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

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Meany Hits Grain Plan



Meany

AFL-CIO President Meany has attacked White House plans to set aside the requirement that 50 percent of shipments of grain to Communist-bloc nations be transported in American-flag vessels.

He said the proposal "constitutes a repudiation of firm commitments made by Presidents Johnson and Kennedy" and also represents an "unwarranted blow at the livelihoods of American seafaring men."

20-year Freeze

The White House plan is part of the new drive to open trade with Red China and serves to thaw out of 20-year freeze on Red Chinese exports and imports.

The move recalls the battle that was fought in 1963 when the late President Kennedy proposed wheat sale to Russia, the wheat to be shipped on Russian or other foreign flag ships.

Labor objected vigorously and President Kennedy subsequently issued an Executive Order requiring that 50 percent of the grain be shipped in American bottom, where available. That order also had the support of President Johnson.

Later, the International Longshoremen's Association refused to load grain aboard the foreign ships until the 50 percent requirement was enforced.

Here is the statement by AFL-CIO President George Meany, issued shortly after the White House announced its grain plan.

"The action of the President in setting aside the requirement that fifty percent of any shipments of grain to Communist-bloc countries be transported in American vessels constitutes a repudiation of firm commitments made by Presidents Johnson and Kennedy. Those commitments were intended to give proper consideration to the legitimate interests of American seamen and to the public interest in the maintenance of an American merchant marine.

"The availability of a surplus of grain for sale abroad is the result of Federal farm subsidies and price supports which dwarf in dimensions the level of Federal aid now provided the merchant marine. The American maritime industry, which is now suffering acute economic adversity and widespread unemployment, depends for a large part of its work upon the fifty percent cargo preference system and policy.

The sudden abandonment to that policy, in the face of past commitments and assurances, constitutes a breach of faith and an unwarranted blow at the livelihoods of American seafaring men."

Delta and Waterman

First Subsidies Under '70 Act Awarded to SIU-contractors

Washington, D.C.

The first two government shipbuilding contracts under the new maritime program have been awarded to two SIU-contracted companies—Delta Steamship Lines and Waterman Steamship Corporation.

In addition, Waterman has been awarded an operating-differential subsidy contract covering eight existing vessels operating on Trade Route 18. Waterman became the first new operator to write a 20-year operating subsidy contract since 1941.

Announcement of the subsidy award contracts was made here by Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs.

The Delta and Waterman shipbuilding contracts are for six Lighter-Aboard Ships (LASH) vessels—three for each company.

\$170 Million

The two contracts total nearly \$170 million. The government will subsidize the difference between the shipyard price and the cost of building the ships in a low-cost foreign shipyard. This construction-differential subsidy tentatively has been established at approximately 44 percent of the contract price, pending final review of foreign cost information.

All of the vessels will be built at the Avondale Shipyards in New Orleans. The Delta vessels are slated for delivery

between April and September of 1973 for use in the company's U.S. and Gulf to East Coast of South America trade. The vessels will be 845 feet in length with a 100 foot beam, and will be capable of carrying 74 Lighters and 288 containers.

1973 Delivery

The Waterman ships, which will be delivered between December 1973 and May 1974, will operate on Trade Route 18 (between U.S. Atlantic and Gulf Coast Ports of Red Sea, Persian Gulf and Indian Ocean ports).

Each of the Waterman ships will measure 983 feet 4 inches, including a 48-foot overhang of the lighter-handling crane at the stern, and will have a 100 foot beam. The Waterman ships

will accommodate 89 cargo lighters.

The LASH ship design is a new, innovative shipping system, with each vessel equipped with a 500-ton traveling gantry crane for unloading and discharging the cargo lighters over the stern. The crane has the capacity to handle as many as four loaded lighters containing nearly 1,600 tons of cargo in an hour, according to the Maritime Administration.

Captain Jay Clark, President of Delta Steamship Lines, signed the shipbuilding contract for his company, with Mr. Gibson signing for the government and Henry Z. Carter, President for the Avondale Shipyards.

For the Waterman Company, Edward P. Walsh, President, signed, with Mr. Gibson and Mr. Carter.

15th SIUNA Convention Set for Washington, D.C.

Washington, D.C.

The 15th Biennial Convention of the Seafarers International Union of North America will be held at the Statler-Hilton Hotel here from June 21 to June 25.

The SIUNA executive board will meet Wednesday June 16 at Piney Point, Md.

Delegates from SIUNA affiliates in the U.S., Canada and the Caribbean will attend the Washington sessions. They will be the representatives of more than 85,000 members of the SIUNA affiliates.

The convention will consider matters of interest to the union and to the labor movement as a whole. Speakers from government, industry and labor will address the delegates.

Also on the agenda are officers reports, reports of affiliates and several resolutions.

THE PRESIDENT'S REPORT

by PAUL HALL



Beginning of a New Day

The government's award of construction differential subsidy funds to Delta Steamship Lines for the building of three LASH type vessels, and a similar award for another three LASH vessels to the Waterman Steamship Cooperation, along with an operating differential subsidy award to Waterman for eight existing vessels on Trade Route 18 are hopeful signs for the American merchant marine and for Seafarers.

The two SIU-Contracted companies received the first firm awards under the new maritime program to revitalize the American merchant marine.

The building contract awards will give Delta and Waterman an opportunity to build U.S. flag vessels which they otherwise would not have been able to do.

It is hoped that these first subsidy contract awards under the new merchant marine program will mark the beginning of a new day for American-flag shipping. It also is the first step in the implementation of the Merchant Marine Act of 1970, which calls for a government-supported building program of 300 new vessels over the next ten-year period.

The full implementation of the program cannot come about too soon. With 80 per cent of the American-flag merchant fleet 20 years old or over, the remaining life the greatest part of our shipping capacity is short, to say the least. Without government assistance few companies are in a position to replace their rapidly over-aging vessels.

Only those of the original 14 companies who enjoyed subsidy under the terms of the 1936 Merchant

Marine Act were in a position to replace ships. The Merchant Marine Act of 1970 changed that by extending the benefits of construction differential subsidy and operating differential subsidy to all segments of the American merchant marine.

The terms and conditions of the 1936 Merchant Marine Act, if they had been allowed to continue, could have meant slow but sure death for those companies outside the range of the subsidy benefits.

This was apparent to us more than ten years ago, when we began the campaign to attempt to bring about a change. The fight, as every SIU man is well aware, was long and tough. But it was successful in that we achieved passage of the new Act. However, as we have stated so often, that achievement is only the first round of what must be a continuing battle to reverse the trend of the decline of American shipping.

As heartening as the Delta and Waterman Steamship developments are, we can have no illusions. In order to make the American merchant marine viable and competitive and capable of expansion, we must stay in the fight to help bring this about. It will be a tough campaign all the way. It will be a long up-hill struggle before this country has a competitively effective fleet that provide security for the nation and for the professional seafarer.

The problem confronting all of us in maritime is not only to find the ways and means to put new vessels in the water. We must enable them to stay busy—and that means cargo must be available, whether of the commercial variety or that which is U.S. government generated. This means that American

shipping must increase its participation in cargo carrying and that is what those of us interested in the future of the fleet must collectively attempt to achieve.

We must find our way out of the tragic condition which finds our U.S.-flag ships carrying less than 5 per cent of American foreign commerce. And we must increase our participation in the carriage of government generated cargoes by insisting upon increased usage of American-flag ships beyond the present 50 per cent application of the Cargo Preference Law.

These objectives will not be a cinch. One problem is the fact that the government agencies who contract for the carriage of government generated cargoes are constantly seeking ways and means to favor foreign shipping. Another problem is that foreign shipping interests are constantly seeking to prevent the rebuilding of the American merchant marine.

A case in point are the current attempts by foreign and runaway-flag interest to assault the Jones Act which reserves domestic shipping to U.S.-flag vessels, and to weaken the cargo preference laws.

So while we fight to affect implementation of the Merchant Marine Act of 1970 which offers the opportunity for the revival of American shipping we must, at the same time, carry out a vigilant battle against those who would remove it from the seas.

For those in this country who are concerned about the present and the future of American shipping, and they certainly include Seafarers, the alternatives are clear. We must maintain the fight.



Seafarers Educational Conference

100 Delegates Probe Union Goals and Problems

Piney Point, Md.

The value of membership participation—the involvement of each Seafarer in all aspects of his union—was stressed at the second SIU Education Conference at Piney Point.

Delegates, chosen from the rank-and-file SIU membership, solidly supported recommendations made by delegates at the first full-scale education conference held in March. Those recommendations were reported in the May Special Issue of the *Seafarers Log*.

A third education conference at the Harry Lundeberg School of Seamanship is now underway.

The conferences are designed to give the SIU member an opportunity to learn first hand the problems of his industry and the prospects for the future.

The conferences represent a commitment both to keeping members abreast of the latest developments in maritime and, through knowledge, making his participation in union affairs more meaningful.

In each of the seven working days of the conference, delegates and union officials discussed problems confronting the SIU, and ways they can be met and overcome.

The free-wheeling discussions focused on seven major topics, topics chosen to supplement the basic knowledge of all the delegates. The topics were:

- Labor union history, with particular emphasis of the growth and development of seafaring unions and the accomplishments of the Seafarers International Union.

- The SIU education program which included examination of the union's program in vocational, trade union and academic fields.

- The SIU Constitution and its provisions concerning the rights, privileges and obligations of each union member.

- The SIU contract and the economics of the maritime potential of the Merchant Marine Act of 1970.

- The SIU pension, vacation and welfare programs.

- Union meetings and shipboard behavior, including the ways the membership makes itself heard through participation.

- Legal issues and political action.

Delegates to the conference were given the opportunity to carefully review and question the union's efforts in all these fields, and thus to gain an understanding of the changing times and changing problems.

Delegates also took a long look at the education programs being pioneered at the Harry Lundeberg School in trade union education, career training and in the academic fields. Important and serious discussion was given the idea of expanding the union's educational role to embrace the entire membership.

Delegates came away from the conference at the end of its ten-day run with a greater working knowledge of their union and of their importance to it now and in the future.

It is that kind of knowledge that will forge unity in the SIU and enable it to meet the challenges of the future.



SIU History: Our Key to the Future

A topic taken up during the May Educational Conference covered the history of the Seafarers International Union and its development from the seeds provided by the first American trade unionists, who fought for the rights of the working man as early as the 1700's.

The delegates found that the gains won by labor through the years were hard-fought struggles which often resulted in organizations of working man having to battle not only their employers, but hostile courts, police and militia and government as well.

But primarily the session on SIU history showed the delegates, some of whom have been SIU men since 1938 and others recent newcomers, how the seaman had to fight through the years to lift himself from a virtual shipboard slave to his present status.

The delegates learned that this achievement was not without a high cost. Beginning with the birth of the seamen's union movement under Andrew Fureseth and continuing through the years of struggles and strikes under Harry Lundeberg, many professional sailors risked their health, their freedom and their lives to insure that the SIU would survive.

The bitter organizing battles with Isthmian, Cities Service, Robin Lines and others showed the determination of the Seafarers to win freedom of representation. The struggle with Communist-controlled factions in labor proved the determination of the SIU to secure political freedom in the labor movement.

As the organization became stronger, the delegates learned, it was able to pioneer a better life for the professional sailor. A pension program was established; a health and welfare plan to help the Seafarer and his family was instituted and educational scholarships opened the doors of many colleges to SIU families for the first time.

The history discussion showed that such progress has been the

result of the ability of the SIU to remain alert to changing times and adapt to new challenges. This is the result of an informed and active membership.

And the membership that has coped with and overcome the problems of the past is now meeting the needs of the present. This was evident in the role the SIU played in working for and achieving passage of the Merchant Marine Act of 1970. The SIU provided the leadership for the Administration's plans to revitalize the failing American merchant fleet.

Through a campaign of information that brought the plight of the declining shipping industry to the attention of all segments of the American public—local, state and federal officials, members of Congress and the Administration and the private citizen who keeps them in office—the SIU shaped public opinion so that the merchant marine bill was easily enacted into law by a Congress that listened to its constituents across the country and voted for its passage.

The delegates talked about what this history of success meant for the future. After reviewing the many accomplishments along the long road from the union's beginnings, they considered the present and future of the industry.

They heard of the history of the Harry Lundeberg School of Seamanship and what it means to the future of any Seafarer who desires to advance in his job.

They heard that the challenges that face the union in this day and age are not going to be fought on the picket lines of the past but in the Congress, the courts and in the halls of government.

The delegates learned that they have much to be proud of from the past—the result of an informed, active membership. And, if this participation continues as it has before, it will insure a proud future in the continuing history of the SIU and will bring a still better life to every member and his family.



Chairmen Report on History



Alton Booth
New Orleans

The SIU Charter came out, October 14, 1938. The old ISU gave birth to our great union. On the West Coast, West Coast sailors gave the SIU its birth, and at the time the SIU had 60 contracts. Our union was very young at the start of World War II. Seems as if the NMU was finking and still is finking on the SIU at various times. Our wages and conditions were poor at this time. At the start of World War II our union struck for a bonus in September 1941. The Robin Moore was sunk in the South Atlantic Ocean. The SIU then took on the job of delivering the cargoes to the war zone. In the war years, two ships were named after two SIU heroes.

Brother Paul Hall won election and our union became the leader of maritime unions. Conditions have improved 100 per cent.



Pat Fox
San Francisco

We have all been part of Labor History and SIU History as members of the SIU, regardless of age.

I feel these conferences are important and beneficial to the membership and should be continued as we have much more labor history to make in the future. At these conferences much can be discussed more clearly than at shore meetings or ship board meetings. We have the time now to think of the future, which I think looks sort of bleak. I hate to say it but it looks like we might wind up like the airplane industry. The time is now for us to bring forward our problems to the public, to educate the public on our problems. Yes, Brothers I believe these conferences are well worth the time, and should be carried on in the future.



Clyde Lanier
New Orleans

My name is Clyde Lanier and I come from way down yonder in New Orleans, the queen city of the south as we all know well.

In our workshop this morning we discussed in detail and at great length the history of our union in particular and the history of the labor movement in general. We had a very good exchange of opinions, thoughts and ideas in our discussions and, as a result, I for one learned a great deal more about the history and background of our union. You know, I don't want to sound like the Ancient Mariner or as if my first ship was Noah's Ark. But I have been around this union since its beginning and believe me brothers there is one lesson I have learned from our history. And that is that nobody ever gave us anything—anything we ever got we got by ourselves by our own efforts.



Robert C. Thomas
Philadelphia

I cannot help from feeling with great interest, and with kind regards, the achievements and the establishment of the educational conference school, of the great importance of the training program, not only for the trainee, but for each and everyone of us who are the body of this great union.

And I must say I am very much impressed with the administration and the direct responsibility, and dedicated devotion of our elected representatives in the unity of the membership of this organization.

Chairmen Report on Education



M. D. Brendle
Houston

Where do the kids learn the bad parts, from us.

Overseas travel, a matter of teachers and proper instruction.

Heard there was a good poker game, that's why I came here, but now that I've seen HLSS I am going to get my high school diploma.

If you disbelieve me, go to the HLSS classrooms.

We are learning more than these kids.



Peter Gonzalez
New Orleans

I represent the delegation from New Orleans. I think that being here for two and half days makes me a very proud member of this wonderful union. In our workshop this morning, we discussed the importance and the theme of this seminar, education. I, for one, have always believed that a better informed man will be of better service in every aspect of job, duty and work. Remember that nobody is perfect, a constant critic is never helpful. We believe in the way our trainees are being taught. My only regret is that I was not up here sooner. My own personal experience will account for an episode of what we are doing now here at Piney Point. In our workshop this morning we had the privilege of listening to some of the instructors in the school. To say I'm glad I'm a member is not enough. To say I am happy this union is growing is not enough. To say we are better educated and informed makes me a very, very proud member of this union.



Alexander McElhenny
Philadelphia

In our Workshop #3 this morning we discussed in great detail the education programs of our union and the Harry Lundeberg School of Seaman-ship. I certainly want to express my amazement at what is being done here at the school.

I, for one, have always regretted that I was unable to finish school. I dropped out and started going to sea at the age of 16.

I suppose that you could say that going to sea is my education in itself and I guess that is very true.

And we all know that seamen are great readers and many of us are self-educated as a result of our experience and our travels. But what we are doing here at Piney Point to help these young fellows improve themselves is simply wonderful.



E. Sylvester
Mobile

In our workshop this morning we were given some of the finer points and history of the HLSS, and the SIU education program.

This program is something we all should be proud of, and should support wholeheartedly, because it is one of the first of its kind, and to me it is really grand.

So we should all strive to try and help these new guys on board ship and try to give them a little of the things that we have learned over the years, because, Brothers, Piney Point and HLSS are the life line of the SIU.

So keep up the good work, Brothers, you are doing a grand thing.

Education: Building the Whole Man

The delegates to the May Conference heard an education instructor tell them that education today is becoming a very important part of the Seafarer's life as a worker, as a union member and as a citizen. They were told that education builds the whole man, the whole person.

The technological changes in the maritime industry require new skills and, to keep up with changes in the economics of the industry, a Seafarer must be informed, alert and aware of the need for change and political action.

The delegates studied the pioneering educational program conducted by their union to prepare the membership for these new responsibilities—a program that blends together the vocational, trade union and academic aspects of education to provide a program that is unique in the nation and one that is winning admiration and enthusiastic support from leading educators.

They were reminded of the vocational program that has, for years, provided the membership with the skills that have enabled them to move up to more responsible and better paying jobs and an opportunity to guarantee a better life for their families.

They discussed in depth the vocational training program at the Harry Lundeberg School of Seaman-ship that offers a chance for a career in the American merchant marine. This entry-rating training program is strengthening the union by recruiting capable young men who will sign on their ships with an appreciation of what the SIU stands for.

After inspection of the facilities for training these young men and talks with them and their instructors, the delegates were favorably impressed with the vocational education and voiced opinions that the HLSS graduates would turn out to be good, capably-trained shipmates.

The sessions on education also considered the academic aspect and reviewed the recently-established program designed to broaden the horizons of the HLSS trainees. It offers remedial reading under the guidance of professional specially-trained reading specialists to bolster students' reading skills and prepare them for further academic advancement.

Another facet, the pioneering GED (General Educational Development) study course allows young men who have dropped out of high school for one reason or another to undergo a period of personalized intensive instruction to prepare them for a high school equivalency diploma.

In the short period since the GED instruction began, the delegates learned, HLSS has achieved a high degree of success. A total of 51 of 54 trainees who have taken the difficult state-administered examination were successful and earned their high school equivalency certificates.

The program impressed the delegates to the May conference to such an extent that they recommended that it be made available to all Seafarers, whether at the school, at sea or on the beach. Acting on such recommendations, the SIU plans to launch correspondence study courses for members at sea and

ashore, in cooperation with the University of Nebraska.

Since the inception of the SIU Scholarship Program, nearly 100 Seafarers or children of Seafarers have been awarded college scholarships. The attending members learned that these grants were recently increased to \$10,000 to cover tuition for a four year education.

The May Educational Conference followed the lead of previous conferences and agreed on certain recommendations concerning the educational program. They recommended:

- That the SIU Scholarship program be reviewed with the possibility of making the benefits of higher education available to more members and their dependents.

- That a review be made of the recertification programs to meet the need and preserve the rights of members who will be manning the more sophisticated ships that will be coming into service under the Merchant Marine Act of 1970.

- That a study be made toward developing a comprehensive steward department training program to upgrade all members of the department.

- That every effort be made to encourage full participation in shipboard meetings by all crew members to further their trade union education and especially their knowledge of the SIU and that educational material—trade union, vocational and academic—be placed aboard all SIU ships.



SIU Constitution Defines Our Rights

The SIU Constitution often has been called the "backbone of the union." It sets down the rules and regulations which govern the union and its members. It defines the members' rights and obligations. It spells out the duties and responsibilities of elected officers.

It is a guarantee of the individual rights of every member and it is a document which protects the democratic rights of the majority.

Delegates to the May conference probed the SIU Constitution to learn just how it affects the daily life of every Seafarer.

They learned that the constitution defines the procedures and qualifications for elections and provides for trial and appeals procedures. They learned it requires the establishment of a finance committee; details balloting procedures and methods of amending the document itself.

In short, delegates found that the SIU Constitution is a special document which guarantees and encourages full membership participation in the affairs of the union just as it spells out the conditions and rights and responsibilities of membership.

In these discussions, delegates reviewed the history of the SIU to gain a better understanding of the document's meaning and purpose.

Delegates learned that when the SIU was organized in 1938, a constitution had to be drafted not only to protect the democratic rights of the members, but also to guarantee his job security.

The Preamble, and the Statement of Principles and Declaration of Rights set forth that, "All members shall be entitled to all the rights, privileges and guarantees as set forth in this constitution, and such rights, privileges and guarantees shall be preserved in accordance with its terms."

It is a testament to the planning and foresight of the drafters of the constitution, delegates said, that it has stood the test of time. Since 1938, the constitution has been amended only a few times, to conform with changes in national labor laws, or to improve union procedures.

Delegates found that the constitution is a detailed document, and its provisions profoundly affect every member of the SIU.

In that regard, the SIU has given the members every opportunity to become familiar with their constitution by publishing the full text every six months in the *Seafarers Log*.

Delegates took advantage of the further opportunity to study and learn about the constitution offered at the educational conferences. They took the time to read, ask questions, and discuss this important document.

No constitution is perfect, and none can anticipate every possible problem. That is why, delegates found the SIU has a living constitution, one that will always be responsive to the needs of the members of the union.

Chairmen Report

Eugene Covert
Houston

You have heard on ships that the contract is your bible, but as our agent from Norfolk said this morning, our Constitution is more important, because it is the backbone of our whole union, not just how we must work. We were lucky to have had, and I might add still have, leaders who were and still are foresighted enough to know that what they were making into law for us, was not just for the year 1938, but for 1971 also. That is why we are still on top today.



Malcolm Cross
Wilmington

I've learned more about our SIU Constitution today than I have in all the years I have been a member of the union. I learned how important our Constitution is, and how it gives protection to each and every member of the union. I also learned about our responsibilities to the union and to each other. I am proud of our Constitution and our union, and I think that these kind of conferences are the best thing that has ever happened in our union or anywhere else.



Andy Ellingsen
Wilmington

In Workshop #3 there was a general discussion on the constitution of the S.I.U. Brothers Fischer and Stephens explained the various stages of the constitution from the date of the charter in 1938 up until 1970. In a sense of speaking the constitution is a form of contract which says what can and cannot be done, which in general is protection for all members. I learned that the constitution had to be changed for various reasons with the first change taking place in 1960, so it shows good planning in its original stage in 1938. That means 22 years passed before the first change took place. The second change was in 1969 to provide better protection for all members in our union.



Thomas Ulisse
San Francisco

In our Workshop #4 this morning our topic for discussion was the S.I.U. Constitution. We had a very informative session with brothers Riley and McCartney answering all our questions and explaining in full detail some points which were not clear in our minds and believe me, brothers, there were quite a few areas in which some of our members had widely different ideas and understandings. But after our discussions many of these items were clarified.

Therefore, I urge each and every one of you to make the necessary effort to accomplish this, as it is in your interest to be well informed when it comes to the constitution.



Gov. Luis A. Ferre of Puerto Rico Visits HLSS During Conference

Gov. Luis A. Ferre of Puerto Rico, center, pauses during a visit to the Harry Lundeberg School of Seamanship to talk with Seafarers from Puerto Rico attending the May Educational Conference. Delegates and school officials gave him a complete tour of the Piney Point facility during his visit. With Gov. Ferre are Resident Commissioner Jorge L. Cordova, second from right, and Keith Terpe, right, SIUNA vice president.

Chairmen Report



Archie Davis
San Francisco

This morning Workshop #1 unanimously approved adoption of the recommendations on our contract submitted at the last Educational Conference held at Piney Point, Md.

What is a Contract?

It is a written negotiable agreement between the SIU and the companies to set forth, the wages, overtime, rates, job security provisions, work rules, and living conditions aboard ship, in precise language, so that each party will know what is expected of them.

In order to appreciate the benefits of working under a union contract, the union members should look to the past, to the early days when there were no such written agreements between employer and employees.



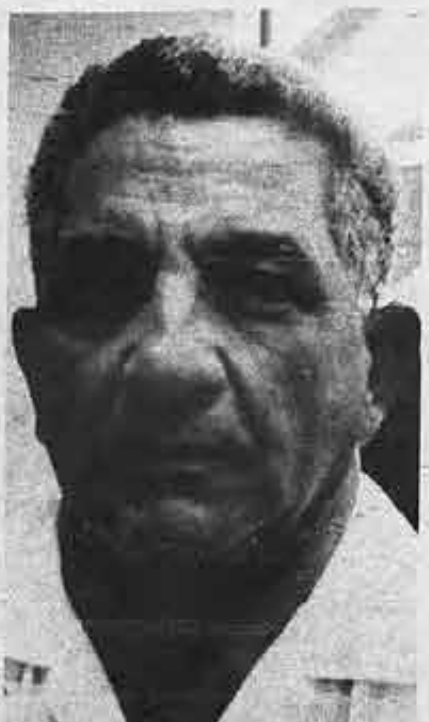
John Kucharski
New Orleans

The contract is very important, and we should all get to know it better. I know that I've learned a lot about the contract today, and a lot of questions were answered. The conference is a good thing, and I think we should talk it up when we get back to the ships. A lot of guys talk when they don't know what they are talking about. They should come to these conferences and learn what it's all about. Then they would know what they are talking about.



Andrew Lewis
New Orleans

I am very glad that I came to this conference, because I have learned much. Today we talked about our contracts, and we learned how important this document is to us. We also learned about the many fights we had to get the kind of contract we have today. It is important that every member get to know the contract and what it stands for.



Frank Russo
New Orleans

I think we are all getting a great deal out of this conference. I think the important thing now is that we bring the message back to the ship and discuss what we have talked about here. Talking about our union contract is very important because it means so much to us. A lot of us never took the time to study our contract, and that's why I think these conferences are so good. I hope we keep them up so that as many of our brothers as possible can come and learn about our union.

Contract Spells Out SIU Working Conditions

The SIU contract provides the Seafarer with a guarantee of the best wages, working conditions and job security of any maritime nation, delegates to the May educational conference were told.

In discussions of the contract, the delegates heard the proud history of its development from the early days of the union, to its present state of superiority.

Delegates learned that each new benefit—whether in wages, overtime, days off, pensions or other fringe benefits—was hard won. None of the items, delegates learned, came without sacrifice and many were won only at the cost of personal danger and personal injury.

But beyond that, the contract is the basic document of the union, and delegates to the conference were thoroughly informed of its provisions on the duties of a Seafarer at sea, his rights aboard ship, and its importance to him ashore, both now and in the future.

And although the SIU contract is the best available for seagoing men today, it is not a static document. Delegates and officers of the SIU alike were firm on the point that the search for a better life for the professional sailor is a never-ending quest.

To reach the goal requires skillful bargaining, delegates were told, bargaining that, on the one hand, advances the standards of living of Seafarers and on the other hand preserves the industry in which they work.

Delegates were told that the SIU had used restraint at the bargaining table and that the restraint had produced the best jobs to members ratio in the maritime field.

The same kind of restraint and care enabled the SIU pension fund to grow steadily, soundly and securely thus insuring a life of dignity to men who retire from the sea.

Unions that failed to use the same kind of care have evaporated pension funds, delegates were told, and have risked the future of their members for quick and easy money. By demanding too much at the bargaining table other unions have jeopardized the pension rights of their members and their future security as well.

The SIU's hard won benefits are secure and implementation of the 1970 Merchant Marine Act will provide an opportunity to increase the benefits in the future, delegates were told.

And in their examination of the contract, the

delegates matched their appraisal of benefits with those expressed by delegates attending the first SIU conference and concurred in the following recommendations for inclusion in future contract:

- A provision for alternatives in case the designated ratings are unwilling or unable to perform the duties of ship's chairman, education director or secretary-reporter.

- A provision for an alternative day for ship's meetings skipped because a ship is in port.



- Raising deck maintenance vacation pay to the level of other Group I ratings.

- New job descriptions in accordance with the changed technology of modern-era vessels.

- Modernization of crew's quarters on older ships.

- An upgrading program for cooks and stewards.

- Compensation for crews on containerships with rapid turn-arounds.

- Review of Section 39, Article 2, relating to securing a ship for sea before it leaves the harbor.

- Review of the six-month shipping limitation "B" seniority members in the light of present shipping conditions.

- Development of an educational program to keep ship's committee members informed of latest developments.

Delegates felt that these recommendations when implemented would prove once again that the SIU contract is a living document, adaptable to sensible change and written with a view toward the security and dignity of the Seafarer.





Fringe Benefits Make Up Seafarers' Quality of Life

The SIU, time after time, innovated changes in the benefit structure of seagoing unions, delegates to the May educational conference learned.

For example, the SIU negotiated the first pension for seagoing workers in 1950. While that pension provided payment of \$70 a month, it also provided a foundation on which to build life-long security for Seafarers and to assure them a decent standard of living in their later years.

All of the benefits of SIU membership today, delegates learned, stem from the union's perpetual commitment to the quality of life.

Life's quality is an important focus of all trade unions, and of necessity the process of attaining quality is an on-going process of improvement and refinement.

To illustrate the continuing growth of benefits, delegates to the May conference studied the current SIU pension plan, which last year made a dramatic stride forward.

The 1970 improvement was to allow a man to retire on full pension of \$250 a month with 20 years of seetime. The extension of the benefits, delegates found, was achieved without altering the medical coverage given retired Seafarers and the coverage given their wives under the welfare plan.

Also unchanged was the provision for a Seafarer's retirement at 65 years of age with 15 years seetime or at any age with 12 years seetime when retirement is forced by disability.

But, the delegates concluded, the real value of a pension is in its effect on the quality of life. It rids

the Seafarer of worries about retirement days, of fears that he will have to live in poverty while he should be enjoying relaxed contentment.

For those reasons, delegates were told that a pension plan is nothing to tamper with, it is for the young and the older member and it is security with dignity forever.

The SIU pension is secure and financially sound because the union has taken a responsible course in funding and pension management. Delegates were told that the pension fund of the National Maritime Union, on the other hand, is in trouble and NMU members' pension rights are threatened because the leadership took the easy course.

There are other things that contribute to the quality of life.

One of them is health care, and here the delegates found the SIU has a well-rounded program that includes concentration on the safety and well-being of the Seafarer and provision for the health care needs of his family.

The SIU belief in preventive medicine, a belief that shows itself in the network of coast-to-coast SIU clinics, was explained to conference delegates. Staffed by professionals and equipped with the best medical tools, the clinics play an important role in the life of a Seafarer and his family.

When serious illness strikes the Seafarer and his family have the umbrella protection of the Welfare Plan, delegates were told. The Welfare Plan benefits are the best in the maritime industry and are constantly under review for improvement in accordance

with the union's desire to assure its men and their families the best health care available.

And there is still more to the quality of life, the delegates discovered. A key element in life is the amount and quality of leisure time. And the SIU program to assure Seafarers a pleasurable vacation was explained to those attending the conference.

Vacations for sea-going men were just a dream until the SIU obtained them in 1951. Like the pension plan, the first vacation payments were modest—\$115 a year. But like the pension plan, the benefits grew through skillful negotiation.

Today a Seafarer at entry rating qualifies for a \$1,000 vacation payment; in middle ratings he earns a \$1,200 vacation and for key ratings, the vacation payment is \$1,400. Delegates learned that the Vacation Plan has paid more than \$82 million in its 20 year history.

Education, too, plays a role in the quality of life and the SIU plan to expand the educational horizons of its members and their dependents was explained to conference delegates.

They heard the details of the SIU Scholarship Program under which Seafarers and their dependents can qualify for four-year college scholarships amounting to \$10,000 in aid.

Nearly 100 students, a third of them working Seafarers, have been helped through college by the program.

In pension, health care, vacation and scholarships the SIU has made and keeps a deep commitment to the happiness of the member, to the quality of his life.

Workshop Chairmen Report



John Dehring
New Orleans

In our class today we were told we were here to get the answers on any questions we had to ask whether good, bad, or indifferent so we could improve our knowledge of the SIU and the industry as a whole.

Today in our workshop we concurred unanimously in the recommendations of the March educational conference in regards to the pension, welfare and vacation plans and recommended concurrence by all delegates.



Calvin Price
Norfolk

This morning in Workshop #2 we had a very constructive meeting on pension, welfare, and the vacation plans.

Our instructors answered many questions which we all learned from.

I want to say that our pension program is very sound and our younger brothers will not have to worry about getting their pension when they retire 30 or 40 years from now.

The leadership of the SIU should be commended for their foresight in looking out for our security.

I am proud to be at Piney Point in this conference.



John Sullivan
Seattle

For 30 years I have carried my union book and I am proud of it. I was in this union long before a pension plan ever came into effect. Now someone has to pay for this. You, me, the company, and our officials, and how do we do this? By keeping the jobs we do have and trying to get more jobs. And by being patient and backing up our officials as they come up with various plans.

We, the seamen, have been classed as second class citizens. But now we can walk proud only because our officials have fought hard and through this Piney Point and by talking to us we have gotten an education.



W. Soltarez
Houston

My name is W. Soltarez or better known as Groucho from the port of Houston, Tex. This is not a brainwash school. This is to show all seamen where their money is going and what it is doing for you in Washington. There will be no more fights like we had on Wall St. There will be lawyers, Congressmen, governors, mayors, and Senators to fight for our right. But we have got to back them up. We have one of the best pension and welfare and vacation plans. We should support our pension, welfare and vacation plans, they are the best we have.

Chairmen Report

Vincent DiGacomo
New York



Brothers Frank Drozak and Howard Fisher were the instructors at our workshop this morning.

The subject under discussion was SIU political education and legal issues affecting maritime unions.

Brother Fisher gave a comprehensive talk on special interest groups, and was followed by Brother Drozak who stated: "If we do not help the shipowners in the crucial days ahead, the day will come when we won't have shipowners. If we don't help them, no one else will. Whatever their gains are, their gains ultimately become our own. The political arm of the AFL-CIO and our contributions to SPAD has made their successes possible, likewise our own."

Matt Guidera
San Francisco



This is the most important phase of this Educational Conference.

For all we have—constitution—contracts—welfare and pensions—are all dependent upon continued political activities.

For example, current is the Merchant Marine Act of 1970. A beautiful step in the right direction but only a step. To implement this step the congress must appropriate funds needed to build these ships, the SIU must continue and expand political activity in Washington to make certain that this money is available on a continuous basis.

Beau James
Houston



This morning in Workshop #3 we discussed in great depth politics and political action and its importance and effect upon us as American merchant seamen.

It is a continuing every day fight that we are involved in. A fight for our very lives we have our enemies and they are strong. Deadly foes who would like to knock us out of action (and) I am talking about the foreign flag lobbyists in Washington who are doing their utmost to side step the laws already on the books such as the 50-50 law, Public Law 480 and the cargo preference laws on aid cargoes. And the only way we can do this is to be active politically and the best way of accomplishing this is to contribute to SPAD.

James Jackson
Houston



Today in our class we discussed political education and legal. Both of these subjects are as important to us as our contract and constitution, and are very much a part of our union. We find that due to changes in maritime our major fight is now in Washington and not on the waterfront picket line. In order to continue our fight going on in Washington to maintain a strong merchant marine we must continue our contributions to SPAD.

SIU Political Action: Preserving Union Rights

The SIU is in the forefront of the struggle to preserve the citizenship rights of union members and the political effectiveness of unions, conference delegates learned.

The U.S. Attorney General sought and is pressing indictments against the SIU and some of its officers in a case which the AFL-CIO has described as a thinly-veiled attack on the political education



program of the labor movement as a whole.

Meanwhile, delegates were reminded, the SIU, almost alone, is leading a many-

pronged effort to rebuild the American merchant fleet. A major success was scored with passage of the Merchant Marine Act of 1970, but much more is needed.

Powerful oil and grain lobbies are waging well-financed campaigns in Congress to destroy the Jones Act, further undermine the Cargo Preference Act and otherwise squeeze out the American merchant marine, the delegates were warned. Even worse, perhaps, is the indifference by some in Congress and the Administration to the future of the merchant marine, posing a constant danger that existing laws will not be implemented.

Political action in all its phases is the only way in which democratic rights can be safeguarded and the economic security of the merchant marine promoted, the delegates found. And in addition to these crisis matters, legislation is of daily concern to seafarers, subject as they are to regulations of the Coast Guard, Customs, Public Health Service and so many other government bodies.

Delegates concurred in the

recommendations of the previous educational conference, and in the position taken by the membership in port meetings and meetings aboard ship, to defend the union against political indictments and other harassment with every available weapon.

They also reaffirmed the recommendation of the previous conference calling for increased political activities through SPAD to protect the interests of all Seafarers, and to secure maximum implementation of the Merchant Marine Act of 1970.

The conference urged full support for the Maritime Defense League to provide competent legal protection for members faced with legal actions or threats to their personal liberties.

Delegates praised the SIU for keeping the membership fully informed on the need for political activity, and called on the leadership to continue the fight that will guarantee Seafarers, and all American workers, those rights and freedoms that are fundamental to free men in a democracy.



Delegates Attend National Merchant Marine Service

Washington, D.C.

The Gothic splendor of Washington Cathedral provided the setting for a national Merchant Marine Memorial Service.

Several conference delegates attended the Service.

Leaders of government, industry and labor paid solemn tribute to the men of the merchant marine who gave their lives in time of war and time of peace to further the aims of the nation.

Andrew E. Gibson, assistant secretary of the U.S. Department of Commerce, set the keynote for the service with his opening remarks.

"On May 30, the nation will pause and remember those who gave their lives in this

nation's wars," he said. "Either through indifference to or ignorance of the role of the merchant seamen, they will be largely ignored in that remembrance, and so we honor them here."

Standing at the crossing of the cathedral, SIU President Paul Hall said that the men of the merchant marine who gave their lives for their country, "would be well pleased by the tribute to them."

But, said Hall, "the most fitting memorial we in government, industry and labor could make to them would be to struggle for the continuance and preservation of the way of life of the professional seaman."

Hall said that way of life was threatened by the financial

difficulties of the maritime industry and divisiveness within the industry.

"I urge you to remember these men and their way of life and let us then join hands to assure ourselves that their way of life will be available for generations to come," Hall said.

The ceremonies were begun by the U.S. Merchant Marine Academy Glee Club who sang "America the Beautiful" from the choir steps. The Rev. Donald F. Kingsley, a navy chaplain gave the invocation.

Other speakers paying tribute to the nation's merchant seamen were James Reynolds of the American Institute of Merchant Shipping and Edward Hood, president of the Shipbuilders' Council.

Chairmen Report on Meetings



Pete Dolan
Jacksonville

Today in our Workshop #1, after we completed the reading comprehension test, we discussed union meetings both aboard ship and ashore and their importance to our union. We further discussed how important it is to make sure that accurate, correct, and complete minutes of the meetings are kept—because after all if this is not done and there is no record made of what was said at the meetings, any decisions arrived at or motions and resolutions passed they are of no value, and will be deleted from the meetings. And these are points of vital interest to our union, points which could have considerable bearing on the lives of all Seafarers.

So Brothers it is up to us, the rank and file members of this union, to make sure that we hold regular union meetings at sea and conduct them properly and see that the opinions and feelings of all are heard. We should make good use of the materials in our delegates' handbooks because this is the only way in which we can fully profit from these educational conferences.



Jerry Kelly
Seattle

This morning in our workshop, the topic was shipboard behavior and union meetings.

We are all familiar with shipboard meetings and the procedure is always followed through. We always come to the point of good and welfare—now this is the chance for all the Brothers to speak up, whether you be a bookman or a permit. But remember one thing Brothers—don't cry in the messhall before and after these meetings, because you had your voice at the meetings.

And another point, don't forget to mail all ships' meeting reports into headquarters, because if you don't how can the officials know what's going on? And before you make a beef, read your contract!

And as you know, we can't settle beefs at sea. This is why we have representation at the payoff. They are our elected officials. And they will tell you if you're wrong or if you're right they'll back you up all the way.



Floyd Mitchell
Mobile

In our workshop this morning we had quite a lot of educational enlightenment going on. First we had a test on reading of which I think was very good. But in my preference I would choose the portion of the discussion on "How to Run a Union Meeting and Shipboard Behavior." Brother Hall explained to us the proper procedure for getting points and ideas over. Also the duties of the chairman and just what power he has in the conducting of the meeting. It was also explained to us just what recourse could be taken when a speaker on the floor has disagreed with the decision of the chairman. It was also pointed out the importance of knowing just what to say and just when to say it.

I also learned a new term. The Roberts Rules of Order and just what that term means. In application to the conducting of union meetings it simply means the right steps to follow to conduct an orderly meeting.



W. E. Showers III
Mobile

Today in Workshop #4 we spent the first two hours taking the reading test.

It was explained to us that this test would help our union better understand its membership, and to help us educate ourselves of the problems of today and tomorrow.

We in Workshop #4 fully support the educational program here at Piney Point, and feel that every member should do the same.

We also discussed union meetings and their importance, to both us and the union. We feel that an informed union is necessary, to cope with today's problems.

There was also a discussion on shipboard and shoreside behavior. We felt that we should all conduct ourselves as professional seamen ashore as well as aboard ship.

Let me say again that we all in Workshop #4 strongly support the union's program here at Piney Point, and that the entire membership should do the same.

Strength, Unity Comes From Full Membership Participation

Membership participation—the most important reason for the strength and unity of the SIU—and the proper conduct of union meetings to insure full participation for every member was one of seven topics discussed by the delegates to the May conference.

The program stressed the point that each and every member can and should contribute his opinions and recommendations for the common good. The SIU is unique in that membership participation and a voice in running the union is available not only to those who are able to attend shoreside meetings, but is also given to every SIU man aboard ships all over the world through weekly shipboard meetings. This right is guaranteed in the SIU Constitution.

The delegates heard how this democratic right of workers to gather together to develop programs to better their lives was won only after bitter struggles against powerful resistance of ruthless big business and an often anti-labor government. As such, they were told, it should be cherished and used by every brother.

The democratic system, be it in government or unions, provides that any group of people be allowed to express their opinion through the vote.

Seafarers are given ample opportunity to exercise such votes at regular monthly meetings in ports along the East Coast, West Coast and the Gulf of Mexico.

And aboard ship, the membership is kept informed of the issues through the weekly meetings.

But, voting is not the only obligation for active participation, the delegates were told. For full participation, a Seafarer should keep informed on each issue that can affect him or his brothers.

They were reminded of the duties of the ship's chairman while conducting meetings and of the necessity for him to know and understand the SIU Contract and Constitution to answer any questions that might arise during a trip. The need for the educational director to be up on union education and the reason why the ship's secretary-reporter must keep and forward accurate meeting minutes for headquarters was also discussed.

During the conference, the delegates made recommendations on membership participation and union meetings for the consideration of members not attending. They recommended that all delegates use the kits and educational materials received at Piney Point and bring them aboard ship to spread the purpose of the educational conferences during shipboard discussions.

The delegates also recommended that a procedure be established for providing a substitute ship's chairman, educational director or secretary-reporter in the event any one of them is unable or refuses to serve.

The delegates also reaffirmed that SIU meetings, at sea or ashore, are a vitally important ingredient in the continuation of the SIU Constitution's guarantees to give every Seafarer a voice in the policies of his union.



Seafarers Speak Out

During the May Educational Conference, the delegates were given the opportunity to present their comments on the conference program and on the union as a whole. In the pages that follow, the Seafarers Log presents excerpts from the delegates' written reports. Their comments and criticisms will help shape future conferences to better serve the SIU members who attend.



G. Barry **Puerto Rico**

Let all SIU brothers know all about Piney Point which others know by now, and how we got along with each other. Also I know what is going on in the teaching room.

I learned the hard way of going to sea and know why we put in our donations.

By now I could have my own place bought and paid with what I made from going to sea.

I like it here for vacation time until I get the right ship again. Thanks to the others guys who tried to help me on the West Coast. I think it's about time those who want to know what they are doing here found out.



that we fulfill these two obligations.

The first is help give our fellow members a better understanding of the union and problems that beset the maritime industry that we face today. The second is to those outside the industry, our family and friends and general public, so they know the problems that affect the maritime industry and how it affects them. For without the knowledge we have obtained here at Piney Point, we can inform these people giving them a better understanding of the problems facing the maritime industry today. That helps them to get legislation passed and enforcement of policies vital to our industry.

J. H. Bradley **New York**

I feel that the trip to Piney Point was both educational and informational. I also saw some of the results of the training programs of the H.L.S.S. We have been told what this union is doing to help itself in the years ahead. I personally think that it is a well thought and carried out program. We old-timers realize that these young men in training will contribute to our welfare and benefits.



A. Arellano **Wilmington**

As a privileged delegate to this educational convention I say, when I get back to my shipping port or go aboard my next ship and following ships, I will make it my duty to talk to all union brothers about the curriculum here at Piney Point.

Let these men know the knowledge I and other delegates have received about the program carried here and the further education on policies initiated by the SIU.

Most important of all, that all of us should support SPAD because through SPAD we can fight the anti-unionists. Contribute to SPAD and aid the cause for which it stands.

In unity, we can defeat our enemies and be secure in our livelihood.



Chris Bailly **New York**

While being in Piney Point in February of 1968, I didn't think this place would amount to too much. I didn't have an opportunity to learn as much as they do now. I still don't have a high school diploma and I know I'll never get one through a correspondence course, it's too bad I can't come here for several weeks to get this big lease on life. I never thought as much about my union as I do now. Now I do understand a lot about the SIU and my membership and the trust I have in it. Although there must be problems, I know I could never find a better union which helps its members and their families.



John Ashley **New York**

As I see it, we have two obligations when we leave here. One is pass on what we have learned here on to our fellow members and to those outside of the maritime industry. It is of great importance



George Campbell **Baltimore**

As you know, we discussed various aspects of the union and welfare and pension plan and vacation.

I was surprised at the school being so nice and these boys sure have a future here if they want it.

I only wish I had something like it years ago.

Cameron C. Carr **New York**

The purpose of the SIU Educational Conference I believe has been a great benefit for all of the membership. After the study and discussion on several subjects I believe everyone attending the conference has at least learned a few facts about our union. I think we all have a general idea of what it took to establish and what it will take to maintain the SIU. All of us here at Piney Point we can very well see what is taking place to make it



grow. I am mainly speaking of the education and training program set up so as to have a well informed membership.

I have enjoyed my visit here at the Piney Point Seafarers Educational Conference.

Jake Cuccia **New Orleans**

I think the ten days at Piney Point is very educational. Every member in the SIU should participate in the educational conference.

I also think the SIU membership as a whole should support SPAD.

I think that our president and elected officials have come a long way for the membership in the labor movement.

We as a union have more now than we ever had. Yes we all want more.

Good leadership we have. Support SPAD and give our leadership a free hand and I am sure we will have a lot more. Donations to SPAD is the answer.

Remember, brothers, you only get out of a thing what you put into it.

I also would like to give a vote of thanks to the whole staff of Piney Point for making our stay a pleasant one.

Edward Going **Jacksonville**

My participation as a delegate to this Educational Conference here in Piney Point is a great honor and I wish to thank Tony the dispatcher of Jacksonville, Fla., for talking me into coming up here. I am very much interested in the retirement homes that the union is planning on building near here. The school that is here for the young men that are coming into the union is very good. This place, Piney Point, is very good and everything is very well planned. All I can say is keep up the good work.

Charles D'Amico **Houston**

In my opinion the education conference at Piney Point, Md. is the greatest advancement to come into organized labor in recent years.

It not only unites the rank and file and brings them closer to the union and its activities, but also unrolls the yarn of outside interest to be knitted together to cover and warm our sick maritime industry.

I think if this unity is combined with honesty and sincerity continuously, the future seafarer will be strongest and most powerful in the world.

The HLSS is the best program I been seen in my 27 years in the seafaring industry. I urge all members to back and support all the issues brought out at this conference.



'A Good, Solid Program for All'

W. C. Flack **Baltimore**

The experience here at Piney Point has been most enlightening in all fields. The educational program is tops with top educators at the helm.

The newcomers or "school boys" should appreciate what is being done for them as a guide to better living in the coming future.

The program is good and solid for all. Keep up the good work and when the old Seaman departs for Fiddlers Green, he can rest assured that all the struggles, heartaches and tears he went through have opened the gates to better conditions that will stand as his main contributions and a lasting one that will be carried on.

Keep the muscle "money" going where it will do the most good.

John W. Curlew **San Francisco**

In the past ten days I have listened to a great deal of talk. Out of all this talk, I have learned a great deal about the workings of our union.

Perhaps the most valuable thing I have learned is that there is a wealth of information available to us all and that we should use it.

I believe that when I return to sea and pass on to my shipmates what I have learned, it could be beneficial to all aboard.



Leroy Guller **Mobile**

I was in doubt about the educational conference in Piney Point until I arrived here. I got a chance to see all of it for myself. I think it is wonderful and very educational concerning the union. As an activity in the classes we were taught how the union grew from its beginning, explaining the contract, the constitution and also membership participation.



Edward E. Edinger **San Francisco**

I came to Piney Point to see men who will be in my job soon. I am 5'7". My job will be done by a much taller man.

Our President, Paul Hall, said the young man of Piney Point is nine feet tall. I say the men are taller but I will say 8'11".

I spent some time in Workshop #1. Bill Hall and Ed Reilly from Boston did a good job.

In talking to our President, Paul Hall, and Earl Shepard, and Lindsay Williams, Bob Pomerlane, Marty Gold and Frank Drozak, I really feel like an SIU member.

I got better food and better



board than I expected to. I can come away from this conference with the feeling of satisfaction.

I also know the why of the school and the men in it. The men in it, the men in HLSS, are men and I think we can call them young men and not kids. No man likes to be called a kid.

Ferdinand DeLeon **New York**

As an educational conference delegate, I was very proud to come to this conference at Piney Point, Md. I believe to the best of my knowledge that I learned a lot more about the Seafarer's International Union, History and Labor Movement, The Harry Lundeberg School of Seamanship, Pension Welfare, Vacation, Union Meetings Aboard Ship, our fights in Washington, and our fights in Political Affairs throughout the nation. And about the heart of the Seafarer's International Union, its constitution and contract with the steamship companies.

I'd like to say to the Brothers who haven't come to one of these educational conferences at Piney Point, take time and come, believe me, it won't cost you a red cent. I know that some of us think we know it all, when you come to the education conference, you'll see that you were dead wrong. It's also a place where you can meet old friends. I know, I did.



Stephen H. Fulford **Mobile**

On arriving at the HLSS, Piney Point, Md., I sure was amazed at the improvements that had been made. I can say this because I was up here a short while back, and I can truly say, someone has surely been on the ball.

I could write all day and then not cover all the things that are taking place here, and what I think about it, so, to make a long story short, I learned a lot from the Seafarer's educational conference which I am now attending, and this whole project is a wonderful thing, not only for the future Seafarers but also to the old-timer like myself.

During the conference we covered such subjects as Labor History, Education HLSS, Constitution, Contract and Economics of the Industry, Pension Welfare and Vacation Plan, Union Meetings and Shipboard, Behavior, Legal Political Education.

The movie films that were shown with each subject sure did help explain things.



Duke Hall **San Francisco**

Entering by name as a delegate to attend this educational conference was the wisest decision I have ever made. I have learned more about the inner structure of our union and how it actually is operated by the membership by participating in union business than I have ever known. I hope that every delegate that attends these conferences will do his part by teaching the membership on ships that he goes on so that all our members will learn and understand everything that we have learned and discussed here at this conference.



This school at Piney Point is the greatest thing that has happened in our look to the future. And it is so far above and beyond what I had thought it to be that I am sure I will never forget this School of Seamanship and what it stands for.

Now I understand what is happening in our union and why. And all the tough fights we still have to conquer, to survive, and remain a solid, strong union. But with the officials we have as our leadership there is no doubt in my mind, we will succeed.

Theodore T. Harris **Mobile**

In attending this workshop at Piney Point, Maryland (Seafarers Educational Conference) I have been able to understand many things that I was in doubt about. Things about the Harry Lundeberg training school for young Seamen.

I now know more about the Pension and Welfare program the Benefits our dependents can enjoy from our Seafarers Union Benefits that no other union has been able to enjoy thus far. And it all has been made possible because of our leadership.



John Hayes **New York**

Our arrival at Piney Point was met with courtesy, photo taking, and a lowdown on what was to take place for the duration of the conference.

I found it, just as it states, educational. Education as to what the union is all about, where its been, how far its come, where it is, and most of all an idea of where it's going.

It also gives the membership a better understanding what the functions of the officials are, how vital, an alert and sincere leadership is, to keep the industry alive.

I am leaving here, not with the idea that I am qualified to take over the president's job, but that I am better informed as to the whys and wants of the union. I would advise members to attend this conference, especially those who are in disagreement with many things the union does, not to learn how to agree, but to find out what your disagreeing about, then draw your own conclusion.



Howard E. Monteton **San Francisco**

Since attending this conference at this school, my opinion of this union and school has made a drastic change.

Education is the backbone of any industry.

I believe that the young men who are being turned out of the Harry Lundeberg School of Seamanship will be a lot better than those men who are recruited out of bars and off the streets.

The instructors and teachers have been very patient with us and teaching us of many things which we vaguely thought of.

We gained an insight of our union interworkings of how and why it works.

I want to take this opportunity to thank this union and all of its officials for letting me see the Harry Lundeberg School of Seamanship.

'This is Like a Homecoming'

R. Lee Hicks New York

I have returned to Piney Point having been here in November and December of 1967.

This is like a homecoming to a school that I would not have had a chance to ever have come to in the first place, if it had not been for Brother Paul Hall and all of the other Brothers in the S.I.U.

This thank you note comes from within my heart more than you know.



only building a school for young seamen, but building us older seamen a new and more powerful backbone for our future. So I like to say to our union officials top to bottom and school staff, that I, like the rest of the delegates here, feel from the bottom of our hearts that The Harry Lundeberg School of Seamanship and the Seafarers Educational Conference is by far the best thing that has ever happened to the S.I.U. for our future. And I am very proud to be a part of it. Thank you.

S. McDonald Norfolk

I as an individual came to this conference on the SIU. I can say that I have just become familiar with the functions of my union and I have learned more about the functions of the union at HLSS than ever before; political and financial. I enjoyed every minute.



Ted Macris New York

On my arrival to Piney Point I was amazed at the layout. My union Brothers had told me what a good time they had while they were here, but after spending nine days here, I have to admit it was an understatement. Speaking for myself, I learned a great deal while I was here that I did not know and I believe I will be a better union member hereafter.



The classes were very educational. In my opinion we have a great deal of unity between the leadership and membership.

In closing, I would like to thank Paul Hall and his entire staff including the trainees for going out of their way to make us feel at home.

P. H., I wish you continued success and smooth sailing in the future.

Irvin Matthews Mobile

Before coming to Piney Point, I never figured that the union had such a wonderful program going here.

Let me say I am not only pleased at what I have seen but I have really learned a lot about the SIU, which I hadn't learned in my 25 years with the Union.

Let me say that I fully support the union's educational and welfare program. It is doing a great thing for the rank and file members, and also for the young Seafarer of tomorrow, who will have to carry on the policies of the SIU and the American seaman.



John S. Metcalfe New York

Piney Point is a place of opportunity for not just a seaman but his entire family.

By his family, I mean he is protected through welfare; when a child is born, that child and the family is protected through hospital benefits; dependents' benefits and maternity benefits and it goes far behind this, it goes through sickness and accident benefits, physical examinations; special equipment for special braces and extras if necessary, and remember they have possibilities of scholar-



ship benefits, plus if they so desire, they can go through Piney Point and have job security and then their children. Now, how brothers, can you beat that?

George Meaden Boston

After a long hard bus trip from New York, I was a little disgusted. But since I have come here my eyes have been opened, and I do mean opened.

There has been a lot of hard work gone into this school and conferences by all our Port Agents and our great President, Paul Hall.

We have studied our constitution and how hard our brothers fought to have what they have achieved, so that we have today one of the greatest and I might add, the best union today.



Ralph C. Mills San Francisco

To name the one thing that I derived the most from the Conference is next to impossible. First off, my preconceived idea of Piney Point has been knocked "Galley West."

I cannot give enough praise to the man who had forethought enough to come up with something like this. I would have to give preference to our instructors and union officials that have given us so much of their time and effort in preparing the educational program. They have answered our questions and given us instructions and information that will be invaluable in the future.

To say that I have been greatly impressed with the school and the method of instructing the Trainees in putting it mild. We have been told of the Legislative battles that have been fought and of the battles to come. Now we are in a much better position to see what is happening. This in turn should cause us to support our officials with everything we've got.

In my humble opinion the "Harry Lundeberg School of Seamanship" is one of the greatest if not the greatest thing that has been brought about in the SIU. The teachers and instructors are doing a job that will benefit all of us for years to come.

Again I say that the men who dreamed up this whole idea are and should be give the highest praise.



Felipe Naraenz Houston

I came to Piney Point to see for myself what this Educational Conference was. I attended every class and learned more about Welfare, Contract, Pension, and Politics.

I hope that this conference continues and that every Brother attends.



Henry Jankoski New York

Brothers, in workshop No. 4, we have talked about every phase of our union. I feel that the educational conference is the best thing that has ever happened to the union so it can explain all the things that the membership does not understand. Myself, I have learned that things that I thought I knew all about were all wrong and I was a victim of false doctrine. However, now I see the light and am sure that the officials of our union are the best we can get and I have no fear of foul play. And I am sure my job security is in good hands so just don't worry Brother. Thank you Brothers.



Carl Johnson Philadelphia

Being at the Educational Conference I have enjoyed my stay, because I have seen so much beauty and have learned a great deal about my union—which I never knew before. It is very pleasant here and also I could say that I can bring my family too, and they would enjoy it too. The reporting was terrific and I would recommend it to any of our Brothers.



Benjamin Laureano Puerto Rico

When I came over here I didn't expect to have the experience I learned about my participation in this union and my rights. I am glad to learn about my union because that is the rice and bean for my family. And the second experience consist of seeing one of the most beautiful places, this Piney Point. I give a vote of thanks to all Piney Point personnel and HLSS for friendly treatment.



Bacilio (Bill) Llanez Tampa, Fla.

When I first arrived to the school I said to myself, "This school looks more like a summer resort. How is it possible to teach these young kids any seamanship here?" Well, after a few days here at the conference I went and visited their kitchen and bake shop, which I found to be very clean and orderly and some of these boys with only a couple of weeks training turned out better food and pastries than most places ashore. I also visited various workshops and classrooms. I must say I was very impressed with them and the school staff.

And let me tell you brother members that I haven't had the chance to visit your school: In my way of thinking our union the SIU isn't



'It Takes Hard Work and Foresight'

Louie Hudson Mobile

I have learned a great deal since I came up here to Piney Point. One thing I have learned at this Educational Conference is that it takes lots more than just talk to keep our job and benefits and all the rights that we now have, it takes hard work and foresight. The HLSS is one instrument of foresight and the Educational Conference is of great importance. We will and must support our officials and give them our assistance by supporting SPAD and encouraging all other members to do so to the limit of our ability. We never had it so good. Piney Point is the start in the right direction for many men who want to go to sea but it is much more to me, as I feel I am one of the people who helped to make Piney Point a success. In closing I just like to say may our success continue. Thanks to Bro. Paul Hall and all fellow members.



Carlton E. Moore Baltimore

To all union Brothers, I am glad to be able to attend the Conference at Piney Point, Md. I am very glad that I came here, for I am very glad about what I have seen and heard. Our classroom instructors were very good and put everything over very well and in its proper place. I have enjoyed the trainees here and I really think they are doing a fine job here, and do hope that they will keep it up when they ship out and keep up the good work, for they have had good training.



Patrick E. Riberdy New Orleans

This May crew conference at Piney Point has been a valuable experience. I've learned of the effort it took to make this union what it is and the reason for that effort. Our Constitution guarantees an equality for each of the membership with rights, duties and responsibilities. Our contracts, changing with the time, insures us an adequate standard of living. We have the soundest pension program in the Maritime Industry due to the foresighted efforts of our leadership with the support of the members. I believe our welfare program is second to none.

I've also learned that all this is in jeopardy. We face extinction. Big business is working in Washington to introduce and pass bills in Congress to take shipping and cargo away from the American seamen. I can understand their point of view. If they are successful, they'll make a lot of money. It takes



money to make money, and these corporations and shipping magnates are willing to spend it in their Washington lobbies.

Our only defense is to attack. We have to stop them or go on beans and rice diet, it's that simple. We can't use muscle in Washington, brains and old fashioned politicking are what we need to preserve and build and grow. The only place to get the money we need is through our voluntary financial contributions to SPAD. We have a choice. Loosen up and give a little, or eat beans. Everyone has to help.

S. E. Powell Baltimore

In the two weeks I have been down here at Piney Point, Md. at the Harry Lundeberg School of Seamanship, I have attended classes on the history of maritime and the labor struggle for recognition and better working and living conditions and better wages and shorter working hours. I also learned about the history of my union, the constitution, and the contract and how they came into being. The school at Piney Point has come a long way since its inception in 1967 and it can go a lot further if the leadership and understanding that they have here continues on the same course that it is headed now, and if the caliber of the instructors continues the same. They have a wonderful thing here. Let's keep up the fine work that is being done here.



Luis F. Rivera Puerto Rico

In the 10 days I've been here in Piney Point I have learned more about the union than I have learned in the 5 years I've been a member. I am very impressed with what I've seen and learned at the educational conference at Piney Point. I think we have a very good thing going for us—the SIU—so Brothers, let's keep it that way. Let's support it as much as possible. Brothers, take some time off and come to Piney Point and you will agree with me. I also would like to thank Governor Ferre of Puerto Rico for coming to Piney Point. We had a great time and at this time I would like to thank Pres. Paul Hall and his staff for making the Educational Conference possible for the members.



Nelson O. Rojas New Orleans

With my participation on this educational conference from the Port of New Orleans, is now and always will be the greatest honor I ever had in my seaman's life. The short stay I've spent here at Piney Point taught me a lot.

Before attending this conference I was in some doubt about our union and after attending our daily workshop session I was able to understand more of all functions of our union.

What I found is the finest training school for seamen and I am glad I came. Because I learned here everything and I feel qualified to answer the merits of this program.

A vote of thanks for all Brothers of the Sea involved in making this conference a big success.



A. Sanger New York

Coming to this educational conference is a thing that everyone should do. It is what it says it is, an educational conference about the union. How it started, and how it fought every foot of the way, by its members, so they could enjoy what they have today. We saw about benefits and learned our contract. Also, we saw all the good that is being done for future Seafarers, and the training activities we have, not only for our young students, but old union members as well. We should thank our Union 100 percent and not listen to people who don't know about Piney Point. We should educate the Seafarers, and tell them to come to Piney Point, and find out for themselves. They should come here for a vacation, but also to learn.



Max Sarol New Orleans

I have been in the union since 1953. I have been working 23 years in Atlantic Refining Company. When the SIU organized the Atlantic Refining Company I happened to know a couple of persons that worked as organizers for the SIU.

Keith Terpe came to my house to explain the situation as to what he was working for. He convinced me to join his organization, to sign a pledge card in the SIU. I did sign the pledge card in this union.

All the time I belonged to the SIU I didn't know what was going on. I paid my dues and never attended meetings.

However, since coming here to the Harry Lundeberg School for this educational conference I have learned all about my union, its involvements in politics and anticipated future actions. I am proud to be an SIU member.



James Stathis San Francisco

Having just finished the educational conference of May 12 through 22, 1971, I found it both informative and interesting, literally going from A to Z on all topics pertaining to the Union. Many questions were answered which at one time or another many of us were not too clear on in the past.

I would say the conference is a must for the members who have not attended. Accommodations were first class at Piney Point and the recreational activities of the same order, and I hope to return here in the near future. All in all it was a great experience, and I am happy I attended.





Honor Roll

The Seafarers whose names are inscribed below were delegates to the May Educational Conference. They are the men whose opinions and suggestions on how to improve our union will benefit all Seafarers.

Baltimore

George Campbell
William Flack
Carlton Moore
Bobby Pomerlane
Samuel Powell
Lloyd Rexrode
Joseph Wolanski
Benny Wilson

Boston

Charles Connell
Frank Connell
George Meaden
Ed Riley

Houston

M. Brendle
E. Covert
C. Damico
T. Jackson
T. James
P. Narvaexz
W. Soltarez
F. Szoblik
J. O. Thomas

Jacksonville

P. Dolan
E. Going
J. Michaels

Mobile

Harold Fischer
Steve Fulford
Leroy Gulloy
Theodore Harris
Louie Hudson
Irvin Matthews
Floyd Mitchell
William Showers
Edward Sylvester

New Orleans

Alton Booth
Edward Cole
Jacob Cuccia
John Derring
Billy Edelman
Peter Gonzalez
John Kucharski
Andrew Lanier
Patrick Riberdy
Nelson Rojas
Frank Russo
Max Sarol
Buck Stephens
Lindsey Williams

New York

John Ashley
James Bradley
Cris Bailey
Henry Bursey
Camerar Carr

Oliver Celestine

Joseph Clowes
Henry Courteaux
Jean Cropeau
Ferdinand DeLeon
Vincenzo DiGiacomo
Carrol Dwyer
James Hall, Jr.
John Hayes
R. L. Hicks
Henry Janoski
K.W. Johnson
George McCartney
T. Macris
John Metcalfe
Patrick Painsette
Edward Rokicki
Alf Sanger
M. Sullivan
Joel Talley
James Tims
John Urzan

Norfolk

Robert Mateo
Calin Price
McDonald Sgade
Gorden Spencer

Philadelphia

Carl Jackson
Henry McCullough
Alexander McElhenny
Robert Thomas

Puerto Rico

G. Barry
Sal Coll
B. Loreano
Luis Rivera

San Francisco

J. Curlew
A. Davis
Frank Drozak
E. Edinger
P. G. Fox
M. Guidera
D. Hall
R. Mills
H. Monteton
E. Powell
J. Stathis
J. Surles
T. M. Ulisse

Seattle

Eugene Dore
William Kelly
John Sullivan

Tampa

Bill Llanes
Sergio Roy

Wilmington

A. Arellano
M. M. Cross
A. I. Ellingsen



The Role of PHS Hospitals

The Senate and the House have now held hearings on the threatened closure of the eight Public Service Hospitals, and in both the House and Senate subcommittees the impression was the same: these men want the hospitals to stay open.

And well they should. The hospitals fill several vital roles in the general medical picture of their communities, and coupled with the 32 clinics across the country, form a comprehensive and interlocking network of care and treatment for their beneficiaries.

Their primary role, of course, is that of caring for merchant seamen, coast guardsmen and other beneficiaries covered by statutes that date back to 1798 when the first Marine Hospitals were opened.

In that role alone they have made so lasting a contribution to the health and well-being of the nation at large that their continuance is justified.

And their continuance is justified even more in human terms. For the men and women who man these hospitals, men and women whose jobs are threatened by the proposed closings, have a deep compassion and liking for seamen. They have demonstrated a kindness of spirit at all times, and especially during the hours of greatest stress.

The impersonality of private hospitals under contract to the Public Health Service and the

overcrowding of the Veterans Hospital system can never replace the human warmth the men and women of the PHS hospitals have shown their patients.

A second, but not secondary, role played by the PHS hospitals is that of the connecting link between government and private hospitals in the training of medical and paramedical personnel.

Even the briefest glance at the nation's health needs, bring the need for doctors and other trained health personnel to the forefront. In this role the PHS hospitals have no peer because they are, in general, well equipped for the most sophisticated medical procedures and, thus, are able to show students, interns and residents elements of practice unavailable to them elsewhere.

Overcrowding of private hospitals and veterans hospitals with the additional caseload of PHS beneficiaries will not increase the teaching function of those hospitals, indeed it will lessen it.

And all of that is additional evidence for the case against the closing of PHS hospitals. And all of that is why it was so heartening to hear so many Senators, Congressmen and medical experts speak and testify against the closing.

The struggle to keep the hospitals open is by no means over. Indeed, it is becoming more and more a struggle for all the people.

A Salute to the Winners

Hats off to the five SIU Scholarship winners for 1971. We wish them good years of hard work at the colleges of their choice and success in their careers following graduation.

We also want to mention those who entered this year's competition and didn't qualify for the \$10,000 scholarships. The field was outstanding and one of the members of the Scholarships Awards Committee said the task of selecting winners was made very difficult by the high caliber of the 29 applicants.

You all deserve congratulations, and we wish you well.

The scholarships won by Beverly Collier, Mary Covacevich, Angela Nuckols, Richard Schultz and James Smith are nearly as important to the SIU as they are to the winners.

They continue an 18-year tradition of helping the members and their families over the difficult times, times like trying to find the money

to send a deserving child to college.

Prohibitive college costs have forced many a young person to go without a degree, and the SIU Scholarship Program helps provide a defense against that kind of tragedy. Prohibitive college costs are also responsible for the increase, from \$6,000 to \$10,000, in the monetary value of the scholarships this year and in the future.

Tuition, room and board, books and the other fees that are required of a college student have made it difficult indeed for a working parent to pay the bills. These scholarships, awarded in the best tradition of trade unionism, are also a defense against hardship at home while the child learns.

So we're doubly proud of the SIU Scholarship Program. We are proud of the people who won and those who applied and didn't win, and as union members we're proud to help our own to better their lives.



Letters to the Editor

Wife Appreciates Welfare Plan Help

To the Editor:

I would like to express my appreciation and thanks to the Union's Welfare Plan for the times it has aided me. Through you, I have an electric typewriter which enables me to keep up a correspondence with my relatives, friends, and my husband when he is on a voyage.

You have also made it possible for me to have a wheelchair, and an adjustable seat made for our car. Thus, I can go to the doctor, to the hospital for check-up, and outings for pleasure with greater ease and comfort. You have also paid the hospital bills when it was necessary for me to be confined because of sickness or tests. It has really been a Godsend to have the welfare plan to rely on.

Thank you again for your aid.

Mrs. "Red" Braunstein
Wilmington, Calif.

lowering of a life boat. This dangerous operation in the rough sea prevailing at the time, was carried out in an efficient and seamanlike manner and in a short while all five of us survivors were safely transferred to the life boat and the life raft taken in tow. From the moment we stepped on the life raft we were treated with kindness and the crew were simply wonderful.

It was not long before we were brought alongside and scrambled up the net which had been placed over the side of the *Potomac*. Once on board we were treated like VIP's and the overwhelming hospitality and kindness shown by all members of the crew of the *Potomac* will be remembered for many, many years.

It was with regret that we bade farewell to all our friends on arrival in Cape Town, but look forward to renewing the happy acquaintance should the vessel ever call at this port again.

A. F. Keeney
(On behalf of the crew of *Pionier*)

Editor's note: For details of the rescue, see page 27.

Circus Tickets Delight Sixty

To the Editor:

I wish to express my gratitude for the circus tickets received from the Seafarers International Union. Sixty very happy boys and girls were able to see the circus last Friday night.

The people of our parish are poor, and many activities that average youngsters take for granted are special treats for a child from our parish.

Thank you again for your generosity.

Father Tom Foley
Chicago, Ill.

Grateful for Pension Check

To the Editor:

I received my first disability pension check for February and March.

I wish to express my appreciation for all the work and effort put into securing my pension for me, and thank you.

If it were not for the SIU, we would still be without pension and other benefits—thank you again.

Thomas J. Same
River Rouge, Mich.

Grateful to SIU for Kindnesses

To the Editor:

As one of the survivors of the ill-fated yacht *Pionier* which was participating in the Cape-to-Rio Yacht Race and which was struck by a whale and sank on 28th January 1971, I would like to inform your Union of the esteem and gratitude in which we, the survivors, hold the Master, Officers and Crew of the vessel *S.S. Potomac*.

It was at approximately 15:30 hours GMT when the Third Officer of the *Potomac* sighted our life raft and immediately altered course to investigate. The Master, on sighting the smoke signal, realised there were survivors in need of help and with a brilliant manoeuvre, brought the vessel within twenty yards of the life raft. Unfortunately a rain squall broke loose and complicated matters which necessitated the

Seafarer Extends Thanks to Union

To the Editor:

I want to express my great appreciation and that of my wife to the Seafarers Welfare Plan for the wonderful assistance the Plan and Mr. Robert O'Keefe have given me on my disability.

I don't have enough seafame to retire, but I am proud to say I worked with and belong to such a wonderful organization like the SIU.

Fred Daugherty
Tampa, Fla.

Lauds Pension Plan

To the Editor:

I wish to thank the Seafarers Pension Plan for the fine way it is taking care of SIU oldtimers and for the prompt sending of monthly pension checks. I am 82 years old and still going strong.

William J. McKay
New Orleans, La.

SEAFARERS LOG

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Senators, Experts Call PHS Hospitals 'Essential'

Washington, D.C.

A Senate Health Subcommittee recently heard several senators and experts in the medical field testify on the value of the Public Health Service Hospitals which are threatened with closing by the U.S. Department of Health, Education and Welfare.

Sen. Edward M. Kennedy (D-Mass.), chairman of the subcommittee, keynoted the hearings with a prediction that "the Senate will insist" that PHS hospitals remain available to merchant seamen.

Expressing the viewpoint of the SIU was O. William Moody, administrator of the AFL-CIO Maritime Trades Department.

In an opening statement, Sen. Kennedy noted the long history of the PHS hospitals, calling them "one of the oldest and most venerable health institutions in America."

He said the hospital system represents "one of the earliest attempts by the Federal government to respond to the specific health care problems of a segment of the American people—namely merchant seamen."

Misuse of Health Facilities

Sen. Kennedy said that the changes proposed by HEW, including a plan to admit merchant seamen to Veterans Hospitals, "must not result in the loss or misuse of these valuable health care facilities."

"The Senate will insist that neither of these tragedies occur," Sen. Kennedy said.

He was joined in his insistence by Sen. Warren G. Magnuson (D-Wash.) who said the proposed shutdown of PHS hospitals would, "jeopardize the health of nearly a million citizens who now rely on them for care."

The closing of the hospitals, according to Sen. Magnuson, would also impair the training

of medical personnel, whom he described as "vitaly needed."

He described the planned closings as "complete folly for the Administration." Sen. Magnuson said, "obviously closing PHS hospitals would be a destructive blow to the efforts of all these organizations and institutions," making valid attempts to deliver health care to the American people.

Sen. Charles McC. Mathias (R-Md.) also expressed concern about the over-all effect of the closings on the health care system of the nation.

"There are a lot of people not getting the kind of health care they deserve. Let's put the PHS Hospitals to work for them as well," he said.

Sen. Mathias said he had made a study of the Baltimore PHS Hospital and said he doubted that HEW could support its statement that the hospitals are "under-utilized."

He said, however, "if there is under-utilization there is also an opportunity" to make the hospitals function on behalf of the community.

No Satisfactory Substitute

Sen. William B. Spong (D-Va.) said that there was no satisfactory substitute for the Norfolk PHS hospital. Sen. Spong explained that other public hospitals in the area are overcrowded and voluntary hospitals are far more costly.

He praised the work performed by the Norfolk hospital, and said it was an "integral part of the health care system in my state."

Among the medical experts testifying was Dr. John Walsh, coordinator of Health Sciences Programs at Tulane University, New Orleans, La.

Dr. Walsh said that the New Orleans PHS hospital was such a valuable teaching facility that "it is easily called irreplaceable." He said the hospitals represent "an unrealized opportunity which may not be as available to government in the future."

Hall Calls for Joint Effort To Implement 1970 Act

San Juan, P.R.

SIU President Paul Hall, speaking to a meeting of the Propeller Club of the United States here, called on all phases of the maritime industry and labor to lay their differences aside and work for the implementation of the Merchant Marine Act of 1970.

Hall, reiterating a message given in an earlier address to the Propeller Club of Washington, D.C., said that it will take vigorous participation by all elements of maritime to make the potential of the 1970 act a reality.

He said that the U.S. "must compete with foreign carriers," in order to find its way back to maritime prominence, and that such "competition requires co-operation." And, said Hall, a great deal of U.S. competition will have to be waged in foreign ports because, "that is where the competition is."

He said, "a long, hard road" lies ahead of the U.S. Merchant Marine, but if all elements of the industry cooperate, the U.S.-flag fleet would emerge from the fight a stronger unit.

"We will give them hell," in the competition, Hall said, "and we will win. You can be sure



of that."

The Propeller Clubs of the United States have chapters in 50 port cities and their membership totals nearly 12,000. The clubs, composed of labor, management and government people with an interest in the merchant marine, have recently adopted position papers on maritime affairs.

Here are the clubs' positions on major maritime topics:

Merchant Marine Act of 1970—The club "heartily commends" passage of the act and pledges its efforts to make the bill work. "Neither time nor world circumstance can coun-

tenance its failure," the club said.

Lease Financing—The club congratulated the Congress for allowing shipping companies to take long term leases on ships built by financial institutions, instead of forcing shipping companies to build the ships with their own capital.

Untying Foreign Aid—The club voiced its opposition to proposals to untie foreign aid by channeling foreign aid payments through world organizations and by allowing AID to purchase foreign assistance cargoes abroad. Instead the club urged that "strong programs of procurement from United States sources including merchant shipping," be adopted for the foreign aid program.

Maritime Unity—The Propeller Club "called on all segments of government, industry and labor to unite, dissolve and resolve differences; look to the best interests of their country and its citizens; and direct their efforts to implementation of the 1970 Merchant Marine Act and new programs to strengthen our merchant marine."

Arthur Farr is national president of the Propeller Clubs.

What They're Saying

Following the U.S. Department of Health, Education and Welfare's announcement of intention to close Public Health Service hospitals throughout the country, SIU President Paul Hall wrote to members of the 92d Congress to enlist their aid in preventing the shut-down. In reply, scores of Congressmen pledged support for the campaign to keep USPHS facilities open to treat approximately 500,000 merchant seamen, Coast Guard and government employees. The following excerpts are representative of the many replies:

"I note particularly the strong position which your organization has taken in favor of keeping the remaining Public Health Service facilities open so that vital medical services to seamen and others will be continued."

Edward A. Garmatz
Maryland



"Certainly maintaining and updating such facilities is of great importance to the well-being of seamen, Coast Guardsmen and other government personnel and I will work in every way possible here in the Congress to see that such legislation receives favorable consideration."

William Nichols
Alabama



"I fully agree that these facilities should be kept open and have been in touch with the Secretary of the Department of Health, Education and Welfare vigorously opposing the proposal."

Samuel S. Stratton
New York



"Since I share your desire to keep these hospitals open, I have joined Chairman Garmatz in co-sponsoring legislation to prevent the loss of these important health facilities."

Wright Patman
Texas



"I am strongly opposed to the closing of these Public Health Service hospitals and you may be assured I shall continue to do all in my power to keep them open."

John D. Dingell
Michigan



"I agree with you that these hospitals should not be closed and have written the Secretary of Health, Education and Welfare expressing my opposition to closing any of these facilities."

Harley O. Staggers
West Virginia



"The reasons for closing these institutions are far out-weighted by the need for the medical services provided by the Public Health Service hospitals."

John H. Dent
Pennsylvania



"We in the Washington State delegation have written to Secretary Richardson protesting the proposed closure, and I personally participated in the hearings held by the Merchant Marine and Fisheries Committee to indicate my strong personal feeling about the Administration proposal."

Brock Adams
Washington



Five Talented Students Win SIU Scholarships



Beverly Collier



Angela Nuckols



Mary Covacevich



James Smith



Richard Schultz

Five talented students, all children of Seafarers, were named winners of \$10,000 four-year college scholarships sponsored by the Seafarers International Union.

The 1971 winners, selected by the Seafarers Scholarship Awards Committee are:

- Beverly Collier, daughter of Seafarer and Mrs. Harry Collier, St. Albans, N.Y.
- Mary Covacevich, daughter of Seafarer and Mrs. Edward Covacevich of Baltimore, Md.
- Angela Nuckols, daughter of Seafarer and Mrs. Billy Nuckols, Ansted, W. Va.
- Richard Schultz, son of Seafarer and Mrs. Louis Schultz, Oregon, Ohio.
- James Smith, son of Seafarer and Mrs. Stanford Smith, Metairie, La.

Also, Peter Kondylas, son of Seafarer and Mrs. Nickolas Kondylas, Baltimore, Md., was chosen as alternate and will receive a scholarship should any of the five winners be unable to accept.

Beverly Collier

Beverly Collier, 17, will graduate with honors this June from Benjamin N. Cardozo High School in Bayside, N.Y. From childhood, Beverly has looked forward to attending college and plans to major in mathematics. Throughout her high school career she has been an honor student in math with straight A grades. She plans to become either a computer scientist or a teacher of mathematics.

Beverly is active in school and community affairs and has served in her school's student government and participated in community projects for voter registration and mental health. She hopes to attend either Boston University or Cornell University.

Angela Nuckols

Angela Nuckols, 18, is graduating from Ansted High School in Ansted, W. Va. In the words of her school's principal:

"Angela is an outstanding student and has a very pleasant personality."

In 1970, Angela, who ranks second in a graduating class of seventy students, was the winner of the regional "Junior Miss" contest, and first runner-up in West Virginia's state-wide contest.

She is active in school, social and civic affairs and has an avid interest in athletics. She plans to attend West Virginia Institute of Technology or Concord College to major in mathematics, followed by a career in high school or college teaching.

Her goals for the future are clearly summed up by her own words: "I have been told by many that the truly educated person is the happy person and I want to be happy and live. I want to further my education so that I might help others to find the same happiness.

"I know I am reaching for the stars, but, who knows, the moon has already been reached."

Mary Covacevich

Mary Covacevich, 18, is a graduate of Catholic High School in Baltimore, Md., and is presently attending Mercy Hospital School of Nursing there. At the end of the current semester, Mary will have earned 26 college credits and will transfer to St. Agnes College or Goucher College to study journalism.

She served as editor of her high school paper and was very active in student government and other school and social functions. Her ultimate goal is to work as a newspaper reporter for one of the nation's major newspapers or as a news writer in T.V. and broadcasting.

Her father, Edward, is a veteran member of the SIUNA-affiliated Inland Boatmen's Union.

James Smith

James Smith, 17, is currently a senior at East Jefferson High School in Metairie, La., and will graduate this June. James is in the upper ten percent of a class of 835 boys. He has achieved particular distinction in English and literature.

James is one of five children, all of whom have earned or are working towards college degrees. He hopes to major in journalism at either Louisiana State University or Southeastern University.

Directing his thoughts to his future goals James says: "I have discovered that I like to write and that I can satisfy people through my words. The classes I enjoy most are those of literature.

"Whether I major in English or journalism, my final goal is creative writing. If by writing, I can help at least one person through his troubles, I will have contributed a small bit to the human race. To reach this goal I must go to college, but I know it is only the starting place."

Richard Schultz

Richard Schultz, 16, is in the senior class at Divine Word Seminary in Perrysburg, Ohio. Goals in Richard's life are to attend Divine Word or Bowling Green State University to major in psychology, and to become a priest.

One of his teachers writes of him:

"He is a very warm and friendly young man; sharp witted and intensely pensive. He has sharp insight and a scientific mind with an aim to work with people."

Speaking of his college plans Richard says:

"In college I hope to major in psychology and to eventually take post-graduate studies. I feel that a background in psychology will be very beneficial to me in the future as a priest.

"A priest is not just a pious man who does nothing but pray all day. He is a human being interested in people, their thoughts, feelings, values, fears, desires and hopes. He dedicates his entire life towards making life more tolerable and happy for the people he meets. Someday I will join in that dedication."

The winners are free to use their scholarships at any accredited college or university and to pursue any course of study.

The SIU scholarship program, now marking its 18th year, has helped scores of Seafarers and their dependents through college. The value of the scholarships was increased from \$6,000 to \$10,000 beginning this year to better match the high costs of higher education.

Competition for the increased scholarships was keen, with 29 applicants under consideration by a panel of educators from the nation's leading colleges and universities.

Candidates were judged on the basis of results in either the College Entrance Examination Board tests or the American College Testing program. The test results, together with evidence of scholastic achievement, character and leadership ability formed the criteria for selection.



The SIU Scholarship Awards Committee pores over applications for the \$10,000 four-year scholarships awarded this year to five promising students. Members of the committee, from left, are: Dr. Charles A. Lyons Jr., president of Fayetteville State University; Richard M. Keefe, director of admissions, St. Louis University; Miss Edna Newby, assistant dean, Douglass College, Rutgers University; Dr. Elwood C. Kastner, dean of registration, New York University; Dr. Charles O'Connell, director of admissions, University of Chicago and Dr. Barnard P. Ireland, director, College Entrance Examination Board.

The Senate and the Seafarer



Delegates to the May Educational Conference held at the Harry Lundeberg School of Seamanship, Piney Point, Md., previewed a new movie—*The Senate and the Seafarer*. In it, eight U.S. senators speak words of high praise for the SIU and its members. Here is what the legislators said about us, preceded by the narration which opens the film.

This is Washington, D.C. Our nation's capital. The seat of government for two hundred million Americans.

As the kids would say, it's "where the action is."

This is where the laws are written that affect everybody's life. This is where the laws are carried out.

The nation's Capital is important to all American citizens. It's particularly important to Seafarers. Because our lives, and our industry, have always been federally regulated.

That's why the SIU has always been active in politics, in working for laws that benefit Seafarers, laws that benefit the maritime industry. And in working for the election of candidates favorably disposed to seamen, favorably disposed to unions.

We all know that the Congress of the United States has a lot of influence on our lives. And in the Congress, the most influential body is the Senate. The upper chamber of Congress. Just 100 men—two from each state. And what they do has a lot of impact on how we, as Seafarers, survive.

Since the Senate has such a say in our lives, we have put together this film which presents some key members of the Senate . . . to let you know what these Senators have to say about us . . . and about our union—the Seafarers International Union.

The Senate and the Seafarer



SEN. WILLIAM B. SPONG, JR.
D-Va.

I am happy to have played a part . . . as a member of the Senate and its Committee on Commerce . . . in the passage of the Merchant Marine Act of 1970.

This legislation establishes many new precedents for the American merchant marine.

It offers a new opportunity for American shipowners and American Seafarers to man the vessels that we so urgently need.

It offers a new opportunity to bring back to the American flag those ships which have been registered abroad and crewed abroad . . . the ships which provide such devastating competition for American-flag shipping.

It offers American business and industry a new opportunity to "ship American"—with the confidence that we have the maritime industry capable of meeting their needs.

Most of all, it offers all Americans a new opportunity to be proud of their merchant marine . . . and to know that the American flag will be making its presence known in every port around the globe.

Passage of this maritime bill was aided immeasurably by the support of the Seafarers International Union.

I thank you for your efforts . . . and I am confident you will continue your fight to make the United States once again the foremost seapower in the world.



SEN. RUSSELL B. LONG
D-La.

Through the years I have been a strong backer of the American merchant marine. As one who served in the Navy at one time, it has been my privilege to know the very fine work that the merchant marine does. We're particularly proud of it because we have one of the great ports of the United States at New Orleans.

Even if I did not come from a maritime state, however, I would do what is within my power to assist the Seafarers International Union in maintaining a strong American merchant marine because I know of the tremendous contribution that the merchant marine and the Seafarers have made to this nation—to its economy, to its defense, and to the well-being of the entire world.

It's been my pleasure to work with the Seafarers International Union down through the years in building a strong merchant marine, and in trying to see to it that it provides adequately for its seamen. I salute this fine union for the good work that it's done, and I look forward to working with you in the years to come.

The Senate and the Seafarer



SEN. HUGH SCOTT
R-Pa.

I wish to commend the men of the Seafarers International Union for the valuable role which they . . . and their union . . . played in the passage of the Merchant Marine Act of 1970.

This was truly an example of unity . . . unity between maritime management and labor . . . unity between government and industry . . . unity between the Congress and the White House . . . unity between Republicans and Democrats.

And the SIU was an important link in that chain of unity which led to the passage of President Nixon's maritime program . . . an important link because the SIU mobilized its full resources in support of this legislation.

I know there were many parts of this legislation which . . . if you had your free choice . . . your union would have changed and strengthened. Many other elements in your industry felt the same way about other aspects of this legislation.

The important thing is that . . . in the interests of harmony . . . and, more important, in the interests of getting started on a new merchant marine program . . . all of the parties involved sought areas of compromise that brought this industry and the government together.

You can be proud of the SIU's role in achieving this major legislative victory . . . and I know you will continue to be proud of your union's on-going activities in promoting legislation that is good for the SIU member . . . that is good for the industry which employs him . . . that is good for the nation which that industry serves.



SEN. DANIEL K. INOUE
D-Hawaii

The merchant marine is vital to the economy of my State of Hawaii.

We are separated from the mainland by thousands of miles of ocean . . . and so the merchant marine is . . . in a very real sense . . . our economic life-line.

Reliance on American-flag shipping has posed an economic burden on the people of my State, despite the general reliability of this service.

The higher transportation costs mean a higher cost of living for the people I am privileged to represent in the United States.

It has been a great source of inspiration to me that you . . . in the Seafarers International Union . . . have recognized this economic problem of the people of Hawaii.

You not only have recognized it . . . you have done something about it.

Your union worked in close cooperation with my office in helping to amend the Merchant Marine Act of 1970 so that it provided some measure of relief for the people of my State.

And I know that . . . if further steps are needed . . . we in Hawaii can continue to count on the active involved support of the Seafarers International Union.

You are to be congratulated for your active support of legislation that will benefit your industry . . . and for your compassionate understanding of the problems of other people.

I am proud to know that I can count on the continued support of the SIU . . . and I want you to know, in return, that you can count on me.



SEN. CHARLES McB. MATHIAS, JR.
R-Md.

The State of Maryland has a place of honor in the maritime history of America . . . and we are proud of the fact that the Seafarers International Union has been such an important part of that maritime tradition.

For years . . . the members of your union have been active in the growth and development of the great Port of Baltimore.

For years . . . your union has been active in the community and in the state . . . not only as a political force which serves Maryland well . . . but also as a good neighbor . . . concerned about all of the problems of the people of our state . . . and committed to working with other community and state organizations in solving those problems.

Now the SIU has become even more involved in the State of Maryland . . . and I am proud that the union chose St. Mary's County . . . the mother county of our state . . . as the site for its facilities for training young men who want to make a career of going to sea.

The union's training facilities at Piney Point . . . and the fleet of vessels which you have assembled for this training program . . . adds to the maritime traditions of our great State . . . and increases the SIU's opportunities to continue to be a good neighbor and a responsible citizen of Maryland.

We are proud that your union continues to play so important a role in Maryland's affairs.



SEN. EDWARD M. KENNEDY
D-Mass.

As many of you know . . . I have been working actively in the Senate to help preserve the Public Health Service Hospital system . . . the medical care system for the American seaman which has existed since the founding of our nation.

I am proud to be able to say that . . . in this struggle on behalf of the Public Health Hospitals . . . I have had the unstinting support of the Seafarers International Union.

These hospitals are vital to American seafarers . . . to American fishermen . . . to Coast Guardsmen . . . to all who, as the poet said, "go down to the seas in ships."

For nearly two hundred years . . . our country has provided the best of medical care for its seamen . . . medical care that is of higher quality . . . and that is available at lower cost . . . than comparable care in any other medical institutions in the nation.

Today, America faces a health care crisis of staggering proportions. Despite the billions we Americans spend for medical care each year . . . the system of delivering that care is inadequate . . . it is antiquated . . . it is disgraceful.

And it strikes me as strange that . . . in the face of this medical care crisis . . . indeed, after having acknowledged that the crisis does exist . . . this Administration seeks to add to its dimensions by taking out of service . . . the Public Health Service Hospitals rather than retaining and developing them to provide quality health services for the overall community.

You know my commitment to quality medical care for all Americans.

You know my particular commitment to quality medical care for the American seamen who serve this nation in times of peace and in times of crisis.

You can count on my active involvement . . . and my unswerving determination . . . to keep open these Public Health Service Hospitals . . . so that they can continue to serve the seamen . . . who, in their own turn, continue to serve their nation.

I am proud to be allied with the SIU in this endeavor.



SEN. TED STEVENS
R-Alaska

I have the utmost respect and admiration for the Seafarers International Union for the job it has done . . . and is continuing to do . . . in the campaign to rebuild the American merchant marine.

I have particular respect for the SIU for its interest and concern over the problems of my State of Alaska . . . not only Alaska's maritime problems . . . but the problems of the total development of Alaska's economic potential.

My office and the SIU have worked closely together in the effort to develop the multi-billion-dollar oil reserves that have been discovered beneath the North Slope.

If that oil is to become easily available to the United States . . . it must move by pipeline from the North Slope to a spot where port facilities can be developed.

The SIU has worked closely with me in my efforts to have that pipeline built on American soil . . . not on Canadian soil . . . because we both know that an American pipeline would be the best guarantee of job opportunities for the people in my State.

It would also be the best guarantee of job opportunities for American Seafarers . . . because the oil would then have to move exclusively aboard American-flag tankers.

We all have a stake in this issue . . . and I am delighted to have the full force of the Seafarers International Union arrayed on our side in this battle.



SEN. HOWARD W. CANNON
D-Nev.

I come from a State—from Nevada—which can hardly be said to have a maritime tradition.

In fact, if you climb to the top of the highest mountain in my State . . . and we have some high ones . . . you still couldn't see the ocean.

Yet I am firmly convinced of the importance of the American merchant marine in carrying this nation's imports and exports . . . and I am happy to say that I have worked closely with your union . . . the Seafarers International Union . . . in bringing about the revival of merchant shipping.

As many people know, I am a firm advocate of America's total aerospace program . . . and I happen to know what most Americans are unaware of: That our space program relies directly on the inland waters segment of the merchant marine.

Those giant rockets which send our astronauts into space . . . and which make possible our exploration of the moon . . . are built at Huntsville, Alabama . . . and reach Cape Kennedy "only because we have a network of inland waterways.

These rockets . . . too large to be carried by train or truck . . . move on barges down the Tennessee River . . . the Ohio River . . . and the Mississippi . . . and then across the Gulf and around to the Atlantic.

In short, I know that . . . as much as any other American workers . . . it is American Seafarers who put our astronauts on the moon.

You should be proud of your union . . . proud of its accomplishments . . . and proud of its continuing efforts to win legislation that is of value to your industry and your country.

I certainly am proud to be associated with you in the Seafarers International Union in pursuit of these important goals.

Jobs of Seafarers on Line In New Attacks on Jones Act

Washington, D.C.

The jobs of Seafarers are on the line in the renewed attack on the Jones Act, a body of laws that demands that all domestic shipping be moved on American-flag vessels.

The heavy assault on the Jones Act is being led by the oil industry, which wants oil from the rich Alaskan fields carried in runaway-flag tankers.

They would rip the heart out of the Jones Act so they could transport Alaskan oil from one U.S. port to another in foreign-built, foreign-manned tankers—paying slave wages and at the same time escaping the taxes that must be paid by American-flag operators.

They are condemning the Jones Act—which provides the nation's only protection against foreign control of all U.S. oceanborne commerce—in vicious language. One oil company president, Fred L. Hartley of the Union Oil Co. of California, referred to the Act as "archaic," and those who support it as "arrogant and stupid."

They are feverishly working on Capitol Hill to weaken the Jones Act as they, along with

other runaway-flag operators, can make enormous profits at the expense of the American-flag merchant marine.

Leading Campaign

The SIU is leading a campaign to muster Congressional support to strengthen the Jones Act.

This latest campaign follows in the wake of a Conference on the Noncontiguous Trades, sponsored by the AFL-CIO Maritime Trades Department. That conference brought together top federal, industry and labor representatives and the leadership of the noncontiguous areas of the nation, Alaska, Hawaii and Puerto Rico.

They joined in giving unanimous support to programs that would add muscle to the nation's policy of reserving domestic shipping for the American-flag fleet.

Congressman Thomas R. Pelly (R-Wash.) has spotted one weakness in the law and has sponsored legislation, strongly backed by the SIU, to plug the hole.

The Pelly bill would amend a 1950 act of Congress which empowered the Secretary of De-

fense to waive vessel inspection laws and regulations in the interest of national security. Some runaway-flag operators have used this law in an attempt to escape Jones Act regulations.

The 1950 act, Pelly said, was passed "for legitimate defense reasons" at the time of the Korean War, but that those reasons are not valid when applied to the Jones Act today.

Pelly Warning

"However," the Congressman warned, "the Bureau of Customs and other agencies, including the Department of Defense and the Coast Guard believe the (1950) statute does cover waivers of the Jones Act."

Pelly called for speedy adoption of his bill, because "in connection with the Alaskan North Slope Oil Development, there is strong pressure, I am told, by certain oil interests for waivers for foreign-flag tankers to carry petroleum to the West Coast and other ports."

"Indeed, there are rumors," Pelly told the Congress, "that there have been discussions in the Office of Management and Budget and some support for the granting of waivers under

provisions of this old emergency law on the grounds of national defense."

Pelly said "the Congress should assure itself that the act of 1950 is not used as a device to waive the Jones Act for purely commercial purposes."

He added that should another emergency dictate waivers of vessel inspection laws, the Congress would pass new legislation, as it did in World War II and the Korean War.

Wide Impact

While any weakening of the Jones Act could jeopardize the

jobs of all Seafarers, the impact could be far wider.

It is the Jones Act that stipulates that all ships carrying domestic cargo to domestic ports must be built in U.S. shipyards with American-made parts.

Without the Jones Act, low-paying foreign shipyards would threaten the very existence of the U.S. shipbuilding industry—and the thousands of jobs that it provides.

Indeed, without the protection of the Jones Act, the entire U.S. maritime industry would be in danger of disintegration.

Seafarers Asked To Join Fight To Protect Jones Act

The jobs of all Seafarers are on the line in the battle to protect and strengthen the Jones Act. As in most battles in which we are involved, the action is on Capitol Hill—in the halls of Congress.

Seafarers make their points with Congressmen through SPAD—the Seafarers Political Activities Donations organization.

The Jones Act is a gut issue. Without it's protection, we lose. Seafarers can help their SIU in its fight to strengthen the Jones Act, by supporting SPAD with volunteer dollars.

Tuna Boat Hearings Due

Hearings are expected to begin soon on several proposals to strengthen the Fisherman's Protective Act in the wake of recent seizures of tunaboat vessels in international waters off South America.

Proposals under consideration by the House Merchant Marine and Fisheries Committee include bills that would require the Secretary of State to pay any fines levied against seized ships immediately, and deduct the amounts of the fines from foreign aid payments to

the foreign nation.

Previously ship companies have paid the fines and sought reimbursement from the State Department. Up until now, deduction of fines from foreign aid, while authorized in law, has never been done.

The Senate Commerce Committee has under consideration a measure that would require the government to reimburse ship owners for the value of fishing time lost while in capture, and for the value of any catch lost.



Directory Of Union Halls

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

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(419) 248-3691

WILMINGTON, Calif.450 Seaside Ave.
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(213) 832-7285

YOKOHAMA, JapanIsaya Bldg.,
Room 810
1-2 Kalgan-Dori-Nakaku
2014971 Ext. 281



1971 Maritime Poster Winner

Winner of the 1971 National Maritime Poster Contest, Michael C. Diem, 2d from right, is congratulated on the steps of the U.S. Capitol by, left to right: Victor R. Lalli, Diem's art teacher from Amherst Central High School in Snyder, N.Y.; Edward A. Garmitaz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee; Diem's Congressman, Jack E. Kemp (R-N.Y.); Diem and Under Secretary of Commerce James Lynn. The poster, promoting the American Merchant Marine and the Ship American campaign, won a \$500 prize from among 6,000 entries. It was displayed in government buildings during the month of May, National Maritime Month.

Seatrain's Transindiana Pays off in New Jersey



The 632-foot-long container ship *Transindiana* glided smoothly into her berth at Weehawken, N.J. last month after a voyage from Europe and the British Isles. Built in 1944, the 14,458 deadweight ton container ship was originally named the *General W. J. Langfitt*. In 1969, SIU-contracted Seatrain Lines purchased the vessel and converted her C-4 lines into that of a container ship capable of carrying more than 400 forty-foot containers. The *Transindiana* is usually assigned to the European run with turnaround ports of New York and Baltimore.



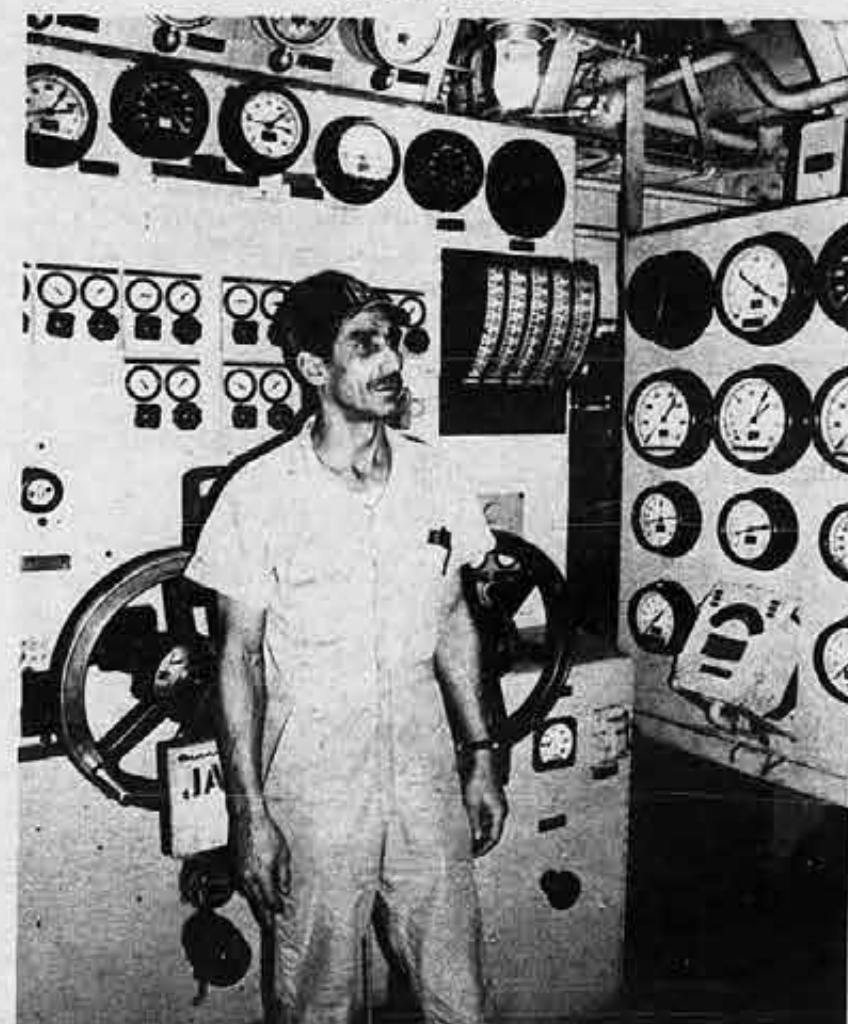
Topside aboard the *Transindiana* deck department member S. Kroll secures lines. In the background are some of the empty trailer bodies that will each carry one of the *Transindiana's* 40-foot containers.



Cook R. Trotman arranges dishes of freshly baked pie as lunch is about to be served aboard the *Transindiana*. Fresh fruit pies are a specialty of the galley.



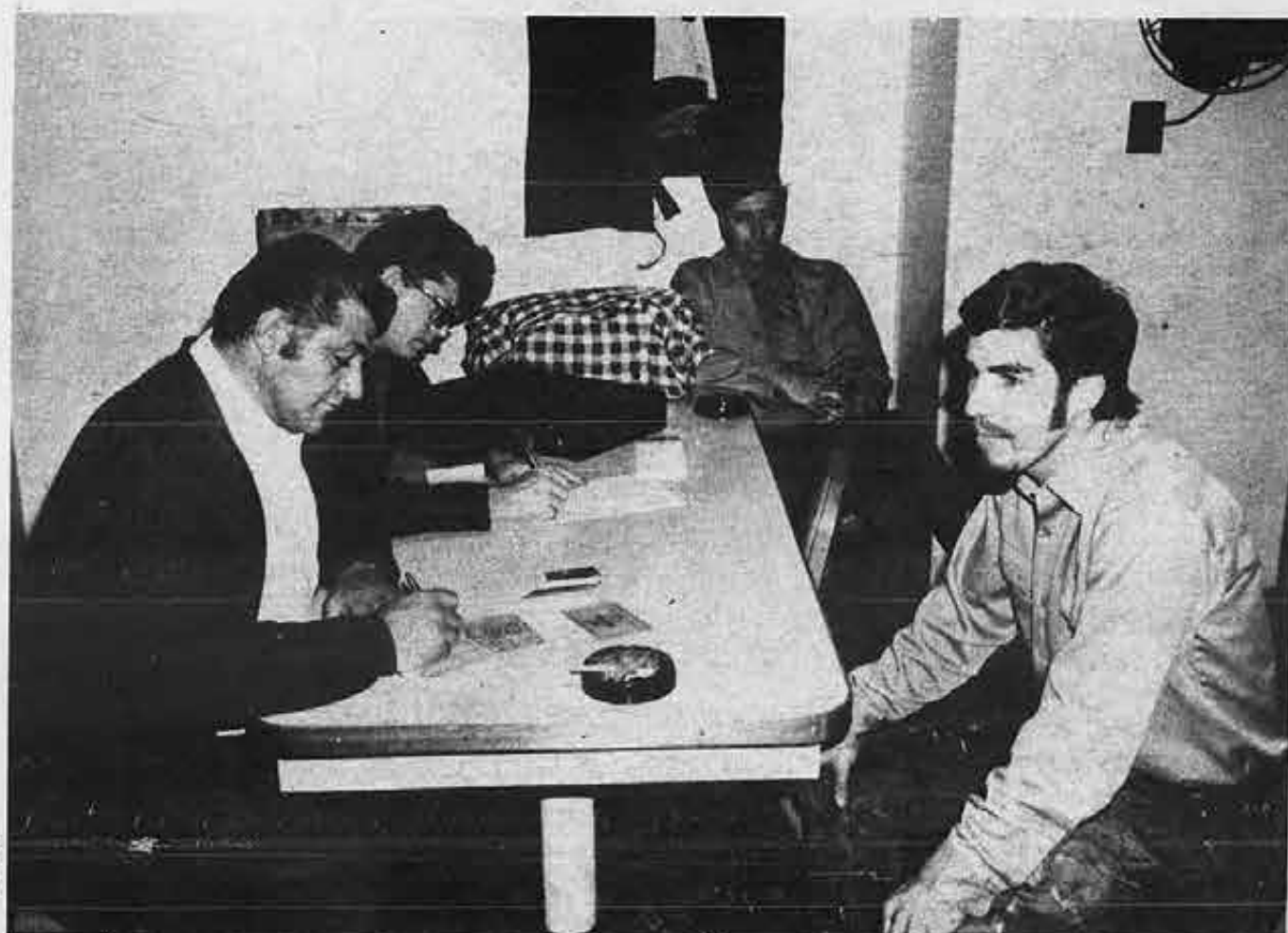
When you have a chief cook like Felix Looney aboard every voyage is smooth sailing. Brother Looney is preparing a beef dish for the evening meal at sea.



Surrounded on all sides by the *Transindiana's* engine room gauges, oiler O. Ortiz keeps a watchful eye on the readings.



Pantryman D. Rodriguez looks through the latest issue of the *Log* while awaiting payoff of the *Transindiana*.



Seafarer Robert O'Brien (right, foreground), a recent graduate of the SIU's Harry Lundberg School of Seamanship, is assisted during payoff by SIU Patrolmen Luigi Iovino (right) and "Red" Campbell. Brother O'Brien sails as ordinary seaman.

A Step Closer to Reality

House Okays \$507 Million For 1970 Merchant Marine Act

Washington, D.C.

Implementation of the provisions of the Merchant Marine Act of 1970 has come a step closer to reality with House passage of the \$507 million MARAD authorization bill for fiscal year 1972. The measure now awaits Senate action.

By a roll call vote of 360-11, the House approved funds for the initial phase of the long-range program which calls for the construction of 300 American-flag ships over the next 10 years. The program is designed to lift the U.S. Merchant Marine from the "throes of neglect" and return it to its former position of superiority on the high seas.

The authorization bill has gone to the Senate Commerce Committee for consideration.

In testimony submitted to the House Merchant Marine and Fisheries Committee in support of the funding authorization, Paul Hall, president of the Seafarers International Union and the AFL-CIO Maritime Trades Department, said the legislation marks the beginning of "a long voyage" for the American Merchant Marine.

'Beginning of Transition'

"This is the beginning of transition—transition from the narrow concepts of the Merchant Marine Act of 1936, which ultimately failed to meet the test of changing times and changing technologies; transition to the more sweeping and more appropriate approach to maritime affairs embodied in the Merchant Marine Act of 1970," Hall said.

The House-passed bill provides \$229 million in construction differential subsidies and \$239 million in operating subsidies. An additional \$25 million was allocated for research and development.

As the SIU statement points out, "for the first time in the nation's history, we have maritime legislation aimed at establishing a fair and equitable program that will reach all segments of the U.S.-flag ocean-going fleet—dry bulk, tanker and container operations as well as the declining liner trade.

"For the first time in the nation's history, we have maritime legislation that will make public funds available to all operators, engaged in all aspects of foreign commerce," the SIU statement said, adding that the bill provides a number of challenges for America as a nation:

"For the American taxpayer who deserves a dol-

lar's worth of value for every dollar's worth of taxes invested in this industry.

"For the American shipper, who deserves a merchant fleet capable of carrying imports and exports, carrying them at rates more nearly competitive with those of foreign lines, and capable of carrying them with the maximum of speed and the minimum of delay.

"For the American government, which needs a fleet which is the 'first arm of our commerce' in peacetime, if it is to be the 'fourth arm of our defense' in time of crisis.

"For the American shipyard and its workers, which, up until now, have suffered under a competitive attrition vis-a-vis foreign shipyard, at least part of which competition resulted from the investment of one billion American tax dollars in modernizing the same foreign yards in the wake of World War II.

"For the American ship operators and the American seamen, who have been the first and the most direct, victims of the past years of governmental and public neglect of this industry."

Unequal Policies

Hall said that problems remain and he pointed to the inequality of segments of the fleet and to government shipping policies as two of them.

Although the new bill includes formerly unsubsidized operators, Hall cautioned that their "footing is not yet equal" with the one-third of the fleet that received subsidies over the past 34 years.

"It would be a travesty, therefore, to suggest that all of the American ship operators get in the same line and be treated on a first-come, first-served basis," the SIU statement said.

SIU President Hall said that the answer to that problem is to "consciously adopt a catch-up arrangement for the operator who existed so long without subsidy and who is at the point of desperation." Here are other highlights of the SIU statement:

Measures to relieve that despair, might include a federal policy allowing formerly unsubsidized owners first crack at the new subsidies; assistance in the accumulation of tax-deferred construction funds; and first call on government cargoes.

On government cargoes, the former unsubsidized

operator "should not have to compete" with formerly subsidized owners because of their economic strength, built-up during the years when only they were eligible for subsidies.

Furthermore, "unrealistic shipping policies" of several government agencies must be amended. "The American operator should not have to compete with the foreigner to carry the military hardware, the foreign aid supplies and the surplus agricultural products which our own government is shipping abroad."

The statement declared there was "something ludicrous" about the government embarking on a revitalization of the merchant marine, and not supplying cargoes for it; and for the government to exhort American industry to "ship American" when, "the pattern over the years has been for the government itself, to 'ship American' only reluctantly, only in half-hearted fashion, often only as a last resort."

Although none of those problems gets direct consideration in the authorization bill, "all of these points are embraced implicitly in this legislation."

The statement said that "at another time the AFL-CIO Maritime Trades Department and the Seafarers International Union of North America would have been inclined to challenge the adequacy of the funds called for in the authorization measure, and the number of ships which the measure envisions could or should be built."

Acceptable Start

The 10-year goal of 300 new ships stands "at odds with the concurrent goal of carrying 35 percent of America's waterborne commerce by the middle of the decade."

We are in a time of economic troubles, and, "even though we feel that more should be spent now to launch this new maritime era," the \$507 million are an acceptable start.

"Another year," Hall said, "and we shall be back to ask for a more realistic appraisal of our urgent needs, and an even larger commitment of our resources to meeting these needs.

"For now, we feel, that as inadequate as these funds are, they will at least make it possible for us to enter into this period of transition—they will make it possible for us to build the foundation for maritime's future growth."

Ecology Panel Meets at HLSS

Piney Point, Md.

The Environmental Advisory panel of the U.S. Senate Public Works Committee discussed ways of curbing pollution and saving America's ecology at a recent meeting at the Harry Lundberg School of Seaman-ship here.

The panel, which makes recommendations and drafts bills for consideration of the Senate committee, is composed of scientists deeply involved in study of the environment.

Joining them on the fantail of HLSS Zimmerman were four members of Congress, including Rep. John A. Blatnik (D-Minn.), chairman of the House Public Works Committee.

Richard B. Royce, clerk of the Senate committee, said the panel of technical experts was convened by committee chairman Sen. Jennings Randolph, (D-W.Va.) in response to a need for guidance on the broad

range of problems plaguing the nation's air and water.

Members of the panel attending were:

Prof. Ross Beiler, University of Miami; Robert R. Curry, University of Montana; Jean H. Futrell, University of Utah; Gene E. Likens and Raymond C. Loehr of Cornell University; James H. Sterner, University of Texas; Lawrence Tribe, Harvard University; Dr. Samuel S. Epstein, Children's Cancer Research Foundation; Ralph Lapp, Quadri-Science Inc. and George M. Woodwell, Brookhaven National Laboratory.

Congressmen attending with Rep. Blatnik were Rep. Mike McCormack (D-Wash.), Rep. Glenn Anderson (D-Calif.) and Rep. LaMar Baker (R-Tenn.).

Summing up the session, Rep. McCormack said, "I believe we are making very substantial progress in making improvements in a number of



critical problems." He added that there are several problems left to be overcome.

"We can no longer live in a frontier economy where you use what you need and throw every thing else away," the congressman said. "There is no place left to throw it."

In the photo above, congressional representatives to a meeting of the Environmental Advisory Panel listen intently to the discussion of pollution problems. At table, from left, are: Rep. Mike McCormack of Washington; Rep. LaMar Baker of Tennessee; Richard B.

Royce, clerk of the Senate Public Works Committee; Rep. Glenn Anderson of California and Rep. John Blatnik of Minnesota, chairman of the House Public Works Committee. Reps. McCormack, Baker and Anderson are members of Rep. Blatnik's committee.

Seafarers Vacation Center



"Home is the Sailor, Home from the Sea."

Robert Louis Stevenson

The life of a Seafarer is one of privation. During his long days at sea he is without the companionship of his family, his shoreside friends and even without mail from home.

He deserves a place to relax when he is home; a place where he can meet shipmates and their families and talk of things that every Seafarer has in common.

The Seafarers Vacation Center at Piney Point, Md. is such a place. In the "land of pleasant living," as southern Maryland is called, the SIU has set up a vacation retreat to offer the comforts of a resort to the professional sailor at a fraction of the cost of a profit-making establishment.

Sound like a good deal?

Some of the inducements to SIU men include inexpensive lodging for the family, inexpensive and well-prepared meals in a spacious dining room with a view of an outlet to the Chesapeake Bay.

Rooms are \$4 per day for single occupancy and \$7 for a double. Breakfast and lunch cost 99 cents and supper costs \$1.50 from a varied menu prepared by professional chefs.

The motel grounds are in the midst of 54 acres in historic St. Mary's County, bordered by St. George's Creek and the Chesapeake Bay. A short drive will bring the vacationer to many historic landmarks including the site where Lord Calvert landed in 1634 and founded the first colony free from religious prejudice. Nearby is a replica of the first Maryland State House.

For those who want more activity than the sightseer, there is sailing, softball, swimming, fishing, water skiing, basketball, volley ball, billiards and table tennis.

Seafarers and their families will find that the Harry Lundeberg Motel has activities for every member of the family, whatever their age.

One of the most popular activities is sailing. The Harry Lundeberg Motel and the Harry Lundeberg School of Seamanship includes a marina with different types of sailing and power craft, ranging from 21-foot Columbia sailboats to the 250-foot S.Y. *Dauntless*, the flagship of the entire United States Navy during World War II. One of the more popular sailing vessels for family cruises is the *Manitou*, formerly a week-end retreat and floating White House while President John F. Kennedy was in office.

From reports of Seafarers who stayed at Piney Point last summer, the meals, the facilities and the activities surpassed their expectations. Many of them voiced their intentions of returning this summer and many of the members who attended Crew and Educational Conferences plan to take advantage of the vacation center.

Reservations are now being accepted and many Seafarers already are scheduled for a vacation at Piney Point this summer. If you are interested in visiting Piney Point, better reserve now to insure accommodations. Just fill out the coupon and mail to the center. It's the best way to assure yourself and your family a well-deserved vacation at the lowest possible cost.



Seafarers Vacation Center
Harry Lundeberg School of Seamanship
Piney Point, Md. 20674

I am interested in applying for reservations at the Seafarers Vacation Center.

From To (First Choice)

Second Choice: From To

My party will include adults and children.

Please send confirmation.

Name

Signature

Book No.

Address

City State

Zip Code

Labor Kicks Off Campaign For National Health Insurance

Washington, D.C.

The AFL-CIO has opened its campaign to gain passage of the National Health Security Program now before the Senate.

"It is time that the people who pay the bills—the health consumers—have a means for controlling the inordinately high cost of health care and a method for gaining accessibility to medical care for the millions of Americans who do not now have a chance to get it," Andrew J. Biemiller, director of the AFL-CIO Department of Legislation told the Senate Finance Committee.

"Only health security tackles all the real problems: quality care for all Americans, financing, cost controls, development of new health care delivery systems and restructuring of the present wasteful, inefficient system," he asserted.

Biemiller told the Senate committee that the profit motive "is not an acceptable philosophy for medical care."

The Health Security Program, sponsored by Senator Edward M. Kennedy (D-Mass.), would provide:

- Full payment of all physician and surgical services.
- Full payment of all hospital services, hospital-affiliated nursing home care, outpatient services and home health care.

- All medicines provided by a hospital or by a prepaid group practice.
- Optometrist, podiatrist, pathology, radiology and ambulance services.
- Dental care for children under 15. Coverage of

Labor-Management Council Attacks Administration Plan

New York City

The New York Labor-Management Council of Health and Welfare Plans, of which the SIU is a member, has attacked the Administration's proposal for national health insurance, calling it weak and unworkable.

The council said that "the Nixon program doesn't even try to relieve the effects of skyrocketing health costs—much less solve the causes of the problem." The plan, the council said, would be a windfall for private insurance companies.

The council said that for years insurance companies have done little but "pass on to consumers the soaring costs of hospitalization and medical care." To relieve the problem, the council said, a plan should be found that, "offers real help to the people, one that is tied to the long-tested Social Security system, one that has built-in cost and quality controls."

the entire population, regardless of age, would be provided under extensions of the program.

- Treatment for mental illness, including 20 consultations with solo practitioners, 45 days of inpatient care, 60 days in mental health day care centers, and unlimited care when provided through prepaid group practice organizations.

Biemiller testified that 34 million persons under 65 have no health insurance. More than 38 million Americans have no surgical coverage, he added.

The National Health Security Program would be financed through a Health Security Trust Fund, similar to the Social Security Trust Fund.

50 percent of the monies would come from federal revenues. Based on 1970 expenditures for medical care, the federal cost would have been \$20.5 billion. Biemiller said that the federal government spent more than half of that amount on personal health care last year.

36 percent of the cost would be financed by a 3.5 percent tax on employer payrolls.

12 percent would come from a 1 percent tax on the first \$15,000 of an individual's income, and 2 percent would be provided by a 2.5 percent tax on the first \$15,000 of income of the self-employed.

The current Medicare tax, now taking .8 percent of the first \$7,800 of a wage-earners pay, would be eliminated.



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 Electrotypes)

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 (Toys & Toy Workers Union)

Whale Batters Yacht; Seafarers Rescue Crew

Four men and a woman forced adrift in a six-by-five-foot rubber liferaft when their yacht was struck and sunk by a whale had a very small chance to be found still alive.

The small chance came through, however, and it came in the form of a 13,000 ton SIU-contracted ship named *Potomac*.

Even though they could have survived for almost six weeks, the sailors of the South African yacht *Pionier* had little hope that a ship would find them in time.

On the deck of the *Potomac*, however, an alert third officer, Roy Newkirk, was about to go off watch when he spotted an orange object far in the distance.

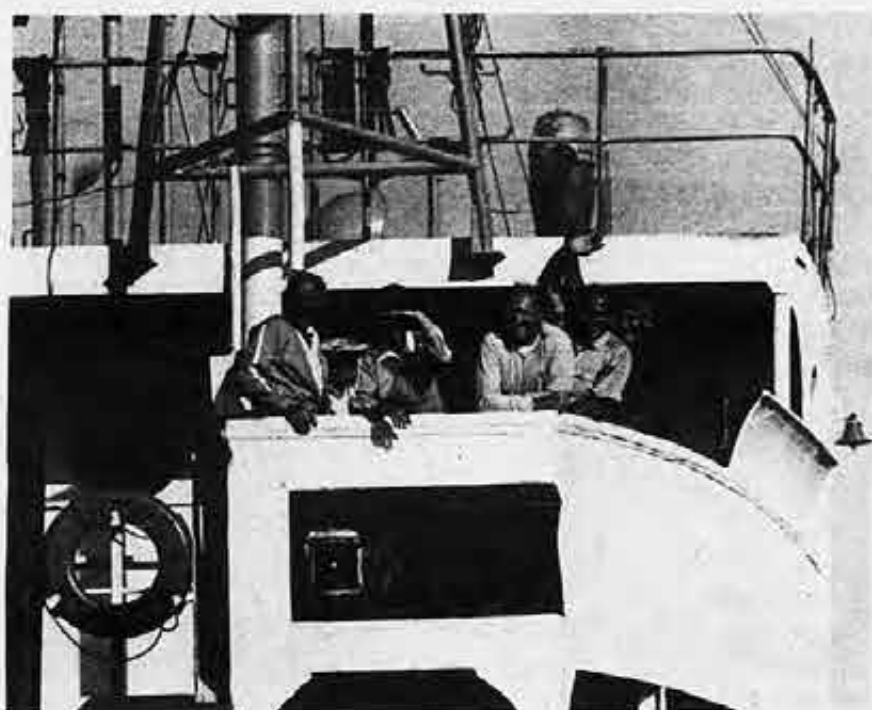
"It looked like a big orange ball, clearly visible about three miles and eleven degrees off the port bow," said Newkirk.

His next words were to Captain Vernon W. Hansen: "Request permission to investigate object on the port bow."

And so began the rescue of the yacht's skipper Gordon Webb, his wife, Jenifer, Willi Schutten, Peter Flockemann and Tony Keeney.

When a lifeboat had to be lowered from the *Potomac*, Newkirk "asked to be put in charge of the boat" because he "wanted to see those guys and find out what they were doing way out there where nobody ought to be."

Besides Newkirk, the men who volunteered for that mission were chief engineer Henry Dillon, boatswain Charles D'Amico, third assistant engineer G. Bogley and able bodied seamen Ray King and Ken



The *Potomac* brings back five happy survivors to Cape Town, South Africa. From left are: Tony Keeney; Jenifer Webb; Gordon Webb; Willi Schutten and Peter Flockemann.

Kremlich.

The expertise of the lifeboat crew as they worked in a squall and rough seas was cited by one of the survivors, Tony Keeney, in a letter to the *Log*. "In real seamanlike manner they . . . came alongside our liferaft and hauled us aboard," he said.

He noted the "friendliness" that "greeted us and immediately packets of cigarettes were handed around."

As they approached the ship, Keeney wrote, "the Master, not wishing to take any risks, had arranged for a net to be draped up forward in preference to the pilots ladder and, as the swells were pretty big, it was quite a feat on the part of all concerned in coming alongside the *Potomac*. This was done without any fuss, bother or panic and wonderful teamwork on the part of all concerned."

He continues that "once alongside we were coached and guided as to the most opportune time to jump onto and scramble up the net. This risky operation went without a hitch."

Once on board, the survivors were treated with great hospitality, Keeney says, noting, "we were overwhelmed with kindness. The chief steward, Mr. Kelly, in a calm and homely manner, met and conducted us, still scantily clad and very wet, to the messroom for coffee and dinner."

He says that the *Potomac* "is manned by one of the finest group of diplomats of whom the United States of America can be truly proud."

Because of the *Potomac*, the five survivors had spent only 16 hours in their rubber liferaft, 16 hours that came to a happy ending because of the skill and concern of the SIU-crew of the *Potomac*.



Indictments Against SIU Termed 'Assault on Labor Movement'

New Orleans

Indictments against the SIU and several of its officers brought by the Justice Department have been labeled a blatant drive by Attorney General John Mitchell "to emasculate the effective political activities of organized labor."

The attack upon the Attorney General was issued last month by delegates attending the 16th annual convention of the Louisiana State AFL-CIO in a resolution pledging complete support to the SIU and its political action program.

The indictments claim the SIU violated federal rules in donating funds to both Republican and Democratic campaigns during the 1968 elections.

The Louisiana trade unionists asserted that "despite the warning of organized labor, the American people have remained generally apathetic about the threat to strip workers of their right to join together in behalf of political causes and political candidates."

Lawful Action

"Nowhere is this assault on the trade union movement more clear than in the indictment of the Seafarers International Union and its top officers for what the Attorney General has called a 'conspiracy' to violate federal law," the resolution declared. "For years, the Seafarers—like other American unions—has engaged in lawful political action."

"It has received voluntary contributions from its members, in strict compliance with federal law," delegates to the state body's convention said. "It has put these contributions to work on behalf of candidates dedicated to the same goals as the SIU, and these contributions have been made in strict compliance with federal law."

"It has reported these contributions fully, openly and regularly, in strict compliance with

federal law," the resolution said.

The Louisianans recorded their concurrence with the AFL-CIO Executive Council which condemned the indictments as "a device to coerce working men and women and their unions to forego their basic constitutional right," and charged Mitchell with "seeking to silence the American trade union movement for purely political reasons."

The resolution pledged the state body's "full and unstinting support of the Seafarers International Union in its fight against the attempts by the Attorney General to destroy labor's political machinery."

'Symbol of Vigilance'

The convention said the SIU "stands as the symbol of organized labor's vigilance against those who would destroy the trade union movement and who would silence the trade union movement's voice on behalf of all of the people of America."

Delegates also took strong stands calling for both government and private support of the need to "Ship American" and to preserve and strengthen the remaining eight Public Health Service hospitals.

They said the practice of sending American cargo via foreign-flag ships is "not only foolish, it is one that could eventually spell economic disaster."

"Should the maritime industry falter and die through the apathetic neglect of the duties of its other partners in the nation's economy then a vacuum would result and the alternative clearly would be foreign-flag ships," an alternative the delegates found would lead to "economic disaster and potential military disaster."

The convention warned that the entire American economy, should it spurn the American-flag merchant marine, could

join our fleet "in the graveyard of economic enterprise."

And while it is dangerous for industry to neglect the American-flag fleet, the delegates said "it is catastrophic for government to do so."

U.S. Ships Wait

The federal government has been utilizing foreign-flag ships for government cargo — frequently in violation of the law — at the same time that U.S. ships "wait in harbors or are prematurely laid up."

"The tragedy is that the funds going to foreign shipping interests are not used for food and clothing for American workers, nor do those funds create more jobs for a nation with an unemployment rate already at recession levels, nor do they return in the form of taxes," the resolution declared.

The Louisiana organization indicated its fear that the loss of the American-flag merchant fleet would cut the supply line to U.S. armed forces around the world.

"Defense cargoes would have to await the ships of another land, ships that might not come for political reasons" the resolution warned.

The delegates called for the federal government to adopt a policy that would give top priority to American-flag vessels for all government cargo, with second choice going to the ships of nations receiving U.S. assistance cargoes and last preference reserved for third-flag ships.

The convention also called upon American industry "to remember its partnership with the maritime industry and that it take advantage of every opportunity to send cargoes in ships that fly the American flag."

PHS Hospitals

The threat by the Administration to close the remaining Public Health Service hospitals



SIU Vice President Lindsey Williams, center, holds plaque presented to him as chairman of the Greater New Orleans AFL-CIO Committee on Political Education by Victor Bussie, left, president of the Louisiana AFL-CIO. The New Orleans COPE committee was honored for "inspired" leadership and for "repeatedly conducting the kinds of campaigns that brought victory to our friends." At right is A. P. "Pat" Stoddard, president of the Greater New Orleans AFL-CIO.

brought from the convention a call to appropriate \$140 million "to return these vital American health resources to their fullest and most modern operation possible."

The resolution noted that the quality of care and attention to health needs provided by the PHS hospitals "has been unequalled in the world and has made the men of the American merchant marine the healthiest in the world."

"To close these vital health care and training facilities at a time when so many Americans cannot obtain adequate medical care within the private U.S. health system would be a tragedy," the Louisiana unionists asserted in the resolution.

They said that to switch the patient load of the PHS hospitals to facilities of the Veterans Administration would be wrong.

"The Veterans Administration Hospitals are already crowded and could handle very few, if any additional patients—and even if there were extra beds, seamen would have the lowest priority in filling them," the resolution said.

To place PHS hospital patients in private hospitals would cause a "staggering burden on an already overloaded federal budget," since private hospital costs approach \$100 per patient day, nearly double the \$55 figure for the eight PHS facilities.



Union Gives Books For Prisoners

The SIU recently presented Chicago Sheriff Richard J. Elrod with a donation of more than 750 paperback novels for distribution to inmates of the Cook County Department of Corrections. Pictured during the presentation are from left: Gregory J. Grana, executive vice president of the SIUNA-affiliated United Industrial Workers Union; Sheriff Elrod; SIU Chicago Port Agent Frank "Scottie" Aubusson; and Joseph P. Ahain, secretary-treasurer of the United Industrial Workers.

Converted Tanker Pays Off in New York

Now assigned to the New York-San Juan route, the SIU contracted *Seatrain Delaware* visits New York approximately once every ten days, making for a pleasant coast-wise trip.

Built in 1944 as a T-2 tanker, and christened as the *Mission San Gabriel*, she was converted in 1966 to containership lines, and now carries 277 mixed cargo containers per voyage.

When she dropped anchor in New York at the end of her last voyage, she was met by SIU Patrolman and the *Log* photographer, and her smooth payoff was recorded on film.



Recent Piney Point graduate Michael Pell is sailing as ordinary seaman aboard the *Seatrain Delaware*. Brother Pell makes his home in New Orleans, La.



Pantryman O. Gonzalez sorts dishware in the galley while awaiting payoff aboard the *Seatrain Delaware*.



Ordinary seaman M. Sherard (foreground) uses a winch to wind in heavy-duty lines topside, with an assist from C. Figueroa who sails as deck maintenance man.



Seafarer C. Serkizis, who sails as wiper, turns out the work in the engine room.



Messman V. M. Pacheco climbs passageway stairs after payoff. Brother Pacheco is looking forward to some free time in port after a smooth voyage.



Many fine meals were prepared under the direction of chief cook L. Gardner during the voyage. Brother Gardner glances through the last issue of the *Log* to keep up to date on his union's affairs.



A hot cup of coffee offers a welcomed break for Seafarer L. Revera during the payoff.



Birthday Wishes Extended

Seafarer Joe (Tiger) Harrison celebrated his 72nd birthday last month while at sea aboard the *Inger* (Reynolds Metals). His shipmates prepared birthday cake for him and all hands joined in wishing him many more years of happy sailing.



Nine Seafarers Attain Book Status

Nine more Seafarers joined the ranks of book membership in the SIU last month. From left, front row, are: H. Boudreaux, E. Gray Sr., D. Maupin, T. Venable, S. Pastoriza and J. Makavewicz. Back row: E. Powell, R. Seabreeze and W. Foley.



A Real Whopper

Baker Francisco A. Cruz, left, and Chief Steward Lorenzo Bennett, currently aboard the *Columbia Banker*, proudly display a 70-pound wahoo they caught off Canton Island in the South China Sea. Some of their lesser prizes are also on display.

Karth Calls For Fourth Seacoast



Rep. Karth

Washington, D.C.

Rep. Joseph Karth (D-Minn.) called for renewed commitment to making the Great Lakes into America's fourth seacoast in a speech given at the weekly luncheon of the AFL-CIO Maritime Trades Department.

Rep. Karth said he was appalled at the present condition of the Great Lakes fleet, calling it a "tiny fleet and a slow and obsolete one at that."

He said that Congress was shocked to hear that the deep-sea fleet had had an average age of more than 20 years, "and my horror is no less when I think that the Great Lakes fleet averages 45 years in age," he said.

"It's not that they aren't hardy," Rep. Karth said, "their age proves that they are. It's not that their owners and crews aren't willing to try. The problem is that they are so obsolete and unproductive that they just can't attract the necessary cargo."

Serious Situation

Rep. Karth said that it was a serious situation in many ways, a situation we have only just begun to fight.

"It's a serious situation," he said, "because so much of America's produce must be exported from areas served by the Lakes." He said the Lakes district produced ore, grain, machinery and a host of other products needed for consumption in both the U.S. and abroad.

"There's a great market for ships out there

and it is passing the American-flag fleet by," Rep. Karth said.

He said the first step in restoring the Great Lakes fleet was inclusion of the ship owners on the Lakes in the provision for accumulation of tax-deferred construction reserve funds, a provision of the Merchant Marine Act of 1970 expected, he said, to "induce the construction of 15 Great Lakes ships this year."

And, said Rep. Karth, "if our reasoning was valid in passing the Merchant Marine Act of 1970—and I believe it was—then it is equally valid to apply those same principles to our Great Lakes fleet."

He said that Great Lakes ship owners ought to be entitled to the same operation and construction subsidies as the deep-sea shippers, since they are "partners in waterborne commerce."

'Golden Chain'

He said the Great Lakes could be a "golden chain" of inland waters for commerce important to the nation. "Instead we have, through neglect of the fleet, turned the gold to rust along with the 45-year-old ships," Rep. Karth said.

"If we are willing to bring the same commitment to Lakes trade that we brought to deep-water trade, then we will have made the dream of a fourth American seacoast into a reality," he said. "And for millions of residents of the Great Lakes region, the reality cannot come too soon."

Alaska Pipeline Means More Jobs for Sailors



Rep. Begich

Washington, D.C.

Rep. Nicholas J. Begich (D-Alaska) said that the proposed trans-Alaska pipeline from oil-rich Prudhoe Bay to Valdez represents an unparalleled opportunity for American maritime.

The Congressman-at-Large made his remarks to a weekly luncheon of the AFL-CIO Maritime Trades Department in E. L. Bartlett Memorial Auditorium which was named for the late Senator Bartlett of Alaska, who was a friend of maritime.

Rep. Begich said the pipeline will mean, "American tankers plying between Valdez and the west and east coasts, will provide jobs for seafarers, jobs for shipbuilders and profits for employers."

He noted that conservationists had attacked the pipeline idea saying that it would "melt the frozen tundra and thus destroy one of the last, untouched natural sanctuaries in this nation."

But, said Rep. Begich, American technology, now able to send men to the moon, will discover a way to avoid ecological damage along the 789-mile pipeline. For that reason he said, conservationists must take the wider view.

Included in that view, he suggested, is recognition that America depends on troubled areas of the world for its oil supplies now, areas that include the Middle East and Southeast Asia.

"Development of the oil resources of Alaska would reduce—and perhaps even eliminate—our reliance on foreign oil supplies," he said. "This would make possible at a very minimum, a revaluation of some of our political commitments, and some of our foreign economic commitments as well."

He pointed out that coastwise shipping of Alaskan oil would also, "end our reliance on foreign-flag vessels—many of them of the run-away variety, whose owners have put them under foreign flags and manned them with foreign crews, and in the process avoided

American taxes and American wage scales."

He said that all of those advantages "far outweigh any possible damage to the ecology of the frozen tundras of my state." He concluded, "I think we should develop the oil fields, build the pipeline, and get this oil moving in American tankers to American consumers."

Congress Takes Action On New Barge Bill

Washington, D.C.

The House of Representatives unanimously passed a bill which will protect the jobs of Seafarers while boosting shipping in general. A companion bill is under consideration in the Senate.

The bill approves the entry of foreign barges into U.S. ports but provides that the barges must be towed by vessels carrying American crews.

The provision concerning American crews was an amendment to the original bill, an amendment worked out by the committee and the SIU legislative staff.

In its favorable report on the bill, the committee said, "it is not the purpose or intent to alter in any way existing jurisdiction of American labor with respect to the transfer of cargo between specialty barges within our territorial waters. We have been assured that foreign crews of these barge carrying ships will not perform this work."

Thus, while foreign barges will be allowed in port, the barges must be "non-self propelled" according to the amended bill. They will then require towboats to take them for unloading under existing union rules.

The changes in the original bill add a measure of protection of Seafarers jobs, while encouraging reciprocal maritime trade in the field of barge-carrying vessels.



Phil Carlip Honored By Congressmen

Members of the House of Representatives gather around Philip Carlip, center, legislative representative of the SIU, after presenting him a plaque citing him for "his devoted and untiring efforts on behalf of the American Maritime Industry and the welfare of American Seamen." With Carlip are, from left, Rep. Fred B. Rooney (D-Pa.); Rep. Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee; Rep. William S. Mailliard (R-Calif.) and Rep. Frank M. Clark (D-Pa.).

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

April 1, 1971 to April 30, 1971

DECK DEPARTMENT

| Port | TOTAL REGISTERED | | TOTAL SHIPPED | | | REGISTERED ON BEACH | |
|---------------------|-------------------------------|-----|---------------------------------------|-----|----|-------------------------------|-----|
| | All Groups Class A Class B | | All Groups Class A Class B Class C | | | All Groups Class A Class B | |
| Boston | 11 | 5 | 9 | 3 | 0 | 13 | 8 |
| New York | 116 | 116 | 74 | 45 | 2 | 199 | 193 |
| Philadelphia | 19 | 14 | 6 | 7 | 0 | 32 | 31 |
| Baltimore | 49 | 23 | 21 | 21 | 0 | 113 | 59 |
| Norfolk | 52 | 7 | 7 | 6 | 2 | 51 | 43 |
| Jacksonville | 21 | 21 | 11 | 12 | 0 | 56 | 58 |
| Tampa | 17 | 9 | 4 | 2 | 0 | 31 | 20 |
| Mobile | 56 | 28 | 30 | 7 | 1 | 83 | 40 |
| New Orleans | 74 | 53 | 49 | 28 | 1 | 165 | 115 |
| Houston | 145 | 111 | 104 | 97 | 11 | 145 | 127 |
| Wilmington | 22 | 27 | 18 | 9 | 2 | 43 | 68 |
| San Francisco | 96 | 82 | 82 | 83 | 1 | 119 | 91 |
| Seattle | 34 | 25 | 22 | 18 | 0 | 55 | 32 |
| Totals | 712 | 521 | 437 | 329 | 20 | 1105 | 885 |

ENGINE DEPARTMENT

| Port | TOTAL REGISTERED | | TOTAL SHIPPED | | | REGISTERED ON BEACH | |
|---------------------|-------------------------------|-----|---------------------------------------|-----|----|-------------------------------|-----|
| | All Groups Class A Class B | | All Groups Class A Class B Class C | | | All Groups Class A Class B | |
| Boston | 4 | 5 | 0 | 4 | 8 | 7 | 5 |
| New York | 88 | 112 | 57 | 56 | 6 | 155 | 137 |
| Philadelphia | 17 | 6 | 6 | 4 | 0 | 26 | 19 |
| Baltimore | 34 | 16 | 14 | 14 | 2 | 91 | 74 |
| Norfolk | 14 | 17 | 11 | 14 | 0 | 27 | 46 |
| Jacksonville | 7 | 31 | 1 | 15 | 3 | 21 | 71 |
| Tampa | 10 | 6 | 1 | 1 | 0 | 16 | 17 |
| Mobile | 26 | 28 | 8 | 12 | 0 | 50 | 44 |
| New Orleans | 49 | 61 | 49 | 44 | 0 | 105 | 155 |
| Houston | 94 | 116 | 64 | 89 | 11 | 94 | 105 |
| Wilmington | 14 | 21 | 15 | 16 | 0 | 20 | 43 |
| San Francisco | 67 | 104 | 72 | 87 | 4 | 85 | 82 |
| Seattle | 23 | 32 | 13 | 18 | 0 | 27 | 28 |
| Totals | 447 | 555 | 311 | 374 | 34 | 724 | 826 |

STEWARD DEPARTMENT

| Port | TOTAL REGISTERED | | TOTAL SHIPPED | | | REGISTERED ON BEACH | |
|---------------------|-------------------------------|-----|---------------------------------------|-----|----|-------------------------------|-----|
| | All Groups Class A Class B | | All Groups Class A Class B Class C | | | All Groups Class A Class B | |
| Boston | 4 | 3 | 3 | 2 | 6 | 4 | 4 |
| New York | 65 | 75 | 36 | 45 | 15 | 147 | 99 |
| Philadelphia | 10 | 7 | 9 | 6 | 1 | 16 | 15 |
| Baltimore | 40 | 11 | 8 | 8 | 1 | 99 | 65 |
| Norfolk | 13 | 14 | 2 | 7 | 5 | 41 | 33 |
| Jacksonville | 11 | 13 | 4 | 5 | 4 | 21 | 34 |
| Tampa | 6 | 6 | 0 | 1 | 0 | 22 | 10 |
| Mobile | 26 | 17 | 7 | 16 | 1 | 70 | 20 |
| New Orleans | 59 | 37 | 28 | 21 | 1 | 121 | 53 |
| Houston | 49 | 57 | 39 | 56 | 21 | 73 | 46 |
| Wilmington | 9 | 17 | 14 | 4 | 1 | 16 | 26 |
| San Francisco | 61 | 57 | 44 | 54 | 15 | 82 | 77 |
| Seattle | 20 | 9 | 16 | 4 | 5 | 43 | 15 |
| Totals | 373 | 323 | 215 | 229 | 76 | 755 | 497 |

SIU Arrivals

Timothy Brown, born Jan. 28, 1971, to Seafarer and Mrs. Bobby L. Brown, Crestview, Fla.

Anita Robichaux, born Jan. 30, 1971, to Seafarer and Mrs. Alvin J. Robichaux, Marrero, La. 70072

Miguel Roque, born Dec. 19, 1970, to Seafarer and Mrs. Pedro Roque, Norfolk, Va.

Wendy Jo McGraw, born Feb. 25, 1971, to Seafarer and Mrs. Joseph G. McGraw, Carneys Point, N.J.

Jason Cooper, born Feb. 24, 1971, to Seafarer and Mrs. Robert L. Cooper, Pasadena, Texas.

Mark Owens, born Dec. 31, 1970, to Seafarer and Mrs. Ollie D. Owens, Memphis, Tenn.

Francis McIntyre, Jr., born Feb. 27, 1971, to Seafarer and

Mrs. Francis McIntyre, Anaheim, Calif.

Edy Martinez, born Jan. 4, 1971, to Seafarer and Mrs. Santos E. Martinez, Metairie, La.

Michael Williams, born Nov. 8, 1970, to Seafarer and Mrs. Michael Williams, Brooklyn, N.Y.

Alvin Lofton, born Jan. 31, 1971, to Seafarer and Mrs. Roy Lofton, Eight Mile, Ala.

Wade Merritt, born Jan. 19, 1971, to Seafarer and Mrs. Robert A. Merritt, Ferndale, Pa.

Billy Hill, born Mar. 21, 1971, to Seafarer and Mrs. Billy Hill, Clifton, Tenn.

Karen Abrams, born Apr. 3, 1971, to Seafarer and Mrs. John B. Abrams, Bronx, N.Y.



Evans Sets Mark Representing HLSS

Harry Lundeberg School of Seamanship Director of Athletics "Pappy" Gault, right, congratulates Lee Evans on the trophy he just received for winning the 500-yard run in world record time of 54.4 seconds at the University of Maryland. Evans, representing the SIU's Harry Lundeberg School at the meet, beat a field of international champions. Gault is a former coach of the U.S. Olympic boxing team.



Final Departures

Michael G. Lubas



Michael G. Lubas, 69, passed away on Apr. 4 of natural causes in Methodist Hospital, Brooklyn, N.Y. A native of Philadelphia, Pa., Seafarer Lubas was a resident of Brooklyn, N.Y. when he died. He joined the union in 1952 and sailed in the engine department. Brother Lubas stood picket duty watch in 1961, 1962 and 1963. Among his survivors are his wife, Vera. Burial was in Greenwood Cemetery, Brooklyn, N.Y.

Thomas Virgil Raines



Thomas Virgil Raines, 54, passed away on Feb. 28 from heart disease at Stevens Memorial Hospital in Edmonds, Wash. A native of Illinois, Brother Raines was a resident of Lynnwood, Wash. when he died. He joined the union in the Port of Seattle in 1955 and sailed in the engine department. Seafarer Raines had been sailing 35 years when he died. Among his survivors are his wife, Olive Leona. Burial was in Floral Hills Cemetery in Alderwood Manor, Wash.

John R. Mina



John R. Mina, 65, was an SIU pensioner who passed away on Feb. 3 of lung trouble in Baptist Hospital, New Orleans, La. He joined the union in the Port of New York in 1948 and sailed as a steward. When he retired, Brother Mina had been sailing for 45 years. A native of the Philippine Islands, Seafarer Mina was a resident of New Orleans, La. when he died. Among his survivors are his daughter, Ann C. Poland of New Orleans, La. Burial was in St. Roch II Cemetery in New Orleans.

Girard Earnest Doty



Girard Earnest Doty, 60, passed away on Mar. 17 in Port Arthur, Tex. He joined the union in the Port of Baltimore in 1941 and sailed in the engine department. He was skilled as a steam-fitter and pipe-fitter when he entered the union. In 1961 he was given a personal safety award for his part in making the *Steel Surveyor* an accident free ship. A native of Ohio, Brother Doty was a resident of Port Arthur, Tex. when he died. He had been sailing 34 years at the time of his death. Burial was in Oak Bluff Cemetery in Port Neches, Tex.

Homer I. Nichols



Homer I. Nichols, 68, was an SIU pensioner who passed away on Mar. 22 after an illness of a few years in Seattle, Wash. A native of Mississippi, Brother Nichols was a resident of Seattle, Wash. when he died. He joined the union in 1940 in the Port of New Orleans and sailed in the engine department until his retirement in 1966. He had been sailing 39 years when he retired. Among his survivors are his wife, Lillie. Burial was in Abbey View Cemetery in Seattle, Wash.

Albert C. May, Jr.



Albert C. May, Jr., 43, passed away on Nov. 4, 1970 in New Orleans, La. He joined the union in the Port of New York in 1954 and sailed in the deck department. A native of Alabama, Brother May was a resident of New Orleans, La. when he died. Seafarer May is a Navy veteran of World War II and also served in the Navy from 1951 to 1953. Among his survivors are his sister, Doris May Miller of Charleston, S.C. Brother May's body was removed to Charleston Cemetery in Charleston, S.C.

Marcelo Alicea



Marcelo Alicea, 60, passed away on Mar. 4 from heart trouble in Hospital Universitario in Monacillo, P.R. A native of Puerto Rico, Seafarer Alicea was a resident of Bayamon, P.R. when he died. He joined the union in the Port of Philadelphia in 1957 and sailed in the engine department. He had been sailing 16 years when he passed away. Among his survivors are his wife, Bernarda. Burial was in Bayamon, P.R.

Nathan Joe Hawkins



Nathan Joe Hawkins, 22, passed away on Dec. 14, 1970 at Third U.S. Army Field Hospital in Saigon, Vietnam of lung trouble. He was a crewmember on board the *Steel Vendor* when he became ill. A native of Red Warrior, W. Va., Brother Hawkins was a resident of St. Albans, W. Va. when he died. He joined the union in the Port of New York in 1967 and that same year graduated from the Harry Lundeberg School of Seamanship. He sailed in the deck department and in 1970 attended the seniority upgrading program and received his full book. Among his survivors are his father, William Hawkins of St. Albans, W. Va. The *Steel Vendor* carried Seafarer Hawkins' body back to the United States for burial.

Walter John Lanier



Walter John Lanier, 26, passed away on Dec. 2, 1970 at sea while a crewmember on the *Stonewall Jackson*. He joined the union in the Port of New Orleans in 1963 and graduated that same year from the Andrew Furuseth Training School in New Orleans. He sailed in the steward department. A native of New Orleans, he was a resident there when he died. Among his survivors are his mother, Dorothy Blanchard of Chalmette, La.

Andrew Vidal



Andrew Vidal, 73, was an SIU pensioner who passed away on July 18, 1970 while suffering a diabetic coma in Barcelona, Spain. One of the first members of the union, Seafarer Vidal had joined in 1938 in the Port of New Orleans and sailed in the deck department. A native of Spain, Brother Vidal was a resident of Barcelona, Spain when he died. He had been sailing for 45 years when he retired in 1962. Burial was in Sud-Oeste Cemetery in Barcelona, Spain.

Antoni Bilyk



Antoni Bilyk, 63, was an SIU pensioner who passed away on Feb. 7 of pneumonia in Brooklyn, N.Y. A native of Poland, Brother Bilyk was a resident of Brooklyn, N.Y. when he died. He joined the union in the Port of New York in 1943 and sailed in the deck department as a boatswain. He had been sailing 40 years when he retired. Among his survivors are his sister, Anastasia Kulyk of Brooklyn, N.Y. Burial was in St. Charles Cemetery in Farmingdale, N.Y.

Lucien Fred Drew



Lucien Fred Drew, 64, passed away on Mar. 14 in Norfolk General Hospital, Norfolk, Va. A native of North Carolina, Brother Drew was a resident of Norfolk, Va. when he died. He joined the union in the Port of Norfolk in 1951 and sailed in the steward department. When he passed away, Seafarer Drew had been sailing 30 years. Among his survivors are his wife, Lillie. Burial was in Woodlawn Memorial Gardens, Norfolk, Va.

Edgar James Henchel



Edgar James Henchel, 48, passed away on Mar. 1 of heart disease in San Pedro and Peninsula Hospital in San Pedro, Calif. A native of Minnesota, Brother Henchel was a resident of San Pedro, Calif. when he died. He joined the union in the Port of Wilmington in 1967 and sailed in the engine department. He had been sailing over 18 years when he died. Among his survivors are his wife, K. Mardel Eleanor.

Frank Hills



Frank Hills, 53, was an SIU pensioner who passed away on Mar. 3 of lung trouble in Mount Zion Hospital, San Francisco, Calif. One of the early members of the union, Seafarer Hills joined in 1939 in the Port of Mobile. He sailed in the steward department. In 1961, Brother Hills was issued a picket duty card. A native of Mobile, Ala., Seafarer Hills was a resident of San Francisco, Calif. when he died.

John H. Barkley



John H. Barkley, 68, was an SIU pensioner who passed away on Feb. 10 in St. Mary's Hospital, Roswell, N.M. after an illness of four months. He joined the union in Cleveland in 1948 and sailed in the steward department. When he retired in 1969, Brother Barkley had been sailing 42 years. A native of Pennsylvania, Seafarer Barkley was a resident of Roswell, N.M. when he died. He was an Army and Coast Guard veteran of War I and World War II. Among his survivors are his wife, Eleanor.

James Leon Hobbs



James Leon Hobbs, 20, passed away on Oct. 23, 1970 as the result of injuries received in an auto accident in Holly, Col. A native of Kentucky, Seafarer Hobbs was a resident of Granada, Col. when he died. He joined the union in 1970 and graduated that same year from the Harry Lundeberg School of Seamanship. He had recently returned from his first voyage aboard the *Archilles* as a messman when the accident occurred. Among his survivors are his mother Nell Donoho of Granada, Col. His body was removed to Kentucky for burial.

William Harvey Field



William Harvey Field, 52, passed away on Sept. 30, 1970 while sailing as a crewmember on board the *Overseas Progress*. He was injured during a storm and subsequently died of heart failure. A native of Missouri, Brother Field was a resident of Texas City, Tex. when he died. He joined the union in the Port of Houston in 1956 and sailed in the deck department as a boatswain. He had been sailing for 20 years when he died. Among Seafarer Field's survivors are his wife, Linda. His body was returned to Houston, Tex. for burial.

Lam Ching



Lam Ching, 60, passed away on Feb. 27 of natural causes in the USPHS Hospital in Staten Island, N.Y. He joined the union in 1948 in the Port of New York and sailed in the steward department. He was issued picket duty cards in 1961 and 1962. In 1960, Brother Ching was given a safety award for his part in making the *Raphael Semmes* an accident free ship. He had been sailing 36 years when he died. A native of China, Seafarer Ching was a resident of Manhattan, N.Y. when he passed away. Among his survivors are his wife, Oi Che.

NOTICE

The President's Pre-Balloting Report was made to and approved by the May membership meetings.

The President's recommendations as approved by the membership and as provided by the Constitution makes the following offices and jobs subject to the forthcoming nominations and elections:

HEADQUARTERS

- 1 President
- 1 Executive Vice-President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the Lakes and Inland Waters
- 4 Headquarters Representatives

NEW YORK

- 1 Agent
- 10 Joint Patrolmen

MOBILE

- 1 Agent
- 4 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 4 Joint Patrolmen

BALTIMORE

- 1 Agent
- 4 Joint Patrolmen

HOUSTON

- 1 Agent
- 4 Joint Patrolmen

DETROIT

- 1 Agent

As provided for in Article XIII, Section 1, nominations open on July 15, 1971 and close August 15, 1971. All documents required for eligibility of candidates for Union office must reach Headquarters no earlier than July 15, 1971 and no later than August 15, 1971. Read your Constitution carefully.

The election will be held as provided for in Article XIII, and the voting will take place commencing on November 1, 1971, and continuing through December 31, 1971. Read your Constitution carefully.

Battle Over Credit Charges Could Mean You Save \$\$\$

By Sidney Margolius

The nationwide battle is shaping up over the amount of finance charges that retailers charge for "revolving" charge accounts. Even as labor and consumer groups in various states are seeking lower rates through legislative and court actions, large retailers are threatening that lower credit rates will force them to raise merchandise prices.

The main issue is the rate of 1½ percent a month on the declining balance of the widely-used revolving credit and bank charge-account plans. Figured as an annual percentage rate, this comes to 18 percent a year. Sometimes the true annual rate is even higher since many retailers calculate the fee on the previous month's ending balance without first subtracting the payments made for the current month. They nick you for a little more interest this way.

In several states now legal steps have forced a reduction in the rate and the retailers are getting worried. The Washington State Labor Council led the way in 1968 by getting a public referendum which voted to establish a maximum of 12 percent a year on all retail credit plans. Soon thereafter the AFL-CIO called for a national campaign by state councils to bring retail credit rates down to no more than 12 percent a year. Then, in 1970 the Wisconsin Supreme Court ruled that interest rates over 12 percent are usurious, and the leading retailers there cut their rates accordingly.

Minnesota Suits

In Minnesota the state labor council brought a lawsuit charging that the 18 percent was usurious. The lower court ruled that an annual interest rate of more than 8 percent for charge accounts did violate Minnesota's anti-usury law. The retailer involved, Montgomery Ward, is now appealing this decision to the state Supreme Court.

Meanwhile the Minnesota state attorney general has filed suits charging that banks sponsoring the Master Charge credit-card plans are violating the anti-usury law by charging 18 percent a year.

In Iowa, too, the state attorney general has filed suits asking the court to order Sears, Younger's (a leading department store there), and the Standard Oil Co. of Indiana to stop

charging 18 percent a year. The attorney general contends that Iowans are legally bound to pay only 9 percent interest.

Oregon labor organizations also called for a 12 percent ceiling. It had become noticeable that consumers in neighboring Washington were able to save up to \$110 on financing a new car, and as much as \$328 on financing used cars. (Used-car financing rates are especially high. In many states, laws permit rates of 21 percent a year and more on used cars.)

You can imagine how worried the retailers and banks are by the rising tide of successful legal actions against the 18 percent rate. Now the backlash is starting. A bill sponsored by dealers and banks has been introduced into the Washington legislature to raise the credit to 15 percent.

Profits—Or Else

Leading retailers also are warning that if they can't make money on credit fees they will have to raise prices on the merchandise itself. Montgomery Ward announced that its profits on credit sales had gone down last year. It made less than \$6,000,000 on credit sales of a little over one billion dollars. The company said it would continue to resist efforts to reduce credit fees.

Actually the battle over interest rates is flushing the retailers out in the open. They now are being forced to admit publicly that most of them do make money on the finance charge, as well as on the merchandise. The fact that some may not have made as much profit last year as the year before is at least partly a temporary phenomenon resulting from the higher interest rates they themselves paid other lenders in 1970 for funds to finance credit sales. These rates have gone down considerably in 1971. The specter of higher prices for the merchandise means that stores would try to get cash customers to help subsidize credit customers.

But the threat is a hollow one. If stores featuring credit plans charge more for the merchandise, stores which do most of their business for cash will have lower prices and get the customers. Consumers traditionally are sharper about comparing prices than comparing finance charges.



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 ship-board 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.

Ready for First Ships



Bill Hall, Director of Union Education, joins trainees of Class 64 for their graduation picture as the group made ready to ship out of the Harry Lundberg School after completing their 12-week training program. Front row, left to right, are R. Olmeda, E. Morton, J. Maldonado, Hall, P. Roberts, H. Smith, and C. Capo, who shipped out as third cook. Back row, left to right, are A. Woods, E. Wilson, T. Nelson, T. Madison, and B. Temple.



New York Dispatcher Jack Bluit and three Advanced Seamen joined Class 65A for their graduation photo as the class prepared to leave the Harry Lundberg School for New York and their first ship. The Advanced Seamen are, left to right, Albert Alexander, Rick Daly and Thomas Duke. Graduating trainees, kneeling left to right, are G. Parsons, G. Paschall, B. Tagmeier, J. Holt, R. Stewart, G. Westead, D. Powell, R. McComa, and C. McKee. Standing are A. Shearhouse, M. Godrey, W. Pichon, M. Soto, G. Mastreandreas, Bluit, K. Modean, J. Neff, R. Powell and P. Long.

Social Security

Benefits Computed On Average Earnings

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. When my husband retired he was earning \$1,000 a month. Some of his friends, who made less, are collecting as much as he is. How come? I thought social security cash benefit amounts are figured on earnings before retirement.

A. You're right. Social security retirement benefits are computed on average earnings over a period of years. But this average is based on earnings actually covered by social security contributions. For instance, the most earnings anyone could have credited was \$7800—the maximum amount on which social security contributions were based.

This yearly maximum was as low as \$3000 before 1951, and it was increased over the years as earnings levels increased throughout the U.S. So, no matter how high your husband's pre-retirement income was, his average earnings for social security purposes is

based on the amount actually covered by social security contributions.

Q. I have been offered part-time work by my employer when I retire next month. Since I have already applied for monthly social security retirement benefits, will my employer still have to withhold social security contributions from my wages?

A. Yes. The fact that you draw monthly social security benefits has no bearing on the requirement that your employer withhold and report social security contributions on your wages.

Q. I recently received my Medicare card, but it has my husband's social security number on it. Since I have my own social security number, shouldn't it be on my card?

A. Not necessarily. The number on your card is determined by the work record under which you have your social security coverage. If you are drawing benefits as a wife, your card will have your husband's social security number on it with a "B" after the number. If you are drawing benefits as a widow, your card will show his number with a "D" after it.

Q. I get social security payments as a widow. I do not work, but I own a small apartment building. Does my rental income count toward the \$1,680 a year that I can earn before social security payments are reduced?

A. No. Only wages and self-employment income count as earnings for social security purposes. Rental income will not affect your cash benefits unless you are a real estate dealer.



Digest of SIU Ships' Meetings

MOBILE (Sea-Land), Feb. 21—Chairman H. Libby; Secretary A. Alfonso. \$13 in ship's fund. Repairs have not been completed. New list to be made up and given to patrolman at next payoff. No beefs were reported.

JEFF DAVIS (Waterman), Feb. 14—Chairman T. Chilinski; Secretary R. Barker; Deck Delegate Howard F. Hall; Engine Delegate Jack B. Davis; Steward Delegate George Frazza. Discussion held regarding slop chest. \$100 in ship's fund. No beefs. Everything is running smoothly.

NEW ORLEANS (Sea-Land), Feb. 7—Chairman J. V. Fernandez; Secretary D. B. Sacher; Steward Delegate H. Roskamp. No beefs were reported. It was suggested that the company get some kind of answering service in Seattle so that men can find out when the ship is sailing.

STEEL EXECUTIVE (Isthmian), Feb. 14—Chairman W. K. Dodd; Secretary Tony Gaspar; Deck Delegate E. Dwyer; Engine Delegate E. Arnold; Steward Delegate James P. Perryman. Ship's chairman expressed his appreciation to all hands.

\$12 in ship's fund. No beefs were reported.

OVERSEAS CARRIER (Maritime Overseas), Jan. 17—Chairman Richard F. Ransome; Secretary Louis J. Clayton. Everything is running smoothly with no beefs and no disputed OT.

Madaket (Waterman), Feb. 14—Chairman J. Landron; Secretary B. B. Henderson. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

ANCHORAGE (Sea-Land), Jan. 28—Chairman aBrney E. Swearingen; Secretary Ernest M. Bryant. \$25 in ship's fund. Few hours disputed OT in deck and steward department.

OVERSEAS ALEUTIAN (Maritime Overseas), Feb. 28—Chairman A. Anoniu; Secretary E. Donnet. \$32 in ship's fund. No beefs. Everything is running smoothly. Minor repairs in deck department have been completed.

WALTER RICE (Reynolds Metals), Feb. 28—Chairman T. Martineau; Secretary L. P. Hagmann. Everything is running

smoothly. Some disputed OT in deck department.

STEEL AGE (Isthmian), Feb. 21—Chairman Bowman; Secretary Lynch. \$2 in ship's fund. Some disputed OT in engine department.

ANCHORAGE (Sea-Land), Feb. 23—Chairman B. Swearingen; Secretary E. M. Bryant; Deck Delegate M. B. Silva; Engine Delegate William Cachola; Steward Delegate Robert Lee Scott, Sr. \$25 in ship's fund. Few hours disputed OT in deck department.

STEEL DIRECTOR (Isthmian), Feb. 21—Chairman C. Miller; Secretary J. Baliday; Deck Delegate J. E. Todd; Engine Delegate R. S. Cossiboin; Steward Delegate S. Dong. \$290 in ship's fund. No beefs and no disputed OT.

HASTINGS (Waterman), Feb. 14—Chairman Ray Hodges; Secretary G. Trosclair; Deck Delegate T. E. Colbert; Engine Delegate Elton Wilde; Steward Delegate Leslie Burnett. Disputed OT in engine department.

MT WASHINGTON (Victory Carriers), Jan. 24—Chairman E. B. Flowers; Secretary O. Oakley; Deck Delegate O. B. O'Brien; Engine

Delegate Ole Poulsen; Steward Delegate Cecil Thomas. No beefs were reported. Vote of thanks to the steward department for a job well done.

STEEL DIRECTOR (Isthmian), Feb. 28—Chairman C. Miller; Secretary J. Baliday; Deck Delegate J. E. Todd; Engine Delegate R. S. Cossiboin; Steward Delegate S. Dong. \$290 in ship's fund. Repair list has been turned in and some minor repairs have been taken care of. It was suggested that the patrolman be contacted regarding the ice machine and fumigating the ship.

WACOSTA (Sea-Land), Feb. 28—Chairman A. Skallis; Secretary Manuel F. Caldas; Deck Delegate Daniel J. McMullen; Steward Delegate R. Ramos. \$13 in ship's fund. Disputed OT in deck department to be taken up at payoff.

ARIZPA (Sea-Land), Feb. 28—Chairman D. Fitzpatrick; Secretary W. Lescovich; Deck Delegate Frank Rodriguez; Engine Delegate Daniel Butts, Jr.; Steward Delegate H. Connolly. \$7 in ship's fund and \$5 in movie fund. Disputed OT in engine and steward departments.

BRADFORD ISLAND (Stewart Tankers), Feb. 28—Chairman James R. Thompson; Secretary Leonard Livingston; Deck Delegate Arthur P. Finnell; Engine Delegate Eddie E. Jordan; Steward Delegate F. R. Strickland. Some disputed OT in steward department to be taken up with boarding patrolman.

FANWOOD (Waterman), Feb. 14—Chairman N. F. Beavers; Secretary Ken Hayes; Deck Delegate A. W. Carter; Engine Delegate H. F. Welch; Steward Delegate H. Laiche. No beefs were reported. Vote of thanks to the steward department for a job well done.

OVERSEAS ALEUTIAN (Maritime Overseas), Feb. 28—Chairman A. Anoniu; Secretary E. Donner; Deck Delegate Anthony Debelick. \$32 in ship's fund. \$110 was donated by officers and crew to the mother of a shipmate who passed away. No beefs were reported.

THETIS (Rye Marine), Jan. 31—Chairman F. F. Dorney; Secretary, R. P. Taylor. Some disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

Soviet Fishing Vessels Work Only In Reverse

Soviet shipbuilders are wearing red faces these days over the failure of a new series of fishing vessels built for use in both tropical waters and fishing grounds in the Antarctic seas.

Among the mechanical bugs found by members of the crew of one of the vessels were such inconveniences as having to place the ship's telegraph in the "engine's reverse" position in order to go ahead, and freezer holds that didn't freeze fish but heated them.

In a letter written to the Soviet newspaper *Pravda* by three crewmembers of the new trawler *Pioner Latvii*, Russian maritime officials who had ordered mass production of the vessels were criticized for okaying designs that did not correspond to modern requirements and allowing defective equipment to be placed aboard the fishing boats.

The blueprints for the vessels were formulated by the Lenin-

grad shipbuilding firm of *Morpromsud* which according to critics "tried to stuff heavy, untested, and poorly assembled equipment into the hull of an old design."

The final cost of building the *Pioner Latvii* and her sister ships, *Volzhanin* and *Salekhard*, was 50 percent more than the original estimates, yet the vessels were ordered constructed.

Much of the automatic equipment was installed without being tested first and fishermen found the machinery "totally inadequate to the task of commercial fishing," according to the article in *Pravda*.

A special committee of Soviet maritime experts was convened recently and asked to make suggestions on how to put the vessels into ship-shape condition.

After some thought, it was decided to return to the blueprint stage and start from scratch.

Reminder

Seafarers who have reached the age of 65, or are nearing it, are reminded that there are two parts to Medicare.

Although Part A, which is hospital insurance, is automatic when age 65 is reached, Part B, which is medical insurance is not automatic and you must enroll if you wish to be covered. You will receive full medical insurance protection only if you sign up for it within a specified period.

You will have the earliest possible protection if you enroll during the three-month period just before the month you reach 65. You may also enroll the month you reach 65 and during the three following months, but your protection will not start until one to three months after you enroll.

The SIU strongly urges every eligible Seafarer to apply for Part B and to apply at the proper time. Otherwise, you will not only miss out on immediate coverage but may disqualify yourself permanently.

Further you will not be taking full advantage of SIU benefits if you do not enroll for Part B of Medicare since the monthly medical insurance cost is reimbursed by the union.

Ready for First Ships



Members of Class 65 pose for their graduation picture with Ted Babkowski, SIU Patrolman from New York, as they prepared to leave the Harry Lundeberg School after completing 12 weeks training. Kneeling left to right are: Daniel Davis, William Gregory, Mitchell Bailey, Bill Katsanevakis, Daniel Gallet, Rudy Carrasco, Gerald Cooper, Larry Bayes, and John Johnson. Standing are Babkowski, Richard Illson, Keith Sabot, Edwin Colon, Dave Carhart, Kevin Cooper, Corben Kendrick, Darrel Lone, and Louis Anderson.



Twelve of the young men who graduated from the Lundeberg School last month in Class 64A had in their possession a prized possession—the High School Equivalency Certificates they achieved through the school's G.E.D. Program. Kneeling left to right: Marshall McGregor, Ernest House, Dan Rogg, Lee Amaradio Jr., Eric Tome and George Wine. Standing are: Edward Richards, Frank Howell, Gary Reno, Charles Yates (graduate of the Third Cook Training Program), Tom Brooks (Commandant of Trainees), William Grizzle, Gary Brandon, and Mike Noble.



Digest of SIU Ships' Meetings

MT. WASHINGTON (Victory Carriers), Jan. 24—Chairman E. B. Flowers; Secretary O. Oakley; Deck Delegate O. B. O'Brien; Engine Delegate Ole Poulsen; Steward Delegate Cecil Thomas. \$12 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

PONCE (Sea-Land), Feb. 28—Chairman Dan Butts; Secretary A. McCullum; Deck Delegate Ben Verner; Engine Delegate D. L. Coy; Steward Delegate Oscar Sorenson. \$193 in movie fund. No beefs were reported.

PITTSBURGH (Sea-Land), Feb. 13—Chairman Mike Love; Secretary P. S. Holt; Deck Delegate Eugene N. Dore; Steward Delegate Leo DeKens. \$79 in ship's fund. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

STEEL TRAVELER (Isthmian), Mar. 14—Chairman W. Hale; Secretary I. R. Llenos; Deck Delegate R. O. Spencer; Engine Delegate R. J. Anderson; Steward Delegate Robert G. Black. \$14 in ship's fund. Some disputed OT in deck and stew-

ard departments. Otherwise everything is running smoothly. Vote of thanks to the entire steward department for a job well done.

STEEL ROVER (Isthmian), Mar. 14—Chairman H. Treddin; Secretary A. Maldonado; Engine Delegate P. P. Pappas; Steward Delegate Alex Alexander. \$41 in ship's fund. Everything is running smoothly. Few hours disputed OT in deck department.

STEEL SURVEYOR (Isthmian), Mar. 7—Chairman William Bushong; Secretary John C. Reed; Deck Delegate Clifford Leahy; Engine Delegate Robert F. Ellenson; Steward Delegate Antonio Trinidad. \$12 in ship's fund. No beefs were reported.

BETHTEX (Bethlehem Steel), Mar. 7—Chairman Joseph R. Broadus; Secretary Claude Garnett, Jr.; Deck Delegate Jack B. Rhodes; Engine Delegate Antonio Gurney; Steward Delegate Frank Ridrigs. Everything is running smoothly with no beefs and no disputed OT.

WARRIOR (Sea-Land), Mar. 17—Chairman Thomas Holt; Secretary Frank Naklicki; Deck Delegate John Alfano; Engine Delegate Louis

A. Sidebottom, Jr. \$52 in ship's fund. Some disputed OT in engine department. Discussion held regarding slop chest. Vote of thanks to the sanitary men for doing a good job cleaning.

STEEL FLYER (Isthmian), Mar. 7—Chairman Stanley Jandora; Secretary M. Hauklund; Deck Delegate Calvin McGahagin; Engine Delegate R. E. Lawson. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

OVERSEAS ALASKA (Maritime Overseas), Mar. 7—Chairman J. M. Richburg; Secretary Wm. H. Rhone. No beefs were reported.

WALTER RICE (Reynolds Metals), Mar. 14—Chairman T. Martineau; Secretary L. P. Hegmann. No beefs were reported by department delegates.

DEL RIO (Delta), Feb. 28—Chairman Joseph Catalatto; Secretary Roy M. Ayers. \$26 in movie fund. No beefs.

DEL RIO (Delta), Mar. 7—Chairman Perry Konis; Secretary Ivan Buckley. Discussion on rusty water. Some disputed OT in deck department.

JACKSONVILLE (Sea-Land), Mar. 7—Chairman Perry Konis; Secretary Ivan Buckley. Discussion on rusty water. Some disputed OT in deck department.

YORKMAR (Calmar), Mar. 7—Chairman Irwin Moen; Secretary Sidney A. Garner; Deck Delegate C. Psanis; Engine Delegate James McDonald; Steward Delegate Luther Gadson. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

BETHTEX (Bethlehem Steel), Feb. 28—Chairman Joseph R. Broadus; Secretary Claude Garnett; Deck Delegate Jack B. Rhodes; Engine Delegate A. Gurney; Steward Delegate Frank Ridrigs. Disputed OT in deck department.

STEEL SURVEYOR (Isthmian), Feb. 28—Chairman William Bushong; Secretary John C. Reed; Deck Delegate Clifford Leahy; Engine Delegate Robert F. Ellenson; Steward Delegate A. P. Trinidad. No beefs were reported. All repairs have not been completed.

PONCE (Sea-Land), Mar. 7—Chairman Dan Butts; Secretary A. McCullum; Deck Delegate Ben

Veiner; Steward Delegate Oscar Sorenson. Beef in deck department to be taken up with boarding patrolman. Voyage has gone well thus far. The chairman thanked the crew for their efforts in making this a good ship. Vote of thanks was extended to the deck sanitary man for a job well done. Vote of thanks to the steward department for a job well done. Vote of thanks to Brother A. McCullum for his efforts in obtaining good movies.

DELTA URUGAY (Delta), Jan. 17—Chairman Paul Turner; Secretary Bill Kaiser; Deck Delegate Irvin Glass; Engine Delegate V. M. Fredericksen; Steward Delegate F. P. Engel, Jr. Beef in steward department. \$39 in ship's fund and \$8 in movie fund.

STEEL VENDOR (Isthmian), Mar. 1—Chairman Daniel Dean; Secretary George W. Gibbons. Few beefs and disputed OT in deck and engine departments. Each crewmember contributed \$5 each to be sent to the family of the late Brother Nathan J. Hawkins. Vote of thanks was extended to the entire steward department for a job well done.

Now Enjoying Retirement on the Beach



Ernest Lee Alexander

Ernest Lee Alexander, 66, joined the union in the Port of Wilmington in 1951 and sailed in the engine department. A native of Illinois, Brother Alexander now makes his home in Cudahy, Calif. He had been sailing 23 years when he retired.



William Robert Nelson

William Robert Nelson, 67, is a native of Green Bay, Wis., and continues to make his home there. He joined the union in Milwaukee in 1945 and sailed on the Great Lakes as a wheelsman. Brother Nelson retired after 26 years of sailing.



Joseph Stanley Preshong

Joseph Stanley Preshong, 65, is a native of Massachusetts and resides in East Boston. He joined the union in the Port of Boston in 1938 and was an early SIU member. Seafarer Preshong retired after 38 years at sea.



Joseph Wilfred Brodeur

Joseph Wilfred Brodeur, 63, is a native of Rhode Island and is now spending his retirement in New Orleans, La. He joined the union in the Port of New York in 1943 and sailed in the engine department. Brother Brodeur has served as a department delegate. Retirement ended a sailing career of 28 years.



William J. Freeman

William J. Freeman, 70, joined the union in the Port of Detroit and sailed in the steward department. A native of Jacksonville, Fla., Brother Freeman now lives in Toledo, O. He served in the Army in 1919 and 1920. When he retired, Seafarer Freeman had been sailing 41 years.



George I. Knowles

George I. Knowles, 55, is a native of Key West, Fla. and now lives in Opa Locks, Fla. One of the first members of the union, Brother Knowles joined in 1938 in Miami, Fla. He sailed in the deck department.



Adolph Louis Danne

Adolph Louis Danne, 57, is a native of Alabama and now makes his home in Mobile, Ala. An early member of the union, Seafarer Danne joined the SIU in the Port of Mobile in 1939 and sailed in the steward department.



Robert Carroll Drain

Robert Carroll Drain, 60, is a native of Washington and makes his home in Seattle. He joined the union in the Port of New York in 1948 and sailed in the deck department as a bosun. His retirement ended a sailing career of 34 years.



Paul Everett Huggins

Paul Everett Huggins, 56, joined the union in the Port of New York in 1944 and sailed in the engine department. A native of Ft. Dodge, Ia., Brother Huggins now makes his home in Baltimore, Md. Seafarer Huggins' retirement ended a sailing career of 29 years.



Otto William Edwall

Otto William Edwall, 75, a native of Jonkoping, Sweden, now makes his home in Miami, Fla. He joined the union in the Port of Tampa in 1951 and sailed in the engine department. Brother Edwall served as department delegate while sailing. He retired after sailing for 45 years.



Guy Sorenson

Guy Sorenson, 65, joined the union in Elberta, Mich. in 1953 and sailed in the engine department. A native of Arcadia, Mich., Seafarer Sorenson now makes his home in Frankfort. Brother Sorenson retired after 22 years of sailing.



Emmett W. Mayo

Emmett W. Mayo, 59, is one of the first members of the union, having joined in 1938 in the Port of Mobile. He sailed in the engine department. A native of Florida, Brother Mayo now makes his home in Jay, Fla. His retirement ended a sailing career of 37 years.



Stewart Marvin Swords

Stewart Marvin Swords, 58, is a native of Georgia and is spending his retirement in Savannah. He joined the union in the Port of Savannah in 1939 and was one of the first members of the union. Seafarer Swords sailed in the engine department. He had been sailing 33 years when he retired. He stood strike duty in 1961 during the Greater New York Harbor Strike.



Charles Everett Richley

Charles Everett Richley, 65, is a native of Arcida, Mich. and now makes his home in Panama City, Fla. He joined the union in the Port of Detroit and sailed on the Great Lakes in the engine department. Brother Richley is an Army veteran of World War II. His retirement ended a sailing career of over 35 years.



Henry Joseph Wintzel

Henry Joseph Wintzel, 57, is a native of Mississippi and now makes his home in New Orleans, La. One of the early members of the union, Brother Wintzel joined the SIU in the Port of New Orleans in 1939. He sailed as a steward. Brother Wintzel retired after 33 years at sea.



Digest of SIU Ships' Meetings

MOBILE (Sea-Land), Apr. 4—Chairman H. Libby; Secretary E. Cruz; Engine Delegate S. Rodriguez; Steward Delegate Antonio Colon. \$15 in ship's fund. Everything running smoothly. Vote of thanks to steward department for job well done.

THETIS (Rye Marine), Feb. 21—Chairman F. F. Dorney; Secretary R. P. Taylor; Engine Delegate James E. William; Steward Delegate W. Hughes. Few hours disputed OT in deck, engine departments, otherwise running smoothly.

THETIS (Rye Marine), Mar. 21—Chairman F. F. Dorney; Secretary R. P. Taylor; Engine Delegate James William; Steward Delegate W. Hughes. 50 cents in ship's fund. Everything running smoothly. Few hours disputed OT in deck and engine departments. Vote of thanks to steward department for a job well done, and to messman for showing movies.

AZALEA CITY (Sea-Land), Apr. 11—Chairman V. T. Nielsen; Secretary A. M. Panagopoulos. No beefs reported. Crew's quarters need painting. Vote of thanks to steward department for job well done.

OVERSEAS AUDREY (Maritime Overseas), Mar. 28—Chairman Richard Wardlaw; Secretary Stanley F. Schuyler. Everything running smoothly. No beefs, no disputed OT. Vote of thanks to steward department for job well done.

PONCE (Sea-Land), Mar. 28—Chairman Dan Butts; Secretary Alva McCullum; Engine Delegate Emerson C. Walker; Steward Delegate Oscar Sorenson. \$390 in movie fund. No beefs. Vote of thanks to steward department for job well done.

STEEL SCIENTIST (Isthmian), Mar. 28—Chairman James Parker; Secretary R. Macaraeg; Deck Delegate Peter D. Sheldrake; Engine Delegate Paul J. Crabtree; Steward Delegate Sherman Phillips. \$6 in ship's fund. Everything running smoothly. No beefs.

WACOSTA (Sea-Land), Mar. 28—Chairman Anthony Sakellis; Secretary Manuel Caldas; Deck Delegate Daniel J. McMullen; Steward Delegate R. P. Ramos. \$12 in ship's fund. Disputed OT in deck department.

TRANSPACIFIC (Hudson Waterways) Mar. 14—Chairman James

Elwell; Secretary Maximo Bugawan. No beefs reported. Vote of thanks to steward department for job well done.

MARYMAR (Calmar), Mar. 28—Chairman Leyal Joseph; Secretary Nick Kondylas. Very pleasant voyage. No beefs. Vote of thanks to steward department for job well done.

BRADFORD ISLAND (Stewart Tankers), Mar. 21—Chairman James R. Thompson; Secretary T. Savage; Deck Delegate Arthur P. Finnell; Engine Delegate Eddie E. Jordan; Steward Delegate F. R. Strickland. All repairs have been taken care of. Some disputed OT in engine department.

INGER (Reynolds Metals), Mar. 14—Chairman J. Mann; Secretary H. M. Karlson; Deck Delegate Joe R. Bennett; Engine Delegate William J. Jones; Steward Delegate Ictor O'Brian. \$21.00 in ship's fund. Some dispute OT in deck department.

ALBANY (Ogden Marine), Mar. 14—Chairman D. L. Parker; Secretary John E. Samuels; Deck Delegate H. J. Peterson; Engine Delegate Robert D. Arnold. Some dis-

puted OT in deck and steward departments. \$1.00 in ship's fund.

PORTLAND (Sea-Land), Mar. 21—Chairman H. J. Bentz; Secretary R. Hernandez. Few hours disputed OT in engine department. Happy crew on board. No beefs. Vote of thanks to the steward department for a job well done.

SEATRAN DELAWARE (Hudson Waterways), Feb. 28—Chairman Walter Nash; Secretary J. Prats; Engine Delegate Donald Cox; Steward Delegate Paul Martin. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

TAMPA (Sea-Land), Mar. 21—Chairman Juan Vega; Secretary Eloris B. Tart; Deck Delegate C. Mann; Engine Delegate G. Salazar; Steward Delegate E. Pappas. Some disputed OT in engine department.

THE CABINS (Texas City Refining), Feb. 18—Chairman Raul Eglesia; Secretary Sid Berger; Deck Delegate George B. McAuley; Engine Delegate M. E. Carley; Steward Delegate Ernest Cox. Motion submitted to headquarters regarding paying off procedure. Delayed sail-

ing beef. Vote of thanks to the baker for a job well done.

MONTICELLO VICTORY (Victory Carriers), Jan. 31—Chairman W. Johnson; Secretary F. O. Airey; Deck Delegate James C. Baudoin; Engine Delegate James Shelton; Steward Delegate Vincent A. Herbert. \$14.00 in ship's fund. Everything is running smoothly.

SEATRAN DELAWARE (Hudson Waterways), Mar. 21—Chairman Walter Nash; Secretary Jose Prats; Deck Delegate Edward Czosonowski; Engine Delegate Donald Cox; Steward Delegate Raul Martin. No beefs reported. Vote of thanks to the steward department for a job well done.

EAGLE TRAVELER (United Maritime), Mar. 21—Chairman John Bergeria; Secretary Algernon W. Hutcherson; Deck Delegate George F. McKenna; Engine Delegate Octavian Bogdan; Steward Delegate Emanuel Lowe.

ARIZPA (Sea-Land), Mar. 14—Chairman D. Fitzpatrick; Secretary W. Lescovich; Deck Delegate Frank Rodriguez; Engine Delegate Daniel Butts, Jr. Repair list made up and turned in.

Transhawaii Pays Off



In order to meet the needs of the containership trade, the SIU-contracted *Transhawaii* underwent a comprehensive conversion during 1970 and is now a permanent addition to the North Atlantic route.

Formerly known as the *General James H. McRae*, before she was acquired by Seatrain Lines in 1968, the *Transhawaii* was built in 1944. During the remaining year of World War II, she rendered distinguished service as a troop carrier.

Today, on each voyage from New York to ports in Northern Europe, she carries more than 480 forty-foot long mixed cargo containers.



R. De La Paz, who sails as messman, prepares table settings for the noon meal aboard the *Transhawaii*. Brother De La Paz is a fifteen year veteran of the SIU.



SIU Patrolman Ted Babkowski (center) assists Seafarers D. Kenny (left) and J. Parish (right, seated) with union business during payoff.



Engine department member E. Hall, who sails as wiper, attends to routine maintenance as the *Transhawaii* prepares for a quick turnaround.



Saloon messman E. Scott reads latest issue of the *Log* in ship's galley while awaiting payoff.



Able seaman J. Basham (left) talks with SIU Patrolman Ted Babkowski about the *Transhawaii's* voyage to Europe.



Digest of SIU Ships' Meetings

EAGLE TRAVELER (United Maritime), Feb. 28—Chairman John Berger; Secretary Algernon W. Hutcherson; Deck Delegate George F. McKenna; Engine Delegate Octavian Bogdan; Steward Delegate Emanuel Lowe. \$5 in ship's fund. No beefs and no disputed OT. Vote of thanks was extended to the galley force for the excellent meals.

STEEL FLYER (Isthmian), Feb. 21—Chairman S. Jandora; Secretary F. Costango; Deck Delegate Calvin McGahagan; Engine Delegate Delmar Flynn; Steward Delegate Guy DeBaere. Crew was given a vote of thanks for making this a good trip. Vote of thanks to the steward department for the excellent food and service. Vote of thanks to the Captain for everything he did for the crew and for making it possible to have movies on board.

COLUMBIA BANKER (Columbia), Feb. 14—Chairman C. Webb; Secretary L. Bennett; Deck Delegate Salvatore Brunetti; Engine Delegate Albert F. Knauff; Steward Delegate F. A. Cruz. The Captain and Chief Mate thanked the

deck department for their assistance in unloading heavy lifts. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

FAIRLAND (Sea-Land), Feb. 28 Chairman Jose Gonzales; Secretary S. Piatack; Deck Delegate Leonard B. Meeks; Engine Delegate Robert Gustafson; Steward Delegate W. Madison. Some disputed OT in engine department. Heat problem still exists.

SEATRAN OHIO (Hudson Waterways), Jan. 24—Chairman Tom E. Kelsey; Secretary Grover C. Turner; Deck Delegate Paul L. Whetlaw; Steward Delegate C. E. Nelson. No beefs were reported. Everything is running smoothly. Motion made to drop pension time down to 20 years in the Union, not 20 years seetime.

OVERSEAS VIVIAN (Maritime Overseas), Feb. 27—Chairman None; Secretary R. M. Boyd; Deck Delegate Charles H. Fox; Engine Delegate Harry Meredith. No beefs. Vote of thanks to the steward department for a job well done.

SEATRAN OHIO (Hudson Wa-

terways), Jan. 31—Chairman Tom E. Kelsey; Secretary, G. Turner. No beefs and no disputed OT. Motion made to drop pension time down to 20 years in the Union, and not 20 years seetime.

ANDREW JACKSON (Waterman), Feb. 21—Chairman Donald E. Pool; Secretary Thomas Liles, Jr.; Deck Delegate E. Frank Hornsby; Engine Delegate Lester J. Carner. Disputed OT in deck and engine departments. Everything running smoothly in steward department.

STEEL MAKER (Isthmian), Nov. 22—Chairman Charles Stennett; Secretary H. Bennett. \$10 in ship's fund. Everything is running smoothly in all departments.

STEEL APPRENTICE (Isthmian), Dec. 28—Chairman A. J. Surles; Secretary Paul P. Lopez; Deck Delegate C. Callahan; Engine Delegate Paul Aubain; Steward Delegate C. Modellas. \$45 in ship's fund. Some disputed OT in engine department.

THE CABINS (Texas City Refining), Feb. 18—Chairman Raul Iglesia; Secretary Sid Berger; Deck Delegate George B. McCurley; En-

gine Delegate M. E. Carley; Steward Delegate Ernest Cox. Beef regarding delayed sailing to be settled by patrolman in Houston. Vote of thanks to the new baker on board.

DETROIT (Sea-Land), Feb. 21—Chairman P. Sernyk; Secretary Victor M. Perez. No beefs were reported. Motion made to have maintenance and cure rate increased from \$8 to \$15 per day.

SEATRAN FLORIDA (Seatrain Lines), Feb. 15—Chairman G. B. Smith; Secretary Roy R. Thomas. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

AZALEA CITY (Sea-Land), Feb. 14—Chairman A. E. Jansson; Secretary A. Panagopoulos; Deck Delegate Rufano Garay; Steward Delegate C. Wilson. Everything is running smoothly.

CARRIER DOVE (Waterman), Feb. 21—Chairman T. S. Hillman; Secretary J. R. Prestwood; Deck Delegate John J. Hazel; Steward Delegate Theodore Williams. No beefs and no disputed OT.

CLAIBORNE (Gulf Puerto Rico), Feb. 7—Chairman Cecil

Wiggins; Secretary C. J. Nall; Deck Delegate Robert J. Callahan; Engine Delegate A. Tremmer; Steward Delegate Leo J. Gomer. Few minor beefs in deck department.

PITTSBURGH (Sea-Land), Jan. 24—Chairman P. S. Holt; Secretary L. Leache; Deck Delegate A. J. Evanovich; Engine Delegate John Der; Steward Delegate Leo DeKens. \$129 in ship's fund. No beefs and no disputed OT.

CLAIBORNE (Gulf Puerto Rico), Feb. 14—Chairman Cecil Wiggins; Secretary C. J. Nall; Deck Delegate R. J. Callahan; Engine Delegate A. Tremmer; Steward Delegate Leo J. Gomer. Everything is running smoothly. Ship is scheduled for European run next voyage.

SEATTLE (Sea-Land), Feb. 23—Chairman W. Eshuk; Secretary J. Davis. No beefs were reported. Discussion held regarding safety. Vote of thanks to the steward department for a job well done.

STEEL SCIENTIST (Isthmian), Feb. 21—Chairman James A. Parker; Secretary R. R. Macaray. \$6 in ship's fund. No beefs and no disputed OT. Everything is running smoothly.

SIU Members Added to Pension Rolls



Edward Jerome Zebrowski

Edward Jerome Zebrowski, 42, joined the union in Tacoma, Wash. in 1949 and sailed in the deck department. He was issued a picket duty card in 1962. A native of Cleveland, O., Brother Zebrowski continues to make his home there. He served in the Army from 1952 to 1954.



Spiros D. Cassimis

Spiros D. Cassimis, 65, is a native of Othonous, Greece and now makes his home in Long Island, N.Y. He joined the union in the Port of San Francisco in 1958 and sailed in the steward department. Brother Cassimis had been sailing 27 years when he retired.



Luis F. Rivera

Luis F. Rivera, 65, joined the union in Puerto Rico in 1944 and sailed in the deck department as a boatswain. A native of Puerto Rico, Brother Rivera now makes his home in Rio Piedras, P.R.



David C. Polite

David C. Polite, 73, is a native of South Carolina and is now spending his retirement in Savannah, Ga. He joined the union in the Port of New York in 1943 and sailed in the steward department. In 1960 and 1961, Seafarer Polite was issued safety awards for his part in making the *Steel Surveyor* an accident free ship.



Antonio M. Diaz

Antonio M. Diaz, 55, joined the union in the Port of New York in 1944 and sailed in the steward department. A native of Puerto Rico, Seafarer Diaz now makes his home in the Bronx, N.Y. Brother Diaz retired after nearly 30 years at sea.



Sam N. Bowser

Sam N. Bowser, 51, joined the union in the Port of Seattle in 1957 and sailed in the steward department. A native of Texas, Seafarer Bowser now lives in Seattle, Wash. He is an Army veteran of World War II. When Brother Bowser retired he ended a sailing career of 20 years.



Ernesto Torres

Ernesto Torres, 59, joined the SIU in the Port of New York in 1939, only a few months after the union was formed. He sailed in the engine department. A native of Puerto Rico, Brother Torres is now making his home in Ponce, P.R. When Torres retired he ended a sailing career of 32 years.



Thomas J. Same

Thomas J. Same, 61, is a native of Bessemer, Mich. and now makes his home in Mellen, Wis. One of the first members of the union, Brother Same joined in the Port of Duluth in the late 1930s. He sailed in the deck department.



James Martin

James Martin, 64, is one of the first members of the union. He joined in 1938 in the Port of Baltimore and sailed in the deck department as a boatswain. A native of Virginia, Brother Martin is now living in Baltimore, Md. His retirement ended a sailing career of 46 years.



Vincenzo Phillip DiGiacomo

Vincenzo Phillip DiGiacomo, 54, is a native of New York and now makes his home in Mt. Vernon, N.Y. He joined the union in the Port of Baltimore in 1940 and sailed in the engine department as a chief electrician. He stood watch in the Greater New York harbor strike of 1961. Brother DiGiacomo is an Army veteran of World War II.



Paul Kronbergs

Paul Kronbergs, 65, joined the union in the Port of Norfolk in 1944 and sailed in the deck department as a bosun. He was an active union member and was issued a picket duty card in 1961. A native of Latvia, Seafarer Kronbergs now lives in Bricktown, N.J. When he retired, Brother Kronbergs concluded a 44 year sailing career.



Jose N. Castro

Jose N. Castro, 53, joined the SIU in the Port of New Orleans in 1947 and sailed in the Steward department and often served as department delegate. A native of Puerto Rico, Seafarer Castro lives in New York City. He was issued a picket duty card in 1961 and served picket watch in the District Council 37 Beef of 1965. Brother Castro served in the Army in World War II.



Herbert Arne Svanberg

Herbert Arne Svanberg, 65, is a native of Sweden and is now spending his retirement in Beachwood, N.J. He joined the union in the Port of New York in 1944 and sailed in the deck department as a boatswain. He was issued picket duty cards in 1961 and 1962. Brother Svanberg had been sailing nearly 54 years when he retired. In 1961 he received a safety award for his part in making the *Seatrail Georgia* an accident free ship.



Frits Nilsen

Frits Nilsen, 66, joined the union in the Port of New York and sailed in the deck department. He served the union as department delegate while sailing and was issued a picket duty card in 1961. A native of Norway, Seafarer Nilsen now makes his home in Brooklyn, N.Y. He is an Army veteran of World War II. When he retired, Brother Nilsen had been sailing for 34 years.



Camiel Caus

Camiel Caus, 65, joined the union in the Port of New York in 1943 and sailed in the engine department. He served the union as department delegate while sailing and was issued a picket duty card in 1961. A native of Belgium, Brother Caus now makes his home in New York City. His retirement ended a sailing career of nearly 30 years.



Digest of SIU Ships' Meetings

SEATRAN MARYLAND (Hudson Waterways), Feb. 7—Chairman Enos E. Allen; Secretary James B. Archie; Deck Delegate M. Jones; Engine Delegate Jose Guzman; Steward Delegate Alfred Flatt. Some disputed OT in deck department.

PENN RANGER (Penn), Mar. 7—Chairman Perry A. Burnett; Secretary Mario Canalejo; Deck Delegate W. L. Osborne; Steward Delegate Edward J. Wright. No beefs were reported. Vote of thanks to the steward department for a job well done.

STEEL VOYAGER (Isthmian), Feb. 28—Chairman Melvin Keefer; Secretary J. W. Sanders. \$14 in ship's fund. No beefs and no disputed OT. Vote of thanks to the entire steward department for a job well done.

OAKLAND (Sea-Land), Feb. 28—Chairman Albert Ahin; Secretary J. Doyle; Deck Delegate James Lear; Engine Delegate Floyd Dominski; Steward Delegate Cecil H. Martin. \$28 in ship's fund and \$57 in movie fund. No beefs were reported.

MANHATTAN (Hudson Water-

ways), Jan. 3—Chairman W. Gregory; Secretary Bernard Mace; Engine Delegate Robert M. Thomas; Steward Delegate J. Lynch. Everything is running smoothly except for some disputed OT in each department. Vote of thanks to the steward department for a job well done.

MANHATTAN (Hudson Waterways), Dec. 13—Chairman W. Gregory; Secretary Jack E. Long; Engine Delegate Robert M. Thomas; Steward Delegate J. Lynch. Some disputed OT to be taken up with boarding patrolman.

STEEL KING (Isthmian), Feb. 21—Chairman Earl J. Brannan; Secretary Leon W. Franklin; Deck Delegate J. B. Brown; Engine Delegate D. R. Convey; Steward Delegate P. P. Gaiyelin. \$30 in ship's fund. Everything is running smoothly. Few hours disputed OT in engine department. Vote of thanks to the steward department for a job well done.

STEEL SEAFARER (Isthmian), Mar. 7—Chairman W. Felazques; Secretary W. Kouzounas. \$24 in ship's fund. No beefs were reported by department delegates.

MOBILE (Sea-Land), Mar. 28—Chairman H. Libby; Secretary E. Cruz; Engine Delegate S. Rodriguez; Steward Delegate Antonio Colon. \$15 in ship's fund. Some disputed OT in deck department. Chief engineer contacted regarding galley repairs.

ALBANY (Ogden Marine), Apr. 4—Chairman D. L. Parker; Secretary John E. Samuels; Deck Delegate W. J. Peterson. \$2 in ship's fund. Some disputed OT in deck department. Everything running smoothly in steward department.

BRADFORD ISLAND (Stewart Tankers), Mar. 28—Chairman J. R. Thompson; Secretary T. Savage; Deck Delegate Arthur Finnell; Engine Delegates Eddie C. Jordan; Steward Delegate F. R. Strichland. No beefs reported. Motion made for retirement after 15 years sea time, no age limit. Motion made for no more than six months articles on foreign voyages.

OVERSEAS ALEUTIAN (Maritime Overseas), Apr. 4—Chairman Angelo Antoniou; Secretary E. Danner. \$9 in ship's fund. Everything running smoothly, no beefs.

MOBILIAN (Waterman), Mar.

28—Chairman B. C. Jordan; Secretary C. Perkins; Engine Delegate A. B. Kennedy, Jr.; Steward Delegate Clifton Aaron. Ship in good condition, very good crew on board. Vote of thanks to steward department for job well done.

STEEL TRAVELER (Isthmian), Mar. 21—Chairman William Hale; Secretary Iluminado R. Llenos; Deck Delegate Richard O. Spencer; Engine Delegate Raymond Anderson; Steward Delegate Robert Black. \$13 in ship's fund. Few hours disputed OT in engine, steward departments. Crew requests patrolman be present at payoff in Houston.

PONCE (Sea-Land), Mar. 21—Chairman Dan Butts; Secretary Alva McCullum; Engine Delegate Emerson C. Walker; Steward Delegate Oscar Sorenson. \$390 in movie fund. No beefs. Trip going well. Steward thanked crew for keeping messroom and pantry clean.

STEEL SCIENTIST (Isthmian), Mar. 7—Chairman James W. Parker; Secretary R. R. Macaraeg; Deck Delegate Peter D. Sheldrake; Engine Delegate Paul J. Crabtree; Steward Delegate Sherman Phillips.

\$6 in ship's fund. Everything running smoothly. Vote of thanks for steward department's job well done.

AZALEA CITY (Sea-Land), Mar. 21—Chairman V. T. Nielson; Secretary A. Panagopoulos; Deck Delegate Rafino G. Garay; Steward Delegate Charles Wilson. Everything running smoothly. Very good crew on board, pleasant voyage.

SAN FRANCISCO (Sea-Land), Mar. 8—Chairman M. Woods; Secretary H. Galicki; Engine Delegate Paul M. Hartman; Steward Delegate H. Bixford. \$13 in movie fund. Everything running smoothly, no beefs. Vote of thanks to Brother Carruthers for fixing movie projector. Vote of thanks to the steward departments.

IBERVILLE (Waterman), Mar. 14—Chairman F. R. Charneco; Secretary J. Williams; Deck Delegate C. Howell; Engine Delegate Charles E. Perdue; Steward Delegate Edwin Mitchell. No beefs reported.

OVERSEAS ALEUTIAN (Maritime Overseas), Mar. 28—Chairman Angelo Antoniou; Secretary Elmer C. Danner. \$7 in ship's fund. Everything running smoothly.

SIU Ships' Committees



TAMPA (Sea-Land)—The *Tampa* was welcomed to the port of New York by bright sunshine last month. From left are: E. B. Tart, secretary-reporter; J. Napoleoni, steward delegate; E. F. Armstrong, educational director; R. Wright, deck delegate; J. C. Vega, ship's chairman; G. Broano, engine delegate.



PORTLAND (Sea-Land)—It was a smooth voyage from San Juan for the container ship *Portland*. Her committee includes, from left, seated: D. Mendoza, deck delegate; J. Righettti, steward delegate; H. Hall, education director. Standing from left are: H. Bentz, ship's chairman; R. Hernandez, secretary-reporter; E. Cuenca, engine delegate.



MOBILE (Sea-Land)—A veteran group of Seafarers comprises the *Mobile*'s ship's committee. Seated, left to right, are: H. Libby, ship's chairman; B. Pinder, educational director; E. Cruz, secretary-reporter; J. L. Gibbons, steward delegate. Standing, left to right, are: S. Rodriguez, engine delegate; J. Walker, deck delegate.

Wherever an SIU member goes, he has the right to full participation in the workings of his union. Since seamen are unique in the respect that they are usually dispersed on ships all over the globe, the solution to full participation for every member is by holding regular shipboard meetings—ship's committee meetings—to keep them informed and learn their opinions on issues affecting the whole membership.

This contact between the ships-at-sea and union headquarters is a two-way communication. Ship's committee minutes are sent to Brooklyn and are examined for proposals and suggestions that can later be submitted to the whole union for consideration. Headquarters, in turn, stays in touch with vessels dotting the oceans, relaying to them items of interest to members and linking them with the results of meetings in union halls all over the country.

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

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

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

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

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

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

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

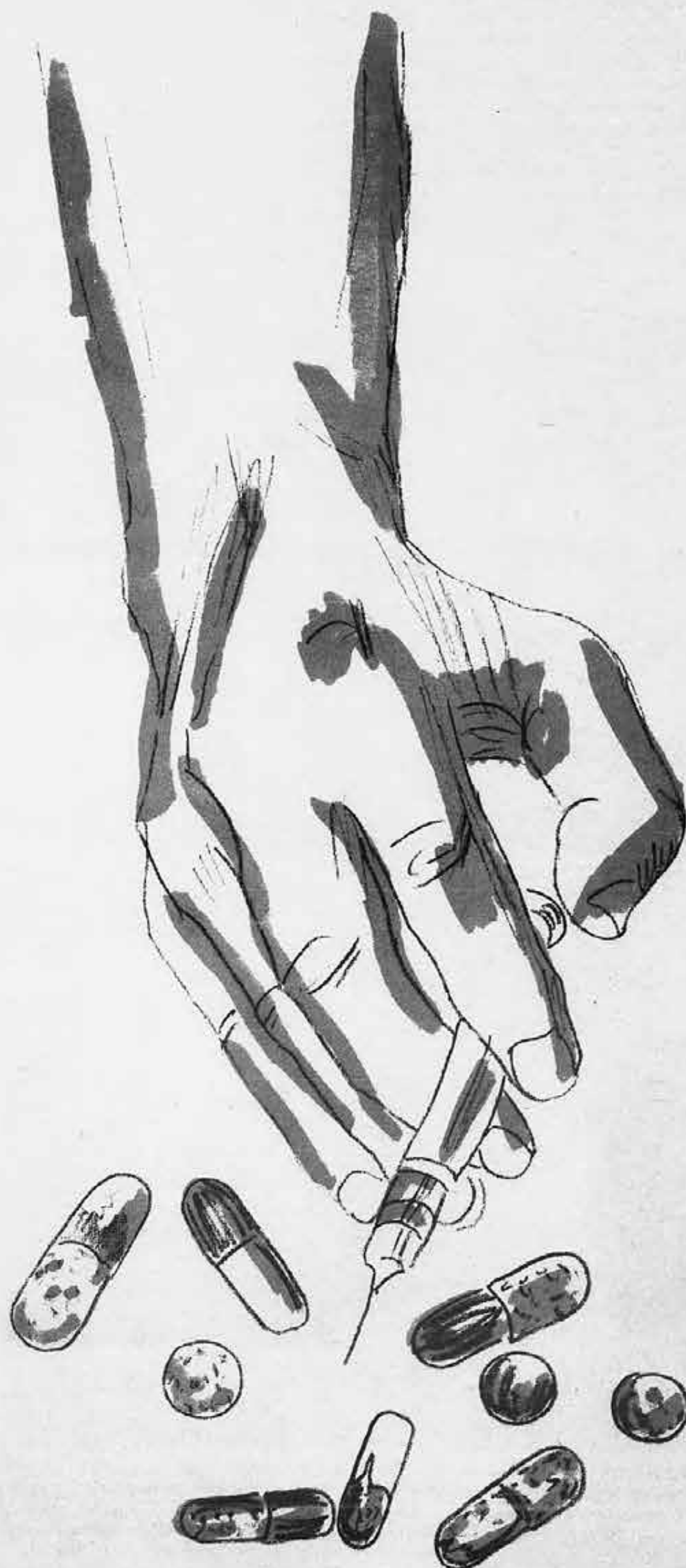


SEATRIN DELAWARE (Hudson Waterways)—Aboard the *Seatrain Delaware* at her dock in Weehawken, New Jersey are, from left, seated: J. Prats, secretary-reporter; L. Gil, deck delegate; R. Maltin, steward delegate. Standing, from left, are: W. Nash, ship's chairman; D. Cox, engine delegate; N. Paloumbis, educational director.



GATEWAY CITY (Sea-Land)—The *Gateway City*'s ship's committee relaxes topside after a good voyage. From left are: A. Verwilt, educational director; W. Reid, secretary-reporter; V. Morales, ship's chairman; G. T. Aquino, steward delegate; W. Fischer, engine delegate; V. Genco, deck delegate.

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.

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