engine room, department members are busy readying the newly remodeled ship for its first cruise. Jerry Ange checks the steam valve while Pee Wee Pulliam, center, and Robert Sawyer add the finishing touches to the renovation—new light bulbs.



Francis McGaray, the bosun of the *Erna Elizabeth* tests the latch on Number 10 tank while David Berger lends a helping hand. All tanks aboard the ship were recoated during refitting.

Toward a Safe Port



Victory in View

The maritime industry today stands at the threshold of revitalization as the Senate prepares to vote on the Merchant Marine Act of 1970.

This legislation is built on the foundation of a philosophy which the Seafarers International Union has long embraced—that the United States must again become a dominant economic force on the seas of the world.

The shipbuilding program embraced by the Act calls for a minimum of 300 new ships to be constructed within the next 10 years. In addition, more ships are likely to be added to the deep-water fleet through the tax deferments permitted on profits that are used to build new vessels for use in the domestic and fishing trades.

The Merchant Marine Act of 1970 will not come close to solving all the problems of today—or even those of many tomorrows to come. But, with passage by the Senate and the signature of the President, it will mark a significant beginning.

Before its ship construction recommendations can be implemented, many more World War II-vintage bottoms will have been sent to the scrap yard.

Our fleet, which has diminished from first to fifth in carrying capacity in recent years, will grow still smaller.

This means that the number of jobs available will shrink.

But passage of the Merchant Marine Act of 1970 can be the impetus to reverse the trend of American-flag shipping.

To Seafarers, adoption of the Merchant Marine Act of 1970 will mean a first victory in a battle they have contributed greatly to for years in both money and effort. Survival of the American-flag merchant fleet has been the primary goal of all Seafarers, men who know well that without ships, there are no jobs. And jobs are the staple of life not only to the working Seafarer and his family, but to the man depending upon his SIU pension, as well.

That is why, for the past eight years, Seafarers have generously supported the Seafarers Political Activities Donations (SPAD). We knew then, as we know now, that our goal could best be reached through helping those who would help our cause to be elected to both Houses of the Congress.

A victory in the Senate will be a victory for the maritime industry, the nation, and, most of all, for each individual Seafarer who has participated in the campaign to bring new life to our dying merchant fleet.

The Maritime Forum

The speakers come from all over this land of ours. From New York, California, Minnesota, Tennessee, Connecticut and they sometimes come from organized labor or the federal government in Washington.

The weekly luncheons of the AFL-CIO Maritime Trades Department are a big drawing card in the nation's capital. But even more importantly they constitute the only continuing forum on maritime affairs going on anywhere. This is one reason why the SIU is affiliated with the MTD.

With the recent 307-1 vote in the House of Representatives on the Merchant Marine Act of 1970 and the Act's successful sailing through the Senate Commerce Committee, we can tell that the voices of the forum are not falling on

deaf ears in the councils of government that matter.

To be sure, the luncheon forum has brought the problems of the maritime industry to the attention of a nation that only a few years ago was pitifully unaware that the industry was dying. And we like to think that in preparing for their appearances at the forum, the speakers may have become better informed about the maritime situation.

In any case, when the votes are counted in the Senate a number of those voting "aye" will be those who have participated in this educational process. They were welcome guests at the luncheons, and we are happy for any enlightenment their appearances may have brought them.

(For a report on recent luncheons, please turn to Page 14.)

Letters to the Editor

Pensioner Likes Receiving Log

To the Editor:

I have no words to express my gratitude to you for sending the *Seafarers Log* every month. I enjoy very much reading the union paper. It makes me remember when I was sailing on SIU ships. When I finish reading I pass the *Log* to the foreign ships in port.

Sincerely yours,
Bos'n, pensioner
Luciano Ghezzi
Ancona, Italy

myself, we wish to express our sincere thanks and gratitude to all you men aboard the *De Soto*, for your sincere expression of sympathy during such a tragic time in our lives.

It's men like you, who keep our world together, and I'm proud to say, I work with such men aboard ship.

Again, our deepest thanks to you all.

Sincerely,
Victor B. Cambas
Metairie, La.

Proud of Men He Works With

Editor's Note: The following letter was sent to the *Log* with a note from Seafarer Victor B. Cambas explaining that he was the second assistant engineer aboard the *De Soto* when he learned that his son was killed in action in Vietnam. He left the ship in Manila and was flown home.

To the crew of the S.S. *De Soto*:

I have just received a letter from Glen D. Happer, Master of your ship. He enclosed a check for \$100.00, which was collected among you men, to be given to my son's family. This was to be used toward my son's grave or as his family saw fit.

Since his first child is due to arrive in September, it has been decided to use the money to purchase a Savings Bond for the baby, toward its future education.

On behalf of my son's wife, Lucille, my wife, and family and

Thanks for SIU Welfare Plan

To the Editor:

I am very grateful to the Seafarers Welfare Plan and wish to thank you for the help you gave in paying the bills when my husband was in and out of the hospital with a heart condition.

I also wish to thank Mr. McGinty of the Jersey City local for his help. Lots of luck and good health to the membership for making it such a good plan and keeping it so.

Sincerely,
Mrs. Samuel Ratz
Rahway, N.J.

Prompt Response Draws Thanks

To the Editor:

I would like to extend my sincere thanks to the Seafarers Welfare plan for prompt response for death benefits, all necessary, all gratefully received.

Sincerely,
Mrs. Robert E. Greene
Portsmouth, Va.

Special Tax Exemptions Can Help Pensioners

When the omnibus tax reform bill was passed by Congress last year it included a provision which gave certain groups of people exemption from Federal tax withholding. A study by the Commerce Clearing House here shows that many states are following the same pattern.

The exemption grants relief from Federal income tax withholding to employees—such as students, retirees and part-time workers—who had no Federal income tax liability last year and anticipate none this year. The exemption became effective May 1, 1970 and is available for later years.

A single person who earns less than \$1,725 in 1970 will owe no Federal income tax, and a taxpayer over the age of 65 can earn up to \$2,350 without incurring a tax liability. Employees who qualify must file Federal Form W-4E with their employers.

So far, 22 states grant a similar exemption, accepting either the Federal form or a similar state form. These states are: Alaska, Arizona, Colorado, Idaho, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina,

North Dakota, Oklahoma, Oregon, Utah and Vermont. Oregon won't grant an exemption until next year.

In California, where withholding currently applies only to nonresidents, employees who earn \$3,250 or less if single, or \$6,500 or less if married, are already exempt from state withholding.

Thirteen states and the District of Columbia and New York City have indicated they will not grant such an exemption. They are Arkansas, Georgia, Hawaii, Indiana, Minnesota, Missouri, Montana, New York, South Carolina and Virginia.

Help Speed Payoffs

Payoffs can be speeded up. Boarding patrolmen in the Port of New York are asking Seafarers to give their papers to the department delegates before docking.

This will simplify the procedure at payoff and enable faster handling of boats. Patrolmen ask that all Seafarers cooperate in this manner to help speed the payoff procedure.

Safety Council Cites SIU-Manned Ships In Calmar Corp. Fleet

The Calmar Steamship Corporation, an SIU-contracted subsidiary of Bethlehem Steel Corp., took top honors for safety aboard ship in a competition of the Marine Division of the National Safety Council.

Calmar, which has both passenger and major cargo ships, compiled a disabling injury frequency rate of 2.2 per million man hours worked. The industry as a whole averaged 6.05 for each million man hours.

Three Calmar vessels—the *Yorkmar*, *Pennmar*, and *Seamar*—had a total of 694,272 man hours without a disabling accident. At the end of 1969,

the *Yorkmar* had gone 26 months without a disabling injury; the *Seamar* 15 months and the *Pennmar* 13 months.

In addition, Bethlehem Steel's Sparrows Point yard, Group 1 Division, won the top award for yard safety with a disabling injury frequency of 1.9 per million man hours. The industry average for shipyard workers is 10 per million man hours worked.

Achievement of Calmar's exemplary record does not come about without effort. All Bethlehem vessels undergo the compulsory governmental periodic fire and safety inspections. In

addition, all ships and their crews are subjected to rigorous safety drills conducted by the company itself.

A special firefighting school is maintained by the company at its Sparrows Point yard. Here, officers and crew members of the various ships receive special instruction in combatting any type fire that may occur at sea or in port.

Safety and firefighting instructions are also given to each department aboard ship at least once during each voyage.

In conjunction with the safety and firefighting program, a system was initiated color coding all portable fire extinguishers aboard the ships, according to the class of fire upon which they are to be used. In an emergency, the equipment can easily be distinguished by color, even from a distance.

Such a safety training program has its obvious benefits of helping to prevent serious accidents aboard ship. But, it also pays off in other aspects. According to statistics recently released by the Maritime Administration, Sparrows Point shipyard had under contract, at the beginning of the new fiscal year in July, more new commercial vessels—in terms of numbers, tonnage and value—than any other yard in the country. In all, the yard has almost half of the private ship construction under contract in the United States.



The Calmar vessel *Yorkmar* ended 1969 with 26 months without a disabling injury, helping the company earn the National Safety Council's first place award. *Yorkmar* personnel shown here are, from left: John Hamilton, chief mate; Bill Campbell, third mate; Captain Merle Frost, master; Nick Kratsas, and Themistocle Zitoumadias, able seamen.

SIU Arrivals

Sinia Duron, born June 10, 1970, to Seafarer and Mrs. Robert A. Duron, New Orleans, La.

Robin Ferguson, born July 11, 1970, to Seafarer and Mrs. Thomas B. Ferguson, Norfolk, Va.

Brian Hamilton, born Feb. 16, 1970, to Seafarer and Mrs. Joe Mac Hamilton, Battletown, Ky.

Andy Lee, born July 4, 1970, to Seafarer and Mrs. Pao C. Lee, San Francisco, Calif.

Henry Picado, born Feb. 15, 1970, to Seafarer and Mrs. Luis E. Picado, New Orleans, La.

Dana Lynn Donaldson, born July 8, 1970, to Seafarer and Mrs. John W. Donaldson, Galveston, Tex.

LaKeith Taylor, born April 13, 1970, to Seafarer and Mrs. Cleveland H. Taylor, Mobile, Ala.

Roderica Lacy, born Sept. 2, 1969, to Seafarer and Mrs. Rottria F. Lacy.

Gilda Esquerre, born July 16, 1970, Seafarer and Mrs. William R. Esquerre, Mobile, Ala.

Mayda Vargas, born July 1, 1970, to Seafarer and Mrs. Giovanni Vargas, Salinas, P.R.

Michelle Thomason, born March

21, 1970, to Seafarer and Mrs. William A. Thomason, Decatur, Ga.

Adolfo Douglas, born May 29, 1970, to Seafarer and Mrs. David Douglas, Oakland, Calif.

Benita Benoit, born June 4, 1970, to Seafarer and Mrs. Louis J. Benoit, Lake Arthur, La.

Julie Guillory, born June 16, 1970, to Seafarer and Mrs. Everton Guillory, Eunice, La.

Tracy Lynn Lundy, born July 24, 1970, to Seafarer and Mrs. Thomas J. Lundy, Wilmer, Ala.

Nicole Sutherland, born April 24, 1970, to Seafarer and Mrs. Robert Sutherland, Jr., New Orleans, La.

Victor Mull, born March 21, 1970, to Seafarer and Mrs. Robert L. Mull, Newton, N.C.

William Purvis, born May 20, 1970, to Seafarer and Mrs. Billie K. Purvis, Houston, Tex.

Catherine Douglas, born July 2, 1970, to Seafarer and Mrs. Robert M. Douglas, Jr., Mount Holly, N.J.

Rosalind Jones, born July 3, 1970, to Seafarer and Mrs. Glen E. Jones, New Orleans, La.

Amy Dockrey, born June 23, 1970, to Seafarer and Mrs. Claude J. Dockrey, Solana Beach, Calif.



Rear Admiral William S. Rea, III, U.S. Coast Guard, presents the National Safety Council's first place award to officials of Calmar Steamship Co. From the left are: Carl Andre, manager of Office Services; Adm. Rea, and Fred Sherman, president of Calmar.

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.

John Fox, Maritime Labor Pioneer, Dies

Seattle, Wash.

John M. Fox, 68, of Seattle, Wash., a former SIU vice president, died Aug. 1 at home after a long illness. He was credited with "the longest, continuing service of anyone in the U.S. merchant marine labor movement."

Mr. Fox, a native of Michigan, was president of the Inland Boatmen's Union from 1940 until 1966 when he re-

tired. He served as an SIU vice president from the IBU's affiliation with the SIU in 1948 until retirement. He was succeeded in both posts by Merle Adlum.

Mr. Fox, who received his master's papers in 1931, organized the IBU of the Pacific in the Puget Sound area and served as secretary-business manager of the Puget Sound Division of IBU and of Local 6, Masters, Mates and Pilots Union.

Mr. Fox was also an activist in his community. He served as a member of the board of regents of the University of Washington and was a member of the National Railroad Adjustment Board.

During World War II he served as a member of the King County Housing Authority and taught navigation to members of the U.S. Coast Guard.

Among his survivors are his wife Alice and a daughter, Mrs. Priscilla Hearst of Pocatello, Idaho.



JOHN M. FOX

Census Bureau Misses Town

Rep. Ed Edmondson (D-Okla.) says the Census Bureau lost an entire town in his district. Colcord, Okla., with a population of 432, up from 183 in 1960, was not listed in the bureau's statistics.

"Colcord may not compare with New York or Los Angeles, but to the people who live and work there it is a mighty important place," the Congressman said.

Computer Fails Counting Job

Detroit

It appears that the computer will never adequately replace people. This point was once again brought home when Detroit's new computer system for vote-counting bungled the job of tabulating the results of the primary election there.

Instead of getting the results in six hours, it took the machine 30 hours.

Former SIU Aide Finds Summer Jobs

San Diego

Fred Martinez helps workers.

Using the experience he gained as a worker for the SIU, the Cannery Workers and the United Farm Workers Organizing Committee, Fred Martinez concentrates on finding jobs for disadvantaged workers.

His area is San Diego, Calif. where he is now employed by the Laborers Local 89.

As long ago as last January he zeroed in on finding summer jobs for youth, working closely with R. R. Richardson, secretary-treasurer of the San Diego-Imperial County Labor Council and Hugh Wood, director of the local office of the National Alliance of Businessmen.

In a large part because Fred Martinez believes in his job in jobs, some 1500 area youth were employed through the Mayor's Summer Youth Fair. And all this in a summer when youth jobs everywhere were in short supply due to rising unemployment.

HRDI has area manpower representatives throughout the country—working out of 40 cities. As did Fred Martinez, they concentrated on finding summer jobs for youth.

Hundreds of youth jobs were filled this year because of Fred Martinez and people like him. HRDI officials in Washington hesitate to give any final figures. Due to high unemployment, the results were short of goals but the contribution was significant.

Jobs, working conditions and being disadvantaged have long been familiar problems to Martinez. He was born in Mexico in 1913. He is a naturalized citizen. For more than 30 years he has been active in the American labor movement.

As long ago as 1933 he worked as a farm worker organizer in San Diego, Imperial and Orange counties. He served for five years on the hard-pressed union's executive board.

Martinez devoted hours and days to contacting officers of local unions, persuading them of the need of finding employment for the young people.

Over the months he succeeded in placing five here, 12 there, 30 in another place and so on. The totals began to add up. In almost every case the union initiation fee was waived and in some instances no union dues were asked. Standard wages were paid to the students, some as high as \$4.63 an hour.

Throughout the country this pattern was being repeated:

- In Nashville, Tenn., John Duncan was asked to contact 30 companies. He got pledges for 187 jobs.

- In New York City, John Burnell and IBEW Local 3 found jobs for 132 youngsters.

- In Newark, N.J., Earl Williams located jobs for 76 youths at stores, factories, offices, car washes and small contractors.

- In San Antonio, Al Garcia found 20 hospital jobs and six jobs at local housing projects.

Where transportation was a problem, HRDI went to work. Gene Carter in Phoenix, Ariz., and John Robert in Toledo helped win support for Federal transportation funds, for example.

Frequently, the stories in the local newspapers give credit to the employers for the summer jobs for youth but the young people who found jobs know that the labor movement, particularly HRDI, came to their rescue.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

August 1, 1970 to August 31, 1970
DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston	8	4	6	1	2	9	6
New York	129	130	90	76	23	218	131
Philadelphia	21	17	7	13	4	27	20
Baltimore	63	29	26	20	4	123	45
Norfolk	25	37	23	19	6	38	38
Jacksonville	38	50	32	42	10	40	11
Tampa	14	19	7	4	1	21	22
Mobile	38	23	25	21	1	85	21
New Orleans	77	57	78	45	9	149	93
Houston	74	76	55	51	11	140	75
Wilmington	39	45	20	33	3	53	43
San Francisco	93	85	65	83	24	116	29
Seattle	46	44	26	26	17	50	15
Totals	665	616	460	434	115	1069	549

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston	5	6	3	3	1	9	8
New York	115	142	74	98	24	190	182
Philadelphia	19	7	9	8	1	19	16
Baltimore	41	35	20	21	8	82	20
Norfolk	14	37	14	24	7	31	47
Jacksonville	23	67	17	46	10	19	28
Tampa	9	8	5	8	1	11	20
Mobile	34	23	30	10	0	49	52
New Orleans	65	69	59	76	11	100	125
Houston	33	78	36	61	8	65	125
Wilmington	17	41	24	30	16	19	28
San Francisco	71	103	51	74	34	88	59
Seattle	38	37	33	20	21	29	22
Totals	484	653	375	479	142	711	732

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston	5	2	2	0	8	5	3
New York	81	64	56	46	31	154	77
Philadelphia	6	8	5	8	3	11	9
Baltimore	14	21	21	15	7	67	43
Norfolk	15	32	9	17	18	26	34
Jacksonville	11	4	17	27	23	23	18
Tampa	31	25	0	0	0	21	8
Mobile	58	40	15	14	0	64	44
New Orleans	28	37	59	30	3	99	86
Houston	13	21	35	21	30	80	68
Wilmington	68	39	12	11	5	21	22
San Francisco	29	21	46	38	45	81	32
Seattle	27	22	20	13	9	35	9
Totals	386	336	297	240	182	687	453

First Black Elected

Edney, SIUNA V-P, Wins State Fed Post

Los Angeles

Steve Edney, head of the Cannery Workers in the Los Angeles Harbor area and a vice president of the SIUNA, has been elected unanimously as vice president of the California Labor Federation.

Edney is the first black man to be elected to that post in the history of the 1.3-million-member AFL-CIO state federation.

John L. Henning, executive secretary of the federation, was one of Edney's principal backers for the post.

Edney recently received national recognition when he served as chairman of a joint fishing industry, labor and management committee, which gathered clothing items for Peruvian refugees following the disastrous earthquake there.



STEVE EDNEY

... elected to fed post

Edney undertook the task of providing aid to these victims despite the persistent attacks on U.S. fishing vessels off the coast of Peru.



Home with Pineapples

Fred Sheely, third cook, is busy preparing night lunches for crew men on watch.



Crew members always enjoy fresh milk on any trip. Here Julio Lacu, pantryman, is stocking a new supply upon ship's arrival in Newark.



Oiler Bob Bullock spends a quiet moment on deck surveying Newark harbor while awaiting payoff.

Following a lengthy trip to the Far East during which she visited many ports, the *Steel Advocate* (Isthmian) has returned to the Port of Newark.

On her return trip the ship stopped over in Hawaii and loaded a full cargo of pineapples. After discharging her cargo in Newark, she is expected to turn around for another Far East run.



Fireman-watertender Nick Hutchins is shown adjusting pressure gauges in the ship's engine room.



Messman Art Rubenstein promotes his industry by affixing sticker to his luggage urging the use of American-flag ships to benefit Americans.



As at the end of every voyage, crew members are eager to "hit the beach." Shown here are Bill Teffner, S. Story, and James Sheets.



New York Port Agent Leon Hall (center) and Patrolman E. B. McAuley check book of Slick Story, deck maintenance, during payoff.

Leaders Speak

Out on Issues



Rep. Wolff



Rep. Murphy



Rep. Blatnik



Rep. Karth



Mr. Groton

Maritime Problems in Focus in D.C.

Washington

The AFL-CIO Maritime Trades Department, with which the SIU is affiliated, is the only organization providing a continuing, informative forum that deals exclusively with maritime problems and legislation.

Weekly Washington luncheons feature addresses on maritime issues by members of Congress and officials from government, business and labor.

In recent weeks four Congressmen and one labor official have addressed themselves to various maritime problems. This is what they had to say:

• Page Groton, director of the Boilermakers and Iron Ship Builders Marine Council said that without the governmental assistance proposed in the Merchant Marine Act of 1970 the shipbreaker's torch will reduce the mostly-antiquated 967-ship American merchant fleet to 272 ships by 1974.

• In addition to building new ships, Rep. Lester Wolff (D-N.Y.) stated, "serious attention must also be given to filling these ships with cargo."

• Rep. Joseph E. Karth (D-Minn.) contended that if the Merchant Marine Act of 1970 is implemented the American-flag fleet can become "the first arm of peace" in the world.

• The dumping of mercury into the world's waters are poisoning the fish and eventually affecting the health of man, according to Rep. John Murphy (D-N.Y.).

• Pollution in the Great Lakes has reached such a level that the very livelihood of the people in the area is threatened, said Rep. John A. Blatnik (D-Minn.).

* * *

Groton believes the Merchant Marine Act of 1970 is but "a first, modest step toward bringing the American-flag merchant fleet back from the deep."

Modest as it is, he still contends it will provide a program that would "revitalize our shipbuilding trade, and put a brake on our rapidly declining seafaring corps."

He says that we have now reached a time where we must "correct the mistakes of a quarter century of neglect," or else the United States will find herself depending on foreign countries to transport her goods.

Ships Need Cargo

Wolff says that the construction of new ships is not enough. He claims that the new ships will be useless unless there is cargo in their holds.

"Empty ships will not provide profits for ship owners nor employment for men in the

maritime trades," he emphasized.

He criticized the failure of U.S. government agencies to use American-flag ships when sending cargo abroad. "I find it curious that the men in the federal bureaucracy ignore the 'ship-American' campaign of one of their own agencies—the Federal Maritime Administration."

Nation in Jeopardy

Unless U.S.-flag ships are utilized so that they carry virtually all U.S. foreign trade goods, instead of the current 5 percent of such traffic, Wolff states, "Our once proud merchant marine will deteriorate even more rapidly at the cost of jobs, ships and tax revenues."

This, in turn, he says will add to the unfavorable balance of payments, and "place our nation in jeopardy if any future emergencies arise overseas."

The provisions of the act, Karth explained, would supply the merchant marine with the ships it needs to become "the nation's first arm of peace." He stressed that this role could be

achieved only with passage of the bill.

These new ships could serve as "vivid examples of the strength and vitality of our free enterprise system," he said.

"These fast, efficient, sleek new ships will tell the world of the pride American workers have in their products; of the benefits of strong and free trade unions; and of a system in which labor, industry and government can work together to solve mutual problems."

Karth, too, was critical of various governmental agencies which bypass U.S.-flag ships to deliver their goods overseas.

According to Murphy, mercury poisoning "is setting us up for the kill, and all we seem to be doing about it is 'studying it.'"

He explained that industrial mercury being dumped in the world's waters is absorbed by the fish and eventually passed on to man when he consumes the fish.

When mercury poisoning finally does attack man's system, he said, it hits brain cells first and then the central ner-

vous system, and can cause the birth of brain-damaged children and may even cause cancer.

He cited statistics from various countries around the world listing deaths and physical deformities caused by mercury poisoning.

He was critical of governmental agencies that, despite the proven dangers of mercury poisoning, "continue to study" the problem without taking any effective action to remedy the situation.

The Secretary of the Interior "should seek civil action to force mercury polluters to take corrective action or shut down," Murphy concluded.

Blatnik urged that immediate steps be taken to clean up the Great Lakes because "the situation can easily be called life or death for the 37 percent of the nation's population that live in the eight Great Lakes states."

He pointed out that countless tons of pollutants are dumped into these lakes each year by manufacturers. "They have made the lakes unsafe as recreation spots and the fish caught there uneatable," he added.



Acquire Full Books

Ten more Seafarers received full books at the August membership meeting in New York. Sitting, from left: Wheeler Washington; Gilberto Salazar; Louis Otero, Jr.; Robert McCormick, and Robert Jones. Standing: Harry Chromiak, Jr.; George Brumfield; Ron Weyersberg; Justo Gonzales, and Frederick Janson.

U.S. Funds For ILO Refused

Washington

The U.S. Senate has refused to appropriate \$3.7 million as the American contribution to the International Labor Organization because of recent ILO actions.

The Senate's refusal to act came after AFL-CIO President George Meany—with the support of the Department of Labor and the U.S. employer representative to the ILO—convinced the House that a hearing into ILO activities should be held before handing over the remainder of the annual \$7.4 million U.S. contribution.

Meany, testifying about ILO activities before a House subcommittee, said "it has now gotten to the point where at practically every session we have to sit and listen to tirades, the usual Communist propaganda tearing this country down, portraying us as the opponents of human freedom and of being imperialists, and so on and so forth."

"Unless this is stopped I would say that the ILO will be useless insofar as the American labor movement is concerned and as far as our Government is concerned."

Meany was particularly irked by the nomination of a Soviet Union representative as assistant director general of the ILO. He called this action the "last straw."

Sen. John McClellan, (D-Ark.) chairman of the Senate Appropriations Committee, also issued a statement concerning the appointment of the Soviet Union representative to such a high office.

"This is not the way we ought to permit the United States to be treated. We will never command world-wide respect from other countries, and certainly not from the Soviet Union, as long as we let them bully us like that, and then have us foot the bill. I am not going to stand for it. It ought to be stopped," he said.

Sen. McClellan also noted that Meany's testimony was very persuasive.

Census Will Cause House Seat Shuffle

Washington

The 1970 Census results are still "preliminary" but already it is clear that they will play a big role in the reapportionment of the House of Representatives to be elected in 1972.

No less than 16 states will be affected by the 1970 population figures—six of them will gain seats in the House and 10 will lose seats.

Gainers will be California (5); Florida (3), and Arizona, Colorado, Connecticut and Texas, one each. Losers will be New York (2); Pennsylvania (2), and Alabama, Iowa, North Dakota, Ohio, Oklahoma, Ten-

nessee, West Virginia and Wisconsin, one each.

By and large the big population gains have been in the West, the Southwest and Florida, plus top gains in Virginia, Maryland, Delaware, New Jersey and Maine. The heavily industrialized Middle West and Northeast have pretty well held their own.

Despite the changes, there is no certainty that there will be sharp changes in the normal political representation of the states affected as a result of population changes. Labor political analysts are more interested in the complexion of the state legislatures to be elected

this November than they are in the population changes themselves.

Next year no less than 44 state legislatures will have the power to redistrict their representation and to determine—within the "one-man, one-vote" formula—how district lines will be drawn.

The six states where 1970 election changes will not have a direct bearing on new Congressional redistricting are Kentucky, Mississippi, New Jersey and Virginia, which will hold their legislative elections in 1971, and Michigan and Ohio where special boards hold the redistricting power.

The official count of the 1970 Census will not come until November according to Secretary of Commerce Maurice H. Stans, but it is not expected that there will be any major changes in what he has called "the semi-final" figures.

Stans reported that despite attacks on the Census questions and the Census itself, millions and millions of families "filled out their census forms, without considering it an invasion of their privacy."

"Cooperation was virtually universal," he declared. "Only a handful of cases required reference to the Department of Justice."

SIU Negotiates '20-at-55' Pension

The SIU has negotiated a major extension of the AGLIW District's pension that will provide for retirement with full pension and benefits at age 55 for Seafarers with 20 years of seetime.

The "20-at-55" plan was recommended by the rank-and-file SIU Pension Study Committee which spent several months reviewing the union's program. The committee had called for the new benefit to be placed into effect no later than Dec. 31, 1971. However, the contract just negotiated by the union calls for it to start next Jan. 1, nearly a year ahead of the deadline set by the committee.

The committee's second major recommendation was that information about the SIU pension program, together with a comparison with the pension plan of the National Maritime Union, be published in the *Seafarers Log*.

This special supplement of the *Seafarers Log* has been published to carry out the committee's recommendation. It will be widely distributed so that Seafarers will know:

- How the "20-at-55" plan works, what it cost and how it will affect the stability of the SIU pension plan.
- How the current SIU pension program stacks up with the NMU pension plan.
- How passage of the Merchant Marine Act of 1970 would affect the maritime industry's ability to keep pension programs healthy in the future.

All Other Benefits Stay

The new benefit is an addition to the SIU's pension and welfare package for the AGLIW District.

Those who are working toward retirement at age 65 with 15 years of service will remain eligible for their full pension.

Seafarers will continue to qualify for disability pensions with 12 years of seetime.

The SIU pensioner will continue to receive the range of SIU retiree welfare benefits, including the \$4,000 death payment and full medical coverage for life.

Requirements for pension credits have in no way been changed.

Providing for the \$250 a month full pension under the "20-at-55" plan is costly. Management will add \$2.08 a day for each man at sea to pay the added cost of providing the benefit for all who are eligible.

The \$2.08 contribution will also pay, from Jan. 1 on, the cost of the plan for each Seafarer for each day at sea until he becomes eligible for his pension.

"Past Service" Payment Increased

In addition, the \$2.08 contribution includes 33 cents that will be added to the present payment of \$1.50 per day for each man at sea to pay the cost of "past service"—or previous seetime days of Seafarers who are now working toward their pension.

It would cost an estimated \$70 million to immediately pay the total price for all past service days for all currently active Seafarers who will become eligible for the new early retirement benefit.

That \$70 million will be added to the SIU's "unfunded past service liability," and will be paid for from the \$1.83 contribution over a period of years.

SIU negotiators, in order to assure that all pensions worked for would be received as they came due convinced management in 1967 that it should contribute \$1.50 per man per day at sea toward paying off the unfunded past service liability.

As a result of this fund, the SIU's pension debt—its "unfunded past service liability"—was reduced to \$81 million in 1968 from a peak of \$86.2 million in 1967.

By increasing the debt retirement contribution to \$1.83 under the new contract, approximately \$6 million a year will be paid toward cutting the SIU's past service debt, even as that liability is increased with the addition of the "20-at-55" retirement provision.

The debt could be paid off in 25 years with the present \$1.83 contribution, a time period well below what pension experts consider sound.

While the SIU has been able to negotiate a significant additional pension benefit for Seafarers—the "20-

A Seafarer's Pension: Security with Dignity

What is a pension to a Seafarer? It is security—with dignity. It is that extra insurance toward a decent life after the Seafarer has spent his last days at sea.

Each day a Seafarer in the AGLIW District is at sea, he contributes to the pension and welfare benefits of his brother who is now retired and to a fund that will assure a better life for himself and his family when he retires.

The SIU over the years has stressed the urgency of caution in the development of a pension program. A pension plan must be for everyone—young and old. And it must be forever.

SIU members—through their union—have set a course to assure that no Seafarer will ever worry that his promised pension will be forfeited.

Seafarers have consistently supported this course in thousands of discussions and debates at membership meetings, ashore and aboard ships at sea.

Facts showing the soundness of their judgment appear in all of the stories in this special supplement.

Extension of the SIU's pension benefits for the AGLIW District is indeed a major development. Of greater importance, however, is the security that has been woven into the SIU pension plan—a security that guarantees that all Seafarers will receive the fruits of their contributions from a fund that has a foundation for even further improvements in the future.

at-55" retirement plan—the NMU has had to tighten its pension plan's eligibility rules, eliminate the early retirement provisions and levy assessments against ship operators to keep its fund from going under.

"20-Year Bustout" Falls

The NMU's pledge of a "20-year bustout" that promised a man full retirement at any age with 20 years of seetime, has fallen flat for several reasons. Three stand out:

- The plan was initially underfinanced. No money was set aside to pay for the past service of those who would be eligible for pensions. Nor were any funds collected as a hedge against heavy job losses.

- Thousands of jobs held by long-term NMU members have been eliminated with the layup of the heavily-manned passenger liners—among them the *United States*, the *Constitution*, the *America*, the *Independence*. As the passenger liners are being taken out of service their NMU crews are being forced to draw pensions. Other NMU ship operators don't have adequate jobs to take up the slack.

The wave of retirements is stripping the pension program of income it receives from working NMU Seamen, and is adding to the amount of money that is being taken out of the weakened pension fund.

A basic weakness was built into the NMU program with the provision that an NMU Seaman would get a full year of pension credits even though he worked but 200 days at sea. This cut deeply into the financial stability of the NMU pension fund.

The impact of this trio of weaknesses was recognized by the NMU in 1968. As a result, several changes were made in the NMU pension plan.

NMU members found that, effective Jan. 1, 1969:

1. The reduced and early retirement pensions were, in a word used by the *NMU Pilot*, "terminated." Only those NMU men who had qualified for early retirement before Jan. 1, 1969 could receive them.

2. Instead of a "20-year bustout," NMU Seamen learned that they had to earn their 20 years of seetime within 30 consecutive years—and any long period of slack time extended the amount of time needed to qualify for a pension.

3. A change in the NMU plan made it easier for members to lose their past pension credits. The rule that an NMU member had to work at least 200 days within a period of three consecutive years after Jan. 1, 1953 to keep his credits for all previous

years was changed. From Jan. 1, 1969 on, a man must show that he has shipped at least 300 days in a period of three consecutive years to keep his past pension credits.

The SIU, by comparison, has kept its break in service rule that requires only that a Seafarer have 90 days of seetime in any one of three consecutive years.

Why has the NMU negotiated with management pension changes that both eliminate early retirement and tighten the rules for eligibility for a full pension?

Losing Combination

Because the early and reduced retirement, coupled with the "20-year bustout" promise, proved to be a combination that could not be paid for from the monies going into the fund.

Even with the tightening of rules and elimination of the reduced pension benefit, the NMU fund is in severe trouble.

The NMU fund does not have nearly enough money even to guarantee the pensions of Seamen who are now retired.

NMU-contracted operators last month had to begin making payments toward a \$5.5 million pension fund assessment that was levied because of a loss of jobs. These assessment payments will leave NMU operators less money to use for wage increases.

And they will reduce the opportunity of NMU operators to finance new ships—which could mean new jobs and additional pension contributions.

While the NMU has had to retrench, the SIU has been able to keep its pension fund healthy and add the "20-at-55" retirement.

In addition, the SIU pension and welfare program has several benefits that are superior to those available to the NMU Seaman.

Disability Pension

- The SIU plan provides full disability pension for Seafarers with 12 years of seetime.

- The NMU member must have 20 years of seetime credits for a full disability pension, with reduced payments provided for those under 65 who have 15 or more years of seetime. An NMU member disabled after the age of 65 is eligible for a \$50 monthly pension if he has 10-to-14 years of seetime.

Death Benefit

- The SIU \$4,000 death benefit is guaranteed to the family of an SIU pensioner who dies.

- The NMU plan calls for a \$3,500 death benefit—less any pension received to a minimum of \$1,500. This means that the beneficiary of any NMU member who is on pension for eight months or more— $8 \times \$250 = \$2,000$ —gets only the minimum \$1,500 death payment.

Medical Coverage

- The SIU retiree is covered for all medical costs, without limit, and including dental care, artificial limbs, hearing aids, wheelchairs, glasses, etc. In addition, the SIU pensioner's dependents receive the hospital and surgical benefits available to the dependents of active Seafarers during the pensioner's lifetime and for six months thereafter. By using Medicare and Medicaid benefits, SIU retirees are giving additional financial strength to this total-coverage medical program.

- The NMU program provides for a maximum of \$750 in total medical costs for the pensioner and his dependents. Under today's spiraling medical costs, a single illness can wipe out the NMU member's protection against the heavy price of being sick. The only other medical benefit contained in the NMU pension plan is the cost of a hearing aid—not to exceed \$325—once each four years for the pensioner only.

The reason the SIU has been able to maintain its full range of superior benefits and add the "20-at-55" provision while the NMU has been forced to cut back can be traced to a difference in the approach each has taken toward managing the funds monies.

A detailed report on the financial condition of the two programs appears on the following two pages.

Pension Plans - A Comparison

There are a wide range of pension systems, and with each has come a different way of getting the money to pay for the benefits. Experts have been called upon to find the best way to provide the most benefits at the least cost, and at the same time protect the plans from folding. They have not always succeeded.

Certain facts do stay the same. And in the case of the pension plans of the SIU's AGLIW District and the NMU, a fair comparison can be made from figures drawn from the Employee Welfare Pension Benefit Plan Annual Report Form filed with the United States Department of Labor.

The actuarial figures in these reports lag as much as two years behind, and the last available figures from these reports, for both the SIU and the NMU, cover the year 1968.

Pension experts agree that the key figure in all pension reports is the "unfunded past service liability." Take this phrase apart and this is what you have:

"Unfunded." That means there is no money—no fund—to cover the item.

"Past Service." Past service is the seetime credits that a man earns before a pension plan goes into effect. A pension plan, to be paid up, requires that enough dollars are put in the pension fund each day to pay for the seetime earned before the benefits were negotiated. Only then can there be a guarantee that the pension that will be drawn in the future can be paid for.

But when the SIU and the NMU pension funds began, many Seamen had been on the job for several years—and no money had been set aside to pay for their pensions. Those years in which no dollars were set aside for the Seafarer represent his "past service."

"Liability." A liability is a debt. In the case of pensions, it is a debt that must be paid if everyone who is on pension, and everyone who is working toward a pension, is to have a solid money-backed guarantee that what he has earned toward his pension up to now is available.

So the "unfunded past service liability" is, in effect, the mortgage that must be paid before a worker is sure that his share of his pension fund is secure.

Astronomical Liability

In the case of the NMU, the unfunded past service liability is astronomical—and rising. From a debt of \$304 million dollars in 1965, it grew to \$469 million in 1968.

The NMU in 1965 reported that it had 29,000 members under its pension program, meaning that each member's share of the unfunded past service liability—or the mortgage on his pension at that time—was \$10,500.

By 1968, the NMU reported that the number of members covered by the pension had dropped to 27,500. But the unfunded past service liability had grown to \$469 million. The drop in membership, coupled with the increase in the debt meant that by 1968, each member of the NMU had a mortgage against his pension of \$17,000.

In four years, the debt against the pension of each working NMU Seaman had grown from \$10,500 to \$17,000. And that debt is still growing.

The SIU, too, has an unfunded past service liability.

In 1965 it amounted to \$58 million. The SIU had 22,000 members covered by its pension program, and this number of members, divided into the \$58 million pension debt, meant each member had a mortgage of \$2,600 on his pension investment. That grew to a top of \$3,600 by 1967, the year that the SIU's unfunded past service liability reached its peak of \$86 million.

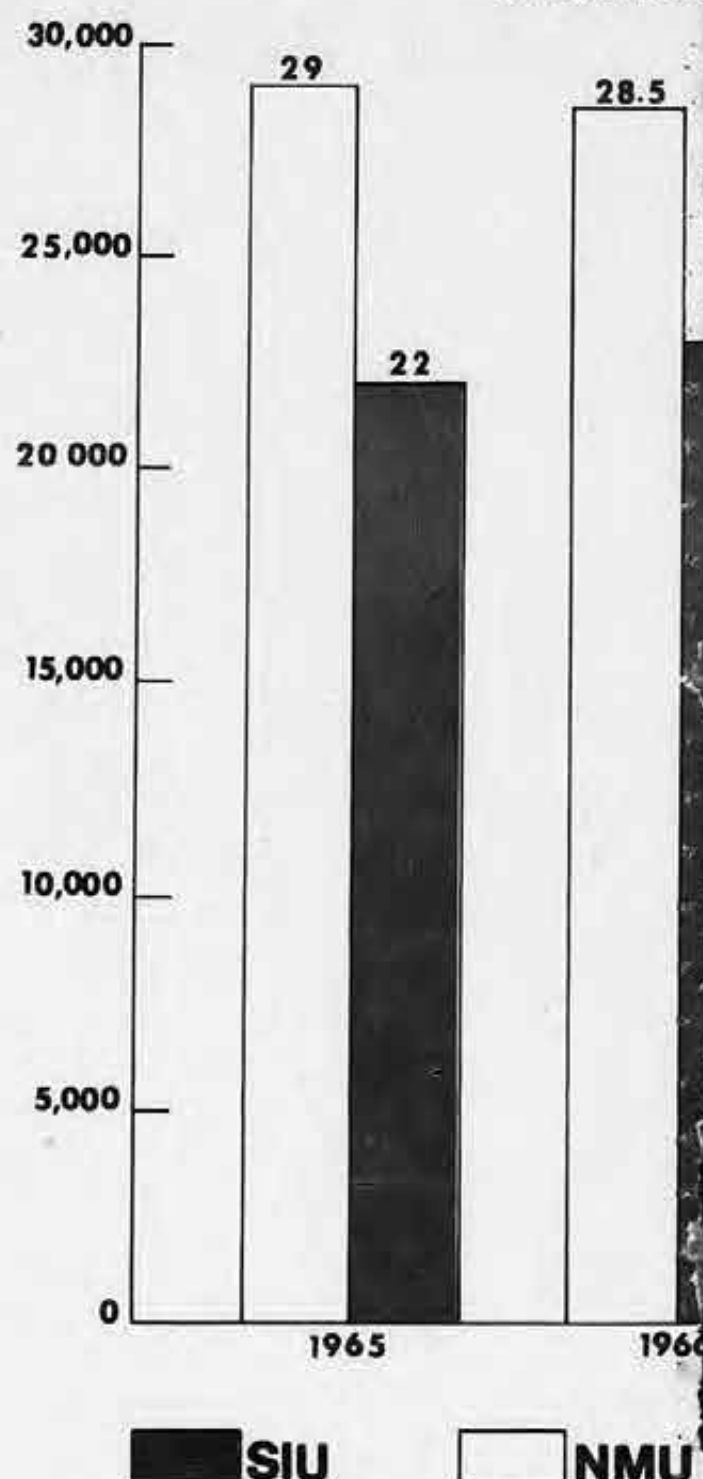
SIU Debt Drops

But in 1968, the unfunded past service liability of the SIU pension plan dropped by \$5 million—cutting the debt for each member's pension investment to \$3,100, based on a membership that had grown to 26,500.

How did the drop in debt occur?

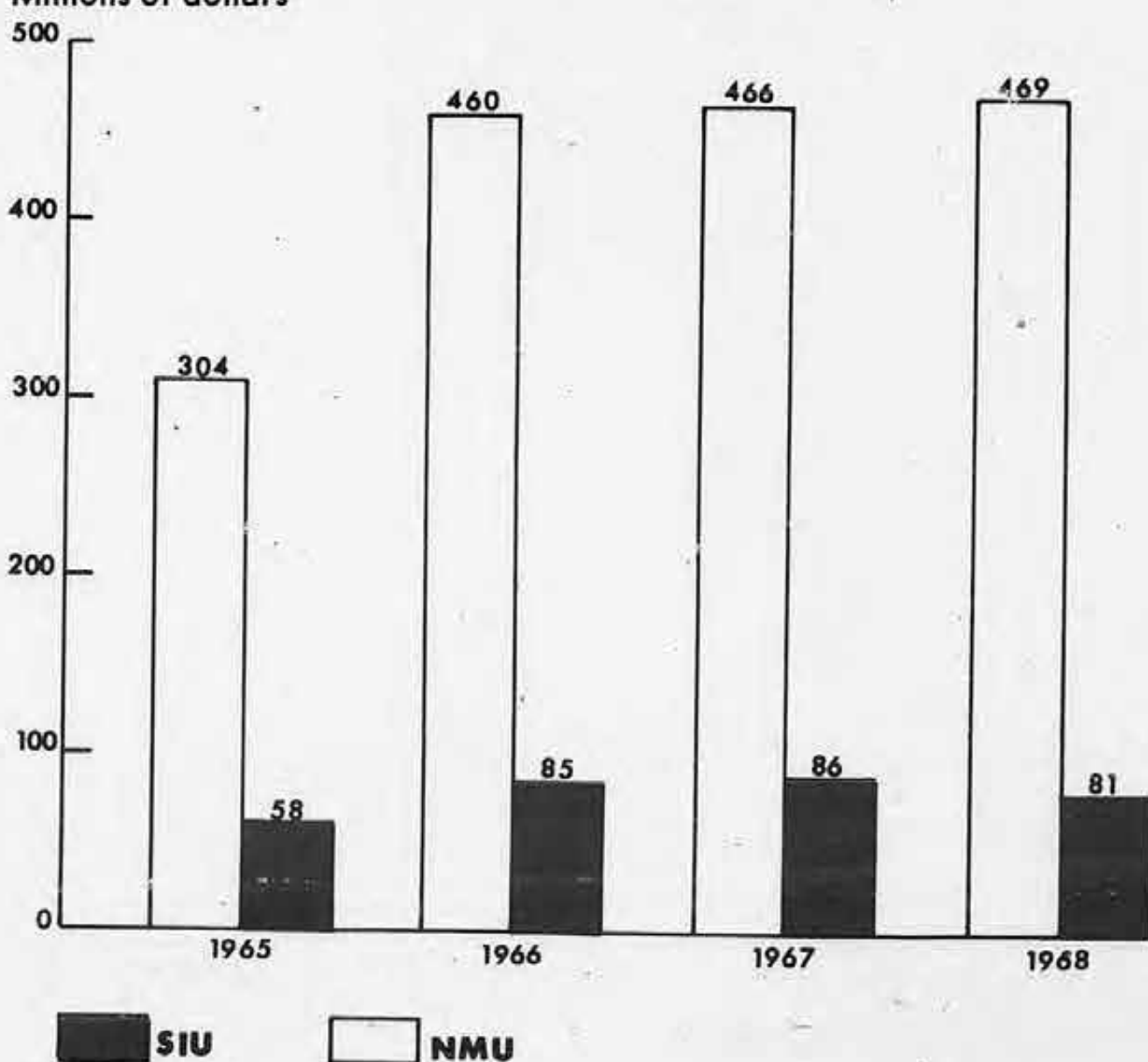
It happened because SIU negotiators, seeing trouble ahead unless the unfunded past service liability was reduced, persuaded management to place \$1.50 per man per day at sea into a debt-retirement fund. This meant that approximately \$5 million a year was being spent toward strengthening the pension program for the future.

Active



Unfunded Past Service Pension Liability (Debt)

Millions of dollars



Source: U.S. Department of Labor

SIU's unfunded past service liability will take a jump of an estimated \$70 million as the new provision making full pensions available to those with 20 years of seetime at age 55 goes into effect.

This will bring the fund's debt to approximately \$150 million.

But SIU negotiators, in bargaining for the new "20-at-55" retirement, gained a contribution of \$2.08 a day for each man at sea. Included in this amount is 33 cents that will go directly toward paying off the additional unfunded past service liability that came with the new benefit.

That 33 cents, plus the \$1.50 previously set aside to reduce the unfunded past service liability, means \$6 million a year will be paid toward debt retirement. At that rate, the debt could be eliminated in 25 years. This is considered sound financing among pension programs.

"Pension Plans Under Collective Bargaining, a Reference Guide for Trade Unions," which is published by the AFL-CIO, says that:

"The common practice is to write past service liability off in about 30 years."

The NMU has not set aside any funds to reduce their skyrocketing debt which stands as a threat against the pensions of those who are now retired and those who plan to retire in the future.

In fact, the \$5.5-million assessment levied by the NMU pension fund last month against NMU-contracted ship operators indicates that their pension program is having a difficult time staying afloat.

The NMU Pilot has often displayed in headlines impressive figures as being the amount "in reserve for future pension benefits."

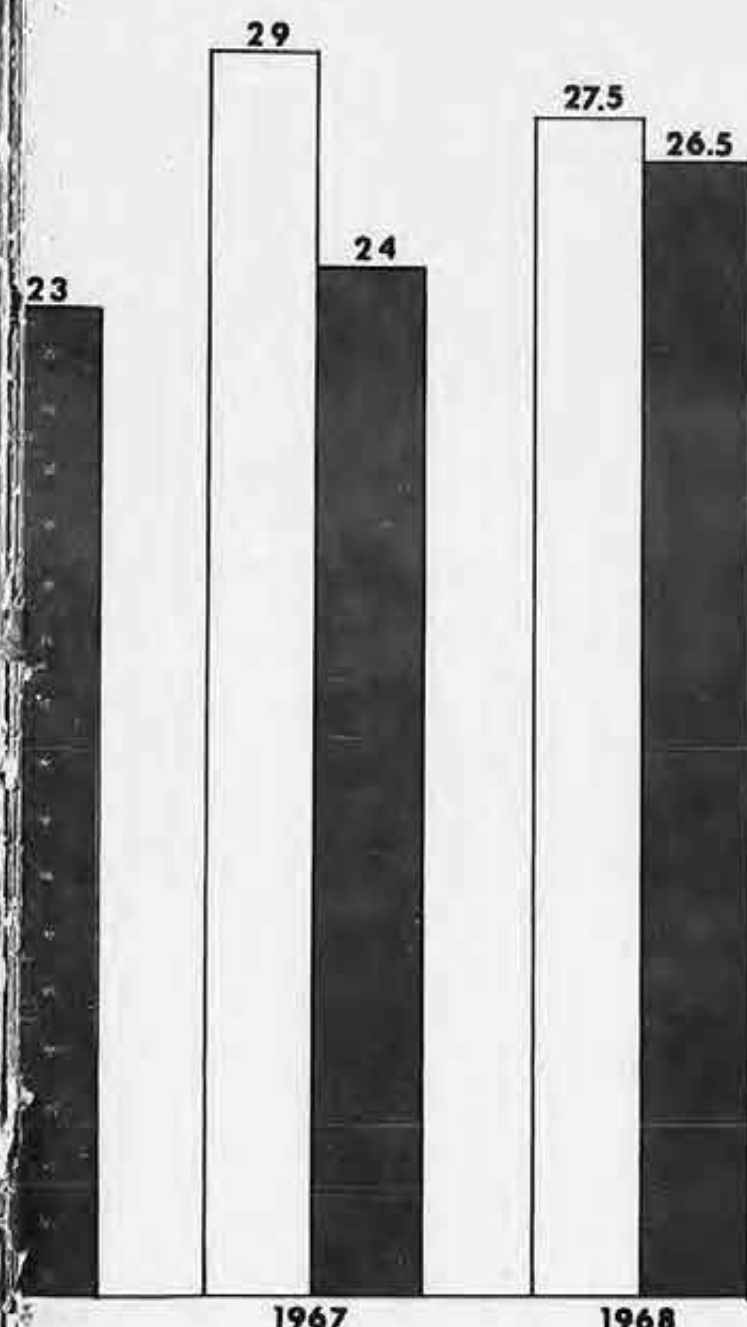
NMU's "Accrued Liability"

What the Pilot did not report were the current unfunded past service liability figure and the total "accrued liability."

Accrued liability is similar to "unfunded past service liability" except that it includes, in addition, the amount of money it will cost to pay off the full pensions of all Seamen who are now on retirement.

Comparative Study: SIU vs NMU

Members



Source: U.S. Department of Labor

The last year for which those figures are available is 1968. And, as taken from the report of the NMU's own actuaries—or pension financing experts—they showed this:

- An accrued liability—the amount of money that would be needed to completely pay for all NMU pensions being drawn at that time plus the cost of bringing up to date the pension credits for those on the job—of \$628,795,500.

- A cash fund of \$159,785,200—a figure that NMU calls “reserves” but which actually is only the cash that could be mustered at the time toward paying the accrued liability of \$628,795,500 that is outstanding.

Under the column showing the debts of the NMU pension fund is the listing “Pensioners.” Following it is the figure \$269,033,200. This represents the amount of money the fund would need just to pay the future cost of the pensions for those who in 1968 were receiving pension checks.

In other words, the “reserves” referred to so often by the *NMU Pilot* were, in 1968, a little more than half the amount of money needed to pay for the pensions of the retirees at that time. Again, according to the NMU's own experts, it would have taken \$296,033,200 to pay for the pensions of those already retired in 1968. And the NMU had, at that time, “reserves” of \$159,785,200.

Had the NMU pension fund folded, there would not have been nearly enough money in 1968 to pay for the pensions of those who were then on retirement.

This, in turn, means that the thousands of NMU Seamen at work and earning the cash being placed in the pension fund would have been left with nothing.

Curran Shows Concern

The president of the NMU, Joseph Curran, indicated his concern for the health of the NMU pension plan in the August, 1970 issue of the *NMU Pilot*. After he and a group of trustees for the NMU Pension and Welfare Plan had visited retired members in Denmark, England and Spain, Curran wrote:

“We made it quite clear to these pensioners that

in spite of the blow when the passenger ships were arbitrarily laid up and the serious effect it had on the man-days of employment and thus on the contributions to the Plan, that we were still strong and the Trustees were doing all they can do to assure all pensioners that the pensions were and would remain secure.”

How does the SIU pension fund stack up by comparison?

Using the 1968 report to the federal government, the SIU would have been able to assure all pensioners on the rolls at that time their pension for life at a cost of \$33,563,000. The SIU had in available cash \$33,371,000, or less than \$200,000 short of what it would have cost to guarantee full payment of all pensioners for life.

By Nov. 30, 1969—after the SIU began setting aside funds to reduce its debt—the cost of paying full pensions for life to all Seafarers on pension had gone up to \$38,550,000. The union on the same date had assets—cash, plus bonds and stock that could be immediately converted to cash—of \$43,863,000, or more than \$5 million above the amount that would have been needed to guarantee forever the pension of every retired SIU member.

Why the Difference?

Anyone can reasonably ask why the SIU pension fund is relatively secure while the NMU fund is floundering. These are some of the reasons:

- The number of SIU members covered by the pension fund grew from 22,000 in 1965 to 26,500 in 1968—as reported to the U.S. government. The number of SIU members drawing pensions grew from 785 to 1,258 in the same period.

This means that in 1968, 25,242 working Seafarers were contributing to the pension fund that was paying retirement checks to 1,258 men.

- Federal reports filed by the NMU for the same period show that the number of NMU members dropped from 29,000 in 1965 to 27,500 in 1968. But the number of pensioners grew from 4,437 in 1965 to 9,469 three years later.

This means that in 1968, 18,031 working NMU

Seamen were contributing to a pension fund which was paying retirement benefits to 9,469.

Put another way, the SIU in 1968 had 20 men working—and contributing to the pension fund—for each Seafarer on pension.

The NMU, at the same time, had fewer than two men working—and contributing to the pension fund—for each Seaman on pension. This ratio has grown worse in the past two years. The *NMU Pilot* reported in August that the union had 11,354 pensioners on July 1, 1970.

- The NMU failed to plan for the future. There were adequate signs years ago that the passenger liners were in danger of being laid up. Instead of gearing their pension program to withstand the loss of the thousands of pension fund-contributing jobs, the NMU risked the stability of their pension plan by providing a level of benefits too high to be supported by the amount of money going into the pension fund. These benefits now appear to be in grave danger.

The full impact of the loss of the liners has yet to be felt. Many of the thousands of jobs on the liners were held by long-term NMU veterans who either qualified for pension or are nearing the point where their service will permit them to take their pensions.

The SIU was spared the unfortunate jolt that crippled the NMU when the passenger liners were put out of operation.

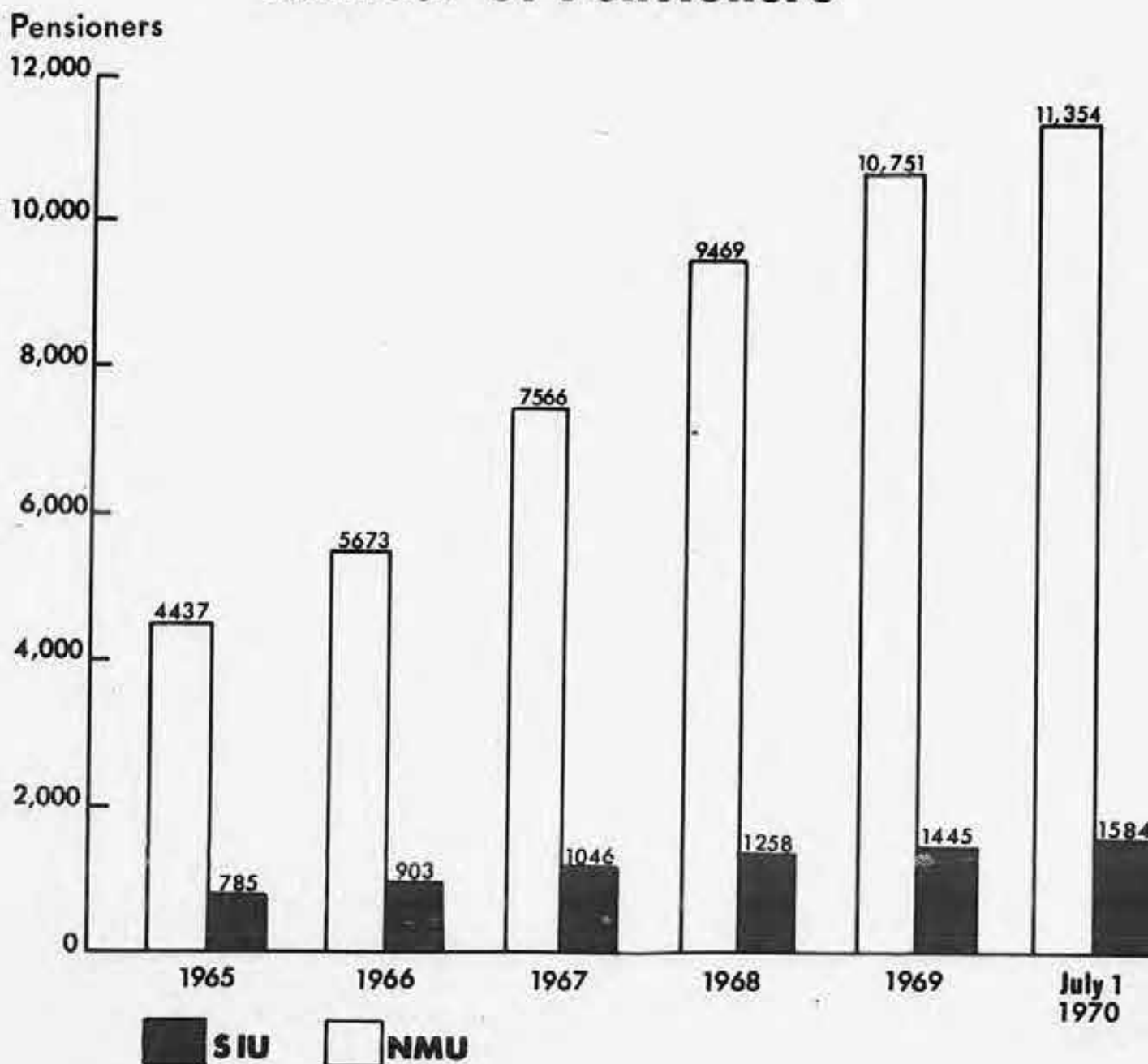
- The NMU, along with other seafaring unions, has been losing additional jobs with the decline of the nation's foreign-trade freighter fleet.

While the NMU ignored the storm signals in its area, the SIU planned with caution, holding back on programs that would jeopardize the right of Seafarers to receive what they had been promised—both now and in the decades to come.

The SIU recognized the warning issued in the AFL-CIO pension plan handbook which says:

“In an industry subject to rapid technological change and automation, in which it can be anticipated that the number of employees will substantially be reduced in the future, the effect upon the financing of a pension plan will be similar, if not as catastrophic, as going out of business.”

Number of Pensioners



Source: 1965-1968: U.S. Department of Labor
NMU data 1969—July 1, 1970: NMU Pilot

Jobs, Pensions On Line in Fight To Save Fleet

The SIU's long campaign to bring federal assistance to the American-flag merchant fleet has a direct bearing on pensions. Without ships, there are no jobs. Without jobs, there will be no pensions.

A recent report from the Senate Commerce Committee tells of the problem facing all American seamen working the foreign trade routes.

There were a total of 56,700 jobs aboard all American-flag vessels in the foreign trade last year. This number will drop to under 34,000 by 1974, regardless of what happens, the committee's report said.

Should no new ships be constructed by 1980, the total number of jobs available in this fleet will dwindle to 22,300. If ships are built at the recent 10-ships-a-year level during this decade, 28,400 men will be working aboard the American-flag merchant fleet servicing the international trade by 1980.

Should the Merchant Marine Act of 1970 be passed, and if its recommendation that 30 ships a year be constructed in each of the next 10 years is placed in effect, employment by 1980 is estimated at 39,100.

While this still represents a drop of nearly a third from the number of jobs available in 1969, the committee's report shows that employment will be increasing at the end of this decade if the program encompassed in the Merchant Marine Act of 1970 is carried out.

Aid for Domestic Trade

The bill would also give help to operators in the domestic trade.

Those who service the noncontiguous routes—from and between Alaska, Hawaii, Puerto Rico and Guam and the mainland United States—as well as the old and near-dormant Great Lakes fleet, would receive tax assistance to construct new ships.

The bulk carriers, many of them operators with SIU contracts, would be in a position to take full advantage of the shipbuilding program. They are starved for modern ships. And they have held back construction because they have been denied the subsidies that have been available to the liner operators since 1936.

A Senate Commerce Committee report published just last month showed that only one of all 50 American-flag bulk carriers is under 20 years old. And 20 years is considered to be a vessel's effective economic lifetime—the time in which a ship can be profitably operated.

Competing against our old, small fleet of rusting bulk carriers is a growing armada of foreign-flag bulk ships—some 2,556 of them. Two thirds of these foreign-flag bulk carriers—1,700 ships—are under 10 years of age.

While the figures are less overwhelming, the same general pattern holds true in the American-flag freighter and tanker fleets.

All this means that there is a huge job to be done for the United States to have a first-class fleet in world commerce, a fleet that will provide more jobs and greater opportunity for Seafarers.

The SIU's political action program, through the SPAD, is aimed directly at getting laws that will protect and improve the merchant marine. SPAD supports candidates who support laws that will provide more jobs for Seafarers. And it is jobs that will guarantee the stability and provide the funds to improve the SIU pension plan in the future.



Old salts, like Sam Spivak (above), have their pensions guaranteed for life because of the financial soundness of the SIU's AGLIW District Pension Plan. The pensions of future retirees will be assured through the contributions made by the trainees at the Harry Lundberg School of Seamanship which the union operates to prepare young men for careers at sea. The young Seafarers, in addition to paying for their own pension benefits, contribute to retiring the "unfunded past service liability" debt—contributions that add a safety factor to the pensions of those who are yet to retire.

When Pension Plans Fail...

There are 33,000 pension plans in the country. They cover 30 million people, and they have \$126 billion in cash.

And many of them fail.

The Associated Press, in a series of stories developed earlier this year, noted that "... thousands of Americans retire only to discover they'll get no money from the plans they may have worked under for years."

Thomas R. Donahue, as Assistant Secretary of Labor during the Johnson Administration, testified before a Senate Labor Committee:

'Utterly Indefensible'

"In all too many cases the pension promise shrinks to this: 'If you remain in good health and stay with the same company until you are 65 years old, and if the company is still in business, and if you haven't been laid off for too long a period, and if there's enough money in the fund, and that money has been prudently managed, you will get a pension.'

"It is utterly indefensible in a society as affluent as ours that an individual's economic security in his later years should rest on an incredible list of 'ifs' and 'maybes,'" Donahue declared.

While pension plan failures usually occur among small employers, workers in large companies are not immune.

Several hundred workers lost their jobs last month when the Crane Co. closed its plant in Trenton, N.J.

Their pension program provided a paid-up annuity for employees who reached the age of 65 and otherwise qualified for a pension. With the closing of the plant, the pension plan lapsed. Many of the workers are elderly, but even those at age 64 are now being told they will get no pension.

Closing of the Studebaker plant in South Bend, Ind., brought the largest single termination of pensions in recent years. The Studebaker pension agreement had been negotiated with the United Auto Workers.

The "assets" in the plan at the time the plant went under were sufficient to provide benefits for those 60 or older with at least 10 years of service.

Pension Cut, Eliminated

After they were taken care of, there remained only enough money to provide 15 percent of the earned value of their benefits to workers with 10 or more years of service, and who were between the ages of 40 and 59. The rest of the workers got nothing.

Pensioners in a union-management pension plan covering a hat manufacturing group in New York City last year had

their pensions cut to \$20 a month—a blow that was followed by the complete suspension of payments for a year.

The pension and welfare plan of the United Mine Workers Union has bounded up and down with the industry, since it has been dependent on the amount of coal mined. Operators pay a certain fee for each ton of coal brought to the surface. When coal demand has been heavy, the plan remained stable. When the amount of coal mined slacked off, the fund suffered.

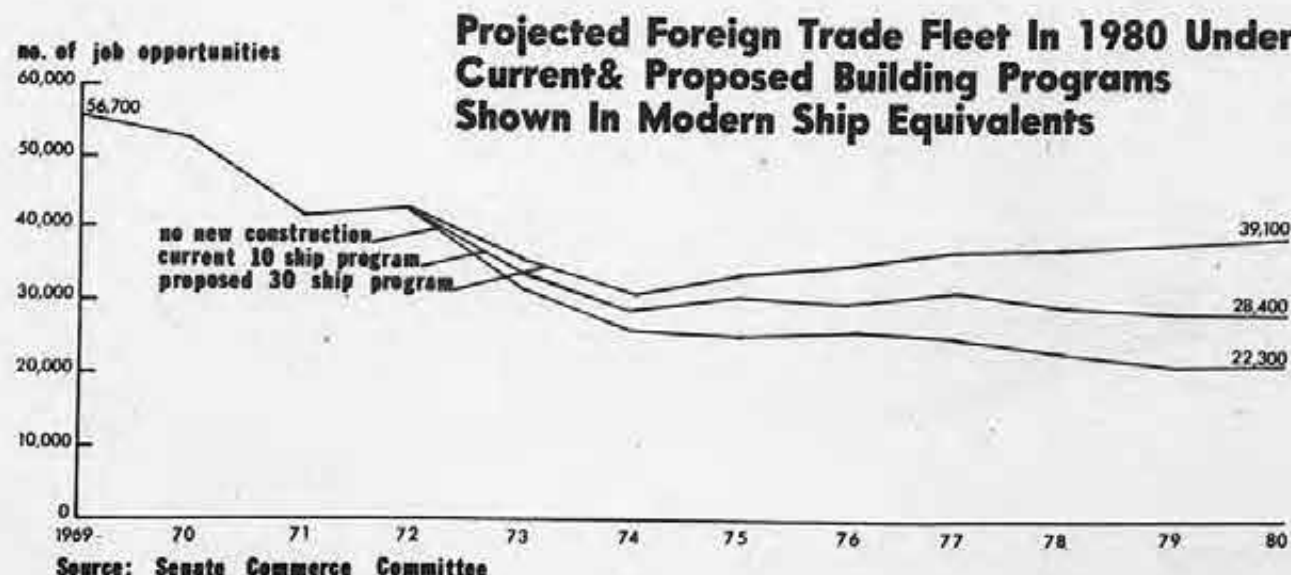
Funds for the SIU pension plan have a cushion since the dollars required to support it come from several companies. This gives the added advantage of portability—meaning that a Seafarer can leave one SIU-contracted operator and go to work for another and his pension credits continue.

But the pension fund will remain only as healthy as the ability of the combined companies to pay the cost.

SIU has been fortunate. While its deep sea employment has dropped 20 percent in the past four years, employment in other affected areas has remained constant or increased.

The NMU has been unfortunate. The lay-up of the passenger liners is cutting deep into the ability of the NMU ship operators' ability to pay, and is causing a larger share of the burden to be placed upon fewer jobs.

And the NMU operators, like those who have contracts with the SIU, have had a decline in jobs because of the shrinkage of the American-flag foreign-trade freighter fleet.



ANNUAL REPORT

For the fiscal year ended March 31, 1970

GREAT LAKES TUG AND DREDGE PENSION FUND

275 30th Street, Brooklyn, N.Y. 11215

to the SUPERINTENDENT OF INSURANCE of the STATE OF NEW YORK

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

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

Item		
1. Contributions: (Exclude amounts entered in Item 2)	\$ 133,223.91	
(a) Employer (Schedule 1)	49,054.26	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$ 182,278.17
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	44,024.38	
(b) Dividends	26,056.92	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		70,081.30
4. Profit of disposal of investments		25,314.47
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		\$ 277,673.94

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 41,759.95
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	12,707.07	
(b) Allowances, Expenses, etc. (Schedule 2)	2,536.80	
(c) Taxes	595.69	
(d) Fees and Commissions (Schedule 3)	8,246.39	
(e) Rent	1,474.88	
(f) Insurance Premiums	174.17	
(g) Fidelity Bond Premiums	31.00	
(h) Other Administrative Expenses (Specify) See attachment	12,529.51	
(i) Total Administrative Expenses		38,295.51
13. Loss on disposal of investments		18,856.97
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions		\$ 98,912.43

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$1,442,625.63	
18. Total Additions During Year (Item 7)	\$ 277,673.94	
19. Total Deductions During Year (Item 16)	98,912.43	
20. Total Net Increase (Decrease)		178,761.51
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$1,621,387.14

Part IV

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

Part IV—Section A Statement of Assets and Liabilities Great Lakes Tug & Dredge Pension Plan File No. WP-157217

For Year Beginning April 1, 1969, and ending March 31, 1970

ASSETS

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 26,754.53	\$ 27,670.27
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) Accrued interest paid on bonds purchased	112.67	250.83
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	83,517.18	253,177.13
(2) Common	562,136.42	465,866.77
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	95,115.54	200,890.95
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	674,989.29	674,070.99
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) .. (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1)	%	
(2)	%	
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$1,442,625.63	\$1,621,946.94

LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify) Unapplied contributions		559.80
14. Reserve for future benefits	1,442,625.63	1,621,387.14
15. Total Liabilities and Reserves	\$1,442,625.63	\$1,621,946.94

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

Deductions from Fund Balance

Item 12(h)—Other Administrative Expenses

Stationery, supplies and printing	\$ 3,401.98
Postage, express and freight	186.17
Telephone and telegraph	275.85
Equipment rental	599.77
Employee benefits	744.64
Miscellaneous	716.43
Repairs and maintenance	60.89
Tabulating service	6,313.97
Microfilming	129.18
Dues and subscriptions	15.34
Miscellaneous Trustees' meetings expense	85.29
	\$12,529.51

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ANNUAL REPORT OF THE GREAT LAKES TUG AND DREDGE PENSION FUND

STATE OF _____ }
COUNTY OF _____ } SS.

and _____
Trustees of the Fund and _____

affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:

X Edward J. Horgan

Employee trustee:

X David J. Affleck

Others (Indicate titles):

Farm Workers Battling for Better Life

Salinas, Calif.

And suddenly it was all a matter of pen and ink.

All the indignity, the suffering, the humiliation of this nation's agricultural workers were now reduced to signatures on a contract. One of the signatures would be that of Cesar Chavez, the doughty fighter for betterment of the lives of farm workers. The other would belong to a representative of Inter-Harvest, one of the largest vegetable growers in California's Salinas Valley.

The signatures would mean that Cesar Chavez, the inspirational leader of the United Farm Workers Organizing Committee, had achieved another small breakthrough in the resistance of growers to the fact of change.

That change is the desire for living wages, decent housing and hope for the future among California's largely Mexican-American farm workers. The change, mostly attributable to Chavez, has not been easy.

For farm workers have not yet received their LaFollette Seamen's Act. There is no unemployment compensation, no minimum welfare standards, no workmen's compensation for injuries and no recognition of grievance by the National Labor Relations Board.

Right now there is only Cesar.

He is the product of genera-

tions of unsuccessful attempts— attempts almost always marked by violence—to organize farm workers.

Tongs Formed

The attempts began in the 1880s with Chinese migrants who formed themselves into the infamous "Tongs." The Tongs were so insulated from one another that their disunity was often used by growers to promote hostility between them and more time was spent in internecine warfare than in organization.

In 1905 workers in the Midwest and West formed the Industrial Workers of the World—the Wobblies. At their national convention in San Diego in 1912 lawless gangs of growers and their henchmen, aroused by attempts at unionizing field hands, herded the Wobblies into pens where they were systematically pummeled with clubs, blackjacks and whips.

Ten years later, IWW organizers went to jail for life after two workers died in riots in Wheatland, Calif. And three more died in 1933 when growers ambushed cotton pickers at a union hall.

The path leading to Cesar's breakthrough started after World War II with the formation of the National Farm Laborers Union. They organized the cotton workers in California and were organizing share-

croppers in Arkansas when growers drove them from the fields by importing Mexican labor—braceros.

The growers continued to exploit the Mexican migrant workers until 1964 when the then Secretary of Labor W. Willard Wirtz declared the "temporary" law that permitted the bracero movement to start had expired.

Almost immediately the AFL-CIO Agricultural Workers Organizing Committee began to work. AWOC struck the Delano vineyards on Sept. 9, 1965. At first it seemed futile since most of the Mexican-American workers belonged to an unaffiliated union—the National Farm Workers Association. Their leader, a thin man with a sunny smile, was Cesar Chavez.

Chavez waited one week, and on Sept. 16, 1965—Mexican Independence Day—cast his lot with the strike. Out of that was born the UFWOC.

Since those first days of unity, Chavez has marched his chicano followers up the broad and fertile Imperial Valley to Sacramento to plead for justice. He staged a hunger fast and still suffers from its effects.

He and his followers, backed by the famous grape boycott, stood the Delano grape growers on their collective ears, until, one by one, they signed union contracts.



Farm Workers Reap Fruits of Unionism

Now the California grape pickers receive:

- Wages of \$1.90 an hour, up from \$1 and \$1.05 a year ago, plus a piece work rate on top of that.

- Growers now contribute to an economic development fund which will provide decent, low-cost housing.

- Health and welfare clinics are sprouting where the migrants live.

- Schools for workers' children are being built from growers' contributions.

Uphill Path

It's not been easy, and the path for Cesar is still uphill. Men of conviction are still paying the price in pain.

During the most recent effort with the California vegetable crops, roadblocks in the path were thrown up not only by growers—that was expected—but also by the powerful Teamsters Union.

Afraid of Chavez and the men who stand with him under the sign of the black thunderbird, growers signed a "sweetheart" contract with the Team-

sters. No elections or card checks were held. The growers just signed contracts.

Cesar replied by calling the 10,000 vegetable workers out on strike. The Teamsters countered with pickets of their own.

Finally, Chavez and the Teamsters signed a pact which left the fields to the UFWOC and the packing plants to the Teamsters.

That did not mean victory. Jerry Cohen, general counsel for the UFWOC, suffered a brain concussion when he was set upon by a rancher's hired agents. Cesar pushed on.

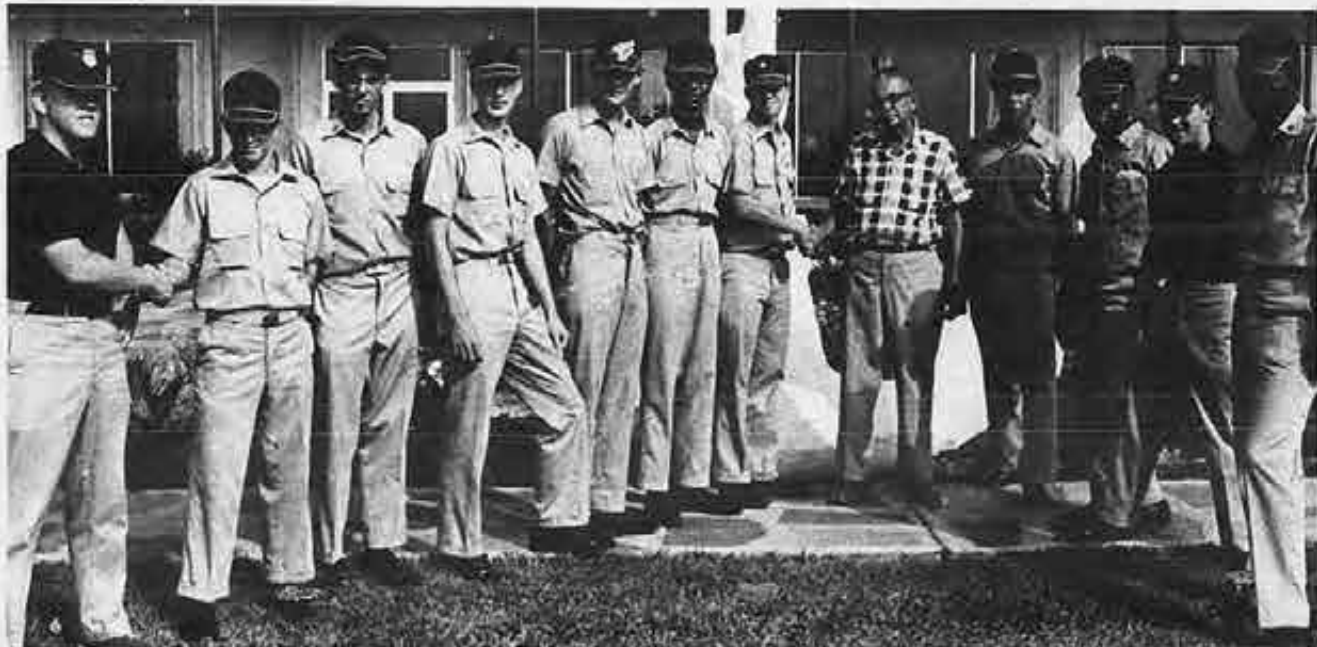
And when Inter-Harvest realized he would not quit, they sought to come to terms. And suddenly it was all reduced to pen and ink.

Chavez, however, is the first to say that the job of farm organizing will not stop with the Salinas Valley vegetable men. He continues to campaign for the rights of farm workers wherever they suffer the old indignities and despair. Judging by his record so far, they won't suffer long.



Trainees Off To First Ship

SIU Representative Mike Sacco congratulates the graduating Class 46 at the Harry Lundeberg School of Seamanship at Piney Point as they prepare to leave for New York to go aboard their first ship. From left: James Sellers, David Green, Mike Wood, Edward Silvers, Sacco, Pat Knox, John Botts and Alvin McKants.



Class 48 Ships Out

HLSS President Robert Matthews, center, and Lifeboat Instructor John Shields, left, bid farewell to graduate trainees of Class 48 as the group prepares to leave Piney Point to work aboard their first ship. From left are Shields, Durrell Lawshe, William Enz, David Rine, Jeff Blackwell, John Richardson, Willie Bridges, Matthews, Jesus Gomez, David Taylor, Larry Smith and Caldwell Sabb.

USIA 'Kills' Story On Farm Workers

Despite the benefits they accrued for the workers in the California grape industry, Cesar Chavez and the AFL-CIO Farm Workers apparently don't rate any good publicity from the United States Information Agency.

The leadership of the USIA recently cancelled a picture-story about the Farm Workers and their struggles.

The "kill" order on the publication, which had already been sent to USIA posts overseas, was issued by Assistant Director Kenneth Towery.

Towery was blunt in the explanation of his actions: "I don't think we should take sides in a domestic controversy. I killed the story. It was a puff job for Chavez."

The 24-page USIA "photo bulletin" had already been sent to 118 countries before it was killed.

The editor of the publication, Joseph Principato, defended the article, saying, "I thought the Chavez story was a good one. I thought it showed that through legal and non-violent means a man of little education and influence can really make a lot of difference in people's lives."

Towery said a new version of the story was being prepared.

Activities Continue at Piney Point



Norman Smith, outstanding grad of Lifeboat Class 52, receives wristwatch and congratulations from Instructor John Shields.



Graduates of Lifeboat Class 51 are, kneeling from left, Mike Wall, Bill Cook, Bob Cicala, John Selease, Jose Novas, Mike Lawrence, Earl Jentoff, Mike Ortiz and Mike Reed. Second row, Charles Rogers, Bruce Hendrik, Arnie Gonzalez, Charles Rodriguez, Joe Miles, Bob Ware, Fred Pohlman, Larry Graham, George Moore and Instructor Paul Veralopulo. Back row, Bob Miller, Larry Engleman, Charles Perkins, Doug Spencer, John Rokicki, Terry Parker, James Kuchta, Ken Powell and Clem Colgan.



Lifeboat Class 52 graduated 21 young trainees shown above on the deck of the S. Y. Dauntless. Kneeling, from left, are Doug Smith, Charles Andres, Billy Lincoln and John Leach. In the middle row are Leo Pouncey, Jim Kirkland, Larry Miller, Jim Hall, Norman Smith, Ronnie Harvell and Jim Alford. Back row, Bob Salley, Dennis Hansen, Dennis Metcalf, Clyde Clark, Randy DeCost, Rex Sherwell, Spurgeon Simpson, Jr., Tyrone Leo, Mal Christian, James Harper, and Instructor John Shields.

Lifeboat Class 53 poses after completion of course. Kneeling, from left, are Rich Burkett, Marv Royster, Clem Tillman, John Zekos, Charles Holmes, Kevin Hare, Ed Orsi, Dan Lacaze and Cecil Beverly. Second row, Gene Alexander, Harry Piccariello, Ray Lott, Mark Worzel, Mike Bethune, Wayne Sechser, Archie Tuten, Bob Higgins, Mike McGee, Bob Harris, Bob Smith and Instructor John Shields. Back row, Shelton Conarroe, Rich Freeman, Tom Brophy, Phil Baldwin, Jim Ferguson, Pete Stanger, Chip Moorefield, Everett Cox and Phil Nerges.



HLSS President Robert Matthews (left) looks over Wright's Official History of the Spanish-American War in the school's library. The rare historical volume was presented to the school by Seafarer Skippy Guszczynsky.



SIU Secretary-Treasurer Al Kerr talks to trainees during a union education meeting. Kerr spent several days at the school meeting the future Seafarers and observing their training program. At Kerr's left are Bill Hall, HLSS director of training, and Paul McGaharn, deputy training director.



Life at the Harry Lundeborg School of Seamanship at Piney Point, Md., is often hectic and always busy. Classes graduate and new classes start training—young men training for careers at sea aboard American-flag vessels.

They undergo instruction for a 12-week period before going aboard their first ship. A routine day at HLSS might include exhaustive instruction in the intricacies of the engine plant of a typical ship, or safety procedures to be followed in the event of an emergency.

There are lectures by SIU officials on the workings and ramifications of the union and practical experience to be gained by on one of the ships owned by the school.

The training program constantly proves its effectiveness by graduating the finest seamen sailing the world's oceans.



SIU Safety Director Joe Algina discusses lifeboat launching procedures as a group of trainees prepare to put a boat over the side as part of their minimum 30-hours of practical lifeboat training.

Instructor John Shields presents a wristwatch to trainee Chip Moorefield, outstanding graduate of Lifeboat Class 53.



Digest of SIU Ships Meetings

SACRAMENTO (Ogden), June 21—Chairman, William P. Link; Secretary, Darrell G. Chafin. Everything running smoothly. No beefs and no disputed OT.

TRANSCOLORADO (Hudson Waterways), June 21—Chairman, John Urzan; Secretary, Alipio Trujillo; Deck Delegate, Frank Rodriguez, Jr.; Engine Delegate, C. Emertziadis; Steward Delegate, Martin Iturrino. \$31 in ship's fund. No beefs and no disputed OT. Vote of thanks extended to steward department for job well done.

ROBIN HOOD (Moore-McCormack), July 19—Chairman, J. Justus; Secretary, Aussie Shrimpton; Deck Delegate, W. R. Addington; Engine Delegate, P. Pappas; Steward Delegate, Charles J. Hickox. \$13 in ship's fund. Some disputed OT in each department.

STEEL VENDOR (Isthmian), July 24—Chairman, Robert A. Lord; Secretary, George W. Gibbons; Deck Delegate, Norbert Prats; Engine Delegate, Granville W. Davis; Steward Delegate, Robert J. Liegel. Everything running smoothly with no beefs and no disputed OT.

BEAUREGARD (Sea-Land), July 26—Chairman and Deck Delegate, B. Hager; Secretary, Joseph Wila-

szak; Engine Delegate, Alfred R. Fry; Steward Delegate, Joseph Kearns. No beefs and no disputed OT.

DE SOTO (Waterman), June 14—Chairman, Joseph D. Blanchard; Secretary, J. F. Castronover. \$5.75 in ship's fund. No beefs and no disputed OT.

STEEL SURVEYOR (Isthmian), July 29—Chairman, Vernon Poulson; Secretary, John C. Reed; Deck Delegate, Gordon Bradford; Engine Delegate, Robert Ellenson; Steward Delegate, Wm. R. Maginder. \$8.50 in ship's fund. No beefs reported by department delegates. Vote of thanks to entire steward department for job well done.

CALMAR (Calmar), Aug. 2—Chairman, Leo Koza; Secretary, Howard Flynn. Everything running smoothly with no beefs and no disputed OT.

PRODUCER (Marine Carriers), Aug. 9—Chairman, P. H. Greenwood; Secretary, T. Conway; Deck Delegate, James Robinson; Engine Delegate, N. M. Benz; Steward Delegate, M. Lambert. No beefs reported by department delegates. Vote of thanks extended to steward department for job well done.

COLUMBIA BANKER (Columbia), July 19—Chairman, V. A.

Vandenella; Secretary, J. Calhoun. Ship sailed short one man in deck department. Some disputed OT in engine department. No beefs.

YORKMAR (Calmar), Aug. 17—Chairman, Salvatore Sbriglio; Secretary, John R. Marshall; Deck Delegate, T. O. Foster; Engine Delegate, J. McDonald; Steward Delegate, Stanley A. Woycik. Everything running smoothly.

BUCKEYE VICTORY (Buckeye), Aug. 14—Chairman, Anthony Barnes; Secretary, W. J. Geary; Deck Delegate, A. W. Reynolds; Engine Delegate, W. J. Geary. No disputed OT and no beefs.

CHICAGO (Sea-Land), Aug. 3—Chairman, Walte Sibley; Secretary, B. B. Henderson; Deck Delegate, D. H. McKinney. Very good trip with no major beefs. \$24 in ship's fund.

ROBIN SHERWOOD (Moore-McCormack), July 18—Chairman, H. S. Lee; Secretary, P. S. Holt. No beefs and no disputed OT reported by department delegates.

STEEL APPRENTICE (Isthmian), July 26—Chairman, David D. Backrak; Secretary, Paul P. Lopez; Deck Delegate, Walter G. Butterson; Engine Delegate, Michael Lesko; Steward Delegate, Alvin C. Olander. \$30 in ship's fund. Some disputed OT in deck and engine departments.

OVERSEAS JOYCE (Maritime Overseas), Aug. 10—Chairman, Malcolm Cross; Secretary, Mike Dunn; Deck Delegate, Ralph C. Taylor; Engine Delegate, Robert Young; Steward Delegate, Arno Larson. Chairman to see patrolman regarding inadequate launch service in Empire Louisiana.

FAIRPORT (Waterman), Aug. 11—Chairman, A. Parek; Secretary, Ralph Collier; Deck Delegate, Robert Livermore; Steward Delegate, William Gonzalez. No beefs and no disputed OT.

MONTPELLIER VICTORY (Victory Carriers), Aug. 13—Chairman, Jack Bentz; Secretary, J. E. Higgins; Deck Delegate, John Bertolino; Steward Delegate, Leslie P. Shattuck. \$37.75 in ship's fund. Disputed OT in deck and engine department to be taken up with patrolman. Vote of thanks to steward department for job well done.

TRANSIDAHO (Hudson Waterways), Aug. 6—Chairman, Robert F. Mackert; Secretary, William T. Rose; Deck Delegate, John Wilson; Engine Delegate, M. Thomas; Steward Delegate, Ralph Nay. Two men hospitalized in Bremerhaven. Some disputed OT in deck department. No beefs reported.

CITRUS PACKER (Waterman), Aug. 8—Chairman, J. McDougall; Secretary, G. Marzett; Deck Delegate, Max H. Higgason; Engine Delegate, J. Sanders; Steward Delegate, Warren Lewis. Some disputed OT in each department to be brought to attention of boarding patrolman. Some minor beefs pointed out and discussed by steward department.

STEEL ARCHITECT (Isthmian), Aug. 2—Chairman, Charles D'Amico; Secretary, Thomas Williams; Deck Delegate, James C. Collins; Engine Delegate, Reidar M. Nielsen; Steward Delegate, Claiborne Jeter. \$20 in ship's fund. No beefs and no disputed OT. Steward department doing very good job trying to make this a happy ship. Vote of thanks extended to steward department.

BUCKEYE ATLANTIC (Buckeye), July 19—Chairman, L. W. Cartwright; Secretary, J. S. Stevens; Deck Delegate, F. W. Legg; Engine Delegate, V. Whitney; Steward Delegate, James O. Stanley. Some disputed OT in engine and steward departments to be taken up with boarding patrolman. Deck and Steward departments extended vote of thanks to first assistant engineer for job well done.

DEL SUD (Delta), Aug. 21—Chairman, J. Procell; Secretary, P. Blanchard; Engine Delegate, A. J. Clement; Steward Delegate, John Denais. Few hours disputed OT in deck and engine departments. Everything else running smoothly. Vote of thanks extended to all delegates for job well done.

DEL SOL (Delta), Aug. 16—Chairman, Claude Webb; Secretary, Charles Shirah; Deck Delegate, John Turk, Jr.; Steward Delegate, Joseph Gagliano. \$17 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks extended to steward department for job well done.

STEEL DESIGNER (Isthmian), Aug. 9—Chairman, K. Schluter; Secretary, Angel Seda. Everything running smoothly with no beefs and no disputed OT. Various repairs to be taken care of.

OVERSEAS EXPLORER (Maritime Overseas), Aug. 1—Chairman, J. Latapie; Secretary, R. M. Kennedy. \$14.75 in ship's fund. No beefs reported. Some disputed OT in engine department.

BETHFLOR (Bethlehem Steel), Aug. 16—Chairman, B. G. Browning; Secretary, W. Reid; Engine

Delegate, R. E. Jones. \$9.10 in ship's fund. No beefs and no disputed OT reported by department delegates.

VANTAGE HORIZON (Vancor), Aug. 9—Chairman, Frank R. Cotton; Secretary, Pete Triantafillos; Deck Delegate, Jewel T. Dearing; Engine Delegate, Louis R. Pickhart; Steward Delegate, Gordon D. Wheeler. No beefs reported by department delegates.

PENNMAR (Calmar), Aug. 16—Chairman, Carl Gibbs; Secretary, Claude Garnett, Jr.; Deck Delegate, William J. Emerson; Engine Delegate, Paul R. Jordan; Steward Delegate, John J. Breen. No beefs and no disputed OT.

MOBILIAN (Waterman), Aug. 3—Chairman, John Cisiecki; Secretary, John Meo; Deck Delegate, Robert Wagner; Engine Delegate, Edmund Pacheco; Steward Delegate, B. H. Dane, Sr. No beefs, no disputed OT. Everything running smoothly. Vote of thanks extended to steward department for job well done.

FAIRISLE (Panoeceanic Tanker), July 26—Chairman, A. H. Anderson; Secretary, S. J. Davis; Engine Delegate, Michael Schwall; Steward Delegate, Quenton Broun. No beefs reported by department delegates. Vote of thanks to steward department for job well done.

FAIRISLE (Panoeceanic Tanker), Aug. 22—Chairman, A. H. Anderson; Secretary, S. J. Davis; Engine Delegate, Michael Schwall; Steward Delegate, Quenton Broun. Ship on way to Yokohama, Japan. No beefs, no disputed OT.

DELTA BRASIL (Delta), Aug. 9—Chairman, J. Thrasher; Secretary, V. L. Swanson; Deck Delegate, Steve Szants; Engine Delegate, Paul Thomas; Steward Delegate, Curtis Veozie. Motions submitted regarding vacation, retirement, wage increases. Few hours disputed OT in deck department. No beefs.

ELIZABETHPORT (Sea-Land), Aug. 15—Chairman, W. Layton; Secretary, M. Bugawan. \$180 in Movie Fund. No disputed OT reported by department delegates. Vote of thanks to steward department for job well done.

BALTIMORE (Sea-Land), Aug. 22—Chairman, J. Delgado; Secretary, Ken Hayes; Deck Delegate, K. Teschke; Engine Delegate, R. Evans; Steward Delegate, M. G. Ridgeway. Vote of thanks extended to 4-8 watch for cleaning messroom. Discussion held regarding contract negotiations.

STEEL VENDOR (Isthmian), Aug. 25—Chairman, Kenneth C. Kitchen; Secretary, W. Gibbons; Deck Delegate, Robert A. Lord; Engine Delegate, G. W. Davis; Steward Delegate, Robert J. Liegel. Everything running smoothly with no beefs.

JAMES (Ogden Marine), Aug. 23—Chairman, Francis D. Finch; Engine Delegate, Oliver N. Myers; Steward Delegate, James Pendergrass. No beefs and no disputed OT.

COLUMBIA STAR (Columbia), Aug. 9—Chairman, Joe Ortiguerra; Secretary, E. E. Harris; Deck Delegate, Lee Snodgrass; Engine Delegate, Robert Sullivan; Steward Delegate, Juvenal Fernandes. Motion made to raise maintenance and cure payments to \$21.50 a day. Motion made to send wire to headquarters backing Union officials in their legal dispute with U.S. Government. Carried unanimously.

JEFF DAVIS (Waterman), Aug. 8—Chairman, W. Kuchta; Secretary, R. Barker; Deck Delegate, Lester Freeburn. Vote of thanks to steward department for job well done. Everything running smoothly.



**Ten New
Lifeboatmen**

After attending the SIU's Harry Lundberg School of Seamanship in New York and passing the Coast Guard Exam, 10 more Seafarers received lifeboat endorsements. From left in the front row are Vincent Maroney, Alea Miller, Fred Wilkison, Edward Everett and Juan Antonio. Standing are SIU Instructor Lenny Decker, Lyman Shepard, Frank Flores, Donald Meder, James Herbert and Geraldo Morales.



**Full Books
Received**

A proud and happy group of eight Seafarers received their full books at the July membership meeting at the New York hall. Seated from left are: Ronald Jones, Thomas Spangler, Rafael Bonefont, John Shields and Paulino Flores. Standing are Jack Smithy, Harry Moore and Ralph Moore.

The Link to Men at Sea: Ships' Committees

Serving as the connecting link between union business ashore and Seafarers at sea is the five-man ship's committee aboard every SIU-contracted vessel. The committee consists of one elected delegate from each of the three shipboard departments, a ship's secretary-reporter, and the ship's chairman.

The ship's chairman has the responsibility of calling a meeting of the ship's unlicensed crew every Sunday while the vessel is at sea. The purpose of the meeting is to discuss any and all matters which relate to the union, its programs and activities.

With the assistance of the department delegates, any shipboard beefs can also be reviewed and handled at the Sunday meeting.

It is the duty of the ship's secretary-reporter to keep in close touch with union headquarters via mail and to pass onto the crew any communications received from headquarters. He also forwards to headquarters a report of each shipboard meeting, including recommendations, beefs and actions taken.

The Seafarers aboard every SIU ship have the same right as those on the beach to be kept fully informed of all activities of their union, and to express themselves at any time during a shipboard meeting.

The SIU ship's committee is the means by which this is accomplished.



TRANSONTARIO (Hudson Waterways)—The ship's committee of the *Transontario* poses on deck. From left are: Ramond Perez, steward delegate; Efrain R. Sierra, engine delegate; A. T. Ruiz, ship's chairman; F. Van Looy, secretary-reporter, and Pat Stone, deck delegate.



STEEL WORKER (Isthmian)—The *Steel Worker* docked at Brooklyn's Erie Basin after a voyage from India. The members of the committee were, from left: Conrad B. Taylor, engine delegate; Edward Parr, ship's chairman; James Bush, deck delegate; William Hand, secretary-reporter, and J. Graddwick, steward delegate.



MIDLAKE (formerly York Agents, Inc.)—The *Midlake's* committee hold last meeting before payoff in a New York hotel. The ship was registered under a foreign flag and the crewmembers flown home from Israel. Pictured from left are: Jorge Coto, deck delegate; B. L. Fowler, engine delegate; Orville Payne, secretary-reporter; Robert Boyd, steward delegate, and Ted Treddin, ship's chairman.



OVERSEAS ULLA (Maritime Overseas)—The committee of the *Overseas Ulla* got together on deck while awaiting payoff in Carteret, N.J. Pictured from left are: Donald M. King, steward delegate; Panagiotis Stavropoulos, secretary-reporter; James H. Parnell, deck delegate; William O'Connor, chairman, and Charles Bean, engine delegate.

Vacation Center's First Year a Success

As the shadows began to lengthen earlier in the afternoon across the recreational areas of the Harry Lundeberg School of Seamanship at Piney Point, Md., the last of the more than 200 vacationers—Seafarers and members of their families—started to pack and close out this first year of the SIU Vacation Center.

By any standard, this first year was a success. There were a variety of activities to satisfy all interests; the families got along well together in the relaxed atmosphere of the Vacation Center; and the weather was beautiful.

But most important was the reaction of the vacationers.

Jose Aguiar, his wife Olga, and their son William spent two weeks at the Vacation Center. It was the family's first real vacation together in many years. Jose, who has been sailing as able seaman and bosun with the SIU for nearly 20 years, said it was the best time he had ever had.

For Charles Larkin, who sails as fireman-oiler on the Great Lakes, the two weeks at the Vacation Center were a welcome opportunity to recuperate from a serious illness. Charlie had just returned home from a hospital in Detroit when his sister, niece, and three grandnephews persuaded him to make the trip to Piney Point.

"It was the best thing I could have done," he said. "I got plenty of rest and sun, and I feel better now than I have in a long, long time."

For Joseph and Helen Falasca, the ten days at Piney Point was a chance to give their three children—and themselves—a vacation away from the heat and noise of New York City. "The kids really enjoyed themselves," Joe said. "There was plenty for them to do, and we never had to worry about them. It's the best vacation we've ever had."

For John and Mary Ann McLaughlin, it was their first vacation together in 16 years, and the first time John was able to spend a vacation with his boys, Leo and Michael.

"This was a vacation we are all going to remember," John said. "I can't remember a time when we all had such a good time together, and I'm sure coming back again next year."

The SIU Vacation Center closed for the season Labor Day.



Retired Seafarer Richard Nash and his wife Rita spend a quiet hour in the late afternoon beside the pond at the SIU Vacation Center. A gaggle of geese inhabit the pond's shore.



Picnic time is family fun time, and Bob Callis and family seem to be enjoying the Saturday evening cook-out in the secluded picnic grove.

Retired Seafarer Lawrence Hogan and his wife Ada watch their grandchildren frolic in the pool at the SIU Vacation Center. The Hogans say the center "is the best we've ever seen."



Crabbing is a popular pastime among vacationers at the SIU Center, and the waters around Piney Point yield some of the best hardshell crabs anywhere. Arthur "Knobby" Graf and Mrs. Graf try their luck.





Bernard Buchanan and Bernard, Jr. take to the woodland trails at the SIU Vacation Center. Buchanan mans the tugs of the C&O Railroad out of Newport News, Va.

Granddaughter Anne Marie goes aboard the 65-foot yawl *Manitou* with an assist from Harry and Evelyn Luckey, as their daughter Beverly stands by. Daily sailing is a must at the center.



Eugene Milanesi, one of the first Seafarers to retire under the SIU Disability Pension, looks over photo display with his wife Ann, and Eugene, Jr.



Joseph Mazurek is at the controls as he makes ready to take his family for an outing on the waters off St. George's Island. Power boats are available to the center's visitors.

Seafarer Otto Gugliotta and his wife, Cecelia enjoy the shuffleboard facilities at the Vacation Center.



Dave Blonstein and his wife found many interesting photo scenes as they toured the Center's 49 acres.

Food Highlight Of Newark Trip

The containership *Newark* (Sea-Land) docked in Port Elizabeth, N.J., recently after a trip from San Juan, P.R. Converted in 1968, the 497-foot long vessel has a capacity of 360 fully-loaded containers and a gross tonnage of 11,522 tons. She made the voyage in four days sailing time.

Crew members said one of the highlights of the trip was the excellent food served by Chief Cook Rupert Jackson. The entire steward department received a "well done" from the crew.

The *Newark* had a smooth payoff with only a few minor beefs when she docked.



Messman Joseph Simonetti stands by ready to take an order as Louis Ramirez of the engine department scans the ship's menu.



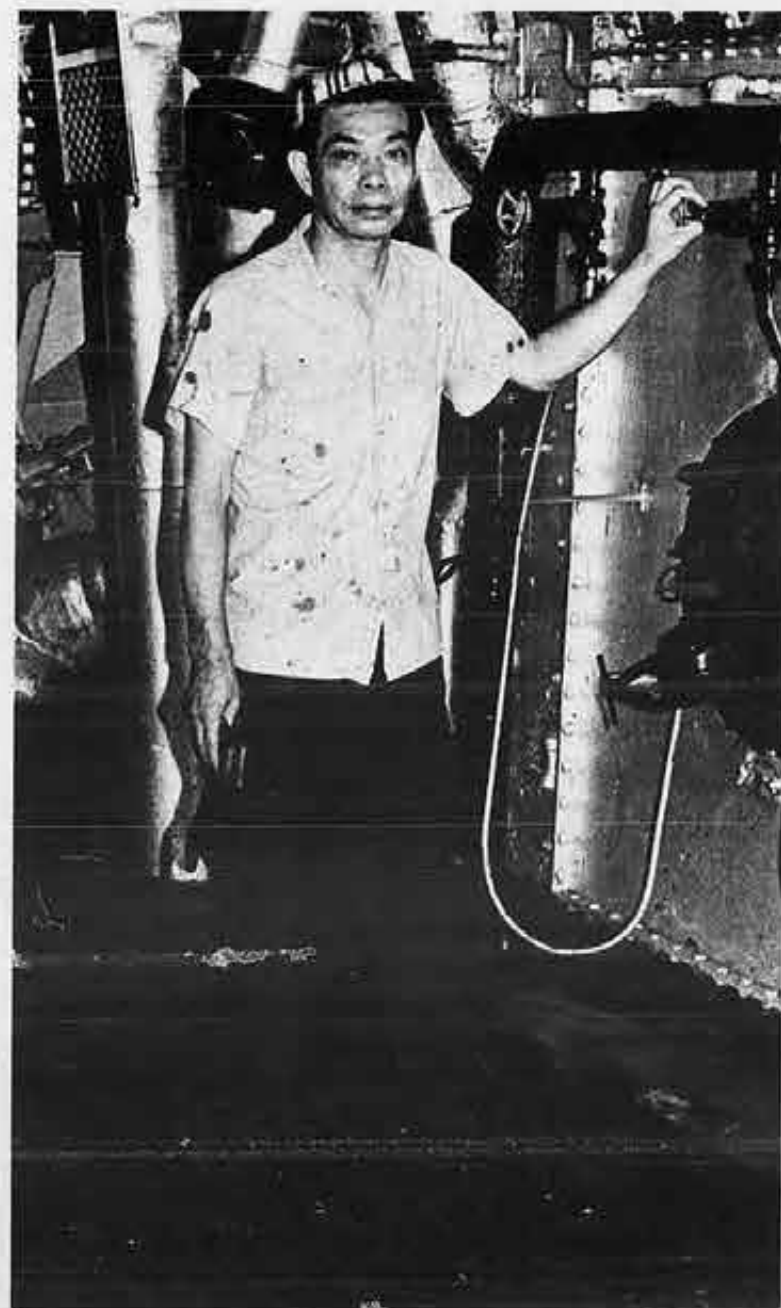
Felipe Aponte, an oiler, checks gauges in engine room against specifications called for in his log book.



Chief Cook Rupert Jackson prepares a pan of roast lamb for the crew. Jackson, a native of the Virgin Islands, joined the SIU in 1945.



Norman Okray (left), a 27-year veteran able seaman, receives help in filing out union papers from SIU Patrolman Angus "Red" Campbell.



Fireman-watertender Chen Yu, a 20-year veteran in the SIU, checks valves in the engine room of the ship.

20 Seafarers 'Hit the Beach' to Stay

Twenty more Seafarers have retired to shore after long careers at sea. They are:

Milton Awall, 65, joined the SIU in the Port of Baltimore in 1942 and sailed in the deck department as an able seaman. A native of Philadelphia, Seafarer Awall now lives in Jamaica, N.Y. When he retired he ended a sailing career of 40 years.

James Wilbur McCranie, 56, a native of Florida now makes his home in Tampa, Fla. He joined the union in the Port of Tampa in 1939 and sailed in the steward department.



Milton Awall **James Wilbur McCranie**

Thomas Gerald Lyons, 61, joined the SIU in the Port of New York in 1943 and sailed in the deck department as boatswain. A native of Ishpeming, Mich., Brother Lyons now lives in Seattle, Wash. His retirement ended a sailing career of 46 years.

Patrick Santoro, 66, is a native of New York and now lives in Brooklyn, N.Y. He joined the SIU in the Port of New York and sailed in the steward department as a cook. In 1962 he was issued two picket duty cards.



Thomas Lyons **Patrick Santoro**

Robert Lee Kelly, 65, joined the SIU in the Port of New York and sailed in the deck department.

He received a personal safety award for his part in making the *Alcoa Roamer* an accident-free ship during the first half of 1960. A native of Virginia, Brother Kelly now makes his home in Mobile, Ala. His retirement ends a sailing career of 45 years.

Pedro Viruet, 55, is a native of Puerto Rico and now resides in Arecibo P.R. He joined the union in the Port of New York in 1943 and sailed in the steward department as a messman. Brother Viruet was issued picket duty cards in 1961 and 1962.



Robert Kelly **Pedro Viruet**

James Edwin Barnes, 58, joined the SIU in the Port of Houston and sailed in the steward department as a cook. A native of Edna, Tex., Seafarer Barnes now makes his home in Houston. He is an Air Corps veteran of World War II.

Juan Bonefont, 48, joined the SIU in the Port of San Juan and sailed in the engine department as a wiper. A native of San Juan, P.R., Brother Bonefont now makes his home in Brooklyn, N.Y. In 1961 he was issued a picket duty card.



James Barnes **Juan Bonefont**

Ignasio Tirado, 54, a native of Puerto Rico, now lives in New York City. He joined the union in the Port of New York in 1942 and sailed in the steward department.

In 1961 he was issued two picket duty cards. Seafarer Tirado has served the SIU as department delegate while on board ship.

Frank M. Collins, 64, joined the SIU in the Port of New York and sailed in the steward department. While on the seas he served the union as a department delegate. A native of South Dakota, Brother Collins now lives in Reno, Nev. He served in the Naval Reserves from 1942 to 1945.



Ignasio Tirado **Frank Collins**

Carl Edward Jensen, 65, joined the SIU in the Port of Frankfort and sailed in the deck department. A native of Norway, Seafarer Jensen now makes his home in Frankfort, Mich. He completes a sailing career of 52 years.

Salvatore Sabato Mancino, 52, a native of Connecticut, now lives in Burbank, Calif. He joined the union in 1944 in the Port of Philadelphia and sailed in the deck department as a boatswain. In 1961 he was issued a picket duty card. Seafarer Mancino served the SIU as a department delegate while sailing.



Carl Jensen **Salvatore Mancino**

Mariano Gonzalez, 56, joined the union in the Port of New York in 1942 and sailed in the deck department as an ordinary seaman. In 1961 and 1962 he

was issued picket duty cards. Brother Gonzalez has served as department delegate while on board ship. A native of Puerto Rico, Brother Gonzalez now makes his home in New York City.

Stavros Marconis, 65, a native of Greece, is now spending his retirement there. He joined the SIU in the Port of New York and sailed in the deck department.



Mariano Gonzalez **Stavros Marconis**

Henry Smith, 64, joined the union in the Port of Detroit and sailed in the engine department. He is a Navy veteran of World War II. A native of Michigan, he now makes his home there.

Leon Mars, Sr., joined the union in the Port of New Orleans and sailed as a Chief Engineer. A native of Mississippi, he now resides there with his family.



Henry Smith **Leon Mars**

Claudio Anavitate, 65, joined the SIU in 1942 in the Port of New York. A native of Puerto Rico, he sailed in the engine department. He was issued a picket duty card in 1961. Seafarer Anavitate now resides in Brooklyn, N.Y.

Edmund Zarecki, 62, joined the SIU in 1942 in the Port of Detroit. He sailed in the steward department. A native of Ohio, he currently resides there.



Claudio Anavitate **Edmund Zarecki**

Raymond Lewis, 68, joined the SIU in 1949 in the Port of New York. He sailed in the steward department and was issued a picket duty card in 1961. A native of Providence, R.I., he now makes his home in New York City.

Richard Broomhead, 69, joined the SIU in 1950 in the Port of New York. He sailed as a bosun in the deck department. He was issued a picket duty card in 1962. A native of Philadelphia, Seafarer Broomhead now resides in New Jersey.



Raymond Lewis **Richard Broomhead**



Evans J. Foret, right, a member of the SIUNA-affiliated Inland Boatmen's Union, receives his first pension check from SIU Representative **James Martin** at the New Orleans Hall. Brother Foret has sailed in the engine department tugs for more than 40 years.

Personals

Norman Maker

Walter Stovall would be very glad to hear from you. Please write to him at 2806 Vega Ave., Cleveland, O. 44113.

Earl Jefferson Davis

Please contact your daughter, Mrs. Shirley Macaluso, at 1617 Pomona St., Matairie, La. 70055.

Arthur Sannora

Your mother, Mrs. Rose Navarro, asks that you get in touch with her at 4743 Shoshone, Denver, Colo. 80211.

Francis A. Warren

Your mother, Mrs. Fanny Warren, asks that you contact her as soon as possible at 276 East Ave., East Norwalk, Conn. 06855.

Richard R. Leikas

Your brother, Matt Leikas, asks that you contact him at P.O. Box 225, Prescott, Ariz. 86301.

Tomas Tobias

Please contact SIU Representative Red Campbell at Headquarters, 675 Fourth Ave., Brooklyn, N.Y. Phone 499-6600.

Frank Donovan

Please contact James Ahearn in regard to a very urgent matter. His address is 365 Golden Gate Ave., San Francisco, Calif.

Fred Miller

Your old shipmate from Philadelphia, Harold B. Stever, would like to hear from you. His address is 23 1/2 River Rd., Philadelphia, Pa. 19128.

Matthew Magdic

Please contact Mary C. Magdic at 2017 S. Carrollton Ave., New Orleans, La. 70118.

Salvatore J. Sbriglio

Your daughter, Francine Sbriglio, asks that you contact her at 11330 Hayvenhurst Ave., Granada Hills, Calif. 91344.

Rex C. Becraft

Please contact your wife, Rosemary, in regard to an urgent family matter. She can be reached by writing Route 1, Box 6, Roanoke, Ind. 46783.

Rufus L. Pulasici

Your union book, wallet, social security card and other important papers have been found and you may pick them up by contacting SIU Headquarters, Records Department, 675 Fourth Ave., Brooklyn, N.Y. Phone 212-499-6600.

FTC Bans Sweatshirts

Sweatshirts bearing the name "Florida" in big bright print and decorated with two palm trees and fishing boats have been found to be "dangerously flammable" according to the Federal Trade Commission.

The cotton-knitted blue, orange and white shirts were imported by Sun-Glo Products Corp. Over 12,000 of these shirts had been imported by the company to date.

Social Security Q&A

'Will I Get Medicare?'

By A. A. BERNSTEIN

SIU Social Security Director
We read each month of the veteran SIU members who take advantage of our pension plan and retire from their jobs at sea. Many of these pensioners are at or nearing the age when they are eligible for Medicare.

They often have questions relating to these health care programs. The SIU Social Security staff is anxious to answer any and all of their questions.

Active and retired Seafarers and their families should address any questions concerning Medicare and Medicaid or any other Social Security benefits to widows, children, disabled workers, etc. to A. A. Bernstein, director of Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Q: I will be 65 next year and have always worked under social security. Will I get hospital and medical insurance under Medicare or will I have to buy private health insurance?

A: First, you will have the hospital insurance part of Medicare

upon application at 65. This is protection you have already paid for and don't need to duplicate. It helps pay for in-patient care in a participating hospital and for post-hospital care in an approved "extended care facility" or in your home, if your doctor decides you need skilled health care after you leave the hospital.

Second, you'll also be able to sign up, if you wish, for Medicare medical insurance, which helps pay doctor bills and other medical costs.

You may not be able to buy private health insurance that equals the coverage of Medicare. Many companies have "after 65" clauses in their policies, which mean they pay only the expenses Medicare does not cover. These may cover deductibles and other Medicare payments you're responsible for. If you now have health insurance, your agent can tell you what your policy will cover after 65.

Q: Does Medicare's medical insurance help pay a doctor's bill only when I'm in a hospital?

A: No. Medical insurance will

help pay for the services of doctors no matter where they are received—hospital, office, home or elsewhere. Other medical services for which medical insurance will help pay include certain diagnostic services, X-ray or radiation treatments, surgical dressings, splints, casts, braces and the use of a wheelchair, hospital bed or similar equipment in your home.

Q: How is Medicare financed?

A: Separate trust funds have been set up, one to finance the hospital insurance part of the Medicare program and the other to finance the medical insurance part. Contributions to the hospital insurance fund are made during a worker's career and are deducted from his paycheck at the same time and in the same way as the deductions for general social security benefits. His employer pays an equal amount. The trust fund for medical insurance is maintained through monthly premium payments, with half the cost of the insurance coming from the people who sign up for it and the other half paid by the federal government.

This Be the Verse You Grave for Me

With an uncanny knack for detail he'll tell anyone who'll listen about hunting sperm whales in the North Pacific; laying track for the railroad as it moved westward; a hitch in the French Foreign Legion, or of the "hobo jungles" he came to know in coast to coast travels to pick up a ship.

If there are tales to be told, Fred Harvey can tell them.

He'll sit you down at his favorite tavern, the Port 'O Call adjoining the SIU headquarters in Brooklyn, or in his home on Staten Island and, over a few ales, proceed to tell you "some lies about myself."

He begins. You sit there spellbound, soon realizing this is not just another old sailor's tale, but an accurate recounting of a career filled with memories—some sweet, some bitter.

In 1900, a rambunctious youth of 14 from the suburbs of Chicago, Harvey decided he wanted "some adventure" in his life. He went to sea.

Making his way to San Francisco, he signed on as a "sailor" aboard the *Alice Knowles*, a sperm whaler. The ship plied the Pacific and Arctic in search of the whales whose oils were considered valuable.

Healthy Respect

"I was kept busier than hell learning the ropes," he recalls. "It didn't take me long to earn a healthy respect for those beasts we were hunting, though. I soon learned that one swipe of that tail or fluke could crush a whaling boat and could even do considerable damage to the mother ship."

"I eventually lost a good friend who was crushed by a swipe of a sperm whale's fluke."

He found adventure in abundance, but also found that whaling was not as romantic as it had been pictured.

"We didn't have any locker space for belongings like they do now. You got yourself a small bunk in the same cramped area as the rest of the crew. This served as a bed, locker, and often as your dinner table."

"We didn't have anything like a mess hall aboard ship in those days. If the weather was good, all the crew got their meals and went out on deck to eat. If the weather was foul, we all congregated in the berthing area and ate there. Such luxuries as a daily fresh water shower were unheard of."

Pay Not Romantic

There was nothing romantic about his pay either. "We were out 11 months on the *Knowles*. When we returned to San Francisco, I was paid \$8.65 in cash. I also received one barrel of sperm oil as my percentage of the entire take during the trip."

Yet he enjoyed it enough to sail again on the same ship when it went back out about a month later. "I really made out that time—I got paid about \$10 and I think three barrels of sperm oil."

Disenchanted with whaling and its hardships, he roamed the streets of San Francisco.

As fate would have it, he chanced to meet the skipper of another sperm whaler, the *Andrew Hicks*. After a short discussion—during which the skipper informed him the ship



It was 1908 and the crew of the *Barmbek* mustered on deck at payoff in Hamburg, Germany. Among the crew members was a young Fred Harvey (standing, fourth from left). The pay was small, the quarters were bad and Harvey soon left her for another ship.

was scheduled to visit Shanghai—Harvey agreed to sail "because I wanted to see other parts of the world."

Assumed Name

"Of course, I signed on under a different name."

"In those days a seaman had no rights. It was a form of servitude when you signed aboard a ship. You couldn't just up and leave a ship at some port of convenience for any reason. If you did, you forfeited your pay."

"Also, it was a common practice for the skipper of a ship you jumped to abduct you from your new vessel if he saw your name on a roster. This is why we all used different names each time we boarded a new ship."

He eventually did get to Shanghai. "The thing I remember most was that a group of natives came out in a sampan and tied up at our stern. That sampan had all the niceties a sailor could ask for."

Shortly after this, he signed on "the worst hell ship I was ever aboard"—the *W. F. Babcock*. "I sailed on her from San Francisco to Shanghai and there was nothing right about that ship. It was just pure hell."

He signed on a British ship bound for Germany in late 1904, but decided San Francisco was the town for him.

He picked up a ship in Hamburg headed for New York. When he couldn't find any vessel bound for 'Frisco, Harvey began his short career as a railroad man, becoming quite adept at the "hobo" trade.

Riding Rails

He "rode the rails" as far as El Paso—taking a job laying track as the railroad snaked its way west.

Operating a winch to lay sections of track in place was too tame for him, and he gave it up after a few weeks.

Back "on the rails" again, Harvey hitched rides on trains heading west. And he got to know quite a few yard detectives and local police officials in his travels, as well as many colorful residents of the hobo jungles along the way.

Hobo Trade

He laughingly recalled one incident that occurred in Palm Springs, Calif. Hoboes had a code to mark houses, taverns and the like where good hand-outs could be had. Harvey approached a house so marked seeking a meal.

After chopping wood as the price of the meal, he sat in the yard "eating a plentiful repast." He had worked up a thirst cutting the wood and quickly finished off a large container of tea he had been given.

He called to the young daughter of the lady of the house and asked her to see if her mother could spare some more tea. "Well sir, she turned and hollered out to the kitchen: 'Mama, the bum wants some more tea.' Despite the derogatory description, I did get the tea."

Again on the Hicks

Eventually, Harvey made it back to San Francisco, where he again signed on the *Andrew Hicks*.

"The skipper, who had been first mate aboard another ship I had sailed on, didn't even know me since I was using another name again."

New name or not, his pay

was even less than before—\$1 clear.

One ship which stands out in his mind is the *Fairport*, which he rode to Mexillones, Chile, to pick up nitrate.

"I never missed a ship's departure unless I wanted to. I didn't want any more of the *Fairport*. On that ship we didn't get much for breakfast, nor much for lunch, and even less for dinner."

"So myself and a friend jumped ship and began looking for another headed toward 'Frisco. We found an Italian one, the *Cognati*, which was anchored out in the harbor."

Time to Drink

"It seems the basic staple aboard that ship was 'vino.' After a few days of 'vino,' my friend and I decided we wanted some 'pisco.' So, we commandeered the skipper's launch and went ashore for some 'pisco.'"

"Sure enough the skipper came looking for his launch. He corralled us in a local pub, but was really quite pleasant about the whole thing. In fact, he offered us jobs for the trip back to 'Frisco. After some thought, we decided we didn't want a diet of vino and spaghetti all the way back, so we declined the offer."

Along came 1914 and World War I. Harvey was still sailing, and even inadvertently contributed to the German cause the following year.

He sailed on the Grace Line's *Cocique*—loaded with 14,000 tons of food bound for Copenhagen, supposedly for distribution in Denmark, Sweden and Norway.

Without Incident

Since America was not as yet involved in the war, the voyage across the North Atlantic went

REQUIEM

—Robert Louis Stevenson

Under the wide and starry sky
Dig the grave and let me lie.
Glad did I live and gladly die,
And my soul I put down with a will.

This be the verse you grave for me
Here he lies where he wants to be.
Home is the sailor, home from the sea,
And the hunter, home from the hill.



'...if there are tales to be told, Fred Harvey can tell them.'

Home Is the Sailor, Home From the Sea



The *Barmbek*, shown above under full sail, is only one of scores of ships that Fred Harvey sailed on in his career at sea. The last voyage for Harvey came very recently when he was bosun of the *Wavertree* on a short sail from Staten Island to South Street Harbor in New York City. (See page 31.)

without incident until off the coast of Ireland.

In the middle of the night, the ship was suddenly illuminated by search lights. A British destroyer pulled alongside. The British skipper ordered the *Cocique* to proceed at ten knots for the remainder of the night and to come to a dead halt at sunrise.

She followed orders and was boarded the next morning. The British inspected her holds, and ordered the ship into port.

There they conducted a more thorough inspection of the cargo. "Some of the crates I noticed for the first time were stamped 'Hamburg, Germany,' but after one night in port, the British destroyer escorted us back to the open sea and told us to be on our way.

German Cargo

"We pulled into Copenhagen and began to unload our cargo into a pierside warehouse. The very next day freight cars and cargo ships flying the German flag arrived in Copenhagen. They proceeded to load the stores from the warehouse and from our holds. I would estimate that over 90 percent of all that food went to the Germans."

There is another reason why 1915 stands out in Fred Harvey's memory. This was the year that the Seaman's Act, sponsored by Sen. Robert La-Follette of Wisconsin, was passed.

It provided "safety standards at sea to free seamen from involuntary servitude." It also gave them the right to leave a ship in designated ports without forfeiting their pay and improved working conditions.

Harvey, as probably all

sailors did, welcomed the new rights under the act. To illustrate the "involuntary servitude" sailors had previously endured he recounted one experience.

Expected Payoff

He had signed aboard a ship on a round-trip from New York to Europe for "not less than six months," but had completed the voyage in about four months. He naturally expected to be paid off when the ship reached New York.

When they arrived at the Ambrose Lightship, a messenger came aboard and said the ship was to proceed to Norfolk.

In Norfolk the ship sat at anchor while the skipper travelled to New York to confer with the owners. He returned several days later and informed the crew they were ordered to head to San Francisco.

Indignant at this over-extension of their voyage, Harvey and other members of the crew went to see the Port Commissioner. He, however, informed them they were bound by the contract they signed when they boarded the vessel.

So, they reluctantly sailed the ship through the Panama Canal and on up to 'Frisco. "There they delivered the clincher," he recalled.

Same Answer

They were told to sail to South America and pick up some nitrate for delivery back to the West Coast. Again Harvey went to the Port Commissioner, but received the same answer he had gotten in Norfolk.

He finally contacted the company representative, who conferred with the home office in New York. Though sym-

pathetic with Harvey's plight he could only promise him to get his pay up till that time. The companies in those days did not pay the costs of transportation back to the port of embarkation.

"I was making \$25 a month on that trip, but \$25 a month or not, I decided I wanted no part of a trip to South America right then. So, myself and two Swedes took our pay and were stranded in 'Frisco.

"The Seamen's Act put an end to that kind of practice," he said. "It finally gave the sailor some dignity."

Back on Rails

Shortly after this Harvey decided to pay a visit back in Chicago. With the two Swedes, he started riding the rails. "Somewhere along the line one of the Swedes missed a train and we never did see him again."

Once back in Chicago he

got the yearning for a "different kind of adventure."

He wanted to fight in the war, but the U.S. still had not entered the conflict. So he became a "soldier of fortune."

The French consul in Chicago sent Harvey to New York to talk with the consul there, who "was glad to have me." Harvey boarded a ship for Bordeaux, where he joined the legendary French Foreign Legion.

Good Outfit

After two months of intensive training, he returned to the European theatre. "It was a good outfit to belong to," he said. "I was wounded several times during the next few years, but fortunately came out of it all alive.

"You were supposed to be bound to the Legion for at least six years, but with the end of the war they relaxed that regulation. I resigned from the Legion in September 1919.

From there it was back to the U.S. and the sea. "I had finally decided that the sea would be my career. From then on I stuck with sailing."

His career spanned three more wars and took him all over the world aboard every type ship conceivable.

'Sailed 'Em All'

"I guess I've sailed on them all," he says, and he begins to name just a few of them: *Shenandoah*, *Palgrave*, *John Ena*, *Barmbek*, *Longview Victory*, *Lidica*, *Ines*, *Steel Designer*, *Barbara Frietchie*, *Robin Locksley*, *Seatrail New York*, *Pandora*, *Suzanne*. . . .

His home is filled with souvenirs—mementoes from the four corners of the world. Many others have been misplaced or given away.

In November 1965, the *Fairland* pulled into New York from San Juan, Puerto Rico, and

Fred Harvey went ashore to stay.

A 65-year career at sea, interrupted only for a few brief intervals, came to an official end.

But, there was still one trip to be made. On Aug. 11, 1970, Fred Harvey was called upon to serve as bosun aboard the *Wavertree*, an 1885-vintage vessel traveling from Staten Island to the South Street Seaport Museum across New York Harbor.

The three-masted sailing vessel was purchased by the museum as an exhibit and made a 6,000 mile voyage from Buenos Aires, where she was being used as a storage ship, to Staten Island and then on to the South Street piers. (See page 31.) The Staten Island to South Street trip marked the end of a lengthy, illustrious career of an old-time sailor.

The Old Days

He revels in talking about the days when there were no able seamen, or third cooks.

"In those days, all the crew were sailors. We didn't have various classifications or upgrading exams and so on. More often than not, the thing that got you your job were these (as he holds up two gnarled, clenched fists). Of course, there was no union then, either, so you didn't have anybody looking out for your welfare except yourself."

Harvey joined the SIU in 1949 and still travels into Brooklyn from Staten Island where he lives with his wife, for every membership meeting at union headquarters.

At 84 he is still going strong and admits an occasional inclination to go back to sea. "But, I guess I'm getting old," he says, "because the desire for adventure isn't quite so strong anymore."

'...a career filled with memories—some sweet, some bitter.'



Final Departures

Alexander L. Gurskie

Alexander L. Gurskie, 71, an SIU pensioner, died July 12 in USPHS Hospital in San Francisco. He joined the union in the Port of New York in 1941 and sailed in the steward department. At retirement, Mr. Gurskie had sailed for more than 40 years. A native of Poland, he was a resident of San Pedro, Calif. Among the survivors are his sister, Mrs. Helen Arnone of Simi, Calif. Mr. Gurskie was buried in Santa Clara Cemetery in Ventura, Calif.



Claude Hayes

Claude Hayes, 69, died July 31 in Mobile, Ala. An SIU pensioner since 1967, Brother Hayes resided in Mobile. He joined the SIU in 1939 at the Port of Mobile and sailed as an able seaman and bosun during 28 years at sea. He is survived by a niece Mrs. Sadie Willingham. Burial was in Pine Crest Cemetery, Mobile.



James C. Smith

James C. Smith, 52, died July 16 from injuries suffered in a fall near his home in Jacksonville, Fla. A Tampa native, he joined the SIU in 1968 in the Port of New York and sailed in the engine department. He served as a pilot in the U.S. Air Force from 1942 to 1957. Brother Smith is survived by his mother Mrs. Mildred Smith of Jacksonville. He was buried in Greenlawn Cemetery in Jacksonville.



George L. Cox

George L. Cox, 18, passed away in Brooklyn, N.Y., July 19. He was a 1969 graduate of the Harry Lundeberg School of Seamanship and sailed in the engine department. Among his survivors are his mother and father, Mr. and Mrs. George J. Cox of Brooklyn. Burial was in Calvary Cemetery.



Evald A. Olson

Evald A. Olson, 78, died in Goddard Memorial Hospital, Stoughton, Mass., July 15 after a long illness. A native of Sweden, Brother Olson was a resident of West Bridgewater, Mass. He joined the SIU in 1938 at the Port of Boston and sailed as an able seaman and bosun during 21 years at sea. He is survived by two nieces, Mrs. Avis Peterson and Mrs. Elsie Mittredge, both of Brockton, Mass. Burial was in Forest Hills Cemetery, Boston.



Francis J. Fischer

Francis John Fischer, 44, passed away June 8 in USPHS Hospital in San Francisco. A native of Buffalo, N.Y., Mr. Fischer was a resident of Oakland, Calif. He joined the SIU in the Port of Norfolk in 1944 and sailed in the engine department as an oiler. He walked daily picket duty during the Robin Line beef in 1962. Among his survivors are his mother, Delia Fischer.



Robert E. Greene

Robert Ernest Greene, 62, was a recent SIU pensioner. He died June 23 of heart disease in Portsmouth General Hospital, Portsmouth, Va. Mr. Greene joined the union in the Port of Norfolk and sailed in the steward department as a chief cook. A native of North Carolina, Mr. Greene was a resident of Portsmouth. Among his survivors are his wife, Charlotte. Burial was in Greenlawn Memorial Park, Chesapeake, Va.



Edgar A. Briggs

Edgar Allan Briggs, 74, an SIU pensioner, died of natural causes May 15 in Ashtabula General Hospital, Ashtabula, O. He joined the union in Ashtabula and sailed as a line-man in the Great Lakes Tug and Dredge Region. A native of New York, Mr. Briggs was a resident of Ashtabula. He was a Navy veteran of World War I. Among his survivors are his wife, Catherine. Burial was in Edgewood Cemetery, Ashtabula.



Sidney A. Sanford

Sidney Arthur Sanford, 43, died of pneumonia July 8 in USPHS Hospital in San Francisco. A native of Detroit, Mich., Mr. Sanford was a resident of New Orleans, La. He joined the SIU in the Port of New Orleans in 1963 and sailed in the engine department as a fireman-oiler. He was a Navy veteran of World War II. Among his survivors are his mother, Mrs. Lenore Sanford of Madison Heights, Mich.



Jack Goldman

Jack Goldman, 56, passed away in Brooklyn, N.Y., July 26 of an apparent heart attack. He joined the SIU in the Port of New York in 1951 and sailed in the steward department. Brother Goldman was a veteran of the U.S. Army. He was issued a picket duty card in 1961. Among his survivors is his sister Mrs. Bessie Levine of Brooklyn. Burial was in Montefiore Cemetery, Queens, N.Y.



John B. Kennedy

John B. Kennedy, 40, died July 23 in Union Memorial Hospital in his hometown of Baltimore, Md., after a long illness. He joined the SIU in 1951 and sailed as a bosun. Brother Kennedy is survived by his wife Jean. Burial was in the New Cathedral Cemetery, Baltimore.



Sophoklis J. Tzortzakos

Sophoklis J. Tzortzakos, 40, died of an apparent heart attack July 1 in Houston, Tex. A native of Greece, Brother Tzortzakos was a Houston resident. He joined the SIU in 1962 at the Port of Baltimore and sailed as an able seaman and bosun. He is survived by his wife Rose. Burial was in Forest Park Lawndale Cemetery, Houston.



Charles L. Moody

Charles L. Moody, 40, drowned July 5 in the Gulf of Mexico near Galveston, Tex. A member of the SIU and Inland Boatmen's Union since 1959, Brother Moody sailed as an able seaman. He served in the U.S. Army from 1956 to 1957. He is survived by his wife Mary and two daughters Carol and Elizabeth Louise of Galveston. Burial was in Galveston Memorial Park.



SIU Welfare, Pension and Vacation Plans CASH BENEFITS PAID REPORT PERIOD JULY 1, 1970 to JULY 31, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	1	\$ 750.00
Hospital Benefits	4,056	97,786.17
Death Benefits	30	70,500.00
Medicare Benefits	604	2,416.80
Maternity Benefits	38	7,600.00
Medical Examination Program	1,058	31,809.34
Dependent Benefits (Average) \$479.35	1,372	65,566.63
Optical Benefits	596	8,870.23
Meal Book Benefits	433	4,328.90
Out-Patients Benefits	4,725	37,154.00
Summary of Welfare Benefits Paid	12,913	326,782.07
Seafarers' Pension Plan—Benefits Paid	1,588	384,547.75
Seafarers' Vacation Plan—Benefits Paid (Average \$564.43)	1,378	690,851.20
Total Welfare, Pension & Vacation Benefits Paid This Period	15,879	\$1,402,181.02

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 Oct. 13—2:30 p.m.
MobileOct. 14—2:30 p.m.
Wilmington Oct. 19—2:30 p.m.
San Fran.Oct. 21—2:30 p.m.
SeattleOct. 23—2:30 p.m.
New YorkOct. 5—2:30 p.m.
Philadelphia Oct. 6—2:30 p.m.
BaltimoreOct. 7—2:30 p.m.
DetroitOct. 9—2:30 p.m.
HoustonOct. 13—2:30 p.m.

United Industrial Workers

New Orleans Oct. 13—7:00 p.m.
MobileOct. 14—7:00 p.m.
New YorkOct. 5—7:00 p.m.
Philadelphia Oct. 6—7:00 p.m.
BaltimoreOct. 7—7:00 p.m.
HoustonOct. 13—7:00 p.m.

Great Lakes SIU Meetings

DetroitOct. 5—2:00 p.m.
BuffaloOct. 5—7:00 p.m.
AlpenaOct. 5—7:00 p.m.
ChicagoOct. 5—7:30 p.m.
DuluthOct. 5—7:00 p.m.
FrankfortOct. 5—7:00 p.m.

Great Lakes Tug and Dredge Section

ChicagoOct. 13—7:30 p.m.
†Sault Ste. Marie Oct. 15—7:30 p.m.

BuffaloOct. 14—7:30 p.m.
DuluthOct. 16—7:30 p.m.
ClevelandOct. 16—7:30 p.m.
ToledoOct. 16—7:30 p.m.
DetroitOct. 13—7:30 p.m.
MilwaukeeOct. 13—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Oct. 13—5:00 p.m.
MobileOct. 14—5:00 p.m.
Philadelphia Oct. 6—5:00 p.m.
Baltimore (licensed and unlicensed) Oct. 7—5:00 p.m.
NorfolkOct. 8—5:00 p.m.
HoustonOct. 13—5:00 p.m.

Railway Marine Region

Philadelphia Oct. 13—10 a.m. & 8 p.m.
BaltimoreOct. 14—10 a.m. & 8 p.m.
*NorfolkOct. 15—10 a.m. & 8 p.m.
Jersey City ..Oct. 13—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.

†Meeting held in Labor Temple, Sault Ste. Marie, Mich.

*Meeting held in Labor Temple, Newport News.

Directory of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union

United Industrial Workers

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Lindsey Williams
Al Tanner Robert Matthews
SECRETARY-TREASURER
Al Kerr

HEADQUARTERS675 4th Ave., Bklyn.
(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.735 Washington 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 7-2441
HOUSTON, Tex.5804 Canal St.
(713) WA 8-3207
JACKSONVILLE, Fla.2008 Pearl St.
(904) EL 3-0987
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) 529-7546
NORFOLK, Va.115 3d St.
(703) 622-1892
PHILADELPHIA, Pa.2604 S. 4th St.
(215) DE 6-3818
PORT ARTHUR, Tex.524 Ninth Ave.
SAN FRANCISCO, Calif.1531 Mission St.
(415) 626-6793
SANTURCE, P.R.1313 Fernandez Juncos
Stop 20
724-2848
SEATTLE, Wash.2505 First Ave.
(206) MA 3-4334
ST. LOUIS, Mo.4577 Gravois Ave.
(314) 752-6500
TAMPA, Fla.312 Harrison St.
(813) 229-2788
TOLEDO, O.935 Summit St.
(419) 248-3691
WILMINGTON, Calif.450 Sensitive Ave.
Terminal Island, Calif.
(213) 832-7285
YOKOHAMA, JapanIsaya Bldg.,
Room 801
1-2 Kalgan-Dori-Nakaku
2014971 Ext. 281

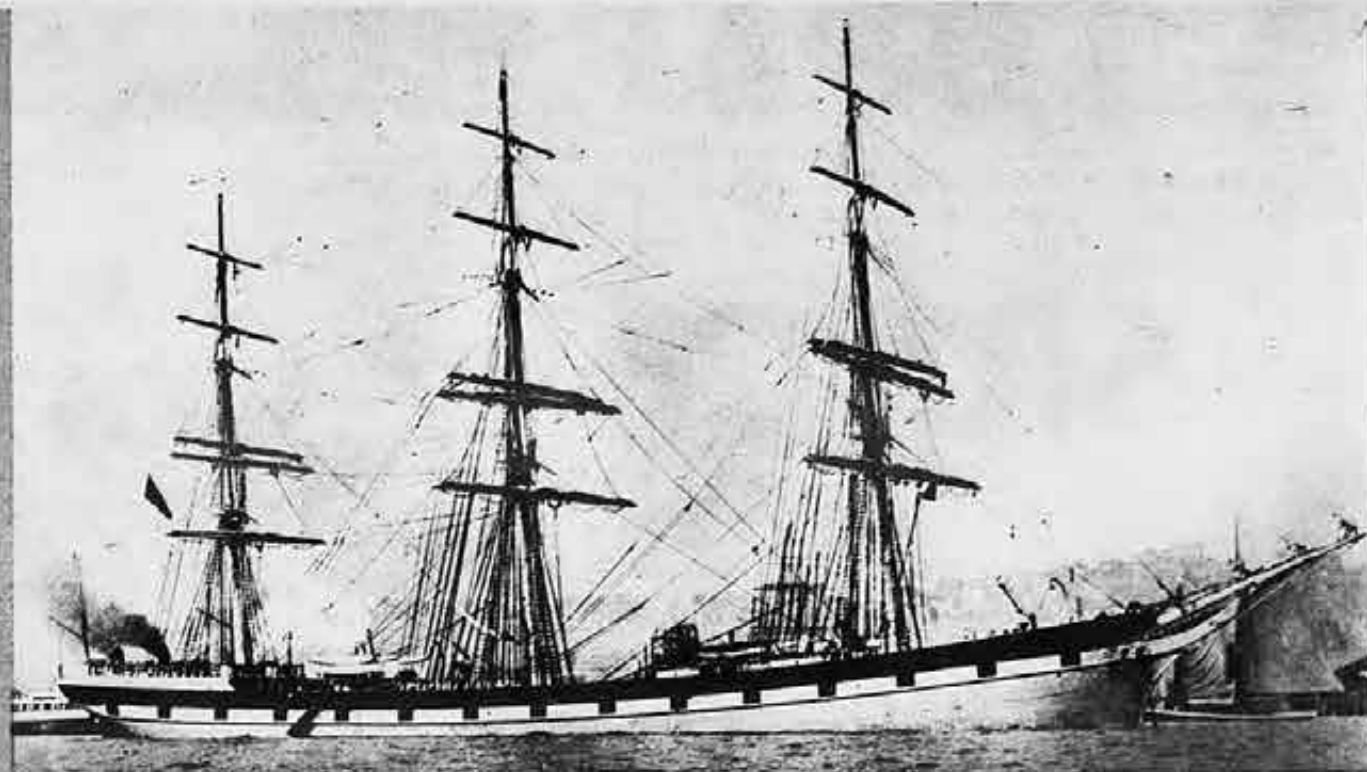


Crewmen on New York Stopover

Crew members of the Steel Architect (Isthmian) are shown on deck while the ship was "topping off" in New York prior to a trip to India. From left are: Charles D'Amico, bosun; "Frenchy" Macip, able seaman, and, Gene Nolan, carpenter.



Truly an "old salt," retired Seafarer Fred Harvey sailed the world's oceans for some 65 of his 84 youthful years.



As she originally appeared in the late 1800s, the three-masted *Wavertree* was a proud sight to behold as she traversed the Seven Seas of the world over a 25-year span.

The Age of Sail Knew Them Both Well

They were the products of the same age—the age of sail. They got together one August afternoon for a final voyage. It was even a family affair, for he had known her sister well.

A crusty old sailor, Fred Harvey, kept his date as boatswain for an old lady, the *Wavertree*, for the trip from Staten Island to the South Street Seaport Museum on lower Manhattan.

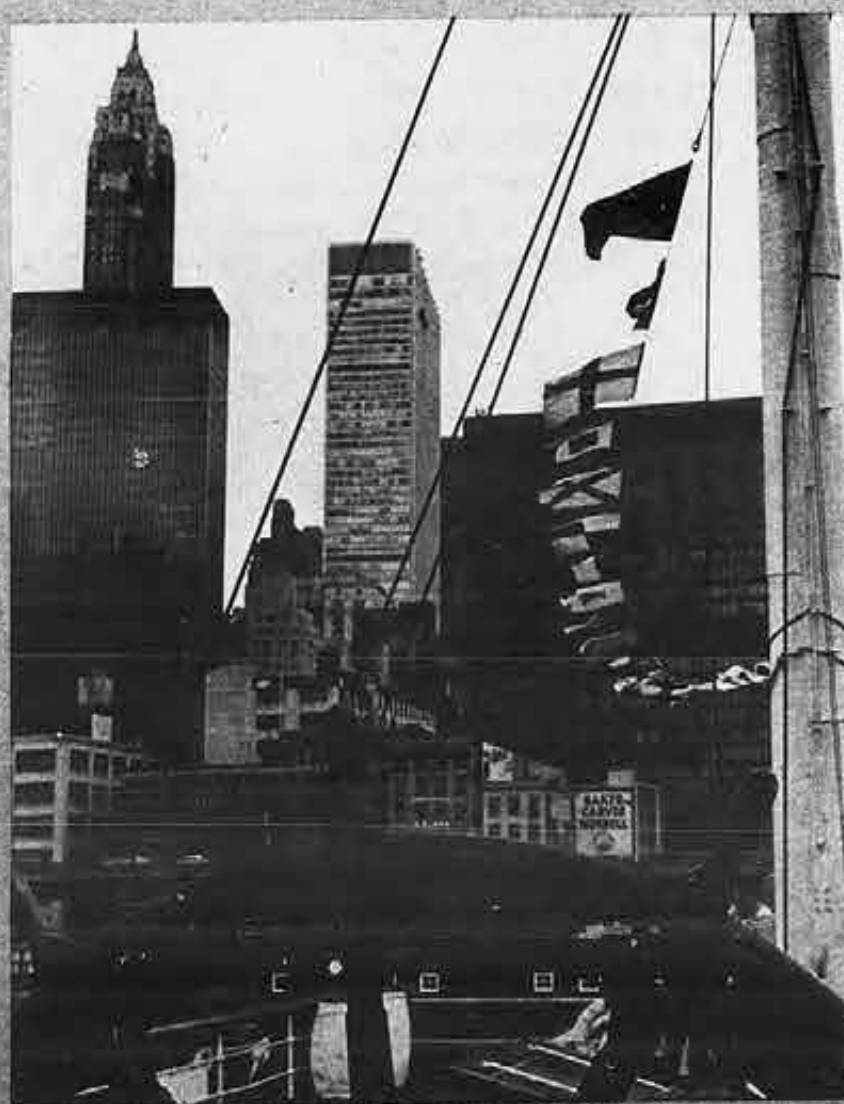
For Harvey, 84, an SIU pensioner, it was the renewal of an old family acquaintance—in 1906 he sailed to Sydney, Australia, on the *Fulwood*, a sister ship of the *Wavertree*. For the *Wavertree*, it was the final leg of a journey to a new home.

Built in England in 1885, the *Wavertree* plied the oceans for some 25 years until strong gales off Cape Horn ripped away her mainmasts and her fore and mizen masts. She became nothing more than a storage hulk and sand dredge until purchased by the museum in 1968.

Before reaching her new museum home, the *Wavertree*, her beauty marred by the years as a storage hulk, had to make the long trip from Argentina. She underwent repairs on Staten Island before making the final leg of the trip. Museum officials plan to spend \$1 million to restore the beauty from the age of sail.



Riding high out of the water, the ship pulls into her final berthing place at the South Street pier.



The New York City skyline forms the backdrop as one looks out over the wheel of the three-masted bark as she rides at anchor.



Fred Harvey was at a familiar spot behind the wheel during the Staten Island-to-Manhattan portion of the 6,000 mile trip.

SIU Crew Conferences

A continuing series of SIU Crew Conferences has been launched at the Harry Lundeberg School of Seamanship to give Seafarers an opportunity to learn more about their union and their industry in the relaxed atmosphere of the Piney Point, Md., base.

Eligible Seafarers will spend 10 days at Piney Point, attending classes for four hours a day on five of those days. The rest of the time they will be free to exchange information and experiences with other Seafarers, and use the extensive recreational facilities.

Members attending the SIU Crew Conferences will receive room and board and laundry, transportation to and from key ports, including New York, Baltimore, New Orleans and San Francisco, and \$8 a day to cover incidental expenses.

Twelve conferences have been scheduled to begin each Friday through Dec. 3, with the exception of Thanksgiving Day week. Members attending the Conferences will arrive at Piney Point on a Friday, have the weekend free, will attend classes from 8 a.m. to noon Monday through the following Friday, and will be returned to the ports on Sunday.

Boxing smokers will be held each Saturday following an outdoor barbeque. Boating, fishing, crabbing, card playing, pool, swimming, and other sports and recreational activities will be available. Each night a feature movie will be shown on the Cinemascope screen in the theater aboard the school ship *Zimmerman*.

Entertainment will also be furnished nightly in the Anchor Room Restaurant and Lounge.



WHO IS ELIGIBLE?

Seafarers, to be eligible, must:

- Have a rating and/or a year or more of seetime.
- Have shipped at least 90 days in the past year.
- Have shipped at least one day in the past 90 days.

HOW TO APPLY

Eligible members may apply for the SIU Crew Conferences through their port agent at any port. Or they may fill out the coupon on this page and mail it to:

SIU Crew Conferences
Harry Lundeberg School of Seamanship
Piney Point, Md. 20674

To:

SIU Crew Conferences
Harry Lundeberg School of Seamanship
Piney Point, Md. 20674

I would like to attend one of the SIU Crew Conferences.

Name Port

Card Number

My first three choices, in order of preference, are: (place the numbers 1, 2 and 3 beside the dates that are your first, second and third choice) for Conferences that begin on:

- | | |
|------------------|-----------------|
| () September 25 | () October 30 |
| () October 2 | () November 6 |
| () October 9 | () November 13 |
| () October 16 | () November 27 |
| () October 23 | () December 3 |

Agenda of Knowledge

Seafarers attending the SIU Crew Conferences will participate in discussions on the following five basic subjects:

SIU CONTRACT

This topic will include a discussion of the complete contract, including the new benefits negotiated this month. In addition, facts will be presented on the economics of the shipping industry, the legislative efforts of the SIU and the impact that passage of the Merchant Marine Act of 1970 would have on both Seafarers and ship operators.

SIU CONSTITUTION

In addition to a report on the union's constitution, they will discuss the meaning of constitutions in general, as well as the effect of governmental constitutions—federal, state and local—upon all Americans.

SIU HISTORY

Seafarers will discuss their union's dynamic history and how it can be used to meet the challenges of tomorrow. Blended into this group discussion will be the history of the trade union movement.

SIU PENSION, WELFARE AND VACATION BENEFITS

This discussion will detail the benefits that have been won through collective bargaining over the years. It will also provide a forum for discussion of the economics of the industry as it affects pension, welfare and vacation plan funding.

SIU MEMBERSHIP MEETINGS

Both port and shipboard meetings will be reviewed. Special emphasis will be given to the Permanent Ship's Committee which is designated in the SIU AGLIW District contract and the reasons for negotiating an hour of overtime for delegates attending the Sunday shipboard meetings. Efficient shipboard safety and operation will also be discussed.