

SIU Scholarships Now \$10,000

Continuing the SIU tradition of help for the union's members, the SIU Scholarship Committee announced that future scholarship winners will receive \$10,000 toward their college education, an increase from the current level of \$6,000.

The new scholarship level will take effect May 1. Increased benefits will not be retroactive.

The committee said it took the action because it feels that the SIU scholarships should be the best available, and because the price of a college education continues to rise above the average person's ability to pay.

Scholarships have been awarded to 26 Seafarers and 62 dependents of Seafarers in the program's 17-year history. Eligible candidates are judged on the basis of high school grades and scores achieved on the College Entrance Examination Board tests or the American College Tests. The judging panel consists of a number of college and university professors.

Winners of the SIU scholarships are free to study any discipline of their choice at the accredited college or university of their choice. Previous winners have received degrees in science, social science, humanities and the arts, and their college majors have ranged from anthropology to zoology.

In sum, the scholarship winners have broadened their horizons and increased their knowledge when costs and other factors might have prevented them from attaining a higher education.

It is a proud history of accomplishment and one that the new SIU scholarship level will add to in years to come.

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A portion of the large gathering of labor, business and government officials listen as Rep. Garmatz delivers his address calling for maritime unity in the years ahead.

Unity the Key to Maritime Future Says Rep. Garmatz

The chairman of the House Merchant Marine and Fisheries Committee urged management, labor and government to work together to aid the American shipping industry until implementation of the Merchant Marine Act of 1970 provides new ships to reverse our maritime decline.

Rep. Edward A. Garmatz (D-Md.) told guests at a luncheon sponsored by the AFL-CIO Maritime Trades Department that American-flag shipping is in a doldrum between passage and implementation of the legislation.

"Let's be brutally honest about it. Let's all of us—in government, in management and in labor—concede that hard times are still with us and they're going to be with us for some time to come," the Baltimore Democrat told guests of the 7.5 million member MTD in Washington, D.C.

Maritime Blueprint

He called the 1970 legislation merely a "blueprint" of a plan to rejuvenate the American maritime industry.

"We have acted on an authorization bill that will begin funding that program. It will be followed by an appropriations bill to make the dollars available. If the appropriations bill matches the authorization dollar for dollar, we will have enacted the largest peacetime maritime budget in the nation's history," he told the assemblage.

"But . . . the fact that we have made the dollars available doesn't automatically bring about the revitalization of our fleet," he warned. "Applica-

tions must be filed by the shipowners. They must be processed by the Maritime Administration. Ships must be designed. Components must be assembled. Keels must be laid. The long and arduous task of building ships must be begun. And each of these steps takes time. So it will be a long time—perhaps as much as three years—before the ships we're talking about today hit the water, are fitted out, and are ready to be put into service."

Offers Program

He predicted that during these preparations many of our antiquated vessels still in service will be sold for scrap since they will have "worn out completely and can no longer be patched up and held together with scotch tape, chewing gum and baling wire."

The 24-year House veteran offered a program to keep the merchant marine operating during the interim.

"First of all, of course, we have to maximize the American carriage of cargo aboard the ships now sailing," he declared.

"The world's biggest shipper is the United States government. And that government has already made its commitment to the merchant marine—a commitment in terms of its participation in the drafting of the Merchant Marine Act of 1970 and its signing into law—a commitment in terms of the largest peacetime budget request on record for a maritime program. This commitment must be matched now, by the government making every effort

to fully utilize American-flag merchant ships to carry government-generated cargo—military, foreign aid and agricultural. Anything else would be more than just a mistake. It would be a total abrogation of the responsibility the government accepted when it joined in enactment of the 1970 maritime law," Garmatz said.

The committee chairman also called for American business and industry to shoulder responsibility to keep American ships on the high seas. Citing economic advantages that some private American shippers have used as an excuse to place their cargoes on foreign vessels, Garmatz urged business to heed the call to rescue our maritime tradition in its hour of need.

Cooperation Needed

"Enjoying the American standard of living is one thing. Killing the goose that just might lay the golden egg is something else again. So I urge you to be realistic—to keep the economics of your industry on an even keel. And most of all, I urge you to keep American ships operating," he told the MTD representatives and guests from government and industry.

"We need a productive merchant marine. Small as it is, old as it is, slow as it is, the American merchant marine must be kept alive during the next few crucial years. And keeping it alive is the business of everybody in this room—of everybody involved in maritime affairs—in government, in industry, in labor," he concluded.

New SIU-Manned Vessel Joins Fleet

A ship that will provide more jobs for Seafarers, the new built *Overseas Arctic* is now making trial stops at a number of Mediterranean ports.

The SIU-contracted vessel was launched in September at the Bethlehem Steel Corporation's Sparrows Point shipyard in Baltimore, Md.

She was built for a subsidiary of Overseas Shipholding Group, Inc. and is the second of two vessels of her class built at the yard. The first is the *Overseas Alaska*, launched last summer and now making the run along the East Coast.

The *Overseas Arctic* has a capacity of approximately 524,000 barrels of oil in her 15 tanks and can discharge a full cargo in about 15 hours.

Single Accommodations

Her overall length is 731 feet and she weighs 62,000 deadweight tons.

Each Seafarer will have a

single, fully air-conditioned room which the company says is "of the most modern design."

The ship operates at a normal sea speed of 15½ knots generated by a 20,000-shaft horsepower turbine driving a single screw.

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

The *Overseas Arctic* is equipped with Bethlehem centralized control which allows control of the engine from the bridge. This system uses remote operation of the main propulsion plant for all ahead, astern, and maneuvering conditions, including standby.

According to the company, "the latest in navigation and safety-at-sea equipment is provided, all of which are in accordance with the latest regulations of the U.S. Coast Guard."

THE PRESIDENT'S REPORT

by PAUL HALL



Strength Through Education

This issue of the *LOG* carries a six-page report on the recent Seafarers Educational Conference held at the Harry Lundeberg School of Seamanship at Piney Point, Maryland.

There is much about this Educational Conference that is significant:

- It is the most ambitious program in the education field undertaken thus far by the SIU—a program that covered every phase of the union's activities, not only in the day-to-day administration of the contract, but in the functioning of all of the SIU's programs that serve the members asea and ashore.

- It is the forerunner of a continuing series of Education Conferences—conferences that each month will bring a steady flow of members to the union's education nerve center, where they can remain fully informed about the union's programs and fully involved in shaping the programs of the future.

- It is consistent with the accelerating pace of the SIU's entire educational effort—an effort that now includes the opportunity for young men, just entering the industry, to receive the equivalent of a high school diploma; an effort that soon will be expanded so that the high school equivalency opportunity will be made available to veteran Seafarers who were denied this educational opportunity in their younger days; an effort that, over time, will be augmented by a special university extension program geared to

helping Seafarers pursue higher education while still going to sea.

- It focuses renewed attention on the SIU's upgrading program—a program which makes it possible for the man who is making the sea his career to attain higher skills, and thus qualify for higher wages in this industry.

The Education Conference at Piney Point was, in every sense of the word, a two-way street. General sessions at the end of each day's workshop exposed the union's leadership to the ideas, suggestions and recommendations of the men who had come to the conference after being elected by their fellow Seafarers in each major port.

Out of this conference have come a series of recommendations which are being taken back to the membership for appropriate action at membership meetings—and the rank-and-file decisions on each of these subjects will become the basic policy for the SIU. (A full report on the members' policy decisions will be published in a special issue of the *LOG*.)

This first Educational Conference—and those which will follow—are in keeping with a tradition that has been a part of the SIU since its earliest days. It has always been this union's belief that an informed membership is a responsible membership; that an involved membership translates into a union that serves the Seafarer and the organization best.

We think this tradition has served the members and the union well. Over the years, we have been able to defend ourselves against the onslaught of an industry bent on our emasculation—and we did it through an informed, active membership. In the early days, we beat back the attacks of the Communist Party bent on our destruction—and we did it through an informed, active membership. Over the years, we have battled back against those in government who would like to tie our hands at the bargaining table and render us impotent in the political arena—and we have done it through an informed, active membership.

Some of those who have sought to put us on the mat are, themselves, virtually extinct. But others who oppose us are still very much alive, still very active, still determined—if they can—to take us to the wall.

It will take an increasingly informed, and increasingly active membership to stand up against these new assaults.

We have the dedicated members to do this job. We have the tools to do the job—in the form of our programs of action and in our educational endeavors. The continuing challenge is to bring the members and the programs together. Because that's the only way that we can achieve maximum effectiveness. And that is our goal.



Seafarers Educational Conference

250 Delegates from 14 Ports Examine Their Common Problems



Piney Point, Md.

They came from 14 ports—250 rank-and-file Seafarers in search of a new understanding of their union and of their common problems.

From Baltimore, Boston, Houston, Jacksonville, Mobile, New Orleans, New York, Norfolk, Philadelphia, San Francisco, San Juan, Seattle, Tampa and Wilmington, by plane and bus, they came to the Harry Lundberg School of Seamanship for the first full-scale Seafarers Educational Conference.

They came to study, to learn, to question and to discuss the problems facing their union and their industry. Finally, they came to make recommendations concerning the operation of the union, its rules, regulations and responsibilities.

On the first morning of the two-week meeting, with study brief bags in hand, delegates headed for the auditorium aboard the *Charles S. Zimmerman*, one of the school's training ships.

There, they were greeted by SIU President Paul Hall who quickly set the main theme of the meeting when he declared: "The purpose of this conference is to allow us an opportunity to review some of the problems which face us. It will give us a chance to see where we are coming from. It will give us a chance to see where we stand today and where we are going.

"This industry is in a difficult position," he declared, "so difficult, in fact, that for the next two or three years we're going to go through one of the most trying periods in the history of the American maritime industry."

The trying times ahead, he asserted, could best be met if "we all work together to make the Merchant Marine Act of 1970 work and work right." He continued:

"The problems of today are quite different from those we faced years ago. All of our struggles then were at the point of production—the picket lines, the docks, the streets.

"Today, the enemy is different. He comes in the form of federal agencies and runaway flags. The game today is quite different and we have to play it a different way. We have to answer our problems with a higher degree of intelligence. We have to understand the day in which we live.

"I see a lot of familiar faces in this room and a lot of them I was on the bricks with—taking on the toughest, meanest group of shipowners in the world. It's been brutal.

"Those of us who have lived in this business and have accumulated some degree of experience, know that the best thing that we can do for our people, for our sons and brothers—for the next generation of sailors—the best thing we can do for them is to leave them a better world.

"We're the product of our time and by our

fight we've made it possible for another generation to come into a world where a sailor has some degree of respect. We've given this new generation a good maritime law and a union which has the respect of the entire labor movement.

"But remember, this will mean nothing if we do not pass on the benefit of our experience. We've got to tell the new generation that the game is different. Times change, ships change, ports change, and sailors change. Even our problems' change.

"We have to change, too. No longer can just a stout heart win the day. We have to be able to think and to understand. We have to know who we are, what we are, and what we are trying to do."

Hall then told of plans to "develop here, near this school, something that is new and different. We want to build a model village for seamen—a village for 500 to 800 families—where sailors will be in the majority."

Hall told the delegates that "we'll have a community where the majority know us and know our problems and face the same problems. We'll do for ourselves what other communities cannot do."

Summing up, he concluded: "We are attempting to bridge the gap between the professional sailor and a better life and bridge it in a fashion less painful than in the past. We've made great progress.

"We must recognize that to have a better world, we must make it for ourselves. We owe it to ourselves to do the best for ourselves that we can.

"We'll do that through the process of education, through the process of knowing how to fight for a better life and a better world.

"One way to do this is through implementation of the Merchant Marine Act of 1970. We fought for that law. We won the victory. Now we have to win the implementation. We must nail it down and make it work.

"If we were big enough to win it, then we're big enough to keep it."

From these general discussions came a series of recommendations now being considered throughout the union. A full report on these recommendations will appear at a later date in a special issue of the *Seafarers Log*.

Photos on this page show Delegate Ed Casey from New York being greeted by New York Port Patrolmen George McCartney, left, and E. B. McAuley, right; delegates heading for the first general session; seated in the auditorium; and Delegates Frank Conforto, New Orleans, and Alvin Smith, Mobile, listening intently to speakers. Other photos and articles about the conference appear on the following pages in this issue.





HLSS: A Stake In the Future

"I wish we had something like this when I first went to sea." That's what many delegates to the Seafarers Educational Conference said after spending a full day learning about and examining the Harry Lundeberg School of Seamanship at Piney Point, Md.

For most delegates, it was a first look at the growing facility and, both in workshops and general sessions, they expressed surprise and pleasure at the smooth efficiency of the operation.

Delegates learned that the school is the largest training facility for merchant seafarers in the United States, approved by the Coast Guard and the result of joint cooperation between the SIU and ship operators under contract with the union.

Hazel Brown, director of academic education, told delegates that the school is providing opportunities for young people—many of them drop-outs—to take vocational and academic training in preparation for careers as professional sailors.

She explained that the school provides entry training in three general areas, as follows:

Vocational. For the young man seeking a career at sea, the emphasis is on learning through doing. Trainees learn basic skills in all ship departments—deck, engine and steward.

Academic. The school offers academic courses for trainees who wish to further their education. Those who want to earn a High School Equivalency Certificate participate in the General Educational Development Program. Trainees also may participate in remedial reading and independent study programs.

Labor History. Each trainee receives a solid background in the history of the merchant marine, the American labor movement and their own union, the SIU.

The school also offers upgrading training to help Seafarers move up the seniority ladder. The curriculum includes classroom instruction, on-the-job training, labor movement history and academic assistance, if desired.

Delegates were informed during the general session that SIU members may participate in school programs, particularly the academic and high school equivalency programs.

They also learned that plans are underway to provide similar programs through correspondence courses being prepared by the University of Nebraska.

Examining the physical facilities at the school, delegates found that virtually all training takes place aboard ships. They also found, aboard the *Zimmerman*, a modern library—possibly the finest maritime labor library in the world.

They examined another aspect of the Piney Point operations—the Seafarers Vacation Center. This is a center where SIU members, their wives and children can enjoy rest, relaxation, sports, fine food and excellent accommodations at a fraction of the cost of other vacation retreats.

For SIU vacationers, there are facilities for sailing, swimming, fishing, water skiing, bowling, billiards, tennis, horseback riding, basketball and a golf driving range. In addition, baby sitting services are available and soon there will be a "summer camp" for the youngsters.

During the general session on the Harry Lundeberg School of Seamanship, conference delegates were told that the school "is an expression of faith in ourselves—an expression of our hope for a better tomorrow for all Seafarers. It is our stake in the future."

Delegate after delegate approached the auditorium microphones to comment favorably on all they had seen and learned about the school at Piney Point. There was only one criticism—voiced often—that "we should have done all this years ago."

Workshop chairmen, who delivered special reports at the general session, included Carlos Canales, Wilmington; Pete De Capua, Seattle; Walter Grosvenor, New York; Lee Gillain, Jacksonville; Thurston Lewis, New Orleans; Michael O'Toole, New York; Jim Thomas, New Orleans; and Lucien Drew, Norfolk.



Delegates James Parrish, left, and Irwin Sherman, probably the youngest and oldest delegates at the conference, discuss their careers as professional sailors.

Delegates, 18 to 68, See No 'Generation Gap'

Despite the fact that there is more than 50 years difference in their ages, SIU Brothers Irwin "Monk" Sherman and James Parrish have much in common.

Both are professional sailors; both served as delegates to the Seafarers Educational Conference; and both have been at the Piney Point facility before.

Sherman, who will be 69 in August, was making his second visit to Piney Point. He attended a Crew's Conference last November. Parrish, just turned 18, graduated from the Harry Lundeberg School in June 1969, and also attended a Crew's Conference last year.

The delegates, possible the youngest and oldest at the conference, agreed that the two-week meeting offered a chance to learn about every facet of SIU operations.

Parrish, who started sailing as a wiper, has since upgraded to FWT and qualified for his Coast Guard QMED certification through the SIU upgrading program. He hopes now to take advantage of the high school equivalency program either at

HLSS or through shipboard correspondence courses.

Pointing out some of the changes made recently, Parrish explained that "trainees really learn more about a ship with the new vocational training set-up and the academic program is really a blessing. I intend to participate all I can."

The young Seafarer came from a sailing family. He, a brother and a cousin all were referred to the school by his stepfather, Billy K. Nuckols, an SIU man also at the conference as a delegate.

Sherman, the father of four children and grandfather of seven, sails in the steward department out of New Orleans. He joined the SIU in 1951 after sailing with the Army Transport Service during World War II.

He had high praise for the training facilities at Piney Point. "I'm glad that we can help kids like Jim Parrish go on to a better place in life. It's good to know we're able to help bring aboard a new and well-trained generation of sailors."

Conference Delegates, HLSS Alumni, 'Rap' with Trainees



It was "homecoming" for some delegates at the Seafarers Educational Conference. These were delegates who had graduated from the school at Piney Point.

Seven former Harry Lundeberg School of Seamanship trainees took advantage of their visit to hold a "rap session" with members of the current class of future Seafarers. They took a tour through the trainees' quarters and found that their future shipmates were full of questions about life at sea and how things were at the school in bygone years.

Between the two groups—alumni and students—was a bond that resulted in frank and earnest conversation. The younger men were quick to ask about the good and bad points of shipboard life and the alumni were just as quick to answer.

The former HLSS students fielded questions from the trainees about all departments. The group in-

cluded: Mike O'Toole, New York; John Coleman, Mobile; Dan Abraham, Houston; Ben Varela, New York; Bill Mackey, New York; John McFall, New York; Tom Kelly, Philadelphia.

One of the big points of concern for the trainees was the reception "by the oldtimers when we get aboard ship."

Ben Valera answered the question with: "Don't worry about it. You'll all be working together. Do your job and no one will bother you. In fact, most of the crew will go out of its way to help you."

The trainees were especially interested in the way in which Tom Kelly, younger than some of his questioners, qualified for his Third Assistant Engineer's license.

Kelly told how he progressed through the SIU engine department upgrading program following his graduation from Piney Point and enrolled in the Engi-

neer's License school, co-sponsored by the SIU and District 2 of MEBA.

Kelly, who received his license last October, stressed the fact that he did not intend to stop at his present license but hoped to upgrade to Chief Engineer as he accumulates sufficient seetime.

The round robin discussion included questions about the changes in the school facility over the years. The 1967-68 alumni told how they had helped to construct parts of the school during their training.

John McFall summed up his thoughts on the overall progress of the school since 1967, saying: "It's really changed. They learn so much more now. I wish it was like this when I went through."

The group broke their discussion when the trainees were called for the daily colors parade. Graduates returned to their work as conference delegates, impressed with the progress they had seen.

Delegates Describe Contract As 'The Book by Which We Work'



The conference focused delegates' attention on the importance of the SIU contract to every SIU member, especially in a time when the entire maritime industry faces sharp problems.

SIU Vice President Earl Shepard explained how the contract and industry problems are

related. "We've got good benefits under our contract," he said. "Benefits we fought hard for over many years. We want to continue improving these benefits. To do that, we must have a strong merchant marine equipped with good ships and with plenty of union jobs available."

For this reason, he continued, the SIU pushed for the Merchant Marine Act of 1970. "It's a good law and will go a long way toward solving many industry problems," he said. "That's why we must fight to make sure the law is put to work. It will help the industry, keep it healthy and profitable."

If the industry is healthy and profitable, he declared, "there will be jobs available for union members and there will be higher wages and better benefits in the future."

Shepard, visiting each workshop, pointed out that "we're going to lose some ships over the next few years, ships sold into scrap. Each time a ship goes, 35 to 40 union jobs go with it. Now you see why we keep pressing for new ships."

He told delegates that "we're leaders in this industry. We've got the responsibilities that go with leadership. We must look ahead. First, we must help to implement the Merchant Marine Act of 1970. Then we must decide what we need and what we are entitled to. For now, our demands should be tempered by reason."

Other unions have not exercised such restraint, he asserted, and they now face "economic chaos."

Delegates then went on to discuss their contract against the backdrop of the industry's problems and needs.

They learned that the contract is an agreement negotiated at the bargaining table between the union and the shipowners. It spells out wages, overtime rates, job security, work rules and living conditions aboard ships. It is a written pact binding on both parties—union and management.

Delegates went through the contract, section by section, and later described it as "the book by which Seafarers work, a guarantee of dignity on the job."

They concluded that every Seafarer must know the contract and understand all of its terms if it is to have real meaning to him and if it is to be protected and expanded in the future.

Workshop chairmen for this topic of study included Bob Clarke, Baltimore; Tom Brennan, Philadelphia; Francis Fullbright, Mobile; Jon Stringer, Houston; Duke Wilson, Norfolk; Alvin Smith, Mobile; Nolan Savoie, New Orleans; Hayward Wilson, New York.



Delegates in a workshop session listen intently to an explanation of the SIU contract. Instruction was followed by a lengthy question and answer period.



SIU Constitution: Self-Imposed Discipline for All Seafarers

A constitution is the law by which a society lives. The SIU constitution is the law by which Seafarers live as sailors and as union members. It is the most important document affecting every SIU member.

These are some of the conclusions reached by conference delegates after a full day of study of the SIU constitution. They learned it is a unique document, hailed by many public figures as a model for self-government.

Al Kerr, SIU secretary-treasurer, told delegates that the constitution is a "living document which changes with the knowledge gained in the day-to-day operation of the union and changing, too, as laws change and the interpretation of laws change."

Kerr explained that the constitution didn't just happen. "It is the result of study and observing the document in action. It's our law. It guides our conduct. It's our textbook."

In their in-depth study of the document, delegates learned that the constitution guarantees every Seafarer:

- The right to vote.

- The right to nominate himself for, and hold, any office in the union.

- The right to express himself freely on the floor of any union meeting or in committee.

- The right to be confronted by an accuser and the right to a fair trial by an impartial committee of his fellow union members if he should be charged with conduct detrimental to the welfare of Seafarers.

There was general agreement that the SIU constitution is not a perfect document. It has been amended several times. However, it is "of, by and for Seafarers, a self-imposed discipline which makes shipboard life better and more peaceful."

Delegates found that the SIU is the only union in which a rank-and-file member, at a union meeting, may himself begin the process of constitutional change. In addition, the SIU is the only union which publishes its constitution in full text every six months in the official union newspaper.

As Kerr told the delegates: "If you want full justice under the law, then you must know the law. You must know our

constitution, too. If you feel that our law—our constitution—is unjust, then you can start the process of change. But, first, know it and understand it."

Delving into the history of the constitution, delegates

found that the original document, drawn up when the SIU was organized in 1938, was a simple document. As conditions changed, so did the constitution. It is still changing.

Workshop chairmen for sessions on the SIU constitu-

tion were Pete Waters, Seattle; Gerry Jarvis, Houston; Fred Sellman, Houston; Herwood Walters, San Francisco; Eric Johnston, San Francisco; Ernie Hoitt, New Orleans; Willie Barron, New Orleans; Elmer Lamb, San Francisco.

Why Do I Pay Union Dues?



While browsing in the library at the Harry Lundeberg School of Seamanship, Delegate Jon Stringer, from Houston, found an article on union dues in a 1926 issue of the Seaman's Journal. Stringer believes the sentiments expressed are as valid today as they were in 1926. Here is his updated version of "Why Do I pay Union Dues?"

Because I know that were it not for the organized labor movement, and the SIU in particular, my wages and working condition would be vastly inferior. I believe in supporting a movement which helps me.

Because I have enough principle to do my share with others who follow the sea to sustain the movement which improves conditions of employment on all American ships.

Because a paid-up union book assures me a welcome among seamen all over the world.

Because it is a comforting thought to know that a paid-up union book gives me the full support of an international organization having thousands of members.

Because I like to be able to look every other seaman in the eye, as man to man, knowing that I have played square with him.



Political Action—Our Fight To Improve the Sailor's Life

How important is political action and political education to the rank-and-file Seafarer?

SIU Executive Vice President Cal Tanner had a ready answer. He told delegates:

"The Merchant Marine Act of 1970 is the only meaningful maritime legislation since 1936. We're not completely happy with it. It's not utopia. But it could help to solve many industry problems. It could result in more union jobs.

"Understand this. If we didn't have some political savvy and some political clout and some political guts, there would be no new maritime law.

"That's how important political action and education are to every Seafarer. It's just another way in which we fight for ourselves to improve our lives, to build something better for ourselves."

These are just some of the reasons for the Seafarers Political Action Donation (SPAD), Tanner said. Voluntary contributions to SPAD are put to work to help candidates dedicated to a strong merchant marine, and against candidates who would "short-

change" the merchant marine, he declared.

Delegates learned that political action such as this is an American tradition and an American right actually written into the nation's Constitution by the founding fathers. This is the right of the people to choose their own government representatives.

Delegates found it is a tradition, too, in the U.S. labor movement. In their studies of the subject, they harked back to the words of Samuel Gompers: "Reward your friends and punish your enemies."

Study materials provided delegates pointed out that sailors still might be "slaves" if they hadn't taken some political action back around the turn of the century. And it was maritime labor that fought for passage of the Cargo Preference program so that American ships would get at least some government cargo and jobs for American sailors.

Today, delegates learned, the fight continues to preserve the right of American ships to carry a share of government cargo and to implement the Merchant Marine Act of 1970.

Delegates discussed how anti-labor forces use political action in attempts to beat down the trade union movement—action dating back to 1794 when the first union was established in America.

They studied some of the results of this anti-labor political action—the repressive Taft-Hartley and Landrum-Griffin Acts and other moves to undermine the labor movement.

With this in mind, delegates went on record in favor of expanded political action through a continuation of SPAD.

One after another, in general session, delegates approached the microphones to condemn attempts to force the SIU and other unions to curtail and even end their political action and education programs.

The consensus was that as free Americans and as union members, Seafarers have the right to make contributions for political action in any way they see fit, firm in the knowledge that their contributions are being used to help assure a better future.

Workshop chairmen for this session were Robert Cotton, Houston; James Dixon, Mobile; Everett Perry, Wilmington; Frank Lebda, New York; Asa Moore, New York; George Quinones, Wilmington; Jack Ryan, Seattle; Frank Conforto, New Orleans.



At the mike, in general session, G. Quinones, Wilmington, asks a question.



Legal Action—A Weapon To Thwart the Labor Movement

The scales of justice are shifting and the weights are being stacked solidly against the labor movement, especially the SIU. The shift is taking the fight off the bricks and into the courts and the halls of Congress.

That's what SIU Counsel Howard Schulman told conference delegates in a session involving the legal issues affecting the SIU today.

The prime topic of discussion was the grand jury indictment of the union itself and its officers, an indictment for "political activity."

"It was because we moved into the political arena—and moved with great success—that our so-called friends have moved against us in this fashion," Schulman declared, adding:

"This indictment contains not a single charge of skull-duggery. There is not a single charge in this indictment except one slim count holding that the SIU violated the law

by 'conspiring' to give contributions to politicians.

"This is strictly a political action. You don't have to take my word for it. You've seen the indictment. It was printed in your union newspaper. The SIU probably is the only union in the world with enough guts to print that kind of a document in its newspaper."

In both workshops and in the general session, Schulman explained some of the legal problems facing unions today.

"Did you know that your officers must file reports which even lawyers have difficulty understanding?" he asked. "At the bottom of each form is a certification. If the union officer fails to certify, he could wind up in the can.

"There is no authority in law for these certifications. It is simply a Labor Department rule. We've been telling the Department for two years that they are making their own laws, but they have never replied.

"It's a fact of life that federal agencies, such as the Labor Department, prostitute their powers. The bureaucrats prostitute their powers and they are not subject to any redress. It's unique in our society that such unelected servants of the people sit at the switch and turn loose some awesome powers on the people. There is no redress. They hide behind their immunity."

Schulman went on to say that the fact that the union has enemies today is just a sign of the union's success.

Conference delegates were in full agreement with this conclusion. They agreed, once again, that SPAD should be expanded and they called for a similar expansion of the Maritime Defense League.

MDL, established in 1967 to provide legal assistance to SIU members, is of special importance to all Seafarers, delegates declared, and should be given their full support.

Schulman capped the day's discussion by reminding that "we're the kids from the other side of the tracks. We are re-

cognized in small ways. But when it comes to meaningful things, the things that count, we get them only through our own efforts, our own labor, our own blood, our own money. That's why SPAD and MDL are so important to each of us."

Chairmen for workshops were Harry Houston, San Francisco; Gilbert Delgado, Houston; Barney Kasmierski, Houston; William Koflowitch, New York; Tony Arcenau, New Orleans; Paul Hunt, New Orleans; S. Cieslak, Boston; and Ed Brewer, Seattle.



Delegates and instructors in a workshop session.



History Points Way to Future

History is made by men and "you are making history today as members of the SIU."

That's what SIU Vice President Lindsey Williams told conference delegates as they took up the study of labor movement history and the development of their own union.

Williams, both in workshop and general sessions, referred to his personal involvement in the early days of the unions and declared: "In those days we fought for survival. We fought to make the union live. Today, the fight is different. Today we fight to make the industry live, to keep it a vital industry, to keep it alive and with jobs—union jobs."

To find out how the SIU reached this critical point, delegates delved deeply into history—first into the general story of the American Labor movement, then into the explicit details of the Seafarers' past.

Study materials told them that the fight for a free labor movement in the United States dates back to the years immediately following the Revolutionary War. That's when low wages, long hours and poor working conditions forced workers into banding together into loose-knit unions.

The first real labor union came into being in Philadelphia in 1794 when the Society of Journeyman Cordwainers (shoemakers) was formed. It was this union which called the nation's first "organized" strike in 1799. The Cordwainers fought back a proposed cut in wages.

A few years later, however, the union asked for a modest pay raise. Again a strike was called and this time the employers were ready. The Cordwainers found themselves indicted on trumped up charges of criminal conspiracy.

It wasn't until the late 1800's that the labor movement mustered enough strength to fight back effectively. The fight was brutal. Labor lost many battles but even in the losing, gathered strength through unity.

Conference delegates found that the history of maritime unions parallels that of the whole labor movement.

One of the highlights of the conference was the "premiere" of a new SIU motion picture—*Tomorrow Is Also A Day*—a history of maritime labor and the SIU.

The movie tells of the struggles of Seafarers to break the shackles of slavery. It graphically replays those days when a sailor was a slave to the ship, the ship's captain and the ship's owner.

It tells of the first efforts by seamen to break their bonds, to organize unions. It tells of the heroic fight of Andrew Furuseth to win a measure of equality and decency for seamen.

Tomorrow Is Also A Day covers the span of history through passage of the Seamen's Act of 1915 which stands as a tribute to Furuseth's determined effort to free his fellow seafarers.

The film takes up the time following World War I when shipping companies went for the union jugular. It documents the brutal battles of the 1930's including the terror of the West Coast strike during which scores of seamen were killed or wounded.

Finally, it studies the formation of the modern union and discusses its early fights against communism, against unscrupulous shipowners, and climaxes with the victory of the Merchant Marine Act of 1970.

As various speakers declared, the Merchant Marine Act of 1970 is the most meaningful maritime legislation in history, designed to revitalize the faltering industry. It must be implemented. It must be made to work. Conference delegates declared that the union should work now for that implementation.

Workshop chairmen for sessions on history were I. K. Coats, Wilmington; Vincent Pizzitolo, New Orleans; Harold Ducloux, Mobile; Eric Joseph, New York; Don Bartlett, San Francisco; Albert Saxon, Mobile; R. Byrd, San Francisco; W. Simmons, Mobile.



SIU Fringe Benefits: 'Reality from a Dream'

Fringe benefits, such as the SIU Welfare, Pension and Vacation Plans, took up a full day of study for conference delegates who termed them "the most far-reaching improvements ever achieved for Seafarers."

C. J. "Buck" Stephens, port agent from New Orleans, declared: "Our plans are the best in the entire maritime industry. No other union can approach these benefits. They are a reality shaped from an old dream. They are part of our stake in today and in tomorrow."

The Seafarers Welfare Plan, delegates learned, was created as a result of collective bargaining between the union and its contracted companies. The companies first contributed to the plan in 1950 and it has been regularly improved since that time.

The Welfare Plan provides many benefits for Seafarers including daily in-hospital benefits, death benefits, and maternity benefits. It covers a Seafarer's dependents and provides for regular physical examinations and eye care.

The Seafarers Pension Plan provides two types of pension, one for disability, one for normal retirement. Either type gives the mem-

ber a monthly annuity of \$250—guaranteed. Under the disability provisions, a member may retire at age 55 after 20 years of service should he become totally disabled. He still gets the full annuity of \$250 a month.

Another unique feature of the plan provides that a member retains other benefits when he retires. Pensioners continue to be covered by the SIU Welfare Plan and so do their dependents.

Vacation benefits for seamen were unheard of only a few years ago. The Seafarers Vacation Plan came into existence in 1950 and provided a vacation allowance of \$115 a year.

As all other SIU fringe benefits have improved, so has the vacation plan. Today, a member can count on a vacation allowance of from \$1,000 to \$1,400 per year—a benefit unequalled in many shoreside industries.

Workshop chairmen for sessions on the SIU Pension, Welfare and Vacation Plans were George Annis, New Orleans; Jose Castell, Puerto Rico; J. W. Allen, Seattle; Charles Mazur, New Orleans; Earl Harrison, Tampa; Tom Garrity, New Orleans; Fernando Munoz, Puerto Rico; James Sanders, New York.



'The Enemy Below'



The motion picture "*The Enemy Below*," a story of a duel between a German submarine and an American vessel during World War II, stirred some unpleasant memories among some conference delegates.

Three of them, who were aboard torpedoed ships during the War, recalled that it was a "pretty frightening experience" to have your ship sunk from under you.

Edward Robinson and Lewis "Curley" Goodwin from New York and Elmer Barnhill, who sails out of Houston, lived through that experience.

Robinson, 63, was sailing aboard the SIU-manned *Robert Bacon* in July 1943 off the coast of Madagascar when a torpedo struck his ship at 3 a.m.

"We had just discharged a load of tanks in Egypt and were headed to Durban, South Africa by way of the Red Sea and the Indian Ocean when we got hit," he recalled. "I was down below," the fireman-oiler said, "when it hit. The captain gave the order to abandon ship and we took to the boats."

"When we were away, the sub put two more torpedoes into her and she went down pretty fast. We lost four men who had been sleeping on the deck when the first torpedo hit."

Goodwin remembers the day "War" was declared. He was aboard the *Algic* in port at Durban, South Africa, when the war broke out. He and other crew members, including SIU Vice President Earl Shepard, painted the hull and superstructure with fish oil, as a makeshift camouflage, and sailed to Savannah safely. He later survived a torpedoing in 1943.

Elmer Barnhill, a bosun now sailing out of Houston, saw extensive action during the war. Among his recollections, he maintains that he was probably the first member of the American merchant marine to visit Rome after its liberation.

"I was on a ship tied up for unloading when the news came that the allies were approaching Rome," he remembers. "I got the captain's permission to go ashore and I decided to hitch-hike to Rome. I arrived there about a day after our troops had gone in. It was quite an experience."

Earlier in the war, Barnhill had another memorable experience while sailing aboard the *Benjamin Harrison*, loaded with trucks, tanks and ammunition. Their 33-ship convoy was sailing about 150 miles south of the Azores, enroute to Algiers, when a torpedo attack crippled five ships in the convoy.

"I was in the messhall, playing cards, when the attack started. The general alarm sounded and then we got hit," he recalled. "The captain rang abandon ship and I hung on a Jacob's ladder for 45 minutes waiting to get into a lifeboat. Four of our lifeboats had swamped in the heavy seas. I finally got into a boat and we drifted for about two hours before we were picked up by a Norwegian ship, the *Alan A. Deal*."

"We continued to Oran and returned to the states aboard a troop transport, *The Shawnee*. We lost six men from our ship and there were many others lost from other ships that were sunk. We were lucky."

In the top photo, Lewis Goodwin, left, and Ed Robinson look over the union's Honor Roll of those who lost their lives during the war. The bottom photo is of Elmer Barnhill.

'The E Means Effort'



During the discussion of education, one of the workshop chairmen told delegates what his research on the subject had discovered. Delegate Joe Galliano from New Orleans first gave the audience the dictionary definition of the word, but added his own thoughts to expand the topic and define it in a much broader sense. He took the word apart, letter by letter, and came up with the following:

E The "E" in education means effort. The kind of effort that is necessary to put into something in order to get anything out of it. It also means efficiency, exploration, experience, economy, expression, enrichment. It is, in fact, essential, etc., etc.

D "D" means dedication, desire, distinction, development, dignity, diplomacy. It is, in fact, a duty, etc., etc.

U "U" means understanding, usefulness, utilization, uniqueness, and unquestionably unity, etc.

C "C" means communication, cooperation, contribution, curiosity, capability and consistency and constructive criticism. It is the confidence and courage that it takes to make a public speech for the first time.

A "A" means accomplishment and achievement. It means ability and ambition. It is authority and acceptance, etc.

T "T" in education is spelled think. The capacity to think is probably our most valuable possession. It is the only single fact that separates man from other forms of life. This is the power that generates ideas, and ideas are the embryo of all creativity.

I "I" is imagination, interpretation, identification, involvement, initiative, and influence, etc.

O "O" means organization and occupation, originality and observation. It is objectivity and opportunity. It is, in fact, an obligation, etc.

N Under "N", among the many etc., it means negotiation. Effective negotiation comes as a result of education, and when speaking of negotiation, you automatically think of contract. That is not only synonymous, it is superfluous. Negotiation and contract go together like bread and butter, and for us, isn't that what it's all about?



'All these are merely links in the chain of education.'



SIU Education: A Turning Point

The central theme of the conference at Piney Point was education, an in-depth study of where the union has been, where it is today, and where it is going.

Part of the study was a full-day session on the SIU Education Program, a program of vocational, academic and trade union education.

Delegates learned that education programs for workers have been a part of trade union activities for many years. Generally, these programs are limited to the teaching of a particular skill or trade, but many unions today also carry on special courses for shop stewards, courses in organizing, on labor law, even in time study.

The SIU program, however, is a full education plan providing training in many areas. There is entry training, to help young men qualify for jobs as seamen. There is upgrading training, to assist professional sailors. And there is a full-scale academic program.

Hazel Brown, director of academic education at HLSS, reported that the SIU program emphasized the development of the "total person" rather than individual facets of a personality.

This is done, she said, through a well-rounded program placing equal emphasis on academic as well as vocational training. The program deals with individuals, she declared, with personal attention and counseling wherever possible.

"Learning is unique and extremely personal," Miss Brown said. "We try to keep that in mind in our teaching practices. I think we've met with some success."

In their general session, delegates heard of the need for more improvement in the program. "We need to develop techniques to suit our own individual wants and desires. We must develop

a program based on the knowledge gained here—a program for both sea and shore. The foundation for such a plan exists here at Piney Point, at the Harry Lundeberg School of Seamanship."

SIU President Hall told delegates: "You are seeing here what may be the turning point in the life of a sailor. We have the staff here to do the job. We have the tools. All we need is your full support and understanding."

He then ticked off some future plans: Correspondence courses for Seafarers, asea or ashore; General Education Development Courses to help SIU members gain the diplomas many passed up years ago to pursue a life at sea; courses to help the individual raise his own level of knowledge and understanding.

In their discussion of the SIU College Scholarship Program, delegates learned that 88 Seafarers and dependents of Seafarers have received SIU scholarships during the last 17 years. The cash value of these awards approaches the million dollar mark.

The SIU scholarship program has helped to produce lawyers, doctors, engineers, teachers . . . giving young people and Seafarers alike an opportunity for advancement that might otherwise have been denied to them.

Delegates had high praise for the program and concluded that it should be expanded in every way possible to make such opportunities available to as many as possible.

Workshop chairmen for sessions on education were Ballard Browning, Baltimore; Tom Foster, Baltimore; Joe Galliano, New Orleans; Francis Gomez, Mobile; Elmer Barnhill, Houston; Frank Pasaluk, Philadelphia; John Ferro, Jacksonville; Willar McMillion, San Francisco.



A Teacher's Idea Of a Seafarer

Hazel Brown, director of academic education at HLSS, spoke to delegates several times during the two-week conference. In one such talk, she defined a Seafarer. Her definition is a personal one, arrived at after many months of working with members of the SIU. Here is a portion of her definition:

Seamen are interesting and interested, curious, continually searching for knowledge.

Some seamen are real philosophers with definite ideas about things, about the way the world is, about how seamen fit into the world.

Seamen are interested in self-improvement and, I've found, some of you are more educated than some of us here at HLSS. You've been self-improving for a long time, working hard at education in your own way.

You are quite proud of the past and the heritage of things and events which affect you as seamen.

People who discovered different parts of the world were explorers. But they were also seamen. Most of you at this conference have traveled much more than any of us at this school. You have met interesting people in the world from all different countries. You have observed their customs.

That means that you are not as narrow as people in most professions. You get an overview of things most other people never get.

None of you run away from problems. You're not like some professionals who put the blame for problems on everybody else. Instead, you face the problem and say "What are we going to do about it?" "How are we going to find the answer?"

I know that in the past some of your problems were answered by strength, not only strength of mind, but also physical strength, some of it quite brutal.

But here you are today, at this conference, talking about other ways to solve problems and asking, "Can education help?"

Seamen are tolerant men. You are able to tolerate the closeness of your job and tolerate the problems of others.

Most of us, in other professions, can throw in the towel at the end of the day and say, "I can go home to my chosen family." But you are with your "family" day and night on that ship. I guess you need to be some sort of psychologist to cope with the different personalities that you have to live with day and night.

Seamen are capable men and they are able to improve themselves educationally in many ways. You have broad vision. You are explorers. You are searching for something new.

I believe that what you are searching for is a new kind of world for seamen. It's a great honor to be part of that search with you.



Union Meetings Keep Us Strong

The importance of both shipboard and port union meetings was stressed throughout the Educational Conference. Delegates declared that it is the duty of every union member to participate in the business of the union. The best way to do this is through attendance at union meetings.

Conference delegates learned that the SIU is a union which takes actions and sets programs based on the desires of its membership. The decisions made at union meetings, whether aboard ship or in port, serve as the foundation for the union's future moves.

To have a voice in future programs, members must attend and participate in union meetings, making their own desires known and understood. The easiest way to give the union the knowledge based on our own personal experience is through the union meeting.

This is the way to keep the SIU strong—and a union of, by, and for seamen—delegates said.

Study materials discussed the ways in which union meetings are conducted. Whether the meetings consist of a group of 30 men on ship or 1,000 in port, they are all part of the same process and serve the same purpose. Knowing the rules results in more productive meetings.

The rules which apply to SIU meetings are the same rules which apply to a Senator or Congressman. They are Robert's Rules of Order, generally accepted throughout the English-speaking world.

These rules state that every meeting should have an agenda. Aboard ship, the agenda should include: Action on the previous meeting's minutes; reports from department delegates and from any special committees; a discussion of old business; motions and resolutions on new business.

In port, the agenda is similar, but broader. Typically, it includes the call to order, appointment of meeting officers; actions on minutes of previous meeting; presentation of financial re-

ports; report from branch agent; reports from committees, patrolmen, auditors; communications; charges and appeals; action on written motions and resolutions; the verbal report of the president; and new business.

Every SIU meeting also includes a minute of silence in honor of deceased Seafarers.

Delegates learned from these study materials that the chairman is the conductor and regulator of any meeting. It is up to the chairman to see that each member is given the right to speak, if he so desires, and that this right is not infringed upon by any other member.

Delegates went on to talk about the methods of conducting a meeting. They studied the need for a quorum; the method of making a motion, the authority of the chairman; the ways to amend, substitute or table a motion.

They also discussed some personal rules for an orderly meeting, especially when they, as individual members, are speaking from the floor. These



A porthole view of a conference workshop in session.

include: Keeping to the point; sticking to the facts; avoiding personalities; and keeping it short.

In addition to meetings aboard ships and in port, delegates took up the question of the ship's committee. They discussed the makeup of the committee—a chairman, secretary-reporter, education directors and elected delegates from each department.

They learned that this committee is "the vital link between SIU members at sea and union headquarters ashore. It is also

the communication link between the crews of all SIU ships throughout the world.

Delegates talked about shipboard behavior and the need for all Seafarers to conduct themselves always as professional sailors.

Workshop chairmen included Burnell Butts, Houston; Ray Knoles, Wilmington; Lewis Goodwin, New York; Tony Ferrara, New York; Henry Roberts, Mobile; Vince Fitzgerald, New Orleans; Dan Abraham, Houston; William Anderson, New York.

Brotherhood of the Sea

The words "Brotherhood of the Sea" took on a deeper meaning when two SIU men met again during the Seafarers Educational Conference.

The two have been close friends since 1951 when Eric Joseph gave up one of his eyes to restore the sight of Phil Pron, another Seafarer whom he met in the Staten Island Marine Hospital. Joseph, who was in the hospital for treatment of an injured right eye—the result of an injury while boxing professionally—offered to give up any chance he might have had to recover normal vision. He agreed to donate a cornea for transplantation into Pron to attempt to restore his failing eyesight.

Brother Pron had been losing vision in both eyes after he was hit in the head in a 1950 shipboard accident. The transplanted cornea restored vision to one eye following an operation on March 28, 1951. A subsequent corneal transplant, in 1959, using a cornea provided by an eye-bank, restored vision to his other eye.

Before their encounter in the hospital, both men had never met. They shared the same room and Pron told Joseph about the accident and his rapidly failing sight. The doctors said that a new surgical procedure, a corneal transplant, offered a possible cure if a donor could be found. After Joseph's offer, a specialist was called into perform the delicate surgery. When the bandages were removed in a few weeks, Pron could see his benefactor for the first time.

Since then, both men have continued their sailing careers. Both bachelors, Pron lives with his parents in Secaucus, N.J. and Joseph lives in New York City. Both men sail out of New York, Pron as a Third Cook and Joseph as a Bedroom Steward.

Brother Joseph, who was born in Calcutta, India and joined the SIU after his arrival in this country in 1942, loves the travel opportunities offered as a professional sailor. As a result of his travel hobby, he was a guest on the Johnny



Phil Pron, left, SIU President Paul Hall, and Eric Joseph, right, at the Seafarers Educational Conference.

Carson show on television in 1960 to let the country know what life was like inside Russia. Both he and Pron sailed on grain ships delivering wheat to the U.S.S.R. and Joseph took advantage of a six day layover to visit Moscow.

Since the start of the Vietnam sealfit, Pron has made eight trips to the Southeast Asian war zone and Joseph has

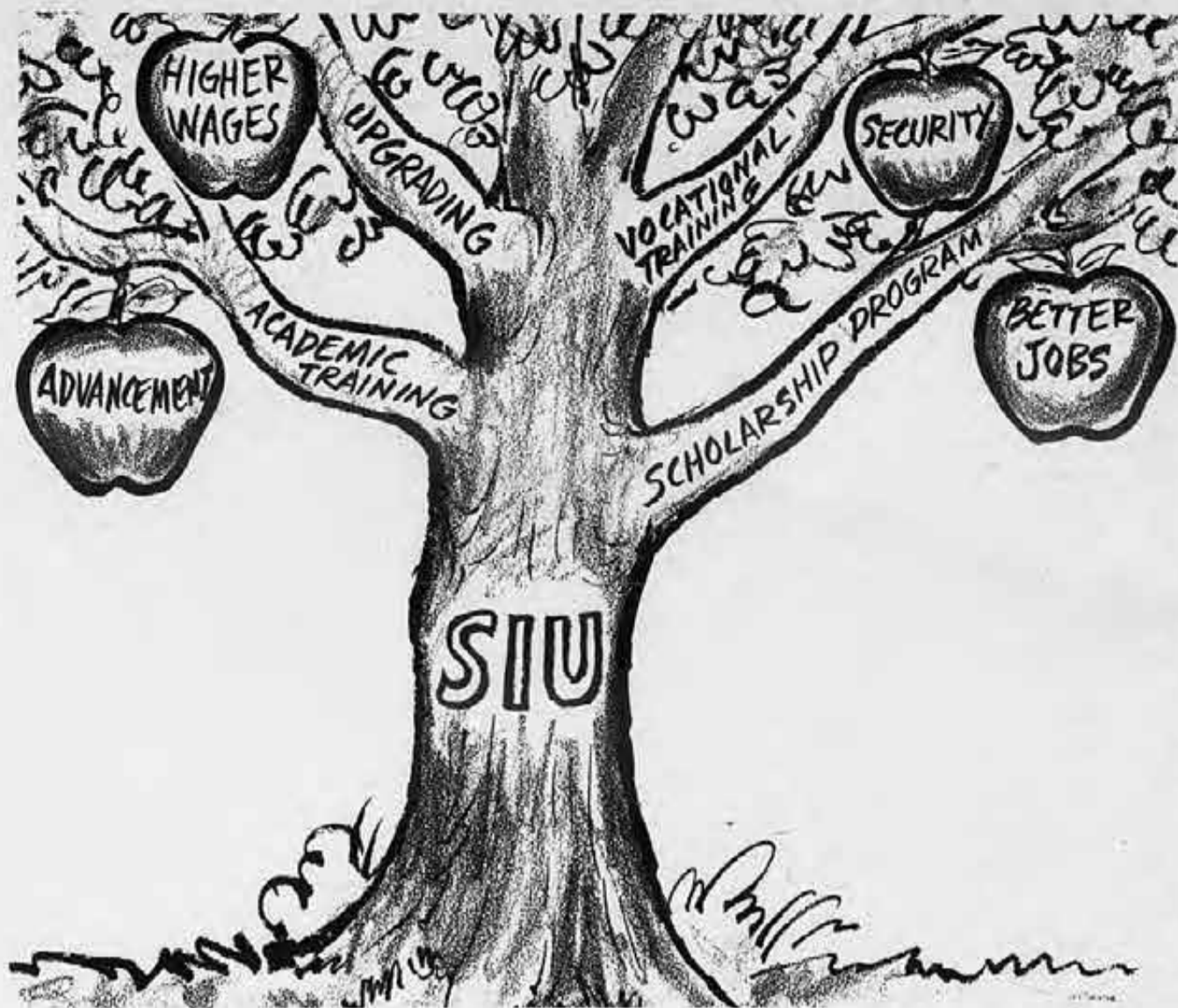
sailed into Vietnam three times.

Asked about his feelings for the man who gave up a chance for normal vision to restore his sight, Brother Pron said, "I can see. Before he gave me the cornea, I was going blind. There aren't many words to describe how I feel about it. Let's just say we are friends—good friends."

Seafarers Aid In University Research

The 250 Seafarers who attended the Educational Conference in Piney Point didn't know it when they arrived but, beside their sessions to learn more about their union, they were going to teach a group of eminent psychologists what makes the typical seaman tick. On the first working day of the two-week conference, the delegates were given a job study questionnaire to test their attitudes and opinions. A team of psychologists from the Department of Psychology of the University of Maryland, in conjunction with the union, hopes that the examination will give some sort of picture of the typical SIU man—his likes, dislikes and some of the reasons that make him follow a life at sea. The photo shows delegates answering the questionnaire. Drs. C. J. Bartlett and Duncan Dieterly, who administered the questionnaire, said that too little is known about specific professions and very little is yet known about the professional sailor. In comparison with the same type of examination given to persons in other lines of work, they hope that it will show how a seaman's job can influence his thinking.





Education and the Seafarer

The Seafarers' fight to stay alive (as commented on below) forms one of the two dominant themes in this issue of the *Log*. The second theme is education.

Trade union education is the first in a series of conferences to be held at Piney Point: Academic and vocational education for young men entering the industry—and for men upgrading themselves in their profession; higher education for Seafarers and their dependents, under the SIU's newly enlarged scholarship program.

These two themes—jobs for our members, and education for members and their children—really go hand in hand. Because better understanding means men better qualified for their jobs.

Perhaps all workers have the same desire to improve themselves. But the SIU, uniquely among most trade unions, has consistently devoted a major share of its time, attention and money to this cause of education. The union has always operated on the belief that its members are searching for a better way of life.

Seafarers are able and capable of improving

themselves educationally. They are interested in what is happening in the world around them. They are travelers, and in their travels they search for knowledge and enlarge their areas of interest.

Life is an education for all men. It is particularly so for the Seafarer. For his job takes him to the far corners of the earth, while the jobs of most men keep them close to their own fire-side.

The world, in short, is the Seafarer's workplace. And he learns from each new experience, in each new place he visits. This is the root of education. And the SIU's broad range of educational activities is a natural offshoot from that root.

Over the years, the SIU has helped nourish the educational desires of its members and their dependents. With the programs which have come into being—with the programs which are being constantly improved—with the programs which are scheduled to be launched in the future—the SIU will help make the tree of education flourish.

The Fight for Life Goes On

The folk song which reminds us that "the times, they are a-changing" says an awful lot about the Seafarers. About the business we're in. About the problems we have. About the way we have to work to deal with those problems.

Back when the Seafarers labor movement was started, we had to fight and bleed for every inch of progress we made. We had shipping management to fight on one side. We had the Communist Party to fight on the other. And in those days, you got only what you were big enough and strong enough to win.

We were fighting for our jobs. For our lives. And we fought with the only weapons that were available in those days: The job action. The strike. The picket line. And because we were strong—because we stuck together—we won. Our union survived. Our jobs were more secure. Our members were able to achieve first-class citizenship.

But the weapons of the old days are not enough for the problems of today. Not enough because "the times, they are a-changing." And so we have had to devise new weapons—new strategies—to fit these changing times.

Our jobs are still in jeopardy—because of the changes in this industry and because of the years of neglect to which it has been subjected. Our lives—in real terms and in economic terms—are in jeopardy, too.

When the government attempts to close down the Public Health Service hospital network, that poses a direct threat to the health, safety and welfare of Seafarers.

When Latin American nations fire on American fishing trawlers, take them captive and hold them for ransom, that poses both physical danger and economic loss to Seafarers.

When the manner in which the federal government implements the new Merchant Marine Act carries with it a life-or-death sentence for our segment of the maritime industry, then our jobs and our futures are involved.

These are the fronts on which the SIU is fighting. They are different than the fronts on which we fought in the earlier days. They require different tactics. Different weapons.

Times have changed. Tactics have changed. But our goal remains the same: To make certain that there are jobs for our members—jobs at decent wages, with decent fringes, with decent shipboard conditions. To make certain there's a future in this industry. To make certain that our members have the security and dignity to which they are entitled.

Changing times? Changing ways of doing things? Sure. But for the reason that has always been uppermost in the minds of Seafarers: The right to stand tall—asea or ashore.



Letters to the Editor

Praise for Union, Ship, Shipmates

To the Editor:

It seems as if each time I go on the beach, our negotiating committee goes to work and when I return I have to thank them all over again for a substantial raise and a helluva good job on the welfare side of the ledger. That pension plan is really shaping up also. At this stage of the game, this old boy has a real keen interest in it. I won't mention dates because I don't want the young boys to get any ideas about the age.

Thanks again to our negotiating committee for a fine job.

I just shipped out of Baltimore, and I must say Baltimore has really been tops since I started shipping from there. There were five chief steward jobs available in the past three months. This is my second chief steward's job in two months. For personal reasons, I threw back the other one.

Now I am glad that I did, because this ship, the Overseas Alaska, is really the last word. We are making her maiden voyage.

The crew is performing as if they were a hand picked group.

On sailing day, things went as smoothly as if it was an everyday thing to sail a maiden voyage.

I didn't witness any lost motion in the performance of duty by anyone. In other words, the operation was handled in typical SIU fashion.

My department, as far as I am concerned, outdid itself. They really made me look good. This is my first automated ship, and the night before starting the plant, I could not sleep because of my experience with this type of ship.

But, when the action started on sailing day, I had only to watch in amazement. My department got to their duties like ducks taking to water.

We are having a small problem with adjusting the air conditioning which we need at this writing as we are off the Florida coast, but we are enjoying the weather on our way to our first port of call, Empire, La.

We are scheduled to run coastwise for a year.

Best wishes to all my shipmates.

Overseas Alaska
William Rhone

Shipmate Praises Fellow Members

To the Editor:

The crew of the *Steel Worker* is now due to sail back to Chittagong, East Pakistan, where they were at the time of the recent typhoon which caused so much damage and loss of life.

When we were there during the typhoon, we were very fortunate to have been secured properly to our dock, which enabled us to maintain our position through the storm. Our deck department, under Chief Mate H. Fry and SIU Bosun Eddie Parr, deserve a lot of credit for a job well done. The *Stonewall Jackson* and her SIU

crew had a rough time when her lines parted. She had to head into the wind and anchor out to wait out the storm.

Thanks to excellent seamanship, the crew of the *Steel Worker* survived that terrible disaster with no trouble.

William M. Hand
Steward

Appreciation For Claim Assistance

To the Editor:

My family and I wish to convey our deepest appreciation and sincere thanks for the prompt assistance in handling the claim of our brother, Anthony Faust. We are very grateful that my brother was a member of the SIU.

I only wish we had asked for your assistance in making the funeral arrangements. It would have made things much easier for us at such a difficult time.

Mrs. Geraldine Gorum and
Family
Los Angeles, Calif.

Member Rates Welfare Plan Best

To the Editor:

My wife and I want to thank the SIU Welfare Plan for the help we received when she was in the hospital.

I don't know what we would have done without it, as hospitals are out of sight with their prices now, especially for the working man.

I have been a seaman for close to forty years, and have sailed every union on the waterfront at one time or another, and can truthfully say there is no other with conditions as good as they are in the SIU today. Certainly none of them anywhere near the welfare coverage we have in the SIU.

My wife says: "God bless the SIU, and all the men connected with it."

Thank you again for everything.

Jack (Saki Jack) Dolan
Milford, N.J.


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House Hearings Focus On PHS Hospitals

Congressmen Testify Hospitals Must Stay Open, Be Expanded

Washington, D.C.

The eight remaining Public Health Service hospitals and clinics must remain open, must be expanded and must be modernized.

That's what a number of congressmen said when the House Subcommittee on Public Health and Welfare opened hearings on legislation requiring the Department of Health, Education and Welfare to maintain and improve the hospital and clinic system.

The legislation, sponsored by more than 250 members of the House, is a response to the Administration's plan to "convert" and possibly close PHS facilities which provide care for thousands of merchant seamen and their families.

Here are highlights from some of the statements made during hearings.

Congressman John M. Murphy (D-N.Y.) blasted "dollar conscious accountants" in the Office of Management and Budget for precipitating a crisis in the Public Health Service. He also accused HEW of "secret" maneuverings to disboth agencies for failure to seek mantle the Public Health Service.

Murphy, one of the leaders in the fight for retention and expansion of the existing PHS system, accused HEW of acting in response to an edict of the OMB—and severely criticized the advice and consent of Congress.

"The Public Health Service was created by the Congress," he said, "and its future role will



Rep. Murphy



Rep. Adams



Rep. Eilberg



Rep. MacDonald

be determined by the Congress."

The result of the inter-agency maneuvers was the deletion of funds in the Administration's budget for Fiscal Year 1972 for continued operation of the eight PHS hospitals and 30 outpatient clinics.

Reasoning Questioned

Closure of the facilities would place thousands of merchant seamen, Coast Guardsmen, and dependents in the position of seeking care from other facilities—either the already over-loaded Veterans' Administration hospitals or private facilities, which charge nearly double the rate for treatment that the PHS does.

Rep. Brock Adams (D-Wash.), told the subcommittee that he supported thorough Congressional inquiries on the PHS facilities:

"I do not feel the . . . Administration and HEW have been completely honest with the Congress or the country . . ." about the facts of the proposed closings.

"While the Administration talks about 'quality health care' for the American people, it slashes the entire \$84 million budget for all PHS hospitals and clinics," he said.

"While it talks 'better delivery of health services,' it also plans to curtail treatment for Vietnam widows, retired military, American Indians and Eskimos . . ." who also use the PHS facilities, he explained.

A Matter of Semantics

Adams noted that HEW officials carefully avoided the word "closure" in reference to the hospitals and instead used such words as "conversion" or "transfer,"—perhaps in hopes that Congressional opposition would wane.

"I do not believe that members of Congress are so easily dissuaded," Adams continued, "If the Administration does not mean 'closure,' why is there no money in the budget for the operation of these hospitals and clinics? And if it really means 'transfer' of these facilities to medical schools, why is there no information available on what such a transfer will cost?"

Adams said that if the Seattle PHS hospital were transferred to the University of Washington, the costs of contracting care and leasing the building would . . . probably would be significantly higher than at present.

He also lashed out at HEW spokesmen for claiming that the PHS facilities are under-

utilized—operating at only 64.5 percent capacity. The hospitals have not been funded on a 100 percent basis, are lacking a full nursing force and are short of medical supplies, and have been denied funds to buy new or replacement equipment.

"The Administration seeks to make political mileage out of an under-utilization rate which it has caused," Adams explained.

Rep. Joshua Eilberg (D-Pa.), also testifying at the hearing, said:

"It confounds me to understand how this Administration can propose the closing of 38 operating medical facilities in this country at the very time in our history when it has become apparent to all of us, including the President, that there is a major crisis in the delivery of health care services."

VA Hospitals Not Solution

Eilberg discounted the notion that VA facilities would be available for those displaced by the closing of PHS hospitals and clinics:

"In Philadelphia, the VA Hospital operates at full capacity, has been forced to lease beds at the Naval Hospital to fulfill its obligations and hardly has the budget or personnel to duplicate the services of the PHS clinic."

State and city health agencies are also overburdened, he added, and private facilities are no solution: "The Congress is

now considering a national health plan, largely because the private sector can no longer deliver health services at reasonable costs to everyone."

The subcommittee heard the Congressional testimony while considering "sense of Congress" legislation that not only would require HEW to maintain the PHS hospital and clinic system, but to modernize and expand it.

Congress Wants Final Say

Congressmen Torbert H. MacDonald, (D-Mass.), one of the 250-plus Representatives who are sponsoring such legislation, noted that the elimination of funds from the budget was unexpected, in that Congress had been assured that no final decision had been made on the closings.

"But the budget request speaks for itself," he said.

"It is my firm intention . . . to make certain that Congress has the final responsibility."

MacDonald said he was especially concerned about the role that the Office of Management and Budget has played in the PHS crisis.

"For years the budget people have purposely held down funds for these facilities," the congressman said, "and now that the facilities have aged and are in bad repair these same people decide to close them down altogether. It seems to me as if this kind of arbitrary action can only add to present health crisis."



BARBER EQUIPMENT—

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

CIGARETTES—R. J. Reynolds Tobacco Co.—

Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)

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

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

FLOURMILL PRODUCTS—

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

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

holsterers)

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

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

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

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

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

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

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

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

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

Status of Hospitals Remains Uncertain

The eight PHS hospitals will not close down in the immediate future, it has been announced, but everything else about them is still very uncertain.

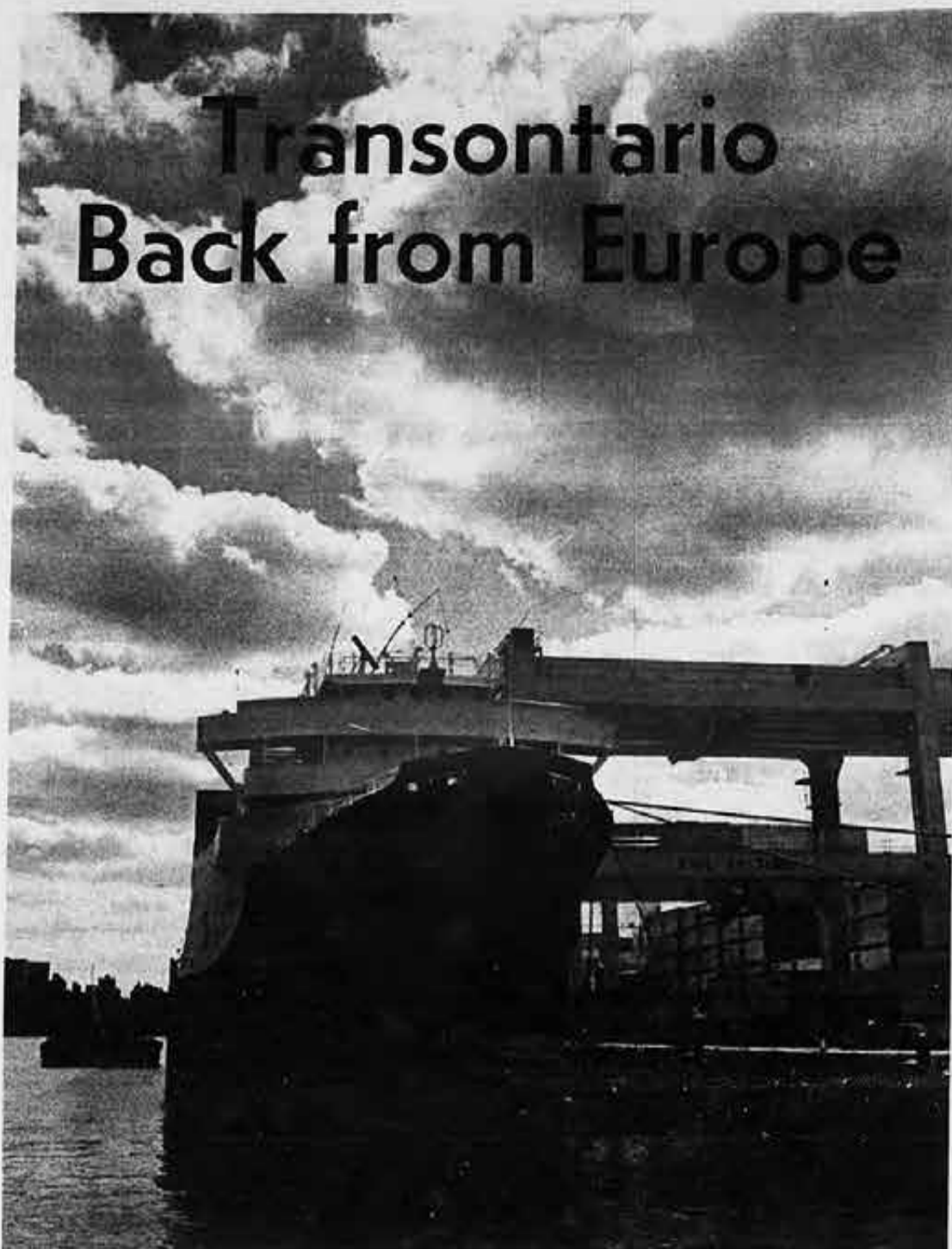
A study will be started to examine if the hospitals can be transferred to community control, according to New York regional director Dr. William J. Putnam who was making the announcement for Dr. Vernon E. Wilson, administrator of the Health services and Mental Health Administration (HSMHA) of the U.S. Department of Health, Education and Welfare.

Putnam, who spoke at the PHS hospital on Staten Island, N.Y., said the study will look into the possibility of making unoccupied space within the hospitals available to the community.

In a release issued by HSMHA, it was stated that "the bed occupancy rates for the PHS Hospitals now average below the optimum, and in fact more than half of the beds are available for such community use."

Dr. Wilson, according to the release, instructed his six regional health directors to visit the PHS hospitals primarily "to reassure our beneficiaries, for whom the hospital system was originally created, that no action will be taken unless they are assured equivalent or better care. We also want to reaffirm to our hospital employees that we will protect their interests."

A combination payoff and sign-on was held aboard the SIU-contracted *Transontario* (Hudson Waterways) last month when the 523-foot-long vessel docked in Weehawken, New Jersey after a voyage from Europe and the British Isles. The *Transontario* began her sailing career in 1944 as the *Mission Soledad*, a tanker. She was renamed several years later to sail as the *Seatrain California*. In 1969 she underwent a drastic modernization which changed the configuration of her bow and dramatically reshaped her overall lines. She is now a 10,595 deadweight ton containership capable of carrying 450 forty-foot long multi-purpose containers. The sign-on payoff went smoothly as Seafarers with the urge for some time on the beach turned over their slots to others ready for more seetime.



Looking forward to a smooth voyage with good shipmates, deck department Seafarer Eugene Greaux (white jacket, standing) signs on as an able-bodied seaman.



New York Port Agent Leon Hall (far right) assists Brother Aromando Vidal (seated, left) with union business during payoff as C. Jackson and H. Oakes look on.



Messman Pedro Rodriguez sets out silverware in preparation for the noon meal aboard the *Transontario*. As usual, crew members displayed good appetites worthy of the fare.



Chief cook Jose Chocon prepares a ham for the oven in the *Transontario's* galley. Crew members had high praise for the steward department.



Third cook Manuel Droz prepares pan of cheese and tomatoes for a hearty lunch, which the *Transontario* crew thoroughly enjoyed.

Labor, Congressmen Attack Seizure of U.S. Fishing Boats

Washington, D.C.

Congressional forces are being mustered for passage of strong measures to end the 15-year-old "tuna war" in South American waters.

Rep. Thomas Pelly (R-Wash.) has introduced a measure that would force the U.S. State Department to deduct all "fines" imposed on U.S. fishing boats seized by other nations from the foreign aid money allocated to those nations.

Pelly and Rep. Charles Wilson (D-Calif.) expressed their views on the subject at weekly luncheons sponsored by the AFL-CIO Maritime Trades Department. The luncheons serve as a continuing forum for discussion of the problems and the needs of the U.S. maritime industry.

Rep. Pelly, second ranking Republican on the House Merchant Marine and Fisheries committee, said that Ecuador has seized 26 American tuna boats this year and has extracted more than \$1.3 million dollars in so-called fines.

Faults State Department

He said that the State Department already has the authority to deduct fines from foreign aid payments but has said it has no intention to use it.

Rep. Pelly said that his amendment has become necessary since, "it's obvious that the State Department is doing nothing more than soothing over the diplomatic situation." This requires "stronger legislative action," Rep. Pelly said, "and in a way which cannot be circumvented by the State Department."

He added that, "American citizens deserve protection on the high seas and I am dedicating my efforts to see that they get it."

The congressman said the tuna war began in 1955 when a Peruvian gunboat shot at an

American fishing ship and wounded the chief engineer.

Since that time, Peru, Ecuador and Chile have seized many U.S. fishing boats and efforts to negotiate a settlement of the dispute have produced only two four-nation meetings.

Efforts by Rep. Pelly and others in Congress, such as amendments to the Military Military Sales Act preventing the Navy from selling old gunboats to nations that seize U.S. ships, have failed to bring about serious negotiations to end the "tuna war."

More Than Money Involved

And, Rep. Pelly said, the toll is more than the money paid in "fines" to South American governments.

"Let's not forget," Rep. Pelly cautioned, "that each seizure involves an American tuna vessel being escorted into a foreign port from 30 to 150 miles at sea, and it takes time. It also costs money because the crew is dependent on the catch, and each man is out of pocket for the days he isn't fishing."

More important, Rep. Pelly said, there is a toll in human emotions as well.

"Imagine how the wives suffer when their husbands are away," Rep. Pelly said. "The question continually on their minds is: will he be shot; will he be a victim of irresponsible attacks on our fishing fleet; will he end up going to a foreign jail?"

He reported that other members of Congress were irate at the recent rash of seizures and the nation's payment of ransom for fishermen caught in the web.

Similar Complaint

These sentiments were echoed by Rep. Charles H. Wilson (D-Calif.) who described the seizure of U.S. tuna boats as "piracy on the high seas."

Rep. Wilson said he was angered that "tiny Ecuador broke us" in negotiations about

territorial limits over the sea. While we're held to the traditional three-mile limits, Wilson said, Ecuador with its 200-mile limit forced us to recognize a 12-mile area of the sea as theirs. In addition, Rep. Wilson said, we asked to be left alone in the other 188 miles.

"The net score for these talks," Wilson said, "sums up the frustrations that have followed in a trail of failure—the United States gave up the right to fish for nine miles, Ecuador gave up nothing."

Wilson said the "epidemic of Ecuadorian acts of piracy" has led to further actions. First the U.S. excluded Ecuador from its military sales program, and the Ecuadorians replied by expelling a group of U.S. military advisors.

Fishing Industry Suffers

"In the meantime our tuna industry has been suffering heavy losses due in part, at least, to the slowness in our government's reimbursement of fines that first come out of the operators' pockets. Insurance rates for tunaboats have skyrocketed, adding an additional burden to the industry," Rep. Wilson said.

He said, "our State Department is conducting a program of international permissiveness. And we are toying with a situation that contains all the elements for tragedy."

Rep. Wilson said he found it "appalling that the United States government has the authority under the 1968 Fisherman's Protective Act, to withhold foreign aid to Ecuador equivalent to the amount of fines—and we have done nothing to abate the raid on our Treasury."

"Our foreign aid to this small nation—a country the size of Arizona—is set at \$29 million this fiscal year," Rep. Wilson pointed out. "And still no move has been made to withhold



The tunaboat, *Quo Vadis*, was recently seized by the Ecuadorian navy for fishing within Ecuador's self-declared 200-mile extension of territorial waters, not recognized by the United States. Thus far this year, 26 American tunaboats have been seized and forced to pay fines totaling more than \$1.3 million to the South American nation.

from the belligerent Ecuadorians even the amount of money that they are confiscating from our nation."

Suggests Corrective Measures

Rep. Wilson said that among the preventive measures the nation could take right now is implementation of the machinery to deprive Ecuador of foreign aid so long as they continue their "piracy against our fishing vessels."

Also, Rep. Wilson suggested, "we can, and should, impose economic sanctions banning the imports of goods from any nation that confiscates our ships when they are operating within the world's law of freedom on the high seas."

Thirdly, said Rep. Wilson, naval vessels should be assigned to escort fishing vessels as long as the South Americans continue to confiscate ships and their crews.

"The British utilized the Royal Navy to enforce the rights of its citizens in international waters when Iceland began harrassing British boats in the 1950s. The strategy worked," Rep. Wilson said.

"Any or all of these steps should be taken," he said, "and taken immediately to bring an end to piracy of ships bearing the American flag, and to return to this beleaguered fleet the right to operate freely within international waters around the world."

Labor Lends Support

Anger at the seizure of American fishing boats among members of organized labor was shown in recent picketing and blockading of ships that carry Ecuadorian cargoes such as fishmeal, sugar and bananas.

In San Pedro, Calif., a picket line organized by the Committee Against Tunaboat Seizures (CATS) protested the delivery of a cargo of Ecuadorian bananas. The ship, the German freighter *Aldenbergh*, was picketed for two days and dock unions respected the picket line.

Steve Edney, vice president of SIUNA and president of the Fish and Cannery Workers of

the Pacific, said the picketing was just the beginning of a unified labor-based action of cargo boycott against Ecuadorian products.

Edney said the situation was regrettable, but that Ecuadorian cargoes, especially perishable bananas, would be the subject of picketing until the piracy of U.S. fishing vessels is ended.

Rep. Pelly said that the boycott was understandable in terms of the State Department's refusal to protect fishermen and fishing boats.

"All I have to say is that when the government won't protect and support its citizens by some peaceful means, someone else must," Rep. Pelly said.

Possible Violence?

Rep. Pelly said the continuing piracy of American vessels and rising resentment at home have brought about a climate in which there can be violence.

"If a government won't protect its citizens on the high seas, does a citizen have a right to protect himself? The fishermen talk about arming themselves. They talk about ramming an Ecuadorian patrol craft, which probably would be one of our own Naval vessels on loan to Ecuador. Who can say there won't be violence?"

Negotiation Only Answer

He said, "The path to settlement of the tuna war is negotiation. The Latin Americans have refused to take their claim of 200 miles to the World Court; they have refused mediation."

"Now by every means the United States should press for negotiations. We can't settle dispute by paying the fishermen's fines which just encourages more seizures," Rep. Pelly said.

He said he was sure the fishing fleet could count on the support of maritime labor unions, support that has already proven itself in such efforts as the boycott of Ecuadorian bananas and other products.



Members of the Committee Against Tunaboat Seizures picketed unloading of a cargo of Ecuadorian bananas to protest seizure of 26 American tunaboats on the high seas this year. The picketing, which was supported by other unions, was organized by Steve Edney, SIUNA vice president and president of the SIU-affiliated United Cannery and Industrial Workers of the Pacific.

Unique Mail Delivery on River

Economy Move Jeopardizes 'Mail-in-a-Pail' Ship Service



Freighters plying the Detroit River welcome the sight of the little *J. W. Westcott 2nd*, which offers "mail-in-a-pail" delivery service, around the clock.

Detroit, Mich.

The unique mail-in-a-pail service that ships on the Detroit River have relied upon for 75 years is facing extinction under a Post Office Department edict, which says the historic operation is not profitable.

Awaiting a final decision on the threatened closing, the Detroit River Post Office continues its 24-hour-a-day, seven-day-a-week service to the freighters that pass Detroit on their way to the Great Lakes or the ocean.

'Lower the Pail'

Some 75 times a day, from April to December, the *J. W. Westcott 2nd* greets passing vessels and signals them to lower their "pail"—a five gallon paint can, usually—on a heaving line.

When the day's collection of letters and packages is delivered, the pail is retrieved and the ship continues its journey, while the *J. W. Westcott* returns to its slip on the 24th Street dock.

Senior Captain of the operation is Wilfred E. Adamek, who has been delivering mail on the *Westcott* for 23 years. He heads the crew, which includes two other captains and three deckhands. All are members of the

Inland Boatman's Union, an affiliate of the Seafarers International Union.

It was in 1948 that the Westcott Company bid for and won the government contract for the river mail deliveries, that began in 1896.

But Westcott Company has been serving ships on the Detroit River for even longer than that—since 1874—with a shuttle service, delivering laundry, messages, orders, and other items of importance to the crews on the passing ships.

Service Vital

If the service were stopped, mail would be delivered to a series of docks up and down the river, for pick up by the ships. But the shipowners feel this is inefficient, because many of the self-loading boats stay far from the docks in order to position the cargo properly when they are off-loading. In other cases, the ships find they must stop off-shore because of shallow water.

In addition to the fact that mail service to the freighters would be much poorer, it would eliminate a one-of-a-kind service, believed unique in the world.

Joseph J. Hogan, vice-president of Westcott Company, said that there are many vessels delivering mail from one shore point to another throughout the world, and pilot ships escorting large vessels in and out of port—but this is the only known ship-to-ship mail delivery service.

Visitors from post offices around the world have made a point of stopping in Detroit to see the *Westcott* in action.

'Neither Rain or Snow...'

The action is wildest for the crew in October and November—right before the river freezes, and the season ends. The winds are gale force on many days, and the 45-foot *Westcott* must struggle to keep its appointed rounds.

Hogan said he and the company's attorney went to Chicago, regional post office for the area, and protested the proposed closing.

Officials said that the action was being "contemplated" for economic reasons, and that a decision would be made soon. So far, there has been no word.

Meanwhile, another season is underway for the *J. W. Westcott 2nd*.

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 May 11—2:30 p.m.
 Mobile May 12—2:30 p.m.
 Wilmington .. May 17—2:30 p.m.
 San Fran. May 19—2:30 p.m.
 Seattle May 21—2:30 p.m.
 New York .. May 3—2:30 p.m.
 Philadelphia.. May 4—2:30 p.m.
 Baltimore May 5—2:30 p.m.
 Detroit May 14—2:30 p.m.
 †Houston May 10—2:30 p.m.

United Industrial Workers

New Orleans May 11—7:00 p.m.
 Mobile May 12—7:00 p.m.
 New York .. May 3—7:00 p.m.
 Philadelphia.. May 4—7:00 p.m.
 Baltimore May 5—7:00 p.m.
 Houston May 10—7:00 p.m.

Great Lakes SIU Meetings

Detroit May 3—2:00 p.m.
 Buffalo May 3—7:00 p.m.
 Alpena May 3—7:00 p.m.
 Chicago May 3—7:00 p.m.
 Duluth May 3—7:00 p.m.
 Frankfort May 3—7:30 p.m.

Great Lakes Tug and Dredge Section

Chicago May 11—7:30 p.m.
 †Sault
 Ste. Marie May 13—7:30 p.m.

Buffalo May 12—7:30 p.m.
 Duluth May 14—7:30 p.m.
 Cleveland ... May 14—7:30 p.m.
 Toledo May 14—7:30 p.m.
 Detroit May 10—7:30 p.m.
 Milwaukee .. May 10—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans May 11—5:00 p.m.
 Mobile May 12—5:00 p.m.
 Philadelphia May 4—5:00 p.m.
 Baltimore (licensed and unlicensed) May 5—5:00 p.m.
 Norfolk May 6—5:00 p.m.
 Houston May 10—5:00 p.m.

Railway Marine Region

Philadelphia May 11—10 a.m. & 8 p.m.
 Baltimore May 12—10 a.m. & 8 p.m.
 *Norfolk May 13—10 a.m. & 8 p.m.
 Jersey City .. May 10—10 a.m. & 8 p.m.

†Meetings held at Galveston wharves.

†Meeting held in Labor Temple, Sault Ste. Marie, Mich.

*Meeting held in Labor Temple, Newport News.



Directory Of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union United Industrial Workers

PRESIDENT
 Paul Hall
EXECUTIVE VICE PRESIDENT
 Cal Tanner
VICE PRESIDENTS
 Earl Shepard Lindsey Williams
 Al Tanner Robert Matthews
SECRETARY-TREASURER
 Al Kerr

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BALTIMORE, Md. ... 1216 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass. ... 663 Atlantic Ave. (617) 482-4716
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CHICAGO, Ill. ... 9383 Ewing Ave. SIU (312) SA 1-0723 IBU (312) ES 5-9570
CLEVELAND, O. ... 1420 W. 25th St. (216) MA 1-5480
DETROIT, Mich. ... 10225 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. ... 2014 W. 34 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. ... 2608 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) 529-7548
NORFOLK, Va. ... 115 3d St. (703) 622-1892
PHILADELPHIA, Pa. ... 2604 S. 4th St. (215) DE 9-3818
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SAN FRANCISCO, Calif. ... 1321 Mission St. (415) 626-8793
SANTURCE, P.R. ... 1313 Fernandez Junco St. 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) 248-3091
WILMINGTON, Calif. ... 450 Seaside Ave. Terminal Island, Calif. (213) 832-7285
YOKOHAMA, Japan ... Isaya Bldg., Room 510 1-2 Kalgan-Dori-Nakaku 2014971 Ext. 281

FTC May Soon Issue a Plan On 'Negative' Option Sales

by Sidney Margolis

Very soon, as the result of government actions, you and your family will no longer be troubled by that old and often costly sales device used by book and record clubs and encyclopedia companies—the negative option plan. In this method of selling, you sign up for a "membership" and the so-called "club" sends you a book or record unless you notify them within a certain time that you don't want it.

The plan takes advantage of normal forgetfulness or delay in sending back the billing card stating that you don't want the item. Often, too, because of some mix-up—claimed or actual—in receiving the notification or returned items the book or record club continues to send merchandise, and bills you for it. Sometimes, readers have complained, they have been away and received notices too late to stop shipments.

Problem Widespread

The problem has been especially widespread in the book business with many complaints also about record clubs and encyclopedia supplements. But negative option plans also have been used to sell monthly supplies of vitamin products and other goods.

At hearings on the negative option plan held by the FTC

last winter, representatives of consumer organizations protested this selling device. The Virginia Citizens Consumer Council told about one woman who had complained about the negative option plan operated by CBS's Columbia Record Plan, and was told: "We do not wish to obtain any significant number of members on a positive order basis as it is not profitable for us to operate in such a fashion."

As this is written, the FTC is expected to issue an order banning such selling plans very soon. According to Salvatore Sangiorgi, an FTC consumer-contact official, the commission is doing preliminary investigations and trying to get the companies involved to handle complaints as though the order already is in effect.

The FTC itself initiated its forthcoming new rule because it believed, among other complaints, that sellers using negative option plans failed to disclose clearly in ads to prospects how the plan really worked. The commission also felt that the sellers did not give subscribers enough time to reply to the notices of forthcoming shipments, and failed to terminate memberships immediately after receipt of cancellation notices. Often negative option sellers have continued to send merchandise for several

months after being told to cancel.

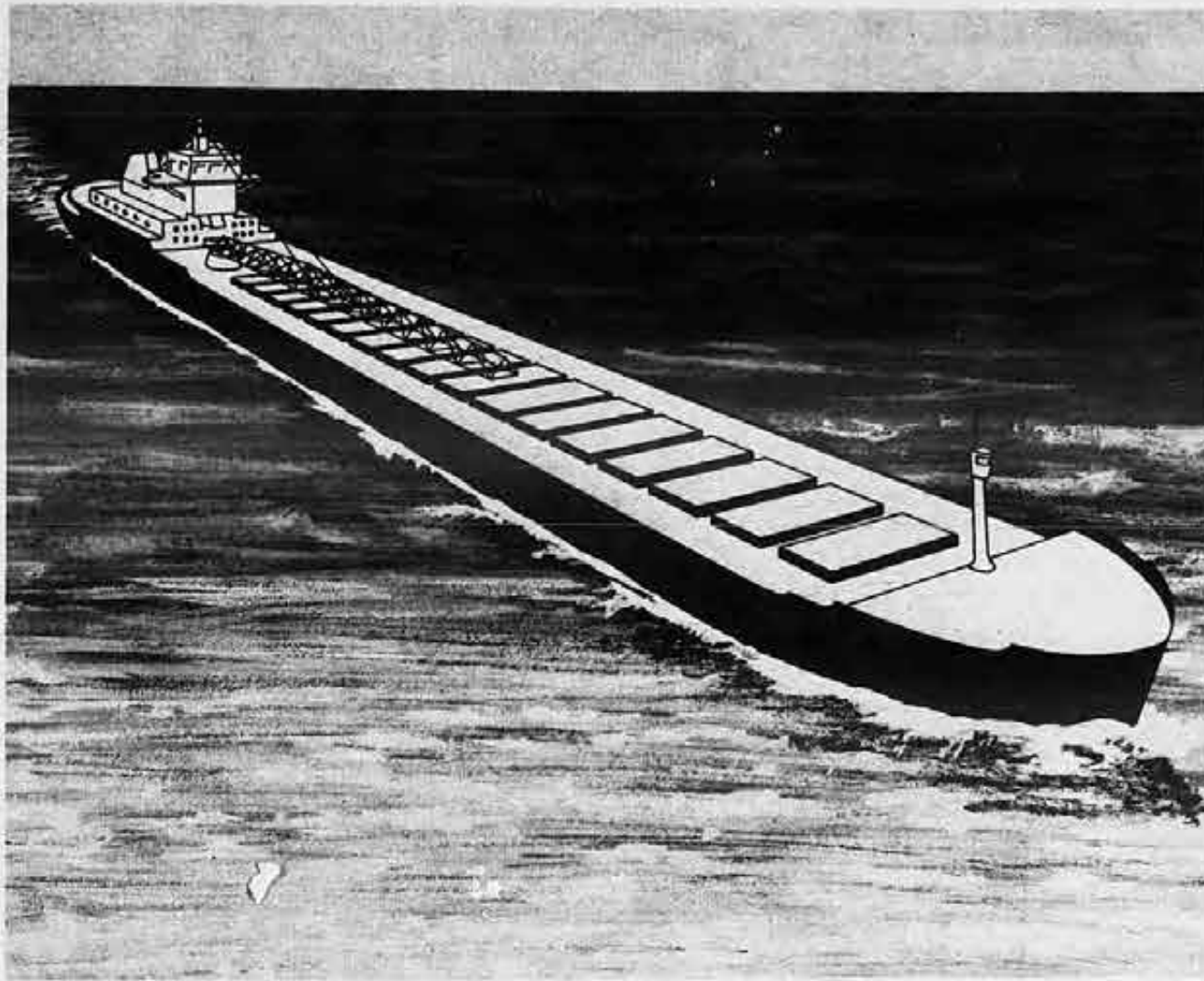
Computers Blamed

Sometimes the claimed excuse is that these problems are caused by computers. Bess Myerson Grant, New York City's crusading consumer commissioner, has just won a victory for consumers all over the country by getting an agreement from *Reader's Digest* to drop the computerized claims against people who get a "Condensed Book" they claim they never ordered.

Mrs. Grant explained that the *Reader's Digest* sends out millions of entry forms for sweepstakes contests. In some cases a person enters the contest by checking "yes" or "no" on a card which also asks if he wants to subscribe to the "Condensed Book Club" and buy a series of books.

Once these order forms are received, the information is transferred into a computer and the cards are destroyed.

Thus, "a consumer who claims he checked the 'no' box and refuses to pay for the books is automatically dunned by a computer unable to understand the problem," Mrs. Grant points out. "Human intervention was impossible because there was no way to check the accuracy of the information fed to the machine."



This is an artist's conception of the design of two new self unloading ore vessels to be constructed for service on the Great Lakes. The ships will be used to transport iron ore from the upper Lakes to steel plants near Cleveland. Note the forward "crows nest" on the bow to facilitate river navigation.

Kinsman to Build Two New Vessels

Cleveland, Ohio

The construction of two new proto-type ore vessels on the Great Lakes was recently approved in principle by the Maritime Administration, according to a MARAD spokesman, heralding what could become a shipbuilding boom on the Lakes by implementing the Merchant Marine Act of 1970.

The new 630-foot self-unloaders, costing approximately \$12.5 million apiece, will be built for the Kinsman Marine Transit Co. at the Lorain, Ohio, shipyards of the American Ship Building Co. Construction will start in August. The first ship is scheduled for completion in early 1973 and the second a year later.

"This is only the start of

what will be a series of great years ahead for the ship building industry, predicted American Ship Building's executive officer George M. Steinbrenner III in making the announcement.

"These two new type self-unloaders, for example, represent the first completely new design for a specific usage authorized under that same Merchant Marine Act."

The new ships, with a beam of 68 feet, will be rated at 19,000 deadweight tons and be capable of carrying 15,500 tons of taconite ore. The self-unloading machinery, capable of handling 5,000 tons an hour, will empty the holds in three hours, compared to 12 to 15 hours with manual unloading.

Tulane Conference Keynoted by Hall

New Orleans, La.

SIU President Paul Hall keynoted the recent Tulane University Institute on Foreign Transportation and Port Operations with a message of hope for the future of the U.S. merchant marine.

Hall said that he expected the next two years to be the "worst in recent history for the industry." But, said Hall, the nation's new maritime policy will be in effect after two years, and the situation will show marked improvement.

He was the speaker at the institute's 22nd annual dinner.

"For two years or more," he said, we'll be hanging by our toenails until these new U.S. ships are built." After the new ships are sailing, Hall forecast, the U.S. merchant marine will be competitive with fleets of other nations.

An essential part of the resurgence of the U.S.-flag fleet, he said, will be a spirit of cooperation among the labor, shipping and government inter-

ests in the maritime field.

Cooperation was essential, Hall said, "because maritime is more than a way of making a living, it's a way of life. If we're going to preserve our way of life we're going to have to learn to live together better."

In the past he said, "we've paid the price of not understanding the problem." He called for full utilization of the new maritime policy by all involved in the industry.

"It doesn't make sense to die together," he said, "when together we can live a wonderful way of life."

The institute, sponsored by the Tulane University Graduate School of Business Administration, included five days of discussion of topics ranging from military shipping operations to marine insurance problems.

As keynote speaker, Hall was presented a plaque by the Rev. David Boileau, SJ, director of the Loyola Institute of Human Relations at the university in New Orleans.



SIU President Paul Hall, right, receives plaque of appreciation for an address on merchant marine affairs given at the Tulane University Institute on Foreign Transportation. Presenting the plaque is the Rev. David Boileau, SJ, of the Loyola Institute.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

March 1, 1971 to March 31, 1971

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	10	4	1	3	0	15	9
New York	119	130	89	73	10	215	172
Philadelphia	11	15	9	5	0	23	25
Baltimore	38	14	22	7	0	88	49
Norfolk	22	17	16	24	3	28	45
Jacksonville	31	26	24	17	2	45	57
Tampa	8	13	2	4	0	16	17
Mobile	43	23	22	17	1	76	19
New Orleans	89	45	56	29	4	183	120
Houston	92	73	84	61	6	131	99
Wilmington	23	29	23	39	0	44	61
San Francisco	86	101	84	107	2	129	128
Seattle	39	37	30	11	1	49	38
Totals	611	527	462	397	28	1042	839

ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	2	3	0	6	5	4
New York	97	88	56	110	14	147	214
Philadelphia	17	9	8	5	0	20	19
Baltimore	35	20	24	12	0	67	65
Norfolk	15	31	12	20	0	29	53
Jacksonville	10	40	14	29	2	19	65
Tampa	6	6	0	2	0	9	15
Mobile	32	22	17	11	0	49	35
New Orleans	77	75	49	40	0	112	193
Houston	47	70	38	19	9	80	101
Wilmington	16	23	18	23	3	21	40
San Francisco	79	112	76	38	11	100	104
Seattle	25	46	20	26	1	37	32
Totals	389	544	335	335	46	695	940

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	4	3	1	6	4	4
New York	68	94	62	61	16	136	94
Philadelphia	4	9	8	3	3	11	8
Baltimore	26	10	16	5	1	75	49
Norfolk	9	17	9	9	1	11	28
Jacksonville	19	19	12	12	13	14	33
Tampa	6	4	1	1	0	16	7
Mobile	32	9	20	7	0	64	17
New Orleans	61	34	39	16	3	147	87
Houston	29	46	50	32	14	77	46
Wilmington	19	17	9	6	2	25	16
San Francisco	58	69	60	66	22	69	99
Seattle	41	25	19	6	1	58	23
Totals	376	357	308	225	82	707	511

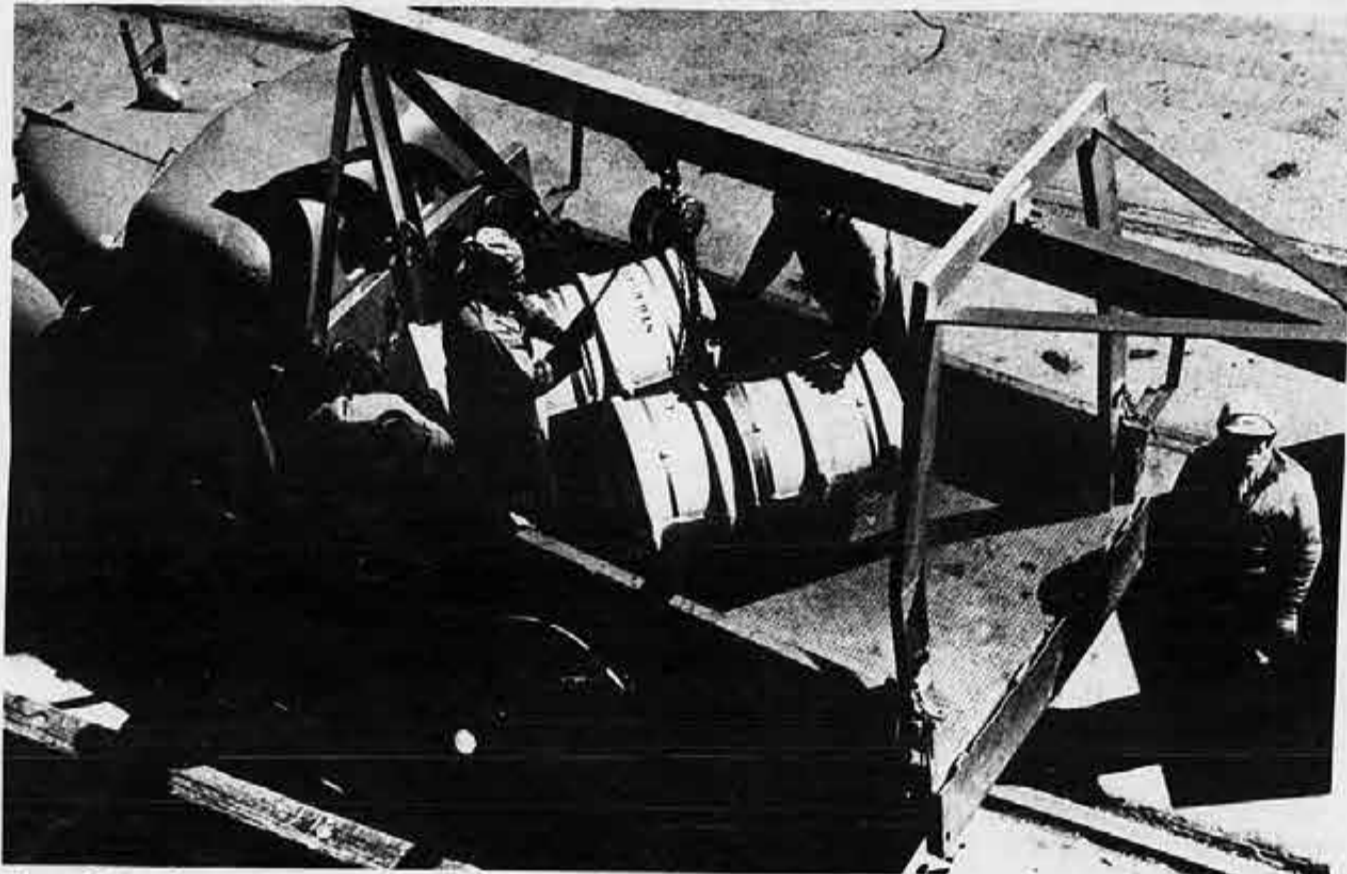
Great Lakes Fleet Refits for A



Aboard the *S.S. Diamond Alkali* in Detroit, Ordinary Seamen Scott Roach, left and J. Soulliere, pull some deck maintenance. All decks are chipped and painted to remedy the wear of a winter in port.



Crewmen manhandle a heavy liferaft to its final destination atop the wheelhouse aboard the *Hennepin*.



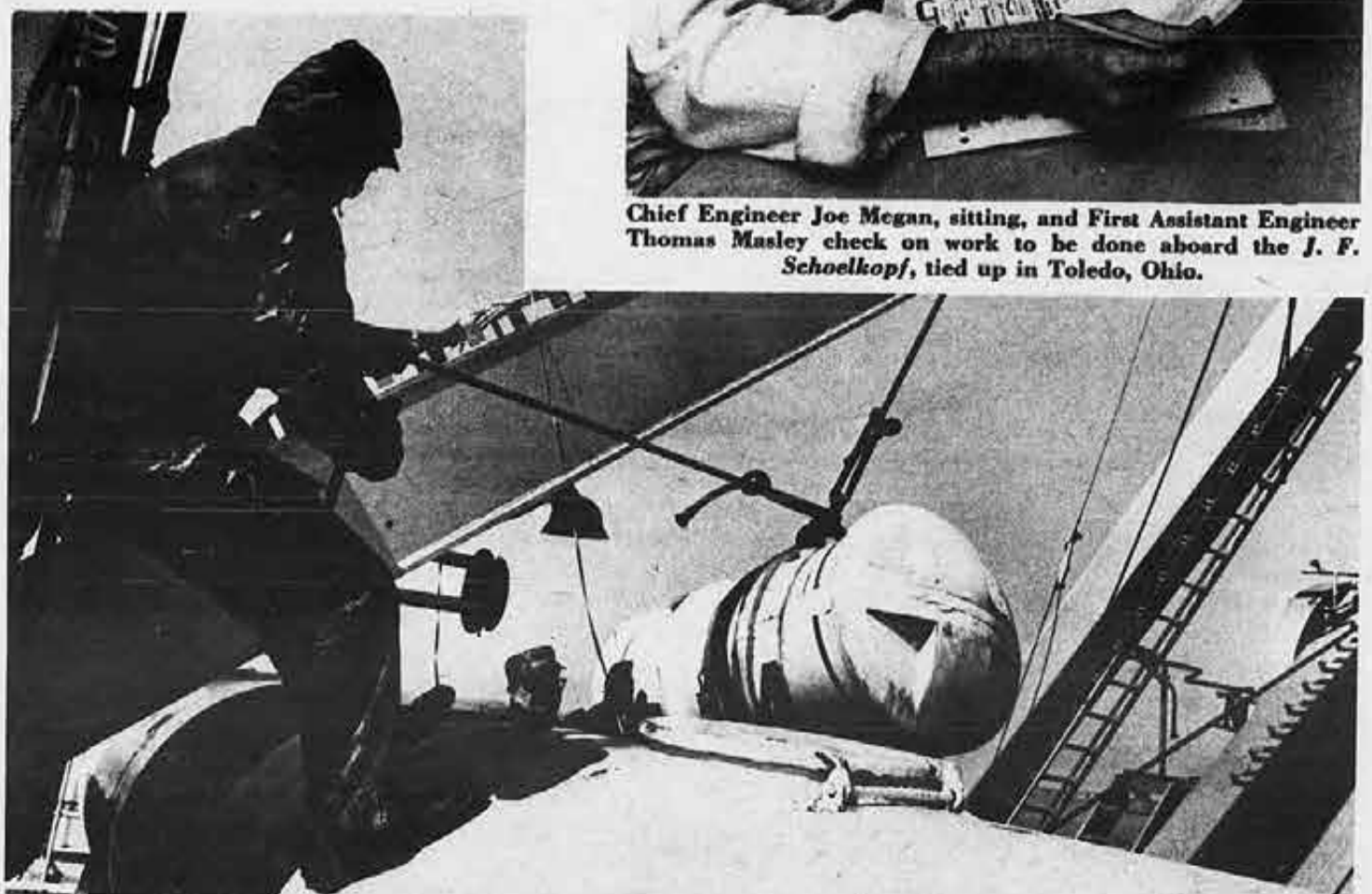
Shoreside workers deliver two new inflatable liferafts to the dock beside the *Hennepin* for installation aboard ship.



Chief Engineer Joe Megan, sitting, and First Assistant Engineer Thomas Masley check on work to be done aboard the *J. F. Schoelkopf*, tied up in Toledo, Ohio.



Aboard the *C. C. West*, docked in Toledo, Chief Engineer Robert Leavey, rear and Second Assistant David Grant check an air pump for preventive maintenance.



A crewman wrestles a new liferaft aboard the *Hennepin* as it is lifted aboard by a winch. The safety equipment is checked during the winter layup.

Another Busy Shipping Season

Even before the ice floes start to break up on the Great Lakes and the Coast Guard icebreakers grind their way through frozen waters to open paths of commerce for another season, the men who work the ships of "America's Fourth Seacoast" are laboring aboard their ships in drydock to make them ready for sailing.

From Duluth, Minn., on western Lake Superior to eastern ports bordering the eastern tip of the St. Lawrence Seaway, Seafarers start to get their ships in top shape for the busy season lasting from April until December. Their labors are necessary since a breakdown during the abbreviated shipping season can not be made up during the ice-bound winter months.

Before the fleet takes to the water after four months of inactivity, they must be reconditioned, provisioned and fueled. The engineers examine and overhaul their engines and the deck crews correct the external damage caused by a winter of inactivity on the Great Lakes.

It is also the opportunity for shipyard workers to do any necessary major repair work. The two work forces, shipboard and shoreside, and the merchants who provision the ships make the dockside a mass of activity.

After the Lakes start to thaw and the icebreakers open the floes for the thinner-hulled merchantmen, the more than 60 ships in SIU-contracted fleets return to their home waters.

They include bulk carriers and self-unloaders to feed ore from the upper Lakes to refineries and steel and iron mills on the lower Lakes; tankers to bring fuel to run much of the industry in the midwest; car ferries to bring American auto products throughout the United States and to the rest of the world and tugs and barges.

Great Lakes shipping is vital to the continued growth of the rich industrial and agricultural producers of the midwest. The Lakes fleet allows grain and other agricultural needs to be shipped to the eastern and midwest population centers at the lowest practical cost.



William King, Second cook aboard the *Hennepin*, lends a hand with outside work during the overhaul.



A shipyard worker puts the finishing touches on a new hull plate for the *C. C. West*.



Harry Posey, second cook, front, and Leon Furman, porter, whip up a meal for the crew aboard the *J. F. Schoelkopf*. Great Lakes ships have a reputation as good feeders.



The deck crew of the *Hennepin* prepare a sling to hoist equipment aboard.



The ship's provisioner comes alongside the *Hennepin*, docked in Toledo, where crewmen hoist aboard the ingredients for meals for the shipping season.

Retired Seafarer Becomes Genealogy Expert

New York City

How many Seafarers can call to mind the maiden name of their great-great grandmother, the number of children she had, or her date of birth?

Seafarer Ira Bishop can answer these questions about his ancestors and scores of others like them with ease.

Now retired from the sea on his SIU pension, Brother Bishop's extensive knowledge of his forefathers traces them back to at least the 1600s in England and colonial America.

His research represents not a mere hobby, but nearly 13 years of extensive and creative study in the subject of genealogy.

About 10 years ago, an illness forced Bishop, who began seafaring in 1922 and sailed his last voyage as wheelsman on the Great Lakes vessel *Highway 16*, to retire.

He then found he had the spare time to satisfy his curiosity about his forebearers. Working in his "dungeon," which is really the basement of his home in Homewood, Ill., he began

by compiling more than 200 pages of facts on four families who descended from 15 immigrants named Bishop who arrived in America before 1640.

Rewarding Experience

"Genealogy is fascinating and I have found it to be one of the most rewarding experiences I have ever had," says Bishop.

"I think everyone, if given the opportunity to do so, would like to know who they are and who their ancestors were. Wouldn't you?"

"My relative James Bishop was lieutenant governor of the colony of New Haven, Conn. in the year 1690. Records show that he rose to the high position because he had more than the average education offered to young men in those days," notes Brother Bishop.

Further research leads Bishop to believe that he is also related to Richard Bishop, a wealthy English merchant who was one of the richest men in England during the reign of King James I and one of the

main supporters of the British Empire during financially bad years in the 1600s and 1700s.

A bit of delving into the subject of heraldry has enabled Bishop to reconstruct what he believes to be an accurate drawing of his family Coat of Arms.

By translating written descriptions of the components of the Coat of Arms into drawings, he has pieced together what the family emblem looked like hundreds of years ago.

Publishes Magazine

From a small press in his basement, Seafarer Bishop publishes a quarterly magazine called "Bishop Families in America" and distributes it to subscribers all over the country who are also named Bishop or have expressed an interest in the history of the name.

As researcher and editor of the publication, Bishop answers letters from subscribers asking for names, dates and other facts relating to early settlers in America.

"I began my research by exclusively dealing with the name



Seafarer Ira Bishop at work in his study.

Bishop, but since many Bishops married and changed their names since the early days, there are many questions that can be answered about other early American and English families," says Bishop.

His files, which now run the length of his basement, stacked drawer upon drawer, contain over a million separate facts, by his own estimate, along with thousands of old birth, death and marriage certificates.

"There are also many photographs, books, and other family heirlooms which make for a priceless library of information."

Set Library Goal

The increased growth of this genealogical library is an important goal of the South Cook and North Will Counties Genealogical and Historical Society, a new organization formed by Bishop, which uses the slogan "A genealogical library and historical museum by the year 2000, second to none."

Pensioner Bishop is president of this society and also editor of its quarterly magazine "Where The Trails Cross."

A broad sampling of the latest news in the science of genealogy, historical information and articles from Bishop and other genealogists are published in the magazine.

He and the society are dedicated to the hunting down and preservation of genealogical

material and information.

"By preserving already existing records and by compiling new ones as births, death and marriages occur, it is hoped that future genealogists will find it easier than we have to do their work," says Bishop.

"This is the legacy we hope to leave for future generations."

Data 20 Years Old Clue to Pollution?

Suitland, Md.

Oceanographic data taken as much as 20 years ago from American, Canal Zone and Puerto Rican coastal waters as part of a program for the defense of those areas may help provide today's scientists with a base on which to determine whether or not significant pollution has invaded these waters, the Oceanographer of the Navy, Rear Admiral W. W. Behrens, Jr., USN, reported.

The data not only included biological information in the form of analyses of the waters' plankton content—the tiny marine organisms that are at the bottom of the ocean's food chain—but also contained comprehensive information on much of the harbor-areas' water temperature, its salt, sediment and mineral content, and current flow. The data also included analyses of the bottom sediments and topography.

SIU Welfare, Pension and Vacation Plans

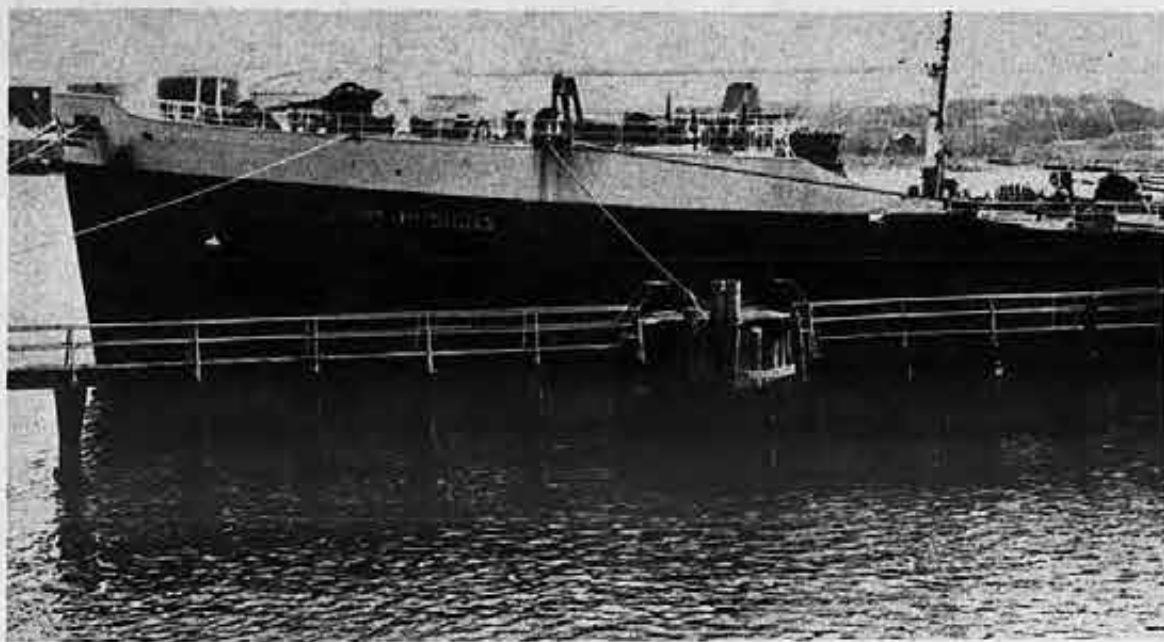
CASH BENEFITS PAID

REPORT PERIOD

FEBRUARY 1, 1971 to FEBRUARY 28, 1971

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	6	\$2,096.00
Hospital Benefits	1,757	42,369.65
Death Benefits	26	64,505.35
Medicare Benefits	641	3,395.70
Maternity Benefits	34	6,686.80
Medical Examination Program	1,805	7,542.45
Dependent Benefits (Average \$478.50)	1,670	80,777.08
Optical Benefits	313	4,630.84
Meal Book Benefits	220	1,099.15
Out-Patients Benefits	3,871	29,840.00
Summary of Welfare Benefits Paid	10,343	242,943.02
Seafarers' Pension Plan—Benefits Paid	1,731	421,810.70
Seafarers' Vacation Plan—Benefits Paid (Average—\$489.60)	1,309	669,377.51
Total Welfare, Pension & Vacation Benefits Paid This Period	13,383	1,334,131.23





Converted Tanker Pays Off in Jersey

The SIU-contracted *Fort Hoskins* (Cities Service) is a 633-foot long T-2 tanker capable of carrying 220,000 barrels of oil per voyage. She was built in Portland, Oregon in 1945 for the Maritime Commission. In 1961 she was converted by Cities Service to her present lines. Her usual assignment is the Gulf-East Coast run. The oil-laden tanker recently paid off after a voyage from Houston and other ports in the Gulf at her dock in New Jersey and the pay-off was put on film by the *Log*.



Jim Robak, a 1970 graduate of the SIU's Harry Lundeberg School of Seamanship, flakes lines on deck. The young Seafarer has been sailing as an ordinary seaman aboard the *Fort Hoskins* since December and intends to earn as much seetime as he can.



Although he enjoys working with engines, Carl Peth, who sails as oiler, looks forward to spending some time in port at voyage's end.



Deck department Seafarer M. J. Danzey (left) receives an assist with union business from SIU Patrolman "Red" Campbell. SIU patrolmen regularly visit ships to bring members up to date on union affairs.



A native of Texas, veteran Seafarer Jake Nash has been sailing SIU ships for nearly 19 years. He is a fireman-watertender aboard the *Fort Hoskins*.

24 Members Added to SIU Pension Roll



Juan A. Colpe
Juan A. Colpe, 58, joined the SIU in the Port of Philadelphia in 1946 and sailed in the steward department. A native of Puerto Rico, Brother Colpe now makes his home in Brooklyn, N.Y. His retirement ended a sailing career of nearly 25 years.



Carlos Dall
Carlos Dall, 65, is a native of the Philippine Islands and now lives in Manhattan, N.Y. He joined the SIU in Texas in 1941 and sailed in the deck department. He was issued picket duty cards in 1961 and 1962. Seafarer Dall retired after nearly 31 years at sea.



LeRoy Rinker
LeRoy Rinker, 62, is a native of Kalamazoo, Mich., and now makes his home in New Orleans, La. He joined the Union in the Port of Norfolk in 1944 and sailed in the steward department. Brother Rinker retired after 26 years at sea.



Jan Swiatek
Jan Frank Swiatek, 65, is a native of Poland and now lives in Pasadena, Tex. He joined the union in the Port of Baltimore and sailed in the engine department. Brother Swiatek is a U.S. Army veteran of World War II.



Charles Hamilton
Charles Hamilton, 66, is a native Brooklyn, N.Y. He joined the union in the Port of Baltimore in 1943 and sailed in the steward department. He is an Army veteran of World War II. When he retired, Brother Hamilton had been sailing for 30 years.



Joseph Giardina
Joseph Giardina, 43, is a native of Pozzallo, Italy and now makes his home in Brooklyn, N.Y. He joined the SIU in the Port of New York and sailed in the deck department. Brother Giardina had been sailing 21 years when he retired.



John J. Metsnit
John J. Metsnit, 66, joined the union in the Port of New York in 1944 and sailed in the deck department. A native of Estonia, Brother Metsnit now makes his home in Middle Island, N.Y. He is an Army veteran of World War II. Seafarer Metsnit retired after 44 years at sea.



Peter Charles Seroczynski
Peter Charles Seroczynski, 67, joined the Union in the Port of New York in 1947 and sailed in the engine department. A native of Pennsylvania, Seafarer Seroczynski continues to make his home there. Brother Seroczynski retired after 25 years at sea.



Daniel Michael Alvino
Daniel Michael Alvino, 61, is a native of New Jersey and now lives in Brooklyn, N.Y. He joined the Union in the Port of New York in 1947 and sailed in the deck department. Brother Alvino has been active in the Union. He stood in the Greater New York Harbor strike of 1961; the Moore-McCormack-Robin Line strike of 1962, and the SIU District Council #37 beef in 1965. Seafarer Alvino retired after sailing 33 years.



Bibiano Rebolledo
Bibiano Rebolledo, 65, joined the union in the Port of New York in 1948 and sailed in the steward department. A native of the Philippine Islands, Brother Rebolledo now lives in New Orleans, La. He is an Army veteran of World War II. When he retired, Seafarer Rebolledo had been sailing 25 years.



Israel Ramos
Israel Ramos, 65, is a native of Puerto Rico and now makes his home in the Bronx, New York. He is one of the first members of the union, having joined in 1938 in the Port of Philadelphia. Seafarer Ramos sailed in the engine department as a fireman-oiler. When he entered the union he was also skilled as a cook. Brother Ramos was issued a number of picket duty cards in 1961.



Ramon Roque
Ramon Roque, 59, joined the union in 1940 in Miami, Fla. and sailed in the steward department. A native of Key West, Fla., Brother Roque now makes his home in New Orleans, La. When Seafarer Roque joined the union he was skilled as a barber. His retirement ended a sailing career of 33 years.



Andrew Oliver Nickle
Andrew Oliver Nickle, 63, is a native of Maryland and is now spending his retirement in New Orleans, La. He joined the SIU in the Port of Tampa in 1949 and sailed in the engine department. He retired after 29 years at sea.



Charles Erwin Ritchards
Charles Erwin Ritchards, 63, is a native of Thomsonville, Mich. and now lives in Elberta, Mich. He joined the union in the Port of Frankfort in 1953 and sailed on the Great Lakes in the engine department.



Henry Hernandez
Henry Hernandez, 62, joined the union in the Port of New York in 1945 and sailed in the steward department. He often served as department delegate while sailing. In 1961 Brother Hernandez was issued a picket duty card. A native of Puerto Rico, Seafarer Hernandez is now residing in New York City.



Celso Rodriguez
Celso Rodriguez, 59, is a native of Puerto Rico and now makes his home in Brooklyn, N.Y. One of the first members of the union, Brother Rodriguez joined in 1938 in the Port of New York. He sailed in the engine department. Brother Rodriguez retired after 34 years at sea.



Harry Clarence Bennett
Harry Clarence Bennett, 65, is a native of Frederick, Md. and now makes his home in Baltimore, Md. One of the original members of the SIU, Seafarer Bennett joined in 1938 in the Port of Baltimore. He sailed in the deck department. Brother Bennett retired after 39 years at sea.



Fred Raymond England
Fred Raymond England, 63, is a native of Missouri and is now spending his retirement in Seattle, Wash. One of the original members of the union, Brother England joined in 1938 in the Port of New York. He sailed in the engine department and retired after 34 years at sea.



Thomas Francis Vaughan
Thomas Francis Vaughan, 55, is a native of Boston, Mass. and now makes his home in Dorchester, Mass. He joined the union in the Port of Boston in 1947 and sailed in the engine department. He is a Navy veteran of World War II. Brother Vaughan retired after 30 years at sea.



Travis Franklin Dean
Travis Franklin Dean, 65, joined the union in the Port of Mobile in 1946 and sailed in the deck department. A native of Alabama, Seafarer Dean currently lives in Harahan, La. He is a Navy veteran of World War II and served in the Navy from 1923 until 1945.



Evangelos Bouboulinis
Evangelos Bouboulinis, 63, joined the union in 1956 in the Port of Baltimore and sailed in the deck department. A native of Greece, Seafarer Bouboulinis is spending his retirement in Freeport, N.Y. He retired after 22 years at sea.



Alphonse (Frenchy) Michelet
Alphonse (Frenchy) Michelet, 60, joined the SIU in the Port of New York in 1941 and sailed in the engine department. A native of Louisiana, Brother Michelet now makes his home in Metairie, La.



William Gerard Seisfeld
William Gerard Seisfeld, 55, is a native of Texas and is now spending his retirement in Belle Harbor, N.Y. He joined the union in the Port of New York in 1945 and sailed in the deck department. He served as department delegate while sailing.



Do Lih Chen
Do Lih Chen, 66, is a native of China and now makes his home in Houston, Tex. He joined the union in 1943 in the Port of New York and sailed in the steward department. He retired after 28 years at sea.

Five Seafarers Get 1st Pension Checks



Five veteran Seafarers retired to the beach last month after long sailing careers. Together in New York from left are: C. Caus, P. Kronbergs, R. Svanberg, F. Nielson, and A. Diaz. They each received their first monthly pension checks following the membership meeting at the SIU Brooklyn hall.



Seafarer Guss Janavaris, who has retired on an SIU pension, relates some of his experiences during a long career at sea spanning over 25 years and three wars.

Pensioner Recalls Memorable Career

New York City

After a sailing career filled with dedication and a few ironies, Seafarer Guss Janavaris has retired to the beach.

He hopes to move from his Long Island, N.Y. home to a warmer climate—perhaps Florida—and there relax with his family and pursue his hobby of painting.

At 53, Brother Janavaris would have liked to continue sailing awhile but circumstances prevented this and he recently went on disability pension.

Since he joined the union in the Port of New York in 1944, Janavaris "served picket duty whenever there was any" because, as he says, "that's what made the union."

Began Sailing in '40s

Seafarer Janavaris began sailing during World War II when his job in a steel mill made him ineligible for service. He volunteered for all branches of the Armed Forces but his job kept him from any acceptances.

He was so anxious to serve that he joined the Coast Guard reserve and was taught the skills of seamanship in Sheepshead Bay, Brooklyn, N.Y.

He began shipping in the Atlantic and, ironically, a ship he was sailing during D-Day was carrying the same "500 pound bombs" Janavaris had been making back home in the steel mills.

He was born in Indiana and at the age of ten went to Greece, staying there seven years while he attended high school and prepared for college. At the age of 17, however, a revolution broke out in the country and he had to leave or be drafted.

Back in the United States he traveled all over the country with his brother and got as far as the state of Washington where he worked in a Civilian Conservation Corps (CCC) camp.

Now, because of his pension, he is able to stop his traveling and relax with his wife and two children, ages nine and fourteen.

Medicare Benefits Can Begin at 65

By A. A. Bernstein

From time to time, some of our brothers, who are nearing the age when they will be eligible for Medicare benefits, visit the SIU Pension and Welfare Plan office to get information on these benefits. From their questions, the staff has compiled a list of the most often asked questions for the information of Seafarers and their families.

Anyone who has a question relating to Medicare and Medicaid or any other social security benefits should write to A. A. Bernstein, Director of Social Security Services, Seafarers Welfare and Pension Plans, 275 20th Street, Brooklyn, N.Y. 11215.

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

A: First, you will have the hospital insurance part of Medicare upon application at 65. This is protection you have already paid for and do not have to duplicate. It helps pay for in-patient care in a participating hospital and for post-hospital care in an "extended care facility" or in your home.

Second, you will also be able to sign up, if you wish, for Medicare Medical Insurance which helps pay doctor bills and other medical costs. You should receive a form in the mail several months before you are 65, asking you if you want this part of Medicare. If you want the medical insurance, complete the form and return it in the envelope furnished. This part of the plan is financed by monthly premiums of \$5.30 from people who sign up for medical insurance and matching contributions from government funds.

You may not be able to buy private health insurance that equals the coverage of Medicare. Many policies have "after 65" clauses that cover only the expenses that Medicare does not cover. If you do want additional health insurance, your agent can tell you what your policy will cover after 65.

Q: I just turned 65 and applied for Medicare last week. I now find that I will have to go to the hospital very soon. What will happen if I do not have my card before I am admitted?

A: You will be covered just as if you had your card. If necessary, the hospital can call the social security office to verify the Medicare coverage.

Q: How is Medicare financed?

A: Separate trust funds have been set up, one to finance the hospital insurance part of the program and the other to finance the medical insurance part. Contributions to the hospital insurance fund are made during a Seafarer's career and are deducted automatically. The shipowner pays an equal amount. The trust fund for medical insurance is maintained through monthly premium payments, with half the cost coming from the Seafarer and the other half from the federal government.

Q: I have a friend who is under 65 and he gets help on his medical bills and prescriptions. Is this possible under Medicare.

A: No. Your friend may be getting help under Medicaid. This program does help people under 65 and, in some states, pays for prescribed drugs, eye glasses and other items not covered under Medicare. Medicaid varies from state to state. On the other hand, Medicare, a program for people over 65, is uniform throughout the nation.

NOTICE Special Meeting

In Accordance with the By-Laws of the Seafarers Illinois Building Corporation, a special meeting of the membership of the corporation will be held in conjunction with the May, 1971, general membership meeting of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District AFL-CIO, for the purpose of authorizing an amendment of Article III of the By-Laws of the Corporation.

Bill Introduced Killing Tax On Ship's Stores

Sacramento, Cal.

A bill which would exempt goods and supplies sold to vessels engaged in interstate or foreign trade or deep sea fishing from California's sales tax has been reintroduced in the state legislature by State Senator Ralph Dills (D-San Pedro).

The measure, which passed both houses of the legislature last year, but was vetoed by Governor Ronald Reagan, provides for a four-year moratorium on collection of the tax on sales of ship's stores.

California is the only state on the West Coast which has not exempted ship's stores from sales taxes. As a result, shipping companies have avoided where possible the purchase of supplies in California ports, according to Sen. Dills.

Dills said that lifting of the sales tax could bring nearly \$74 million more a year in ship business to California and provide more jobs on the waterfronts.



Safety Requires Readiness

Safety is a prime concern of every Seafarer, and preparedness is a vital part of safety. The crew of the *Portland* (Sea-Land) took time during mid-period drill in Port Elizabeth, N.J. to test their readiness for calamity at sea. In the photo at left, the number 2 lifeboat has just been rapidly lowered from its davits, and the crew prepares to shove off from the side of the *Portland* as soon as the lifeboat

touches water. At bottom, out on the open water, the men of the *Portland* strain at the oars, practicing a procedure that could someday make the difference between life and death. Observers said the lifeboat crews, many of whom received lifeboat endorsements at the Harry Lundberg School of Seamanship, earned a "well done" for their efforts during the safety drill.



Jobless Rate Goes Up Again

Washington, D.C.

Unemployment topped the 6 percent level during the month of March, exceeding the "substantial unemployment" mark, according to figures released by the Department of Labor.

The announcement also set off a partisan debate between Republicans and Democrats as to the effectiveness of Administration measures to fight the rise in joblessness.

The official figures, as reported by the Bureau of Labor Statistics, show that the percentage of unemployed, which dropped to 5.8 percent between December and February, climbed back to the 6 percent plateau during March.

The analysis also showed that most of the increase af-

ected workers in the 16- to 24-year-old age bracket.

Economic Committee Debate

Secretary of Labor James D. Hodgson was in California with President Nixon and was unavailable for comment but the rise triggered questions from the Joint Economic Committee of Congress, under the chairmanship of Sen. William Proxmire (D-Wisc.).

Though Proxmire declared that committee questions should have no political implications, the session left no doubt that Democratic members had serious reservations about Republican claims of progress in fighting joblessness, while Republican comments tried to show a more optimistic viewpoint.

The BLS statistics showed that 6 percent, or about 5.2 million Americans were out of work. Month by month gains in the construction industry and state and local government employment were countered by a decline in manufacturing jobs.

There was also an increase in the average duration of unemployment from 10.4 weeks to 10.8 weeks which increased the strain on state unemployment compensation funds.

The out-of-work rate for white collar workers rose from 3.5 percent to 3.7 percent and the jobless rate for workers covered by state unemployment insurance went up from 3.7 percent in February to 3.9 percent in March.

Earnings of rank-and-file workers were up slightly. This indicated a slight gain in buying power since average week-

ly earnings were up 5.1 percent in comparison with an increase in the cost of living of 4.8 percent.

Witnesses Called

During the Joint Economic Committee session, Sen. Proxmire called in Ewan Clague, former commissioner of the Bureau of Labor Statistics, to recount the history of the BLS and its efforts to keep statistics out of politics.

Clague said that the bureau had formerly used a technical briefing, no longer used, to present and explain the monthly figures. He said that he thought this former system worked well after much trial and error.

Robert Geoffrey H. Moore, current commissioner and a Nixon appointee, told the committee that he agreed with the Administration's decision to scrap the briefings because they were not efficient and subjected the technical staff to "policy" questions by the press which, he said, were "awkward" to answer.

Harold Goldstein, assistant BLS commissioner, offered his normal analysis of the unemployment statistics before the committee and faced questions from members of both political parties.

At the conclusion of the session, Chairman Proxmire warned that he intended to continue holding committee briefings on unemployment and cost-of-living statistics to further examine the Administration's programs to overcome the high unemployment problem.



Cannon salvaged from wreck discovered off Virginia Beach, Va. is hoisted from the deep to deck of a research vessel. Experts believe wreck was once a Union Civil War revenue cutter or a Confederate blockade runner.

Civil War Wreckage Located off Virginia

The wreck of an armed sailing vessel, possibly a Union Civil War revenue cutter or a Confederate blockade runner, has been located near the entrance to Chesapeake Bay off Virginia Beach, Va.

The 19th century wooden wreck was found in 11 feet of water by two National Oceanic and Atmospheric Administration vessels, the *Rude* and the *Heck*, while both ships were dragging wire used to survey the bay bottom.

Lt. Cdr. Merritt Walter, commanding officer of the vessels, said the wreck had apparently been hidden for years by tons of sand which had been dislodged by recent dredging operations.

Estimates are that the vessel had been 60 to 100 feet long and was equipped with several six-foot cannons of 3½-inch bore. One of the 500 pound cannons was brought to the

surface in "beautiful condition."

No markings were detected on the black cast iron cannon which, despite the long years it was submerged, showed no sign of corrosion. The discovery of rock ballast in the wreck identifies it as a sailing vessel without mechanical power.

No positive identification of the vessel can be made at present, but if it was not a Confederate or Union ship, it may have been a smuggling craft or an inter-island trader.

Civil War trading vessels were often heavily armed for a variety of reasons, including protection against coastal pirates that preyed on both Confederate and Union ships alike.

Scuba divers have so far not discovered exactly what manner of cargo, if any, the vessel carried. If she was a smuggling craft, there is always the possibility of a hidden horde of gold.

Mailing Address Change?

In recent months many requests have been received by the Log Mailing Department to change addresses for those receiving copies of the paper.

To effectively comply with these requests the mailing office has to know both the old and the new mailing addresses. Supplying both the old and the new addresses will help alleviate the problem of duplicate mailings.

For your convenience and for ours, please supply your old address and your new address when requesting a mailing address change.

HLSS Grads Prepare to Leave for First Ships



Graduates of Harry Lundeberg School of Seamanship Class 64 receive the congratulations of some older hands as they prepare to leave Piney Point for their first ships. From left: Norfolk Port Patrolman Marvin Hauf, Trainee Bosun Doug Bledsoe, Hubert Crews, Dave Backrak, Richard Clay, Steven Battan, Dave Cleghorn, Nicholas Lapetina, Robert Fowles, Juan Ayala, Thomas Clanton, Trainee Bosun Warren Houghton and SIU Seniority Upgraders Thomas K. Curtis, Robert H. Caldwell and William L. Haynie.



Class 61B graduates receive the congratulations of Baltimore Port Patrolman Ed Smith before departing for their first ships. Class members are: from left, front row, David Singelstad, Barry Saxon, Richard MacIntyre, Edward Perryman, Michael Mason and Trainee Bosun Robert Sharp. Back Row: Jay Sherrondy, Esau Wright, Charles Lehman, Larry Muzia and Earl Whitsitt.

Money Due Seafarers

The following Seafarers have checks waiting for them at union headquarters, 675 Fourth Ave., Brooklyn, N.Y. for wages earned aboard the Sapphire Steamship Co. vessels *Sapphire Etta*, *Sapphire Gladys* and *A&J Mid-America*.

A & J Mid-America

Frederick L. Bailey
Robert A. Beevers
Charles A. Carlson
Frederico A. Gallang
Victor A. Mancro
Peter M. Meyers

Jesse James Mosso
Matthew J. Nolan, Jr.
Arthur D. Payton
Alger R. Sawyer
Edward C. W. Wiedenhoeft

Sapphire Etta

Terry Gene Adams
Nils C. Beck
John P. Campbell
Houston Jones
Angel Rodriguez

Donald T. Swaffar
Warren W. Tarkington
Larry E. Weilacher
Calvin Winston

Sapphire Gladys

William N. Bassett
Thomas Benford
Freddie Brown
J. W. Johnson
Thomas F. Kennedy

Spiros E. Panagatos
Epiciano Rodriguez
Martin Sullivan
E. Vargas

Ziereis Cherishes a Lifetime of Memories, Mementos After 50 Years of Seafaring

St. Louis, Mo.

The 50 years that John Ziereis spent at sea have given him a fascinating collection of mementoes and memories. . . .

Of visiting nearly every corner of the globe.

Of ports that are now closed to the free world, such as Shanghai, China, and Tientsin, North China.

Of heavy seas and near misses.

Of the changing life style of a Seafarer over nearly half a century of sailing.

His interest in the sea was sparked by adventure stories he read as a young boy, living in Dubuque, Iowa, and watching the Mississippi roll by.

The spirit that captured him did not dwindle as he grew older—and at 18 he signed on the cargo ship *Archer*, as an ordinary seaman, and headed for Cebu, Philippine Islands.

A news clipping Ziereis saved from *The Daily Bulletin* of Manila, dated March 1923, talks of the problems of foreign bottoms carrying U.S. cargo—similar to stories he reads today about the same problem, but written in a little different style:

"The *Archer's* Captain, B. E. Hansen, is proud of his ship, will back her against any cargo boat afloat for good time and good service to patrons; so he just naturally wonders, when foreign ships bring lusty cargoes out from the Atlantic seaboard and his ship, sent out here to haul sugar cargoes to the best market in the world, gets leavings, if any 100 percent Americans are responsible for the situation. He just wonders, that's all."

Recalls 1928 Wages

Now enjoying an SIU pension Ziereis remembers when, in 1928, he worked on the *Minnekahoa* for 25 days as

quarter master—and was paid \$50 for the voyage.

After a brief stay in Colorado Springs, Colo.—where he found too much land and too little water—the urge to sail struck again, and he was soon working on ships on the Great Lakes, from both coasts, and on South American and Indian runs.

In January of 1939, just a few months after the SIU was formed, Ziereis joined the union in the Port of Baltimore, and promptly sailed on the still-active coffee run made by Delta Lines to South America.

Ziereis kept a copy of the ship's log, during a 1940 voyage of Delta's *Delmar*, which lists the return cargo from a Brazil run as 68,373 bags of coffee.

Not all memories are of cargo and ports and the oceans. On a run during the Battle of the Bulge in 1944, Ziereis recalls that he helped a roommate build a Christmas gift for his son, using "scraps of anything" they could find aboard the *Walter E. Ranger*.

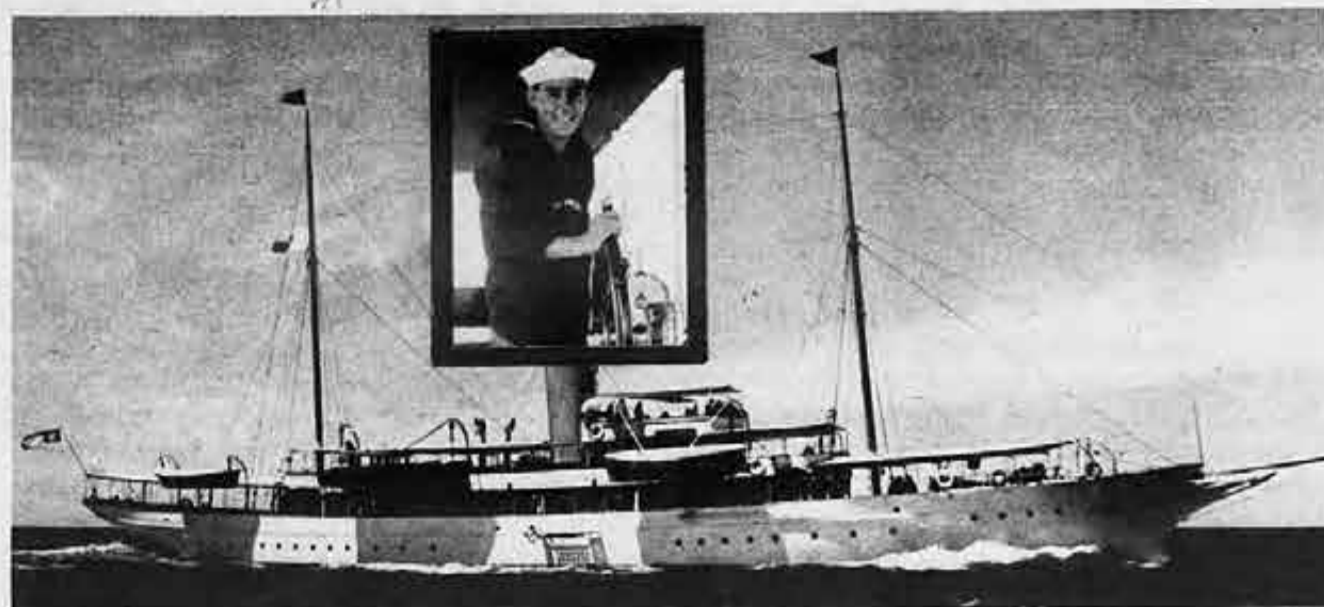
The three-year-old boy, who received a rocking horse called Pinto that Christmas, had no idea of the ingenuity involved. Like unraveling a piece of rope for the flaxen mane and tail, and using caps from Coca-Cola bottles for the bridle ornaments. And using an old piece of metal for a star on the saddle.

"Pinto was a beauty," Ziereis recalls.

Korean Mail Mix-up

And, the veteran Seafarer recalls the time that in 1950, aboard the MSTS-chartered cargo ship *Coral Sea*, that no mail was received for four months while the ship was in Korea.

"The captain looked into the matter and found that our mail



Back in 1926 Seaman John Ziereis (inset) sailed aboard the yacht *Cythera*, which was owned by Mrs. William L. Harkness. Ziereis recalls that the *Cythera* "was one of the finest sailing vessels I've ever been aboard."

was being forwarded in San Francisco to the *USS Coral Sea*, a Navy ship in the Mediterranean. The error was straightened out and we received four months accumulation of mail, which made the crew a happy one again."

And, shortly thereafter, the name of the MSTS ship was changed to *SS Sea Coral*.

Of the ships that stand out in Ziereis' mind, one is the *Ponderosa* which he sailed aboard in 1963 and 1964.

After leaving New York harbor on Nov. 4, 1963 on her way to Pakistan and India "the ship soon encountered a storm the like of which . . . no one aboard had ever experienced."

Her cargo included fifteen 17-ton caterpillar tractors, automobiles, 700-pound drums of caustic soda, huge crates of tinsplate, and grain.

Ziereis vividly recalls what happened:

"The ship rolled, tractors broke loose smashing the automobiles flat as pancakes, the tinsplate into bits and pieces; one tractor got stuck between decks which prevented it from plunging through the bottom of the ship . . . the storm continued for four days."

The captain brought the ship and crew back to New York and then "resigned, saying he had had it."

Ziereis notes that the *Ponderosa* was repaired and sailed again on Nov. 15. "All went well from then on."

Seafarer Ziereis has been on other ships where there were dangerous situations.

Survived Refinery Explosion

He recalls that in the summer of 1967 "while docked and loading JP4 fuel on the *Sea Pioneer* at Lake Charles, La., several of the cracking plants at the Cities Service Company Refinery blew up." At least three men were killed in the blast.

No one on the vessel was hurt but the ship was moved to Beaumont, Tex. where it was found that the explosion caused damage to the tanker and fuel was leaking into the engine and pump rooms.

After shutting down the boilers the crew was ordered to

leave the ship. Firemen from Beaumont pumped water and foamite into the engine and



pump rooms and the tanker was ordered away from the docks "as it was a hazard to the city."

Ziereis along with the captain, mate and pilot "shifted the ship to the Old River near Port Neches, Tex., where re-

pairs were made and the *Sea Pioneer* soon sailed and delivered cargo to Pearl Harbor, Hawaii."

Ziereis was also on board the *Connecticut* when her engine room was flooded in heavy seas two days out of San Pedro, Calif. in 1969.

After the crew pumped out the engine room the ship was towed back by a Coast Guard cutter with all hands safe.

The many adventures and the many years at sea cannot be easily forgotten. And even though Ziereis is enjoying his retirement, he still misses the sea.

However, a part time job at the SIU Union Hall in St. Louis, Mo., keeps him in touch with seafaring.

In a way it could be said he's been making a long round-trip voyage these many years. He began on the Mississippi River in Dubuque, and is now back on that great river just somewhat south of where he started.



The yacht *Aloha* was a picture of beauty as she sailed the Seven Seas back in the early '20s when Ziereis sailed aboard her. The yacht was owned by Arthur Curtiss James.

NO HEAT? HOT WATER?

SECTION 43. ROOM AND MEAL ALLOWANCE. When board is not furnished unlicensed members of the crew, they shall receive a meal allowance of \$2.00 for breakfast, \$3.00 for dinner and \$5.50 for supper. When men are required to sleep ashore, they shall be allowed \$10.50 per night.

Room allowance, as provided in this Section, shall be allowed when:

1. Heat is not furnished in cold weather. When the outside temperature is sixty-five degrees (65°) or lower for 8 consecutive hours, this provision shall apply.
2. Hot water is not available in crew's washrooms for a period of twelve (12) or more consecutive hours.

Heat beefs must be reported immediately to the Department Delegate and Chief Engineer.

You must keep a written record of the beef including:

- Date
- Time of Day
- Temperature

All heat beefs should be recorded and submitted on an individual basis.

Iceberg Patrol Prevents Maritime Disasters

During the more than half a century since one of the worst maritime disasters in history—the sinking of the supposedly “unsinkable” British passenger ship, *Titanic*, with the loss of 1,517 lives after she struck an iceberg in the shipping lanes off the coast of Newfoundland—the United States Coast Guard has maintained an iceberg patrol to try to prevent further such disasters.

Apparently they have succeeded, since not one life has been lost in the Atlantic shipping corridors due to a collision with an iceberg in the past 57 years.

The *SS Titanic* was enroute from Southampton, England, to New York, with a complement of 2,224 passengers and crew when she struck an unreported iceberg 95 miles south of the Grand Banks off Newfoundland. The supposedly unsinkable vessel, the longest and most luxurious of her time, ripped a 300-foot section of her hull beneath the water line and went down in the frigid waters in little more than two hours.

The extent of the disaster shocked the shipping nations of the world into gathering for an International Convention for the Safety of Life at Sea in 1913. The delegates recommended that the menace of icebergs could be minimized only by thorough patrols during the danger season to chart floating “bergs” and warn vessels of their position and direction of drift. The ice islands of sizes up to thousands of feet long and almost 600 feet

high, as high as a 50-story building, break off from the glaciers of western Greenland and follow the prevailing currents south and into the shipping lanes.

During early springtime, hundreds of these floes, mostly submerged with only about a ninth of the ice showing above water, drift through the lanes of commerce until they are melted by warmer conditions in the southern Atlantic.

Following the recommendations of the 1913 convention, President Woodrow Wilson charged the United States Coast Guard, then the Revenue Cutter Service, with maintaining a patrol to keep track of such floating shipping hazards.

The International Ice Patrol was started in 1914, with the Coast Guard patrolling the icy waters below the 50th parallel, compiling and correlating all sightings and broadcasting the information to all the ships at sea.

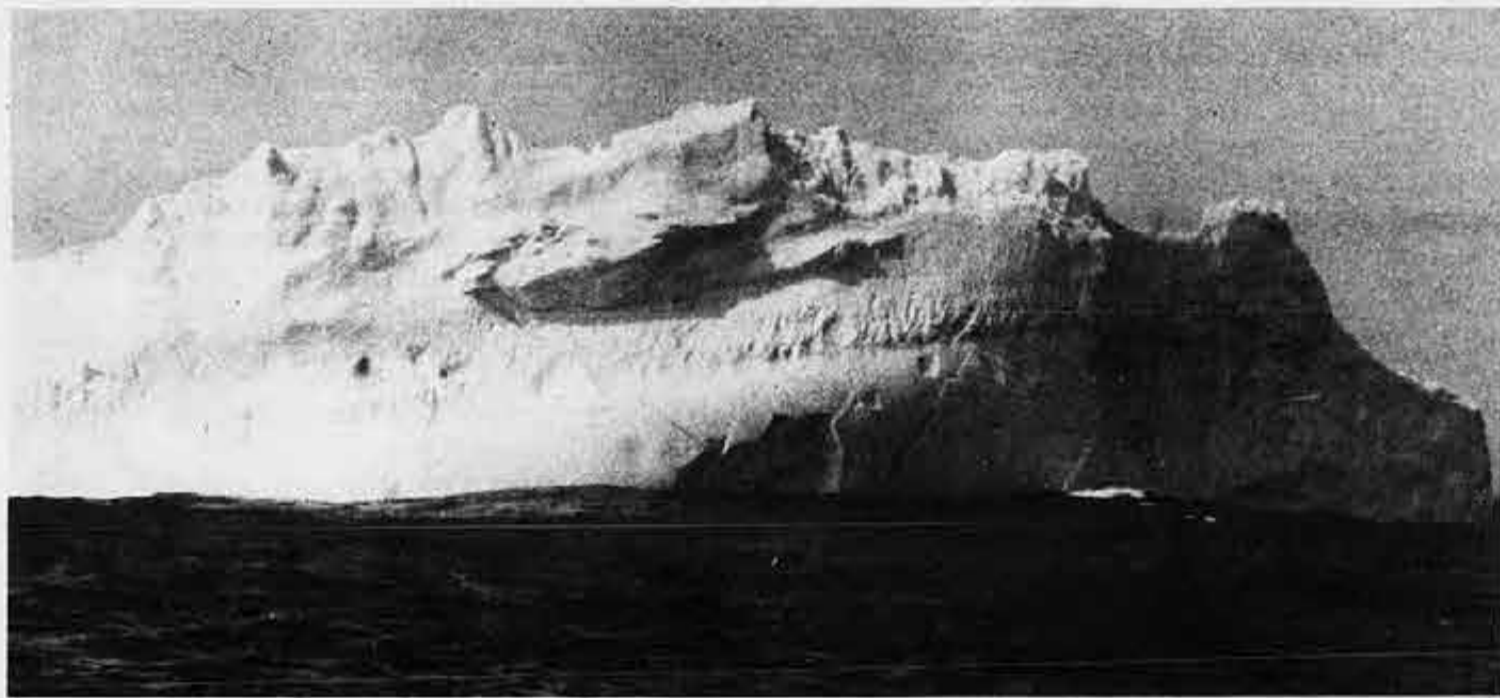
Before World War II, cutters were used to ply the sealanes and chart the positions of the bergs. After the war and with the development of long-range airplanes, aerial surveillance was substituted for the slower ship patrols. This year, C-130 “Hercules” aircraft, normally based at the Coast Guard Air Station at Elizabeth City, N.C., are detached to fly out of a Canadian Air Force field on Prince Edward Island during the ice patrol season.

Techniques of dye marking the bergs enables the plane crews to chart their position from day to day and warn mariners of their expected headings. In conjunction with the airborne surveillance, two cutters, the *Evergreen*, homeported in Boston, and the *Rockaway*, which sails out of ice patrol headquarters at Governors Island in New York Harbor, share oceanographic duties to chart the currents that influence the drifting of the islands of ice.

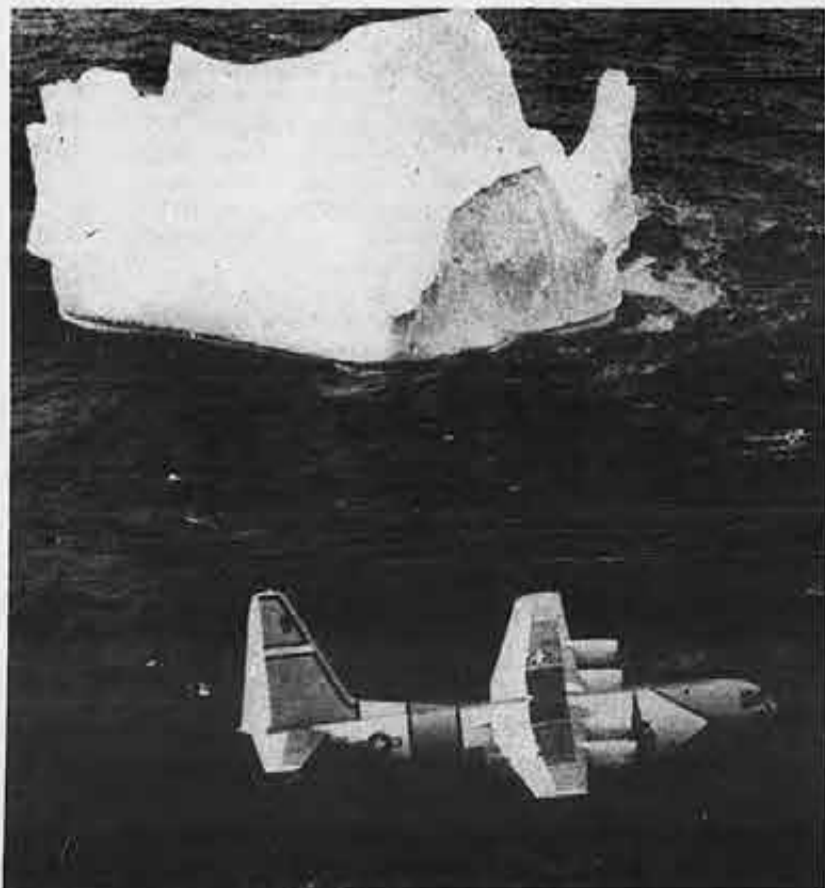
The agency hopes to develop a system of satellite tracking which will give exact positions of floating hazards during every orbit around the earth, about every 90 minutes.

The patrol is supported by 18 nations who pay assessments according to the number of their ships that sail the Atlantic corridor. Currently, Belgium, Canada, Denmark, France, West Germany, Great Britain, Greece, Israel, Italy, Japan, Liberia, the Netherlands, Norway, Panama, Spain, Sweden, Yugoslavia and the United States maintain the patrol.

Whatever the cost, it is certain from the number of ships lost to icebergs before the patrol was initiated 57 years ago and the fact that not one ship has been lost from a collision with an iceberg during its operation, that ships and lives have been saved by cooperation of the maritime nations of the world.



Mammoth icebergs, such as this giant found drifting off the coast of Newfoundland, are a mariner's nightmare at night or when fog reduces visibility. This “berg” was marked with dye to help track its course.



A U.S. Coast Guard C-130 “Hercules” ice patrol plane determines the position of icebergs and tracks their course of drift from day to day to maintain up-to-date warnings for ships at sea.



A C-130 ice patrol plane crewman prepares to drop a dye marker to stain an iceberg and facilitate future identification and tracking. Crewmen are also trained to estimate icebergs' course and speed of drift.



This is the highest iceberg ever spotted by the Coast Guard. The towering monument of ice was estimated to be 550 feet high, as high as a 50-story building. It was discovered by the ice patrol near western Greenland.

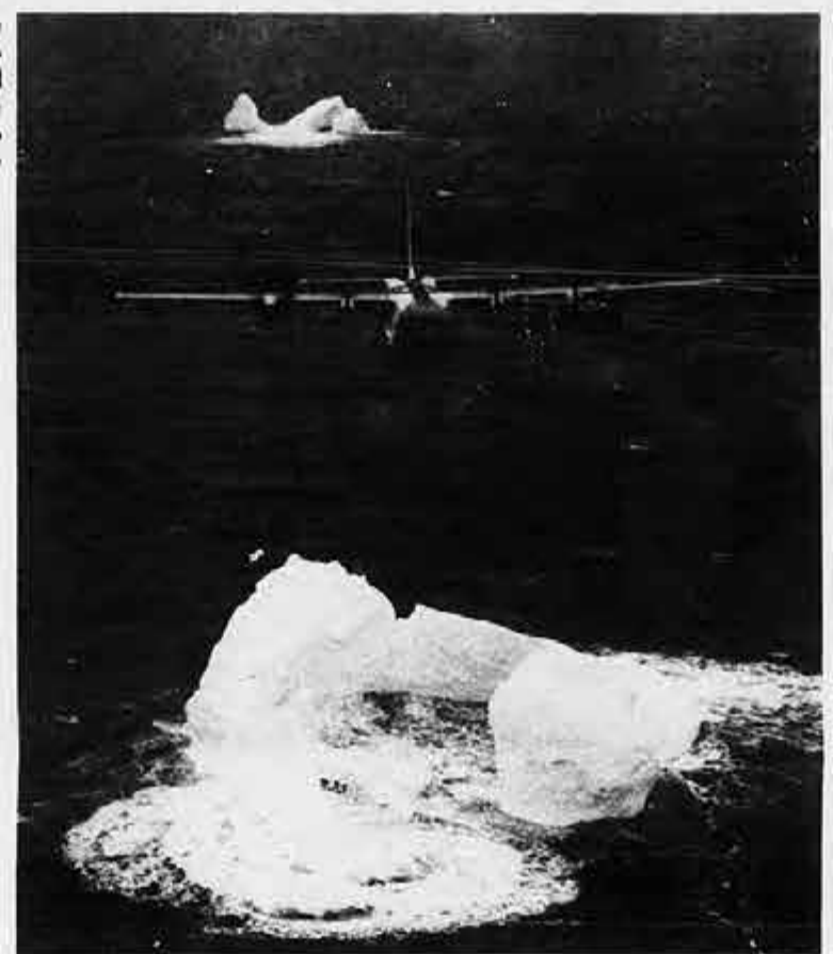


This iceberg, sighted by a Coast Guard plane off the coast of Labrador, is 100 feet high and 1,600 feet long. The blocks of ice and snow atop the berg are the size of large houses.

A Coast Guard plane hedge-hops an iceberg field and "bombs" one of the bergs with dye to mark it for further tracking.



Coast Guard cutters, such as this one, work with the airborne observation planes to spot the bergs, track them and study the currents that propel them into shipping lanes.



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.

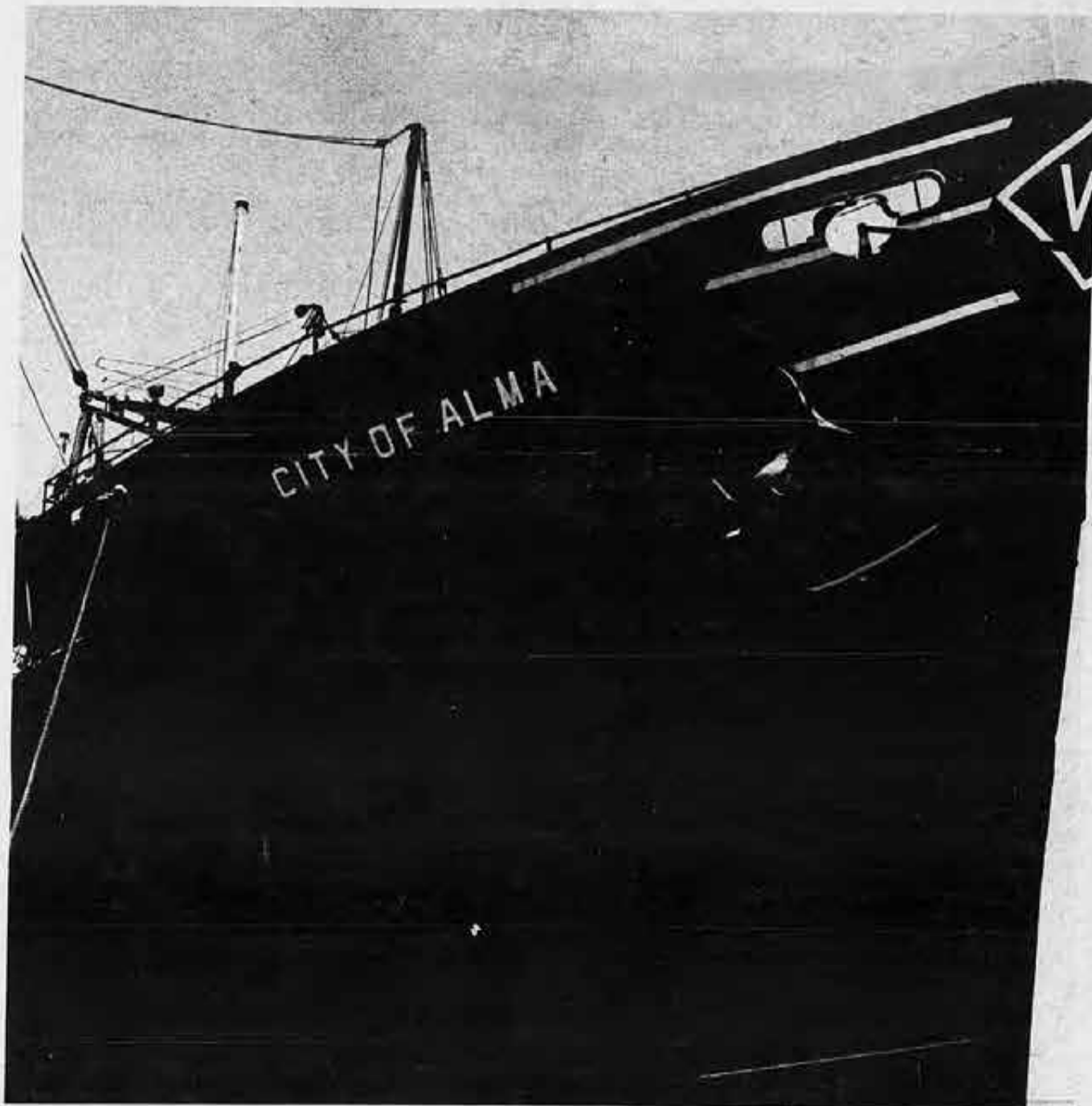
RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file 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.

City of Alma Pays Off In Port of New Orleans



Crew members aboard the *City of Alma* (Waterman) relax in the mess room as they await ship's payoff. From the left are: Tony Escote, deck engineer; Ben Ladd, steward; Don Pase, electrician, and John Glover, 3rd cook.



SIU Patrolman Louis Guarino checks matters with crew members during payoff while the *City of Alma* was docked in New Orleans. From the left are: Ken Floyd, messman; Eduardo Padilla, messman, and Guarino.



Digest of SIU Ships' Meetings

ELIZABETHPORT (Sea-Land), Jan. 17—Chairman James S. Shortell; Secretary Angeles Z. Deheza. \$400 in ship's fund. No beefs and no disputed OT. Discussion held regarding wiper's chances of making OT.

FORT HOSKINS (Cities Service), Jan. 31—Chairman Bill Feil; Secretary Juan Milendez. \$11 in ship's fund. Vote of thanks to the steward department for a job well done. Discussion held on delayed sailing.

PENN CHAMPION (Penn Shipping), Jan. 17—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. A. DiMaggio; Engine Delegate B. Schwartz; Steward Delegate G. P. John. No beefs and no disputed OT. A hearty vote of thanks to the steward department for a job well done. Vote of thanks was extended to the crew by the steward for their cooperation.

PENN CHAMPION (Penn Shipping), Jan. 24—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. A. DiMaggio; Engine Delegate B. Schwartz; Steward Delegate G. P. John. Repair

list was turned in and repairs have been started. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

PONCE (Sea-Land), Jan. 31—Chairman Dan Butts; Secretary Alva McCullum; Deck Delegate Victor Aviles; Engine Delegate James L. Cady; Steward Delegate Oscar Sorenson. \$208 in movie fund. Repair list has been drawn up and turned over to the Captain. No beefs.

ANCHORAGE (Sea-Land), Jan. 24—Chairman B. E. Swearingen; Secretary J. C. O'Steen; Deck Delegate M. Silva; Engine Delegate F. Buckner; Steward Delegate Robert Lee Scott, Sr. \$25 in ship's fund. Some disputed OT in deck and engine departments. Steward department extended a vote of thanks to the crew for helping to keep pantry and messroom clean. Repair list turned in.

JAMES (Ogden Marine), Jan. 24—Chairman Francis D. Finch; Secretary Frank L. Shackelford; Deck Delegate Joseph C. Wallace; Engine Delegate Joseph T. Ryan; Steward Delegate Bert M. Wen-

field. Some disputed OT in deck and steward departments. Water problem still exists. Drains in galley need to be repaired.

YORKMAR (Calmar), Dec. 31—Chairman I. Moden; Secretary S. Garner. No beefs were reported. Discussion held regarding SIU Hospital Plan being increased due to the high cost of medical care. Vote of thanks to the steward department for a job well done.

OVERSEAS PROGRESS (Maritime Overseas), Dec. 27—Chairman William E. McCay; Secretary Harold P. DuCloux; Deck Delegate Milton R. Henton; Engine Delegate Douglas R. Laughlin; Steward Delegate Nathaniel Ayler. Motion was made that each man donate \$50 to build up a ship's fund. Disputed OT in engine department. Vote of thanks to the steward department for the wonderful Christmas dinner.

FORT HOSKINS (Cities Service), Jan. 24—Chairman B. Feil; Secretary Juan Milendez; Deck Delegate J. Paschall; Engine Delegate Nathaniel P. Davis; Steward Delegate Melito Maldonado. \$10 in ship's fund. No beefs. Everything

is running smoothly. Vote of thanks to the steward department.

SEATRAN LOUISIANA (Hudson Waterways), Jan. 31—Chairman William Tillman; Secretary Wilson Yarbrough; Deck Delegate Frank E. Guitson; Engine Delegate Kelly R. Graham; Steward Delegate William Armshead, Jr. All beefs were squared away. \$37 in ship's fund. Some disputed OT in engine department.

COLUMBIA BANKER (Columbia), Feb. 7—Chairman C. Webb; Secretary L. Bennett; Deck Delegate S. Brunette; Engine Delegate A. F. Kuauff; Steward Delegate F. A. Cruz. No beefs and no disputed OT. Repair list turned in. Vote of thanks to the steward department for a job well done.

PENN CHAMPION (Penn), Jan. 31—Chairman T. R. Sanford; Secretary Z. A. Markris; Deck Delegate S. A. DiMaggio; Engine Delegate B. Schwartz; Steward Delegate G. P. John. Repair list turned in. Everything is running smoothly with no beefs and no disputed OT. Hearty vote of thanks to the steward department for a job well done.

LOS ANGELES (Sea-Land), Jan.

24—Chairman R. D. Eisengraeber; Secretary G. P. Thlu; Deck Delegate Bertis H. Schenk; Engine Delegate Fred R. Kidd; Steward Delegate Hazam A. Ahmed. \$61 in ship's fund. No beefs were reported.

HOUSTON (Sea-Land), Feb. 7—Chairman George Ruf; Secretary A. A. Aragonese; Deck Delegate M. Saliva; Engine Delegate James C. Donnell; Steward Delegate Arturo Mariani, Jr. Few repairs still to be done. No beefs. Vote of thanks to the steward department for the good food and good night lunch.

TOPA TOPA (Waterman), Dec. 20—Chairman J. Cisiecki; Secretary A. Rudnick; Deck Delegate G. H. Atcherson; Engine Delegate J. W. Wood, Jr.; Steward Delegate John G. Katsos. No beefs. Everything is running smoothly. Good harmony amongst crew. Should be a good trip. Some repairs have been completed.

STEEL ROVER (Isthmian), Dec. 27—Chairman H. Treddin; Secretary A. Maldonado; Deck Delegate J. R. Clowes; Engine Delegate P. P. Pappas; Steward Delegate Alex Alexander. Motion made



Final Departures

Francisco Escandell

Francisco Escandell, 68, was an SIU pensioner who passed away Jan. 28 in Manhattan, N.Y. of heart disease. A native of Spain, Brother Escandell was a resident of Manhattan when he died. He joined the union in 1943 in the Port of Baltimore and sailed in the steward department as a chief cook. When he retired in 1967, Seafarer Escandell had been sailing 33 years. Among his survivors are his wife, Milagros. Burial was in St. Raymond's Cemetery, Bronx, N.Y.



Mauro Pacleb

Mauro Pacleb, 60, passed away July 30, 1970 from heart disease while on board the *New Orleans* in the Pacific. A native of the Philippine Islands, Brother Pacleb was a resident of Seattle, Wash. when he died. He joined the union in the Port of New York in 1960 and sailed in the engine department. He had been sailing 12 years when he died. His body was removed to Honolulu, Hawaii. Among his survivors are a brother, Placido Pacleb of Aiea, Hawaii.



James A. Myrick

James A. Myrick, 49, passed away May 30, 1970 from heart disease in New Orleans, La. A native of Tennessee, Brother Myrick was a resident of Chicago, Ill. when he died. He joined the union in the Port of San Francisco in 1967 and sailed in the steward department. Seafarer Myrick was an Army veteran of World War II when he retired from the sea. Among his survivors are his sister, Mrs. Cornelius M. Neely of Chicago, Ill. Burial was in Burroughs County Cemetery in Chicago, Ill.



Willie H. Craker

Willie H. Craker, 45, passed away Aug. 29, 1970 in DeLisle, Miss. He and his wife accidentally drowned when the vehicle they were in went off a bridge. A native of Ellisville, Miss., Brother Craker was a resident of Picayune, Miss., when he died. He joined the union in the Port of New Orleans in 1967 and sailed in the engine department. Seafarer Craker was an Army veteran of World War II and served in the Army until 1957. Burial was in Sand Hill Cemetery in Ellisville, Miss.



Garland E. Schuppert

Garland E. Schuppert, 51, passed away Dec. 5, 1970 from pneumonia in Seattle, Wash. He joined the union in the Port of Seattle in 1969 and sailed in the deck department. A native of Depauw, Ind., Brother Schuppert was a resident of Seattle, Wash. when he died. Brother Schuppert was a Navy veteran of World War II. He served in the Navy from 1937 to 1960. Among his survivors are two daughters and three sons. Burial was in Veteran's Cemetery in Seattle, Wash.



David K. Jones

David K. Jones, 54, passed away Nov. 17, 1970 from heart disease in Portland, Ore. Brother Jones joined the union in the Port of New Orleans in 1967 and sailed in the steward department. A native of Louisiana, Seafarer Jones was a resident of Los Angeles, Calif. when he died. Previous to joining the union, Seafarer Jones worked nine years for a broadcasting company. Among his survivors are his wife, Ruby. His body was removed to New Orleans, La.



John Perry Brooks

John Perry Brooks, 59, passed away Jan. 18 in New Orleans, La. He joined the union in the Port of New Orleans in 1947 and sailed in the steward department. A native of Florida, Brother Brooks was a resident of New Orleans, La. when he died. Seafarer Brooks had been sailing 23 years when he passed away. Among his survivors are his wife, Ethel. Burial was in St. Bernard Memorial Gardens in Chalmette, La.



James Raymond Simms

James Raymond Simms, 59, passed away Jan. 15 from heart trouble at Naval Hospital in San Diego, Calif. A native of Jersey City, N.J., Brother Simms was a resident of San Diego, Calif. when he died. He joined the union in the Port of New York in 1952 and sailed in the engine department. He served in the A&G strike of 1961, the District Council #37 beef in 1965 and the Chicago beef in 1965. Brother Simms is an Army veteran of World War II. Among his survivors are his sister, Mrs. Mary Place of San Diego, Calif. Burial was in Veterans Cemetery in Sawtelle, Los Angeles, Calif.



Don J. Applegate

Don J. Applegate, 41, passed away Feb. 20 in Benicia, Calif. A native of Ohio, Brother Applegate was a resident of San Pedro, Calif. when he died. He joined the union in the Port of Wilmington in 1960 and sailed in the deck department. He had been sailing over 11 years when he died. Among his survivors are his aunt, Mrs. Sally Lucci of Mt. Vernon, O. Burial was in Green Hills Memorial Park in California.



Armando A. Merlitti

Armando A. Merlitti, 53, passed away Jan. 30 after an illness of some months in the USPHS Hospital in San Francisco, Calif. A native of Akron, O., Brother Merlitti was a resident of Long Beach, Calif. when he died. He joined the union in the Port of Wilmington in 1967 and sailed in the steward department. He was a Marine Corps veteran of World War II and served in that branch of the Armed Forces from 1941 to 1952. Among his survivors are his brother, Anthony Merlitti of Long Beach, Calif. Burial was in Holy Cross Cemetery in Summit County, O.



Harold Peter Scott

Harold Peter Scott, 49, was an SIU pensioner who passed away Feb. 21 of heart disease in the USPHS Hospital in New Orleans, La. He joined the SIU in the Port of Mobile in 1945 and sailed in the deck department. A native of Louisiana, Brother Scott was a resident of New Orleans, La. when he died. He had been sailing 22 years when he retired. Among his survivors are his brother, Edred Scott of New Orleans, La. Burial was in Garden Memories, Jefferson Park, La.



William Robert McIlveen

William Robert McIlveen, 72, was an SIU pensioner who passed away Feb. 23 of heart trouble in USPHS Hospital in San Francisco, Calif. A native of New York, Brother McIlveen was a resident of San Francisco, Calif. when he died. He joined the union in the Port of New York in 1944 and sailed in the steward department. When he retired in 1962, Seafarer McIlveen had been sailing 39 years. Burial was in Olivet Memorial Park in Colma, Calif.



Digest of SIU Ships' Meetings

that each crewmember donate \$1 to build up ship's fund. Everything is running smoothly. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

BRADFORD ISLAND (Steuart Tankers), Feb. 14—Chairman J. R. Thompson; Secretary T. Savage; Deck Delegate Arthur P. Finnell; Engine Delegate Raymond M. Davis; Steward Delegate F. R. Strickland. Some disputed OT in deck department. Motion made to have retirement with 15 years seetime and no age limit.

JEFF DAVIS (Waterman), Jan. 17—Chairman T. Chilinski; Secretary F. Sylvia. \$58 in ship's fund. Everything is running smoothly. No beefs and no disputed OT.

STEEL APPRENTICE (Isthmian), Feb. 14—Chairman A. J. Surlis; Secretary Paul Lopez; Deck Delegate C. Callahan; Engine Delegate Paul Aubain; Steward Delegate C. Modellas. \$40 in ship's fund. Some disputed OT in engine department. Patrolman to be contacted regarding water condition aboard ship.

COLUMBIA (U.S. Steel), Jan.

10—Chairman R. H. Schemm; Secretary M. S. Sospina; Deck Delegate James S. Rogers; Engine Delegate Florian R. Clarke; Steward Delegate C. Winskey. No beefs. Everything is running smoothly. The entire crew and officers enjoyed the Christmas and New Year's Day dinners and extended a vote of thanks to the steward department for a job well done.

BUCKEYE PACIFIC (Buckeye), Jan. 24—Chairman Joe Carroll; Secretary W. H. Todd; Deck Delegate A. V. Trotter; Engine Delegate William C. Koons, Jr.; Steward Delegatee Sidney C. Lane. \$22 in ship's fund. Discussion held on various matters. No disputed OT. Vote of thanks was extended to the steward department for a job well done.

ARIZPA (Sea-Land), Feb. 14—Chairman D. Fitzpatrick; Secretary W. Lescovich; Deck Delegate Frank Rodriguez, Jr.; Engine Delegate Daniel Butts, Jr.; Steward Delegate H. Connolly. \$5 in movie fund and \$7 in ship's fund. No beefs and no disputed OT.

TRANSPACIFIC (Hudson Waterways), Feb. 7—Chairman Ber-

nard Fenowicz; Secretary Maximo Bugawan; Deck Delegate Walter Page; Engine Delegate Bernardo Tapia. No beefs. Few hours disputed OT in deck department. Vote of thanks was extended to the steward department for a job well done.

CHARLESTON (Sea-Land), Feb. 21—Chairman John C. Alberti; Secretary Ramon Aguiar; Deck Delegate Tony Kotsis; Steward Delegate Juan Fernandez. \$16 in ship's fund. Discussion held regarding Sea-Land overtime control guide. Vote of thanks to the steward department for a job well done.

INGER (Reynolds), Feb. 14—Chairman James Mann; Secretary Harold M. Karlson; Deck Delegate Joe R. Bennett; Engine Delegate William J. Jones; Steward Delegate Victor O'Briant. \$25 in ship's fund. Motion made to go back to the old form for vacation, welfare benefits or simplify the present form. Discussion held regarding hospital benefits—they should be raised from \$56 to \$112 per week.

STEEL VENDOR (Isthmian), Feb. 12—Chairman Daniel Dean; Secretary George W. Gibbons; Deck Delegate B. B. Darley; Engine

Delegate Thomas P. Toledo; Steward Delegate James P. Barclay. No beefs except that the crew complain about not receiving any communications from the Union. Vote of thanks to the steward department for the good food.

DEL SUD (Delta), Feb. 12—Chairman A. Doty; Secretary E. Vieira; Deck Delegate L. Lachapell; Engine Delegate E. Fairfield; Steward Delegate J. Kelly, Jr. No beefs were reported. Few hours disputed OT in deck department to be settled by patrolman. Written resolutions regarding working rules was submitted to Headquarters. Vote of thanks was extended to the steward department for a job well done.

YORKMAR (Calmar), Feb. 21—Chairman Irwin Moen; Secretary Sidney Garner. Everything is running smoothly in all departments.

STEEL MAKER (Isthmian), Jan. 7—Chairman Charles Stennett; Secretary H. Bennett. \$30 in ship's fund. Some disputed OT in deck and steward department.

KYSKA (Waterman), Feb. 14—Chairman W. G. Thomas; Secretary E. O. Johnson; Deck Delegate David D. Dickinson; Steward De-

legate J. C. Roberson. \$72 in ship's fund. Some disputed OT in deck department, otherwise everything is running smoothly.

EAGLE TRAVELER (United Maritime), Feb. 21—Chairman John Bergeria; Secretary Algernon W. Hutcherson; Deck Delegate George T. McKenna; Engine Delegate Octavian Bogdan; Steward Delegate Emanuel Low. \$5 in ship's fund. No beefs and no disputed OT.

OVERSEAS JOYCE (Martime Overseas), Feb. 21—Chairman Arne Hovde; Secretary Edwin Cooper; Deck Delegate Thomas L. Magras; Engine Delegate James Schols; Steward Delegate R. Bullard. One man in deck department missed ship in New Orleans. No beefs were reported. Motion made to lower the age requirement for retirement to 50, with 20 years seetime.

TAMPA (Sea-Land), Feb. 21—Chairman G. Castro; Secretary E. B. Tart; Deck Delegate C. Mann; Engine Delegate J. Hagner; Steward Delegate F. LaRosa. Everything is running smooth with no beefs. Some disputed OT in deck and engine departments.

HLSS Lifeboat Trainees Complete Coast Guard Examination



HLSS Lifeboat Instructor Paul Veralopulo, left, and Trainee Bosun W. Gregory, right, posed with graduates of Lifeboat Class 68. First row, from left: R. Perry, D. Ard, E. Carlson, R. Dawson, W. Davis, E. Garcia, J. Carroll, P. Baliukonis. Second row: S. Kuslak, E. Newman, R. Raymond, D. Jackson, E. Lambertson, D. Alford, J. Thomas, R. Frame. Third row: G. Milliken, D. Hudson, S. McEnhill, T. Brewer, K. Esannasan, K. Starcher, R. Ard. Fourth row: C. Macon, R. Conroy, M. Barlow, W. Snook, E. Givens, P. Walsh, R. Keith. Top row: T. Egan, S. Whitney, E. Owens, G. Carter, M. Borders, A. King, P. Kerney.



Toby, canine mascot of the Lundeborg School, trotted into the picture of graduates of Lifeboat Class 67. First row, from left: M. Hall, M. Shappo, G. Nickerson, L. Kittleson, S. Sylvester, J. Anderson, T. Frazier, W. Smith, J. Yokum, and Toby. Second row: W. Snow, E. Walker, D. Tolan, T. Martin, J. Gilmartin, B. Allen, R. Bridges, E. Kapstein, J. Williamson. Third row: S. Rose, F. Cassel, F. Collins, S. Jones, S. Lafferty, M. Ruscigno, S. Catalano, J. Butler. Top row: R. Nesinith, C. Redding, J. Hambleton, J. Szabary, C. Firman, D. Nickerson, T. Frederick. Instructor Veralopulo stands at right.

Seafarer Maytum Earns Chief Mate's License

After launching his sailing career as an ordinary seaman with the SIU, followed by several years seafaring as a bosun, Seafarer John F. Maytum has become the ninth Seafarer to work his way up from the fo's'le to a Chief Mate's license after training at the Deck Officer's School jointly sponsored by the SIU and the Associated Maritime Officers Union.

Brother Maytum joined the SIU in the port of New York in 1957, sailing in the deck department. He rapidly gathered the seafaring which enabled him to sail as an able-bodied seaman and then bosun on SIU-contracted ships.

"While reading the *Log* one day, I saw an announcement on the SIU-AMO Deck Officers School and decided to apply. I was accepted and began my schooling for a license," recalls Brother Maytum.

Instruction 'Excellent'

"I found the instructors and the equipment at the school to be the best available, and after several months was ready to sit for the examination."

Maytum had a winning combination of good grades and seafaring and received his second mate's license in August of 1968.

It was then back to sea for Brother Maytum who had already decided to work towards a chief mate's license through more schooling and more seafaring.

He returned to the Deck Officers School in 1970 and completed his training early this year.

Entails Hard Work

Brother Maytum notes that the licensing examination given by the Coast Guard for a Chief Mate's license requires a good deal of study, combined with practical knowledge of the sea.

"Again I found the SIU-AMO school to be the best available schooling for mates in the industry, and I could not have made it up the ladder without the assistance it gave me," says Maytum.

With his chief mate's license only a few months old, Maytum is already working towards a Master's License.



Brother Maytum, right, congratulated by SIU Representative Ed Mooney.



SIU arrivals

Blanton McGowan, born Sept. 16, 1970, to Seafarer and Mrs. Blanton L. McGowan, McCool, Miss.

Ivy Peterson, born Dec. 17, 1970, to Seafarer and Mrs. Ronald K. Peterson, New Orleans, La. 70114.

Terrie Doyle, born Feb. 8, 1971, to Seafarer and Mrs. John T. Doyle, New Orleans, La.

Ty Gillikin, born Nov. 3, 1970, to Seafarer and Mrs. Norman D. Gillikin, New Orleans, La.

Lillian Gonzalez, born Feb. 22, 1971, to Seafarer and Mrs. Pablo E. Gonzalez, Ponce, P.R.

Jose Colls, born Feb. 26, 1971, to Seafarer and Mrs. Jose Colls, Lares, P.R.

George Evans, Jr., born Feb. 2, 1971, to Seafarer and Mrs. George R. Evans, Newark, N.J.

James Furman, born Jan. 7, 1971, to Seafarer and Mrs. John A. Furman, Portsmouth, Va.

Patricia Garza, born Jan. 28, 1971, to Seafarer and Mrs. Pete Garza, Texas City, Texas.

Jason Proudlove, born Aug. 20, 1970, to Seafarer and Mrs. Wayne J. Proudlove, Newark, Del.

Constantinos Simos, born Mar. 4, 1971, to Seafarer and Mrs. Simeon Simos, Brooklyn, N.Y.

Rhonda Polling, born Oct. 27, 1970, to Seafarer and Mrs. Ronald S. Polling, Duluth, Minn.

Victoria Beck, born Feb. 20, 1971, to Seafarer and Mrs. Arthur Beck, Newark, Calif.

Delisa Coleman, born Nov. 22, 1970, to Seafarer and Mrs. Edward L. Coleman, Theodore, Ala.

Louis Miller, Jr., born Mar. 12, 1971, to Seafarer and Mrs. Louis J. Miller, Port Huron, Mich.

Michele Triakoglou, born Feb. 19, 1971, to Seafarer and Mrs. Antonios M. Triakoglou, Baltimore, Md.

Gustavo Morales, born Mar. 1, 1971 to Seafarer and Mrs. Angel L. Morales, Hatillo, P.R.

Heather Shaski, born Feb. 20, 1971, to Seafarer and Mrs. John A. Shaski, Jr., Sault Ste. Marie, Mich.

Frankie Smith, born Nov. 21, 1968, to Seafarer and Mrs. Clyde J. Smith, Mobile, Ala.

Annette LaCroix, born Feb. 20, 1971, to Seafarer and Mrs. Jon E. LaCroix, St. Clair, Mich.

Scott Jackson, born Feb. 25, 1971, to Seafarer and Mrs. Richard T. Jackson, Cudahy, Calif.

Charles Martinez, born Jan. 29, 1971, to Seafarer and Mrs. Charles A. Martinez, Tampa, Fla.

Yarira Torres, born Dec. 31, 1970, to Seafarer and Mrs. Ivan Torres, Ponce, P.R.

Ray Wright, born Mar. 1, 1971, to Seafarer and Mrs. Ray A. Wright, Sr., Aydtlett, N.C.

Yolanda Scyces, born June 13, 1970, to Seafarer and Mrs. Herbert L. Scyces, Mobile, Ala.

Vicki Canard, born Feb. 24, 1971, to Seafarer and Mrs. James W. Canard, Hattiesburg, Miss.

John Hudgins, born Feb. 9, 1971, to Seafarer and Mrs. William W. Hudgins, Virginia Beach, Va.

Michael Daniels, born Nov. 18, 1970, to Seafarer and Mrs. Masco E. Daniels, Belhaven, N.C.

Colleen McKenna, born Nov.

1, 1970, to Seafarer and Mrs. William E. McKenna, Cleveland, O.

Sharon Dugas, born Dec. 22, 1970, to Seafarer and Mrs. Lawrence J. Dugas, Houma, La.

Kathleen Gallagher, born Mar. 1, 1971, to Seafarer and Mrs. Charles J. Gallagher, Nederland, Texas.

Lamar Lowe, born Dec. 24, 1970, to Seafarer and Mrs. Donald R. Lowe.

Brian Moore, born Feb. 12, 1971, to Seafarer and Mrs. Enoch B. Moore, Greeneville, Tenn.

Kelvin Wiley, born Nov. 24, 1970, to Seafarer and Mrs. Edward J. Wiley, Mobile, Ala.

Tari Trow, born Jan. 17, 1971, to Seafarer and Mrs. Robert E. Trow, Port Arthur, Texas.



Ships at Sea



William Datzko

Aboard the *Overseas Ulla* (Maritime Overseas) ship's secretary-reporter William Datzko reports that during the regular Sunday meeting a long discussion was held on the unhappy news that the government is considering closing the USPHS hospitals. All hands expressed deep concern over the problems Seafarers will face if the government goes ahead with such action. As part of its official ship's minutes, the crew of the *Overseas Ulla* asks every SIU member, at sea or on the beach, to write to their senators and representatives in Washington to protest against the closings.

Letters of protest from the Brothers aboard the *Overseas Ulla* are already on their way to Washington.

Sea-Land Co. Plans Modernization

Elizabeth, New Jersey
SIU-contracted Sea-Land Service plans to proceed with construction of 20 new vessels over the next few years at the cost of some \$400 million, according to J. Scott Morrison, traffic

vice president of Sea-Land. Morrison has said that some 47 ships will have to be replaced over the long run, and Sea-Land will begin with its 20 oldest ships and keep modernizing its fleet.

SIU Ships' Committees: The Union at Sea

Union men pay good money to keep their membership. For their money they have a right to expect that wherever they go in this wide world, the union will be with them, continuing its tradition of services and protection for the member.

Seafarers throughout the world are tied to their union through a unique device—the Ships' Committee. Composed of delegates and ranking rated men, the committee is the vital link between the working man and his union.

The committee stays in constant touch with headquarters, enabling the headquarters staff to maintain the necessary records on each man, records that will be the deciding factor for a host of benefits. And headquarters stays in touch with the committees around the world, relaying to them items of interest

about union affairs and linking them with the union's democratic processes.

Members of the committee, as they perform their duties make a vast and important contribution to trade unionism, they serve their brothers.

All ships' committees are established and operated in line with the basic principle espoused by the SIU—the principle of democracy.

Each Sunday while at sea a meeting is called by the ship's committee chairman. Each and every crew member knows that he has the right—and the duty—to speak on any matter important to his Union, his ship and his job. It is the responsibility of the ship's committee to see that this right is protected for all members of the unlicensed crew.

There are six members of the ship's committee—chairman, secretary-reporter, education director and

three delegates, one from each of the three departments aboard ship.

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

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

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

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

Steel Navigator



STEEL NAVIGATOR (Isthmian)—The *Steel Navigator's* committee includes from left, standing, J. D. Wilson, steward delegate; B. R. Kitchems, ship's chairman; V. Szymanski, secretary-reporter; H. Kaufman, deck delegate, M. Weikle, engine delegate. Seated is ship's educational director F. Wilkenson.

Transoregon



TRANSOREGON (Hudson Waterways)—Aboard the *Transoregon* are from left, standing: T. Ryan, deck delegate; A. Figueroa, steward delegate and J. Paszk, engine delegate. Seated from left are: E. Delande, educational director; H. Laner, secretary-reporter and A. Gylland, ship's chairman.

Transindiana



TRANSINDIANA (Hudson Waterways)—With a North Atlantic voyage behind them, the members of the ship's committee on the *Transindiana* relax in port. From left are: C. Clemens, deck delegate; O. Lefsaaker, engine delegate; D. Holm, ship's chairman, D. Keith, steward delegate; O. Smith, secretary-reporter, and J. Shipley, educational director.

Transidaho



TRANSIDAHO (Hudson Waterways)—SIU Patrolman E. B. MacAuley (seated, right) and New York Port Agent Leon Hall (left) discuss ship's business with Bosun R. Burton. Looking on are, standing from left: E. Dale, steward delegate; J. Petrusenic, deck delegate; J. McCellano, engine delegate, and A. Shrimpton, ship's secretary-reporter.

Overseas Audrey



OVERSEAS AUDREY (Maritime Overseas)—Catching up with the latest news ashore are, from left seated: J. Sanchez, engine delegate; A. Josepson, deck delegate, and A. Celestine, steward delegate. Standing are R. Wardlan, ship's chairman and T. R. Goodman, ship's secretary-reporter.

Wacosta



WACOSTA (Waterman)—Looking forward to some time ashore after a good voyage are from left: D. McMullan, deck delegate; R. Ramos, steward delegate; P. Korol, educational director; A. Sakellis, ship's chairman; M. Caldas, secretary-reporter, and P. Van Milican, engine delegate.

New Vessel Docks in New York



The bell aboard the *SL-181* is rung by Frank Manthey who joined the union on April 11, 1947 in the Port of Baltimore.



The ship's committee aboard the *SL-181* are all happy faces. From left are: Frank Sullivan, engine delegate; George Klovaneh, education director; Angelo Romero, steward delegate; Gary Walter reporter-secretary; Steve Kodziola, deck delegate, and Don Hicks, chairman.

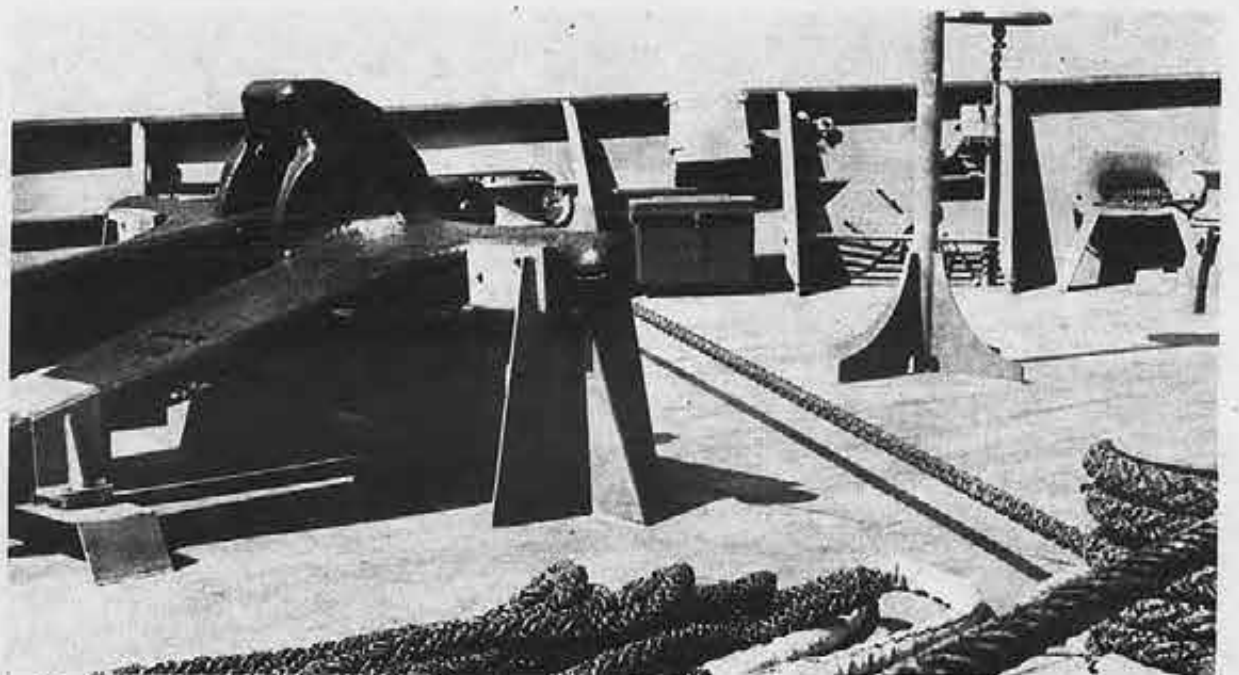
The newest of Sea-Land's fleet came into New York harbor last month and she was truly an impressive sight. The ultra-modern, SIU-contracted containership *SL-181* is 720 feet long, 95 feet wide and has a dead-weight tonnage of 25,515 long tons. She is a sleek looking ship with a draft of 34 feet and a service speed of about 23 knots. The addition of this ship to the Sea-Land fleet along with her sister-ship the *SL-180*, means more ships under SIU contract. It means, therefore, that Seafarers will be traveling on an up-to-date ship with modern quarters for living. Each crewman has his own room and heating and air conditioning he can regulate. Also, a big innovation in the rooms are the square windows instead of the traditional portholes. The ship will soon go into permanent container service.



Veteran Seafarer Frank Manthey sits in his modern room aboard ship. The *SL-181* has up-dated the design of seamen's rooms.



In the up-to-date recreation room, James Balmy (left), engine utility, and Gary Walter, steward, play pinochle to pass the time.



On the clean, neat deck of the ship, her anchor lies in its housing and her ropes lie flaked. The vessel will soon go into regular service.

Today's Knowledge; Tomorrow's Strength

Mark May 12 on your calendar. It all begins then.

The date marks the beginning of a monthly series of education conferences at Piney Point. Conferences on the workings of the SIU and the members' role in his union.

Delegates to these conferences will be selected from SIU members across the nation, and those currently on ships around the globe.

They will come to Piney Point and in that secluded spot in southern Maryland they will learn of the union's past . . . it is their past . . . of the union's present, since it is their today and their tomorrow, and they will learn of the union's future since it is inescapably their future as well.

Topics for the discussion groups are:

Trade Union History

Development of maritime unions accompanied spreading of the word that united people can accomplish their goals while individuals were weak and prone to bend to forces more powerful. Unionism liberated the Seafarer and people in other walks of life from degradation and mistreatment.

The SIU Contract

The contract is the basic document of the SIU. Discussions will be held on all phases of the contract, including benefits newly won and projections for the future.

Education Programs

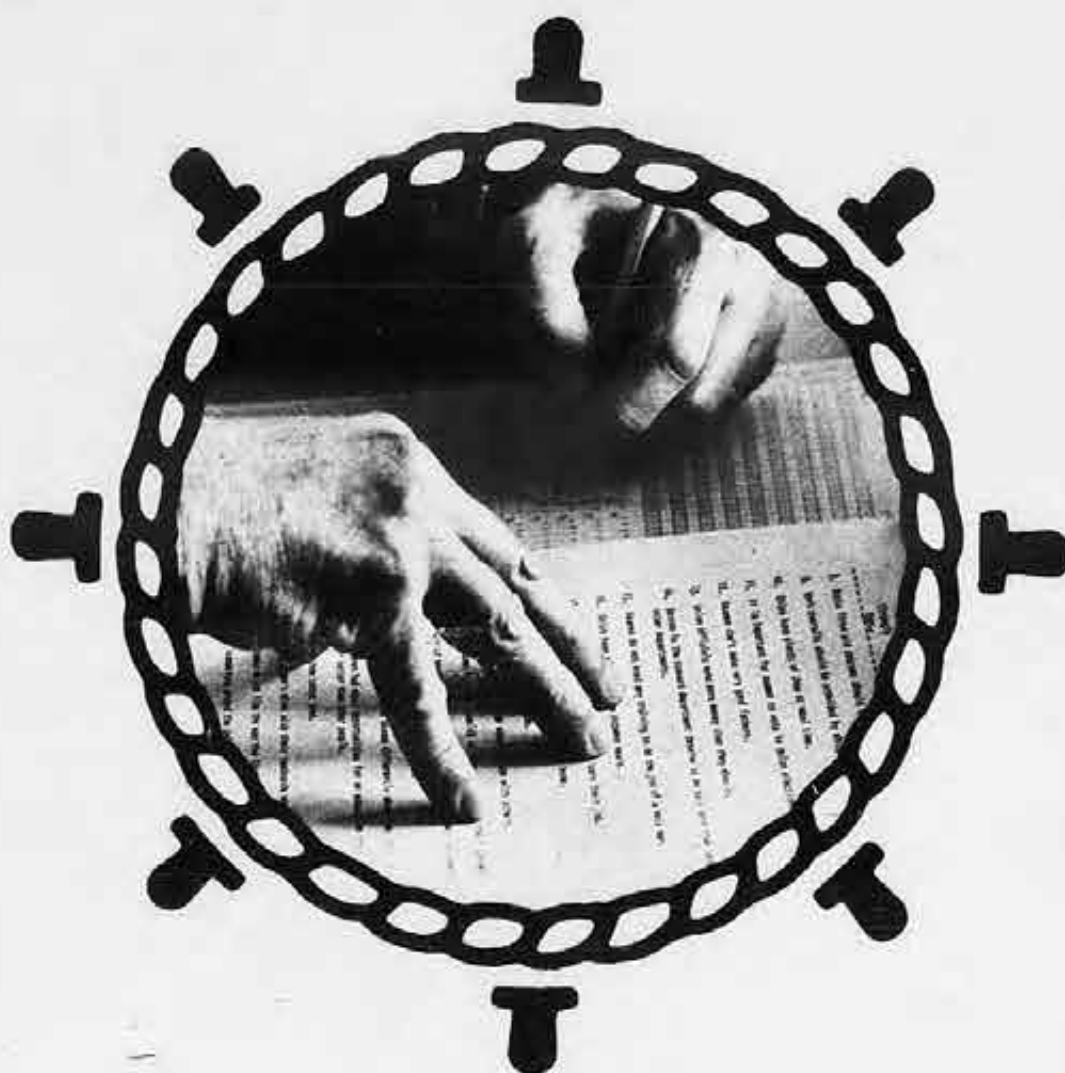
The SIU is deeply committed to education of every kind. The union conducts courses in union, labor, academic and vocational fields for the benefit of its members. Discussions of all phases of the SIU education program are planned.

The Constitution

Constitutions—governmental and union—exert tremendous influence on people, whether at work or in the sanctity of their homes. Discussions will be held on constitutions in general and on the SIU constitution in particular, for it is the document that vests the Seafarer with his rights and privileges.

The State of the Industry

Realistic discussions of the state of the maritime industry and its



prospects for the future are scheduled so that Seafarers will understand the industry's problems and their solutions.

Pension, Welfare and Vacation Programs

The union is really people committed to helping each other through the bad times as well as the good. Discussions will center on the union's efforts to comfort the ill, enrich the aged and provide leisure time for those who have worked long hours through long months.

Ship and Shore Meetings

Discussions will center around the SIU Ship's Committee and the regular port meetings. The meetings are the place where the membership speaks and, thus, are vital to the formation and continuance of SIU policies.

Political and Legal Activities

The SIU is deeply involved in politics—particularly at the national level, but with an equally important amount at the local level. Why? Is it right? Shall it continue? Discussions are planned to answer all those questions and more about politics and the union and about the law and the union.

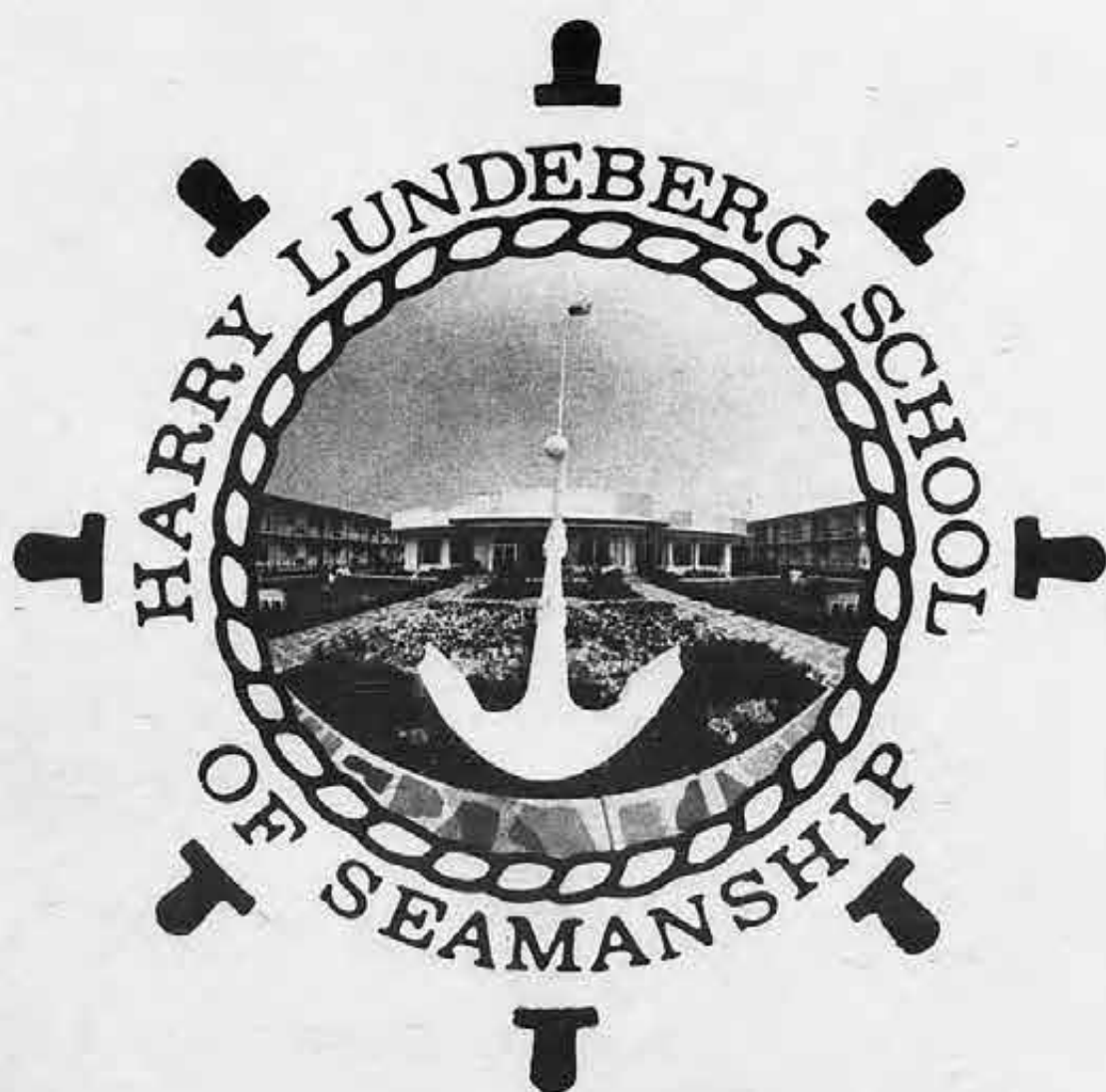
The May conference then will bring together the men of the SIU. As the months wear on, more and more men, proud to bear the SIU banner will come to Piney Point and hear the record of accomplishment in the past and help formulate the goals of the future.

It all fits in with the union's policy of keeping the member informed and of allowing him to become the strongest and best union member he can.

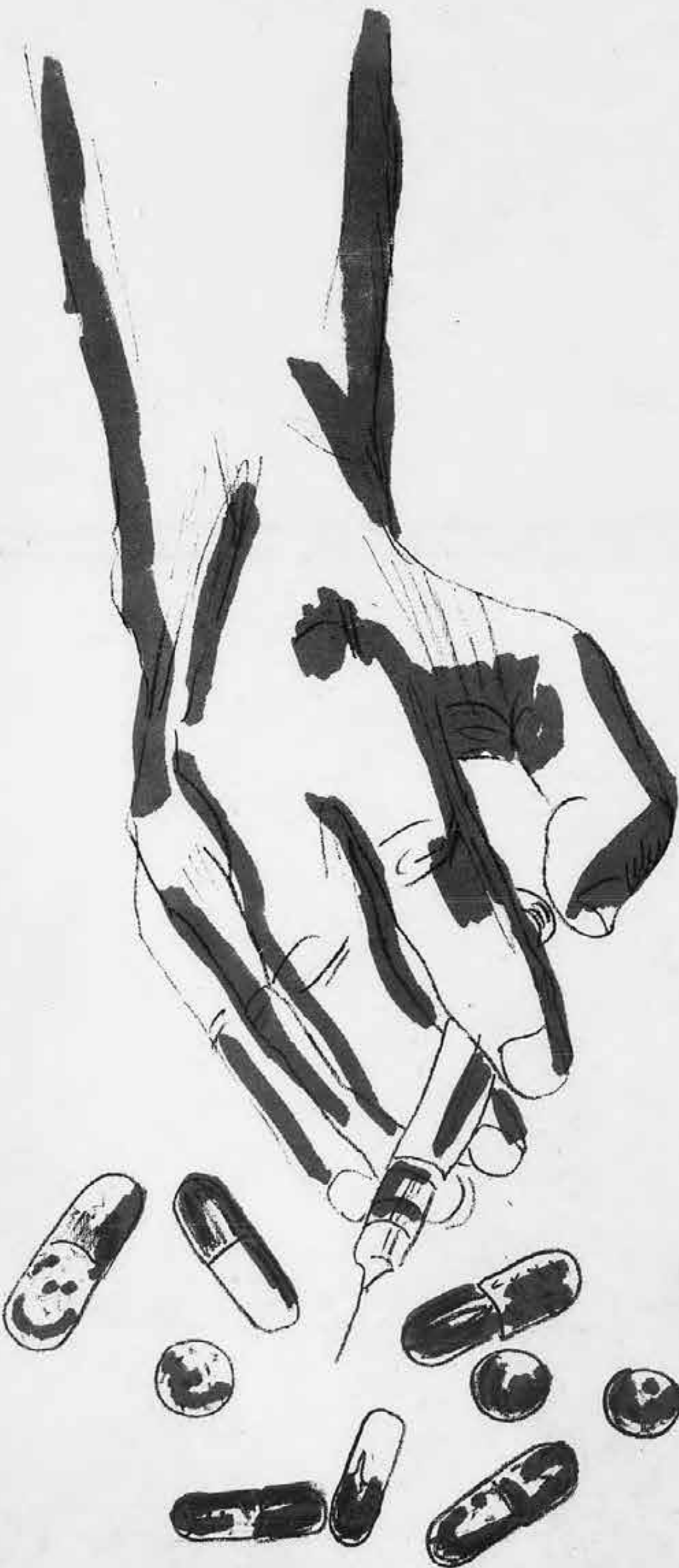
For a union cannot be strong unless its membership has all the facts upon which to make an intelligent commitment to the common goals of all members. It cannot continue to grow and serve in the future unless the members have all understanding of the dynamics of the union and the facts on which to base recommendations for change.

And an uninformed member will be a disinterested member. Disinterest can lead to apathy and the undoing of all those goals that Seafarers have struggled to achieve. Information . . . the facts . . . are bulwarks in the effort to preserve the hard-won benefits of belonging to the SIU.

So, mark May 12. It all begins then.



Narcotics: The 'Grim Reaper'



When it comes to problems that affect the American people and their society, it's quite obvious that this nation's No. 1 concern is with the question of narcotics.

That word "narcotics" covers the entire range of drugs. It includes everything from marijuana to heroin. It includes barbiturates and amphetamines—the so-called "uppers" and "downers"—and everything in between.

The government has mounted a full-scale campaign against narcotics. In this fight, it has enlisted the press, radio and television, the medical profession, the churches, the schools—everybody.

The attack is based on three key points:

- The use of narcotics is illegal.
- The use of narcotics is dangerous to the health—even the life—of the user.
- The use of narcotics involves a serious "moral issue."

These are legitimate points. But for the Seafarer, the question of narcotics comes down to an even more basic issue:

Any Seafarer using narcotics—ashore or asea—loses his seaman's papers forever! A man who gets "busted" once on a narcotics charge gets busted economically, too—because he loses his right to go to sea—not just for awhile, but for the rest of his life!

That's a tough rap—losing your passport to life—but that's the way it is. A single "stick" of marijuana . . . just a couple of grains of the hard stuff . . . and a man is through in the maritime industry!

It's almost as tough on the shipmates of the man who uses—or even possesses—narcotics.

Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

And, of course, any Seafarer who is an addict—who uses any drug that affects his mind and his ability to function normally—endangers the lives of his shipmates. The possibility of an emergency is always present aboard ship—and only alert minds can react to an emergency.

Talk to Seafarers about the "grim reaper" and they'll tell you about accidents or storms at sea . . . or about the hazards of combat service.

They should put narcotics at the top of the list—because it can claim more lives, or it can threaten more livelihoods, than any other peril.

Narcotics. The "grim reaper." It's sure something to think about.