

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

Home For The Holidays



Coast Guard Returns Russian Defector
See Pages 4-5

SIU Crew Conferences *See Pages 15-19*

Labor Aids Fight To Cure Disease

SIU President Paul Hall is one of a group of top New York labor leaders who are joining together in the fight against Parkinson's disease.

Hall will serve as co-chairman of a fund-raising dinner which will be held at the Waldorf-Astoria on Jan. 17 to raise the money necessary to continue and further the fight to conquer this dread and, as yet, incurable disease.

The dinner is being sponsored by the American Parkinson Disease Association, whose purpose it is to help find a cure and to ease the burden of the victims and their families.

Parkinson's disease affects the nervous system, causing muscular rigidity, uncontrollable tremors, slowness of movement and abnormal gait.

Disease Widespread

Conservative estimates list upwards of a million victims in this country. Until the cause and cure can be found, the disease is expected to increase. It has been predicted that one out of every forty persons will develop the disease and the newly afflicted will approach 50,000 people a year.

Recognizing the enormous achievements of the APDA and the vital need for funds, the labor community is rallying to make the dinner an outstanding success.

Sam Kovenetsky, president of Local I.S., Department Store Workers Union, is chairman of the dinner committee. His four co-chairmen are: Paul Hall; Charles Feinstein, president of the International Leather Goods and Plastic Novelty Workers Union; Joseph Trerotola, president of the Teamsters Joint Council No. 16, and Paul Byrne, secretary-treasurer of Local 144 of the Hotel, Hospital and Nursing Home Workers Union.

Ottley Hailed

Guest of honor at the dinner is Peter Ottley, president of the Hotel, Hospital and Nursing Home Workers Union. Ottley is being hailed by the APDA for his dual achievements as an outstanding labor leader and as a distinguished member of the board of the APDA for the past seven years.

Tickets for the event are available at the APDA headquarters, 147 E. 50th St., New York, N.Y. While tickets for the dinner are \$100 a plate, the organization will welcome any contributions. In addition to increasing patient service by subsidizing treatment fees and contributing to research, APDA hopes to raise the funds necessary to build an ultra modern rehabilitation center in New York.

All Seafarers are urged to contribute to this very worthwhile cause.



Peter Ottley (center), president of the Hotel, Hospital and Nursing Home Workers Union, AFL-CIO, is shown with Sam Kovenetsky, (left), president of Local I.S., Department Store Workers Union, and Fred Springer, president of the American Parkinson Disease Association.

AFL-CIO's Meany Supports Direct Election of President

Washington

Congress, now meeting in a "lame duck" session, has been urged to adopt a proposed constitutional amendment on direct election of the President by George Meany, president of the AFL-CIO.

In a letter to the amendment's author, Sen. Birch Bayh (D-Ind.), Meany said, "all Americans truly interested in the democratic process—and that specifically includes the AFL-CIO—are deeply appreciative of your efforts to secure its passage."

Meany said that "Americans from all walks of life" support the amendment.

"Forces of obstruction in the Senate won the first round," Meany wrote. "They must not be allowed to win the fight."

Of various alternative proposals, Meany wrote Bayh, only those should be considered that do not damage "the heart of your amendment, which is that the candidates who receive the most votes will become the President and Vice President."

Frustrating System

Meany totally rejected other proposals which, wearing "the mask of electoral reform," would perpetuate "the Electoral College system . . . that frustrates the will of the electorate."

"I assure you," Meany concluded, "the AFL-CIO will support your efforts to work out an acceptable proposal that will attract the two-thirds approval necessary for passage of the amendment, while keeping secure the hope and promise of true electoral reform—a

promise we hope the states will have an opportunity to approve before the 1972 election."

House in Favor

The House passed the electoral reform bill on Sept. 18, 1969 by a 339-70 roll call vote. Under the House bill a candidate receiving the largest number of popular votes will win providing he receives at least 40 percent of the votes cast. If no candidate receives 40 percent, a runoff would take place between the two highest vote-getters.

The Senate bill is similar to the House bill except for the date it would become effective. Two moves to secure a vote on the Senate bill were stalled by filibusters. Major opponents are Southern and small state Senators.

Vintage Year

THE PRESIDENT'S REPORT

by PAUL HALL



A review of SIU activities in 1970 provides a roster of achievements that will benefit Seafarers now and well into the future. Our work brought us a stronger union, a superior contract, job protection now and limitless opportunities in the years to come.

A year-end roundup of the top SIU news stories that appears on pages 8 and 9 of this issue of the Seafarers Log tells a part of the story. Highlights include:

- The signing of the Merchant Marine Act of 1970 by President Nixon. This historic piece of legislation—much of it long sought by the SIU—will add hundreds of new cargo ships to the American-flag fleet in the years to come, enhancing job opportunities for the men who build and the men who crew the vessels.
- A new contract package, worth \$100 a month for each Seafarer, that provides SIU men with the highest base wage rates on the East and Gulf Coasts.
- A new pension provision permitting Seafarers to retire on full pension at the age of 55 with 20 years of seafaring. We were able to institute this pension provision while still keeping the SIU Pension Plan financially healthy so that all Seafarers, including those yet to board a ship, will be certain to receive all pension benefits promised them.
- Revision of our SIU Constitution under a program to give Seafarers an even stronger foundation upon which to continue building their union. The amendments were adopted in secret balloting by a 10-to-1 margin.
- Opening of the Seafarers Vacation Center at

the Harry Lundeberg School of Seamanship in Piney Point, Md., where scores of Seafarers and their families are able to enjoy first class vacations at the lowest possible cost.

- Completion of the first series of 12 SIU Crews' Conferences and several SIU Pensioners' Conferences at Piney Point, giving Seafarers first-hand knowledge of their union and its place in the world around us.
- Coordinated efforts with the AFL-CIO Maritime Trades Department to strengthen the Jones Act and add our punch to the nationwide "Ship-American" program sponsored by the U.S. Department of Commerce through the Maritime Administration.

Of all of our accomplishments in the year now ending, those that protect jobs now and provide for job opportunities in the future must stand at the front. Our industry has been all but scuttled through years of neglect. Ships of all types continue to be laid up and scrapped at an alarming rate. And each ship that is pulled out of service further tightens the job market.

The new ships that will come down the ways under the Merchant Marine Act of 1970 will help to loosen the squeeze on jobs.

That provides us with hope for the future. To fulfill that hope, we have to continue our campaign to bring more cargo to American-flag ships.

We must impress federal authorities and the Congress that current Cargo Preference Laws should be enforced to the hilt.

Congress and the Administration, through the

Merchant Marine Act of 1970, made a multi-billion dollar commitment to our industry. To have this commitment undermined by a battery of bureaucrats in federal agencies who seek out foreign-flag ships for federal cargo would be unthinkable.

We intend to keep the heat on to see to it that no less than half of all federal cargo is shipped on American-flag vessels—just as the laws say.

In addition, we must continue our daily effort to increase the amount of federal cargo that is committed to American-flag ships.

We have a second major challenge in the years immediately ahead of us. We must convince the 1,200 American importers and exporters that it is good business to "ship American."

Our nation produces fully a third of all the world's oceanborne traffic—either with cargo coming to our nation or with goods we produce being shipped around the world. But the American merchant marine now carries only 4.8 percent of all of that cargo—and the amount is steadily decreasing.

Reversing this trend will require more than new ships. It will require cargo to fill the holds of those new ships. Without cargo, all of the victories of 1970 will be hollow. Without cargo, there will be no maritime industry.

It follows that the SIU will devote all of its strength, energy and knowledge to the fight to bring the American-flag merchant marine a far greater volume of the available cargoes of the world.

East Coast Passenger Ship Service Drawing to An End

New York City

The American flag will disappear from the East Coast passenger ship trade Jan. 8 when the Prudential-Grace Line ship, the *Santa Rosa*, begins her final voyage.

The *Santa Rosa*, the *Santa Paula* and four of Prudential-Grace's M-class vessels which carried both cargo and passengers will end service to East Coast ports at that time.

A Prudential-Grace spokesman blamed the layoffs on high costs of operation and the "resistance" of the sea-going public to price increases for travel.

With the Prudential-Grace

ships gone, only two American-flag vessels—the *Monterey* and the *Mariposa*—will continue American-flag passenger operations. They sail from the West Coast to ports in the southwest Pacific.

750 Jobs Lost

Prudential Lines acquired the old Grace Line ships in 1969 for \$44.5 million. It was Prudential's first entry into the passenger business.

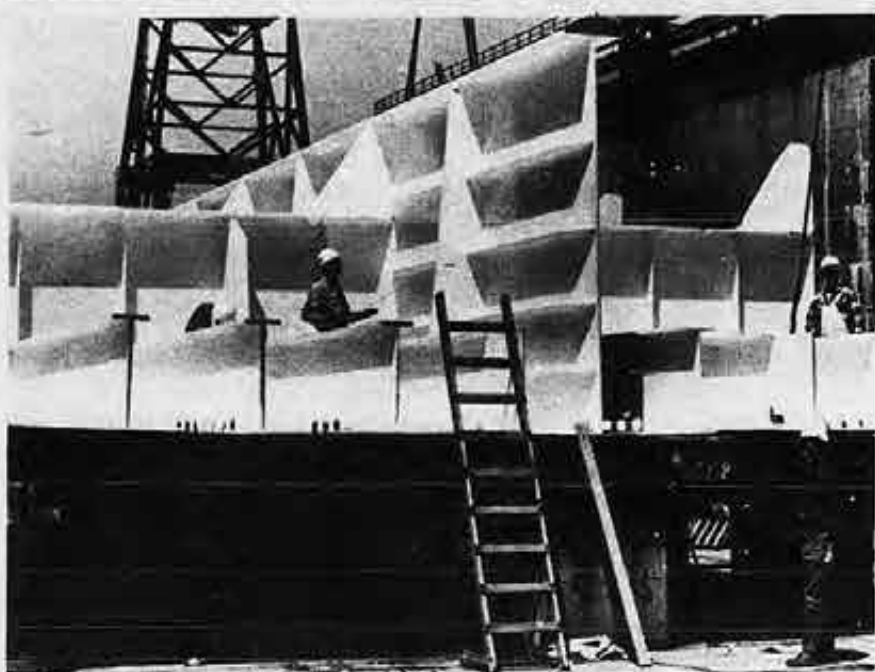
The laying up of the Prudential-Grace Line passenger ships will mean the loss of jobs for at least 750 crew members on the six ships. Their crews are represented by the National Maritime Union.

Prudential-Grace was the last in a long line of passenger ship operators which served the East Coast under the U.S. flag. The first passenger ships to operate from the East began sailing before the War of 1812 and the first American-flag transatlantic passenger ship made its inaugural run in 1819.

In going to drydock, the "*Santas*" will join such elegant ships as the *Independence*, *Constitution*, and the *America*, the *Brasil* and the *Argentina* and the mighty *SS United States*. These were ships owned by American Export-Isbrandtsen Line, Moore-McCormick Line and the United States Line.



One of the last passenger ships to service the East Coast is guided into her berthing place by tugs. By mid-January all passenger service will be discontinued.



Part of the new 230,000 deadweight ton supertanker being built for Seatrain Lines is assembled at the construction site in the old Brooklyn Navy Yard. Seatrain is expected to have six of the giant tankers in operation by 1976.

Seatrain to Lease New Supertankers

Construction is well under way at the Brooklyn Navy Yard on a new 230,000 ton supertanker which will be leased by the SIU-contracted Seatrain Lines.

The supertanker on the ways will soon be joined in construction by a sister ship of the same tonnage. The first is expected to begin operations in 1972 and the second in mid-1973.

In addition, two supertankers weighing 233,000 deadweight tons are being built abroad for Seatrain and will sail under the company's char-

ter with a major oil company.

The building of the first tanker began Aug. 5 and jobs at the Seatrain Shipbuilding Co. docks in the Navy Yard now total 450. The total numbers of jobs expected to be generated by the building of the two tankers is 2,500.

When complete they will be the first two ships to have been produced in the New York City area since 1948.

The equipment being used to build the new supertankers is primarily that left behind by the Navy when it closed the Brooklyn Yard in 1967. Three cranes, one that can lift 200 tons, now operate at the tanker building dock.

There will be still more building at the Seatrain facility in the future, according to company sources. They say that two more supertankers will be constructed there prior to 1976, although no definite dates of delivery have been set.

Company sources also said that trading routes for the new sea giants have not been set, but that they would probably be used in worldwide trade. The top speed of the vessels is expected to be more than 17 knots.

Plasterers' President J. T. Power Calls for Stronger Job Safety Bill

Washington

On-the-job safety is an issue of vital concern to SIU members and according to Joseph T. Power, president of the Operative Plasterers and Cement Masons Union, it is of vital concern to all who work for a living.

In that regard, Power demanded that Congress pass a strong Occupational Health and Safety bill in a speech given at the weekly luncheon of the AFL-CIO Maritime Trades Department.

Power said that the bill had been severely weakened in Congress despite the possibility that enactment "could save several injuries and possibly a life during the time I speak here."

Power, a member of the executive board of the MTD, said that the nation is faced "with a horrifying set of statistics reflecting the loss of life and limb in this nation through on-the-job accidents."

Accidents Soaring

He said there were more than 3,000,000 accidents at work last year which cost, by some estimates, an amount in the thousands of million dollars.

"But to a labor man, those dollars represent a lot more than cold cash. They represent warm, living human beings. People who will no longer have a hand or an eye. People who no longer will be able to work and bring home the bread for their dinner tables. And all because of an accident."

He derided the old adage that accidents just happen. "Accidents can be prevented. They can be prevented now," Power said.

The bill which would empower the Secretary of Labor to set safety standards, does not have much to oppose, Power said.

Yet, labor's enemies, notably the U.S. Chamber of Commerce, were successful in weakening the bill.

The bill is necessary, said Power, because management efforts at job safety have been "like a sneeze in a hurricane." He said "it is about time that those of us in the labor movement provided the rest of the velocity for the hurricane that will be necessary to move occupational safety standards forward in this country."

Angry Little Guy

The lack of safety standards "gives the little guy the right to be angry," Power said. The little guy, defined by Power as the shop worker, the tradesman and the plasterer, "knows that some workmen are protected from the dangers of their job, and he is not."

Power said that this anger arises because the Department

of Labor, "presently is limited to 'studying' the horrifying statistics and has no power to take any effective steps to stop the carnage."

He said, "what we clearly need, as labor men and as Americans, is a national committee to change that sad picture and to focus out attention on the workingman's safety."

He added, "we must fight for this national commitment to end the slaughter, to end this horrible loss of life."

Power said "this nation has no need of a legion of those crippled because of a lack of safety standards. It has no need of an honor roll of men needlessly dead on the job. Yet it has both. Let us act now before the list becomes longer."

Appeal to Hanoi

AFL-CIO President George Meany asked American union members to observe the holiday season by writing to Hanoi and appealing for more humane treatment of American POWs.

"All Americans who believe in basic human decency are revolted at the treatment endured by American prisoners of war," Meany declared. He cited the North Vietnamese refusal to reveal the names of its captives and its failure to keep its promise to honor the provisions of the 1949 Geneva Convention relating to basic diet and medical care and communications between prisoners and their families.

In a letter to all AFL-CIO affiliates, Meany said:

"The AFL-CIO supports the campaign of the Red Cross for mail urging the North Vietnamese, in the name of humanity, to provide the names of their prisoners, to guarantee them adequate diet and medical care, and to permit the exchange of mail between prisoners and their families."

"I urge every member of the AFL-CIO to take time at this holiday season to write to Hanoi. It is also a time for national prayer for those prisoners, as suggested by the American Legion."

"An end to the misery of the prisoners of war and relief for their long-suffering families would help to brighten this holiday season. It could also serve as a sincere indication of the North Vietnamese desire for peace in Indochina and lay the groundwork for their acceptance of the American proposal at the Paris talks to free all prisoners of war."

Meany advised that letters to Hanoi, which require 25 cents postage per half ounce, should be addressed to the President of the Democratic Republic of Viet Nam, Hanoi, North Viet Nam.

Labor Supports Health Care

Washington

The AFL-CIO has issued a new pamphlet on National Health Insurance entitled "National Health Insurance Is Labor's No. 1 Goal."

The pamphlet is based on a radio address given by AFL-CIO President George Meany and is available free of cost from the AFL-CIO Pamphlet Division, 816 Sixteenth St., NW, Washington, D.C.

'Leap to Freedom' Ends in Tragedy

A Lithuanian sailor's desperate but futile attempt to grasp hold of freedom by leaping from a Russian fishing vessel to the deck of a U.S. Coast Guard cutter off the coast of Massachusetts transformed a routine meeting of U.S. and Soviet fishermen into an international incident.

Aboard the Coast Guard cutter *Vigilant*, in addition to her regular complement of officers and crew, were four civilians, including John Burt, port agent for the SIUNA-affiliated New Bedford Fishermen's Union and Robert Brieze of the New Bedford Seafood Dealers Association.

John "Big John" Burt has been port agent for the SIUNA New Bedford Fishermen's Union for 12 years and a commercial fisherman since his early teens.

Traditional Seaman

His father was lost at sea off the deck of a Boston fishing trawler during a storm in the Atlantic more than 20 years ago. Still John Burt chose to make fishing his life.

Robert Brieze has more personal experience with Russian oppression. In 1950, while a tugboat captain in Latvia, he took his boat, his wife and his sister from Latvia to Danzig. The Russians came looking for him.

He sailed to Sweden, knowing that in reply to his flight the Russians would send the remaining members of his family to Siberia. He feared the same fate for himself and his wife and sister, so in a bold gamble they and other refugees sailed a hardly seaworthy World War II minesweeper across the Atlantic to the United States and political asylum.

These two men of the sea related their eyewitness story of the occurrences aboard the *Vigilant* to the *Seafarers Log* a few days after the desperate leap of Simas Kudirka.

The cutter *Vigilant* left New Bedford, Massachusetts at about 8:30 a.m. on that gray Monday

morning carrying Burt and other U.S. fishing representatives to a rendezvous point off Gay Head, at the southern tip of Martha's Vineyard, well within the U.S. three-mile limit.

As the cutter approached the appointed spot in the Atlantic, Burt could see the massive length of the better than 500-foot long Russian fishing mothership *Sovetskaya Litya* breaking through the mist.

About 10:30 a.m. the cutter drew up alongside the Soviet vessel and the first lines were thrown from ship to ship to link them together on the sea.

After the lines were secured, a ten-foot gap of sea still separated the two vessels, so a work basket was fitted to a cargo crane by the deck hands aboard the Russian ship, and it was swung over to the deck of the cutter.

Burt and others gingerly rode the basket across the water to the deck of the mothership.

"We received hand shakes from the Russian fishermen and were ushered below to the officer's quarters where lunch was waiting for us," Burt recalled.

"We were all seated around the table, civilians, Coast Guardsmen, and Russian officers. Many of the Russians could speak some English and the conversation flowed smoothly."

Imperiled Flounder

The Atlantic's yellowtail flounder is heavily depended upon by the fishermen of New Bedford and the protection of this resource was foremost in the minds of the New Bedford representatives.

SIUNA fishermen in that port know that the Russian fleet employs fine mesh nets through which the young yellowtail cannot escape, leaving too few available for future spawning.

Unhappy fishermen have labeled Russian fish harvesting tactics "the vacuum cleaner approach to fishing."

This informal and cordial meeting, it was hoped, would

help to get the Russians to conserve the yellowtail fishery.

"We asked to see a Russian trawler in action—see the nets being set—but were told that no trawlers were working in the area because the weather was bad," said Burt.

"Instead they took us on a tour of the mothership, showing us their fully equipped ship-board hospital, a 100-seat movie theater, and their fish processing equipment. It was quite a sight."

Message for Skipper

"After the tour, at about 2:30 in the afternoon while we were still aboard the Russian mothership in the Soviet Captain's quarters, we were interrupted by the executive of the cutter *Vigilant* who asked his skipper, Commander Ralph Eustis, to return to their ship."

This was the moment when the drama of attempted defection began to unfold. The New Bedford men wouldn't find out until hours later that Simas Kudirka, the Lithuanian radio operator aboard the Russian ship, had stepped up to the railing of the Russian mothership and told one of the Coast Guard officers, "I want to defect."

Commander Eustis returned to his ship and was informed of Kudirka's message.

A dispatch to U.S. Coast Guard First District Headquarters in Boston then sped over the cutter's radio. From there it was relayed to Coast Guard Headquarters in Washington with a request for instructions on how to proceed. The request was relayed to the State Department in Washington.

The reply to the Coast Guard from the Soviet desk at the State Department was not to encourage a defection and to be careful of a trick by the Russians aimed at provoking an incident.

Back aboard the Russian ship, Burt remembers that "for the next two hours, we continued to talk about fishing with



The U.S. Coast Guard cutter *Vigilant* to which a Lithuanian sailor jumped seeking political asylum. The defector, Simas Kudirka, was returned to Russian hands.

the Russians and then decided to return to the *Vigilant* and head for home. I thought to myself, we'll be home in time for supper."

Russians Aboard

The transfer of Americans back to the cutter got under way, and Burt returned to the decks of the *Vigilant*. A free exchange of Russian and American visitors had been taking place all day, but now that preparations were evidently being made to return to New Bedford, Burt thought it kind of strange when he noticed that three of the Russians were still aboard the cutter.

Burt discussed what might be holding them up with Robert Brieze. Some time passed and Burt ventured the guess that the problem was with one of the Soviet sailors.

Finally, at about 5 p.m. Burt again asked, "What's happening, do we have somebody aboard who doesn't want to go back?" Almost immediately, the word went out that there was a defector aboard.

"Then, maybe an hour or so later, I'm not sure of the time element, Commander Eustis came to us and told the Russians, 'I have a man aboard who doesn't want to go back with you, he doesn't like the life in your country.'"

Simas Kudirka had done what he said he would do. As the *Vigilant's* crewmen were about to cast off all lines from the mothership, he leaped across the water between the two ships and landed at the feet of the surprised Coast Guardsman.

Commander Eustis had reversed the order to head home and directed that the Lithuanian seaman be taken up to the bridge of the cutter until he could speak to the three Russians still aboard.

According to Burt, Commander Eustis then told the Russians that he had no formal request from officers on the Russian vessel for the return of the defector.

"I then saw," continued Burt, "one of the Russians leave the room and run like heck across the deck of the *Vigilant* back to the Russian mothership. Before I knew it, he was back again with a piece of paper which he gave to the Deputy Commander of the Russian fishing fleet, Ivan Burkal.

The third Russian still aboard with us was the interpreter and after he looked at the paper, he presented it to Commander Eustis.

"The letter said that the man we had aboard had broken into the Russian ship's safe and had stolen 3,000 rubles. They referred to him as a 'criminal' and said they wanted him back."

After Commander Eustis took the paper from the Russians, he made several trips back and forth from the bridge of the cutter to where Burt and the others were waiting.

By now Burt knew that the commander had been on the radio to shore many times, but it appears that Commander Eustis was waiting for further orders.

Back at the State Department in Washington, the officers at the Soviet desk had gone for the night. There would be no further orders from the State Department, but Commander Eustis didn't know this.

Coast Guard officers in Boston, Admiral W. B. Ellis and the district chief of staff, Captain Fletcher Brown, already knew after sending a message to the State Department at 7:30 p.m. asking for instructions that there would be no response from the State Department.

Awaiting Orders

A decision on further orders for Commander Eustis had to be made soon. The Soviet Deputy Fleet Commander and the other two Russians waiting in the Commander's quarters asked to use the *Vigilant's* radio to be patched through to the Russian Embassy in Washington.

At about this time, John Burt stepped forward and took hold of Commander Eustis' shoulder, stopping him as he was about to leave the quarters and said:

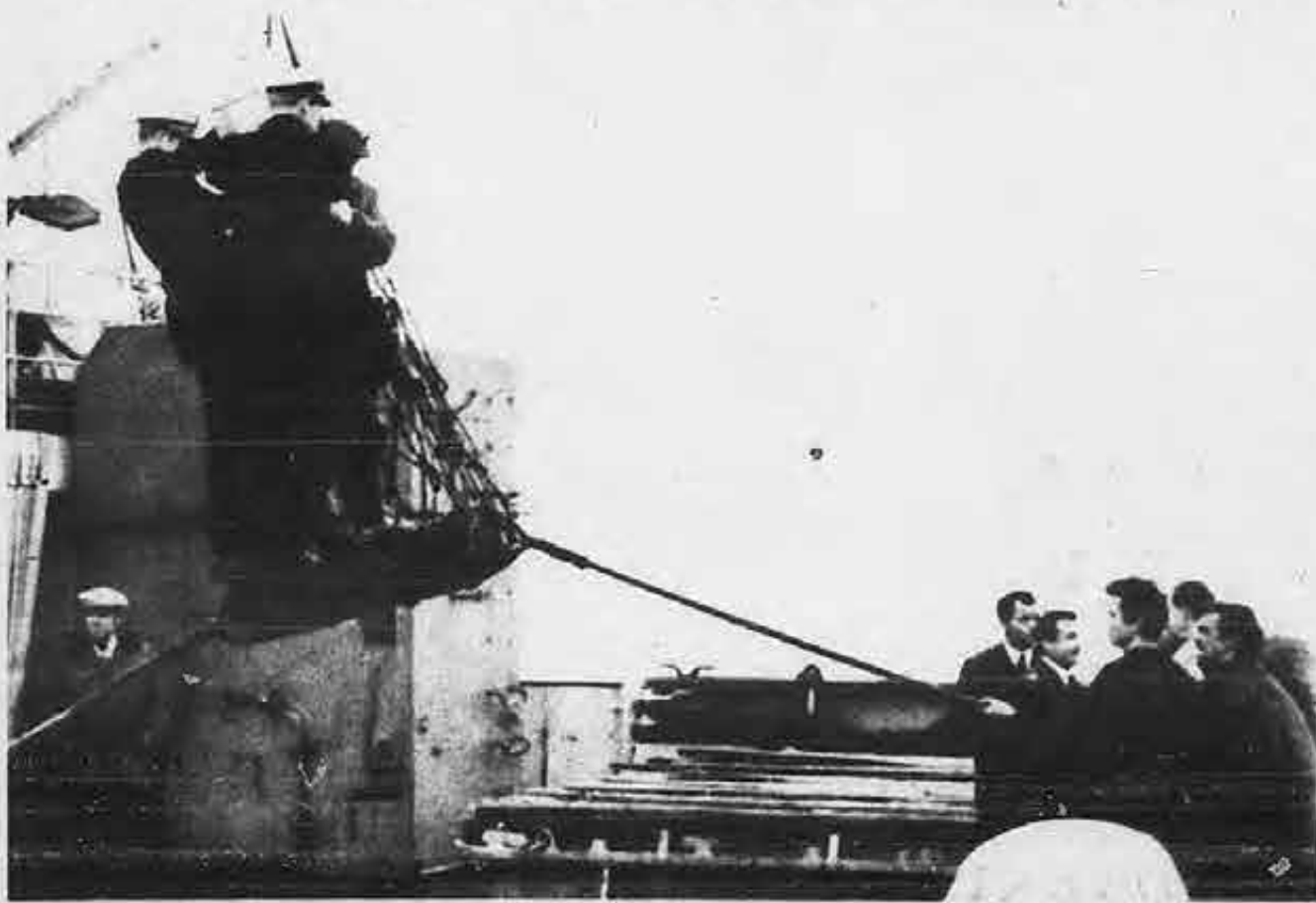
"Robert Brieze and myself protest and ask you not to turn this man over to them."

Evidently Commander Eustis had by now received further orders from Boston because he replied:

"I am a Coast Guard officer and my higher command in Boston has just issued me an order to surrender this man. It's out of my hands."

According to Burt, the com-

(Continued on Page 5)



U.S. Coast Guard officers are swung onto the deck of the *Sovetskaya Litya* to begin fishing conference that erupted into an international incident. SIUNA New Bedford Port Agent John Burt is at left.

USCG Friend To Seafarers

Since the earliest days of our nation's maritime industries, the men of the U.S. Coast Guard have earned the respect of the professional Seafarer and the commercial fisherman.

SIUNA fishermen and Seafarers sail from many ports each day to do battle with the sea as they earn their livelihoods.

Life at sea is full of hazards and in times of need the Coast Guard has been on hand to offer assistance to these men.

The men of the U.S. Coast Guard cutter *Vigilant*, based in New Bedford, Mass., have personally taken a hand in the rescue of numerous SIUNA-affiliated fishermen, whose lives hung in the balance because of storms, fog, heavy seas or engine trouble.

"There is hardly a fisherman in this port," emphasizes John Burt, port agent for the SIUNA New Bedford Fishermen's Union, "who has not at one time or another been helped by the Coast Guard."

Several years ago, John, along with other fishermen aboard the union-manned trawler *New Bedford* were rescued from the clutches of a heavy fog bank and 75 mile-an-hour winds, and towed safely back to port when their boat's engine failed.

As this issue of the *Log* goes to press, there are reports that the cutter *Vigilant* has rescued the crew of the union-manned fishing boat *Gertrude D*, in danger because of engine trouble in the Atlantic Ocean off New Bedford, Massachusetts.

It is rescue efforts such as these, repeated many times over the years, that have won the praise of Seafarers and fishermen.



Fishermen like those above feel indebted to the Coast Guard.

'Leap to Freedom' Ends in Tragedy

(Continued from Page 4)

mander then went over to the defector, who was beyond the reach of the other Russians aboard and asked the man if he would go back peacefully.

The man refused and after the Russian officer was informed of it the officer asked Commander Eustis for permission to speak to the defector.

"All three Russians went topside to talk to him and I learned later that the defector replied again 'no, I will not go back.'"

"Commander Eustis then told the ranking Russian officer, 'you and your other man go up and get him,' Burt said. The Russian commander replied 'no, he's too powerful for us.' The Russian then asked to send over to the Russian mothership for four men and Commander Eustis replied, 'no, three men,' Burt said.

Chained Passageway

One of the Russians then ran over and brought back three men and they all began rushing up to the bridge. The bridge had been chained off and a Coast Guardsman was posted there at the chain to stop everyone but the Russians who were allowed to pass. "We followed them, and when we reached the chain, we were stopped by the American sailor," said Burt.

"I told the guard, 'take that chain away and open the door so that this man will have a chance to get away if he can, even if he has to jump overboard to save his life,' Burt said.

"Then a wild scuffle started

up on the bridge while I was on the starboard side of the vessel. They came down the stairway in front of me and I saw three or four of them hitting and beating him. Someone gave him a bad judo chop and I could see blood on his face and on his white T-shirt.

"I turned to the man next to me, I forget who he was now, in all the excitement, and said 'You can't let this happen here

like this,' and he told me 'you at one point he was down on his hands and knees saying 'God, help me, oh help me,'"

recalls Burt. "I then tried to get closer and wanted to reach out and help him. Just then I could see that they had cornered him up near the bow and were trying to get him down."

According to Burt, for a moment, he thought that there was

hope for the man because the board, Commander Eustis ordered the cutter to pull away from the Russian mothership in order to not crush the man between the two ships.

Then over the loud speaker I heard "all hands below" and we were ordered to go below at once.

"We couldn't do anything else, we had to go below. When we got there, we looked out of

gut 'It's all over for this guy'—and it was. The small boat pulled away and that was the last I saw of him.

"As we returned to New Bedford on the *Vigilant*, we all remained in the ward room aboard the cutter and nobody said a word.

"I kept thinking of the words that man along side of me had said when I thought of getting in there and helping that man. He told me, 'We can't win in this one.' If I were twenty years younger I would have been in the middle of it," said Burt.

Look of Horror

Burt clearly described the horror on the face of Robert Brieze at the sight of the desperately brave Lithuanian fighting with his shipmates on the bridge of the Coast Guard cutter—pleading for his freedom. Brieze said he was thinking then of his own burst for freedom.

Brieze recalls that during the struggle aboard the *Vigilant*, the doors to the officers' quarters banged open, and he saw the bloodied face of Simas Kudirka as he was being beaten over the head.

"I jumped up from my chair intending to help the man, but was pulled back into the quarters by someone.

"John Burt and I were told that it would be useless to try and help the man, that the order had been given that he be returned. That man could have been me if I had not escaped from the Russians twenty years ago," Brieze added sadly.



JOHN BURT



ROBERT BRIEZE



CDR. RALPH EUSTIS

can't do a thing about this, this is the way things go and he has to go back."

"I got terribly emotional and felt the overwhelming need to help this man but I was again restrained by the man next to me. Then the defector got away from them and slipped away over the side. They thought that he was overboard on the port side. But he didn't go into the water, instead he slipped down the side to the lower deck and began running around below screaming for help.

Coast Guard cutter began pulling away from the Russian ship, tearing lines and breaking off the cutter's antennae on the Russian booms as it did so. "I turned to Robert Brieze who was now along side me and he said 'now we are going to take them all back to port and straighten this thing out.' I told him, 'I hope to God we do,'"

Burt told the *Log*. But what was really happening, Burt later found out, was that when someone screamed that the defector had gone over-

the portholes and saw that we were three to four hundred yards from the mothership. Then we heard the sound of the motor lifeboat davits going and I saw the motor lifeboat being lowered. I said to Bob, 'I think they are going to take him back, look.' Bob refused to look, I could see tears on his face.

"In the gunnel of the lifeboat I saw the man wrapped in a blanket with a line around him like a mummy, or a dead man in a sea bag.

"At that instant I felt in my

Admiral Holden, 74, Dies at Snug Harbor

Retired Vice-Admiral Edward C. Holden, Jr. (USN), 74, passed away Nov. 13 in Sailors Snug Harbor, a home for retired mariners in New Brighton, Staten Island, N.Y.

He had been confined there since suffering a stroke five years ago.

Respected and well-known by many SIU officials, Admiral Holden was a long-time advocate of a strong American merchant marine.

In a speech some years ago the Admiral stated, "there must be inculcated in our young men a real love for the sea and

ally meritorious service" while in command of the attack transport *Starlight*.

During World War I he served in the naval troop transport force aboard the *Covington* and won distinction for his actions after the vessel was torpedoed and sunk by a German submarine.

A lawyer and marine insurance specialist, Admiral Holden retired in 1961 as president of the United States Protection and Indemnity Agency (U.S. P. & I.). He later directed the Maritime Safety Foundation's safety and educational division.

He had joined the U.S. P. & I. Agency in 1930 after more than eight years with the Isthmian Steamship Lines. During that time he commanded several vessels and sailed more than 500,000 miles.

He was born Jan. 17, 1896 in Lynn, Mass. Holden graduated with a law degree from Boston University in 1918. He then trained in admiralty, marine and international law at Harvard, Oxford and Cambridge Universities.

Admiral Holden was a former president of the Marine Society of the City of New York, the New York Council of the Navy League and the Council of American Master Mariners.

Among his survivors are a son, Edward C. Holden III of Fort Lauderdale, Fla., and a brother, Dr. William Holden of Macon, Ga.



loyalty to their ships; efficiency and good conduct must predominate."

He was an authority on sea safety and developed a revolutionary method of radar computation for the prevention of collisions or ship strandings during World War II.

Holden was awarded the Legion of Merit medal during World War II for "exception-

Lifeboat Endorsements



The U.S. Coast Guard has awarded lifeboat endorsements to 13 Seafarers upon their successful completion of the lifeboat training program at the SIU's Harry Lundberg School of Seamanship in Brooklyn. From the left, seated are: Omar McDaniel, Arthur Machado, Henry Keith, Joseph Collins and Terry Guile. Standing are: SIU Instructor Len Decker, Dennis Hemming, Eddie Bank, Bob French, John Thornton, Walter Moen, Stephen Jones, Harry Barron and Robert Prater.



Also receiving Coast Guard lifeboat endorsements were from left: Bill Hampson, Jack Held, Anargyros Korizis, Howard Biener, George Stefanescu, Robert Johnson and Lester Hoffman.

Labor Backs Food Stamp Bill Substitute

Washington

The AFL-CIO has strongly endorsed a substitute food stamp bill in place of the bill reported out of a House committee. The labor organization also urged Congress to defeat any attempts to amend the substitute bill so as to deprive needy persons on strike from obtaining stamps.

In a letter to all members of the House of Representatives, Director of Legislation Andrew J. Biemiller supported a substitute bill sponsored by Rep. Albert H. Quie (R-Minn.) and Thomas S. Foley, (D-Wash.). This, he said, represents a "substantial improvement" over the bill reported by the committee.

"The Quie-Foley substitute would reform the food stamp program to enhance its effectiveness in combating hunger and malnutrition in America," Biemiller states, adding that the AFL-CIO "enthusiastically endorses" it.

Noting that an amendment to exclude needy persons on strike from food stamp benefits may be offered on the floor, Biemiller said the AFL-CIO strongly urged the House "to reject any effort to penalize such persons."

Biemiller added that any such effort would only destroy the purpose of the bill. As a labor organization the AFL-CIO would do all in its power to prevent an amendment excluding workers on strike from receiving food stamps benefits.

Cesar Chavez Goes to Jail; Lettuce Boycott Intensifies

Salinas, Calif.

California's lettuce growers may have won the battle and at the same time lost the war.

Anti-labor growers won a court decision to have AFL-CIO United Farm Workers leader Cesar Chavez jailed for violating an earlier court injunction prohibiting a nationwide lettuce boycott.

However, since his incarceration, Chavez' followers have intensified their strike and boycott campaign against the growers.

Some 3,000 Mexican-American farm workers held a candlelight mass outside the jail here and were joined by Ethel Kennedy, widow of Senator Robert F. Kennedy, a long-time Chavez supporter. Strikers plan to maintain a round-the-clock vigil at the parking lot across from the jail.

A counter demonstration by some 200 pickets of the employer-financed Citizens Committee for Agriculture failed to deter the unionists.

Superior Court Judge Gordon Campbell originally sentenced Chavez to ten days in jail for violating his injunction which prohibited the na-

tionwide lettuce boycott. He later gave Chavez an indefinite sentence in jail until Chavez called off the strike and boycott.

Some fear has been expressed by Chavez followers that his health may fail if he is confined for any great length of time. During the grape boycott the union leader became seriously ill and weak after going on a hunger strike in order to prove his point.

However, Chavez's spirits remained good after he was sentenced.

As he was being led off to jail, Chavez's message to his fellow unionists was: "Boycott the hell out of them."

Lawyers for the growers charge that their clients have already signed an agreement with the International Brotherhood of Teamsters.

However, national Teamster leaders, meeting with AFL-CIO leaders — including President George Meany—have agreed that the field worker jurisdiction belongs to the Farm Workers Union.

Currently, three major growers accounting for some 15 percent of the lettuce crop have

signed up with the Farm Workers but other growers are fighting the union.

One of the growers fighting the UFWOC is Bud Antle, Inc. which grows about eight percent of the Salinas Valley lettuce produce.

On October 8, Bud Antle secured an injunction prohibiting the union from continuing its strike and boycott until an earlier court decision which ruled the strike illegal was resolved.

Judge Campbell refused the plea of union attorneys to stay the injunction pending appeal unless the union posted a bond of \$2,750,000.

The UFWOC boycott against lettuce has differed from the highly successful boycott against grapes. The union led a boycott against grapes as a product. The lettuce boycott concentrates on the wholesalers and retailers.

Supporters of the lettuce boycott have disclosed that Bud Antle has close corporate ties with the Dow Chemical Corp. Pickets have marched in front of Dow offices in about a dozen cities. A boycott against Dow's Saran Wrap is being considered.

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Jan. 12—2:30 p.m.
MobileJan. 13—2:30 p.m.
Wilmington Jan. 18—2:30 p.m.
San Fran.Jan. 20—2:30 p.m.
SeattleJan. 22—2:30 p.m.
New York Jan. 4—2:30 p.m.
Philadelphia Jan. 5—2:30 p.m.
BaltimoreJan. 6—2:30 p.m.
DetroitJan. 8—2:30 p.m.
HoustonJan. 11—2:30 p.m.

United Industrial Workers

New Orleans Jan. 12—7:00 p.m.
MobileJan. 13—7:00 p.m.
New York Jan. 4—7:00 p.m.
Philadelphia Jan. 5—7:00 p.m.
BaltimoreJan. 6—7:00 p.m.
†HoustonJan. 11—7:00 p.m.

Great Lakes SIU Meetings

DetroitJan. 4—2:00 p.m.
BuffaloJan. 4—7:00 p.m.
AlpenaJan. 4—7:00 p.m.
ChicagoJan. 4—7:00 p.m.
DuluthJan. 4—7:00 p.m.
FrankfortJan. 4—7:30 p.m.

Great Lakes Tug and Dredge Section

ChicagoJan. 12—7:30 p.m.
†Sault
Ste. Marie Jan. 14—7:30 p.m.

BuffaloJan. 13—7:30 p.m.
DuluthJan. 15—7:30 p.m.
Cleveland Jan. 15—7:30 p.m.
ToledoJan. 15—7:30 p.m.
DetroitJan. 11—7:30 p.m.
Milwaukee Jan. 11—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Jan. 12—5:00 p.m.
MobileJan. 13—5:00 p.m.
Philadelphia Jan. 5—5:00 p.m.
Baltimore (licensed and unlicensed) Jan. 6—5:00 p.m.
NorfolkJan. 7—5:00 p.m.
HoustonJan. 11—5:00 p.m.

Railway Marine Region

Philadelphia Jan. 12—10 a.m. & 8 p.m.
BaltimoreJan. 13—10 a.m. & 8 p.m.
*NorfolkJan. 14—10 a.m. & 8 p.m.
Jersey City Jan. 11—10 a.m. & 8 p.m.

†Meetings held at Galveston wharves.

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

*Meeting held in Labor Temple, Newport News.

Industry's Future: More Work to Be Done

Washington

Three Congressional supporters of a strong merchant marine discussed the future of the maritime industry at weekly luncheons sponsored by the AFL-CIO Maritime Trades Department in Washington.

Rep. John M. Murphy (D-N.Y.) said he sensed that new technology and government aid outlined in the bill will touch off a revolution in shipping.

Rep. Joseph P. Addabbo (D-N.Y.) said that the Merchant Marine Act will accomplish its goals only if the nation continues to press forward the bill's main purpose—strengthening the merchant marine.

And Rep. Hugh L. Carey (D-N.Y.) said that the completion of the rebuilding of the merchant marine will require development of port facilities to handle a new generation of ships.

Rep. Murphy said new act "recognizes a new technology of the sea and relies on American free enterprise to prove to the world that this nation will utilize all its acquired knowledge, all its finely honed skill to adapt that technology to its ships."

In this regard, Rep. Murphy said, "the act pays heed to changing times." He added, "Its passage would have been meaningless if it did not recognize the presence of this new technology."

The new technology, he said, involves the building of barge-carrying vessels, containerships and supertankers to replace "the old standard tankers and freighters that have served us so well for so long."

The new generation of ships, Rep. Murphy said, "will give the American-flag fleet the opportunity to do its job better, faster and probably at a price that comes closer to competing foreign rates."

Research Key

Research programs will be a key part of the new technology, according to Rep. Murphy.

"Time works great hardships on sea vessels. They wear out and are no longer able to serve the purpose for which they were built. It will happen with the ships called for in the nation's new maritime program. And so we need a continuing program of research and development," Rep. Murphy said.

He said that such a program will have to be "more than compiling statistics and proposing impossible plans." He said the research in both the long and short term must be aimed at keeping the U.S.-flag fleet modern and competitive.

"I am confident that we will not allow the nation to once again turn a blind eye towards its merchant marine," he said. "And as we attempt to better the fleet I believe we should stress the importance of development of vessel types and shipping procedures that will build the fleet to higher and ever higher levels."



Rep. Murphy

He said that one major step that could be taken right now would be to acquire more government cargo for American ships.

"I am bewildered at the fact that some of the major shipping agencies in government fail to use available American-flag vessels and send their cargoes in foreign bottoms," Rep. Murphy said.

"They ought to stop that at once," he said.

Cargo Vital

Rep. Murphy told the luncheon audience that, "cargo comes first. Then comes service to the customer and hand in hand go research and development. If we have all three, then I am sure that Congress will prove to have been truly wise in its passage of the Merchant Marine Act of 1970."

Rep. Addabbo also decried the lack of cargo sailing in U.S. bottoms.

"Just 10 years ago, American-flag ships carried 31 million of the 278 million long tons of cargo entering and leaving American ports. That amounted to 11.1 percent," he said.

"We are now almost totally dependent on foreign ships," Rep. Addabbo said for both our import and export trade.

He said that without the Merchant Marine Act "we would have found ourselves in a vise in which foreign operators would have dictated the price and we, without ships or even the hope of ships, would have been forced to pay."

Strike Helps Charities

Over \$400,000 worth of ground meat, fruits and vegetables were given away to various charities as a result of a strike by Local 29 of the MTD affiliated Office and Professional Workers International Union against Lucky Stores.

Twenty-two outlets of the food store chain located in San Leandro, Calif. were affected. Butchers, checkers and Teamsters honored the picket lines and left management with no choice other than to give away the foodstuffs to charities, and then to families who came from all over just to receive the free goods.



Rep. Addabbo

The act has averted that threat, the congressman said, "but we must not permit ourselves to rest. To do so would provide the specter of snatching failure from the brink of success."

Future Bright

With the act the merchant marine can see "strong signs of hope on the horizon," the congressman said.

He pointed an increase in American manufacturing as one of the hopeful signs. Rep. Addabbo said the Gross National Product has reached nearly \$1 trillion, an increase of \$500 billion in ten years. Much of the increase is in exportable materials, the congressman said.

"The net result is that the need for ships has expanded. And that need, based on a projected foreign trade of some 620 million tons, by 1982, is continuing to grow," he said.

Ship American

"So the market for ships is present. We don't have to look for it," Rep. Addabbo said. "But we must nurture it. We must convince it that the best service is the service offered by American-flag ships."

He said there is evidence that persuasion can succeed when it is accompanied by technological advance.

"Even as the maritime industry in general was being forced to wallow in the doldrums, there were those in the United States who pioneered and perfected containership operations," Rep. Addabbo said.

"We moved out front fast, and we still hold a strong lead over the rest of the world in this form of intermodal transportation," he said.

He added that, "other new, swift and economically efficient ships are joining the American-flag fleet, and their numbers will grow as the program encompassed in the act is carried through."

He pointed to barge-carrying vessels already on the shipways, and said that, "even as the first of these new, technologically advanced ships are being constructed, plans are being developed for a fleet of ships that will be capable of carrying a combination of ore, bulk and oil as cargo."

These advances give rise to hopes that American manufacturers will turn to the American fleet because of its superior service, he said.

"I am confident that we will



Rep. Carey

succeed. And I am confident that just as the decade of the 60s was a 'decade of disaster' for the American-flag fleet, the decade of the 70s will be looked on as the 'decade of deliverance.'"

Maritime's past and its future was the major thrust of the speech given by Rep. Carey, who said the winding down of the year had given him occasion to look back on the Merchant Marine Act of 1970, "to review its strengths and shortcomings and to think of what remains to be done in the days and years ahead."

Much to Do

The bill, he said, provided the means by which the nation will be able to build an entire new generation of ships, yet had a serious shortcoming in that it failed to provide for port facilities to match the increase in ship size.

Calling that a "serious shortcoming of the Act," Rep. Carey said that recommendations for a new Panama Canal sized to handle the new generation of ships indicates that planning of new facilities is being done at some levels.

He said, "it is a trifle foolish to plan canals capable of han-

dling the modern-day load while the nation's ports remain incapable of meeting those same requirements."

He said, "lack of consideration of this mammoth problem is one of the failures in the nation's new maritime policy." He said the Administration had promised to include ports in their policy, but had omitted them by the time the Merchant Marine Bill was sent to Congress.

"It is a flaw," Rep. Carey said, "that cannot go unattended for very long."

For, he asserted, the new ships will require new techniques:

Must Modernize Ports

"We must help our nation's ports prepare for greater volume. We must ready port facilities for bigger ships and faster movement of cargo both to the ships and from them into the heart of the nation."

"Also, we must be ready to encourage the development of inland ports for barges that sail off the ocean-going mother ships."

"For the new giants of the sea, the supertankers and the superfreighters, we may have to prepare special berths. Many experts feel that off-shore terminals equipped to move goods to and from the land will be the most efficient way to process their cargo."

Rep. Carey said there is "time to rectify that lapse, but time, as the end of another year proves, is a rapidly fleeting commodity."

He concluded, "I favor being ready both in Panama and at home for the new burdens a rejuvenated fleet will put on existing facilities. To me the burden is like the song, 'He Ain't Heavy, He's My Brother', a burden we can happily bear."

Appropriate Appointees?

The Administration was criticized for its choice of representatives to perform labor duties. The appointees are "so far out of this world that the Martians wouldn't believe them," wrote one columnist.

The Administration was especially criticized for choosing a wealthy Washington social leader with little experience in

the labor field, Mrs. Rose Saul Zalles, to represent the U.S. at a two-week conference in Moscow on "women in industry."

When Mrs. Zalles returned to the U.S. she told newspapermen that it was a great experience. "But of course," she added candidly, "I have never had anything to do with women in industry."



AFL-CIO President George Meany welcomes Alexander J. Rohan, president of the Printing Pressmen's Union to the executive council of the federation. Rohan was elected to succeed Herman Kenin, president of the Musician's union who died recently.

1970 Proves to Have Been . . .



JANUARY

President Richard M. Nixon sends to Capitol Hill his proposals for the overhaul of the U.S.-flag merchant marine—setting the stage for congressional action to restore lagging American shipping and ship-building industries to their former position of prominence . . . SIU members vote to adopt proposed amendments to the SIU Constitution, marking the first time in nearly 10 years that any significant changes are made in the document . . . the Military Sea Transport Service announces withdrawal from service of 38 General Agency Agreement vessels, thus assuaging unsubsidized fleet operators who claimed the policy of hiring and using GAA ships had resulted in a freight rate squeeze which had contributed to the lay-up of some commercial vessels . . . the SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego wins substantial contract improvements in a three-year agreement signed with National Marine Terminals, a leading West Coast tuna processor . . . the U.S. Senate rejects a proposed amendment to a tax bill that would penalize unions and other non-profit organizations by withdrawing their tax-exempt status if they directly or indirectly support or oppose a candidate for public office.

FEBRUARY

Congress begins earnest consideration of a new maritime program . . . the AFL-CIO Maritime Trades Department and the Transportation Institute schedule a March conference to discuss ways to resolve problems affecting oceanborne transportation to the noncontiguous areas of Alaska, Hawaii, Puerto Rico and Guam . . . the chairman of the House Merchant Marine and Fisheries Committee Edward A. Garmatz (D-Md.) announces his committees will begin hearings into illegal seizures of American fishing vessels by Latin American countries claiming 200-mile offshore territorial jurisdiction.

MARCH

Hearings on a new maritime program progress on Capitol Hill . . . SIU-contracted Seatrain Lines announces approval of federal loan guarantees to construct two 230,000-ton supertankers . . . an SIU-endorsed bill is introduced in the Ohio state legislature which would provide long-awaited full coverage for seamen under the state's unemployment benefits program.

APRIL

Conference on the Noncontiguous Trade is held in Washington, D.C. participants recommend adherence to provisions of the Jones Act and initiates a study of the effect of shipping on the cost of living in Alaska, Hawaii and Puerto Rico . . . Paul Hall, SIU president, tells the 21st Annual Institute of Foreign Transportation and Port Operations that the success of any new maritime program depends on the success of a "Ship-American" campaign aimed at inducing American industry and government to use U.S.-flag vessels . . . AFL-CIO Secretary-Treasurer Lane Kirkland echoes the same sentiment at a conference on the crisis in international trades, saying "when American exports are shipped in foreign-flag vessels, American jobs are being exported" . . . the SIU and District 2 MEBA open a new original license training program at the Harry Lundeberg School of Seaman-

ship in Piney Point, Md. for unlicensed engine department personnel . . . SIU-manned Delta fleet reaches a seven-year plateau of sailing with an accident-free record . . . the SIU Social Security office prepares a booklet for union members and their families, outlining benefits and how to obtain them.

MAY

Three SIU members are awarded the Merchant Marine Meritorious Service Medal for their part in the rescue of two downed Air Force pilots in the wind-swept, icy Pacific in 1968. The three are James Harrington, Theodore Zieser and Morgan Jones . . . President Nixon signs a proclamation designating May 22 as National Maritime Day . . . the SIU reveals plans to begin operation of a family vacation center at Piney Point, Md. for the use of members and their families . . . two SIU-contracted vessels—the Seamar (Calmar Steamship) and the Bethlex (Bethlehem Steel) are awarded safety performance honors for the previous year.

JUNE

Members of the House of Representatives vote 307-1 to approve a new maritime program which the SIU has long endorsed . . . the Maritime Administration's "Ship-American" program, designed to get more American cargo on U.S.-flag vessels, is supported by the AFL-CIO Maritime Trades Department and the Union Label and Service Trades Department . . . five winners are announced in the 1970 SIU Scholarships Awards Program, which is open to Seafarers and their dependents. Each winner receives a \$6,000 four year college scholarship . . . the Justice Department hands down a 17-count indictment against SIU and several of its officers charging the union violated federal regulations through SPAD's contributions to the political campaigns of both the Democratic and Republican parties . . . SIU member-

ship votes overwhelmingly to fight the indictment in order "to protect its rights."

JULY

Senate Commerce Committee gives approval to new maritime program and sends bill to the floor for action . . . Al Kerr, secretary-treasurer of SIU, is elected to the steering committee of the Secretary-Treasurers of AFL-CIO affiliates during the group's annual conference in New Orleans . . . the SIU Pension Study Committee recommends a provision be added to the present pension program to permit those who have accumulated 20 years of seetime at age 55 to retire with full pension . . . the Supreme Court takes some of the "convenience" out of the "flags of convenience" when it rules that foreign seamen on runaway-flag ships owned by U.S. companies are entitled to the same protection which the Jones Act confers on American seamen sailing aboard U.S.-flag vessels . . . Sea-Land, an SIU-contracted company, adds the ports of Boston and Port Everglades to its weekly coast-wise run.

AUGUST

Union Pension Study Panel completes a review of the SIU Pension Plan and offers recommendations for improving the program's benefits for members . . . crew members aboard the *Overseas Alice* are presented a Citation of Merit by the American Institute of Merchant Shipping for their "display of excellent seamanship and courage" in the rescue of a downed pilot in the storm-tossed Pacific in 1969.

SEPTEMBER

Wage increases giving SIU members the highest base wage on the East and Gulf Coasts, coupled with a new earlier retirement pension program, are negotiated between the union's AGLIW District and its contracted companies. The new pension provision allows for the retirement on full pension at age 55 with 20 years of seetime. The wage and pension combination, together with an increased contribution to the Seafarers Welfare Plan, bring the total value of the package to more than \$100 a month . . . the *Manhattan*, largest ship in the U.S. merchant fleet, is returned to her parent company, SIU-contracted Seatrain Lines, following her historic journey through the Northwest Passage . . . Calmar Steamship Co., an SIU-contracted subsidiary of Bethlehem Steel Corp., takes top honors for safety aboard ship in competition sponsored by the Marine Division of the National Safety Council . . . former SIU vice president and maritime pioneer, John Fox of Seattle, dies after a long illness . . . SIU Family Vacation Center closes out first year of operation amid enthusiastic praise and response . . . the first in a continuing series of SIU Crews' Conferences is launched at the Harry Lundeberg School of Seamanship to give Seafarers an opportunity to learn more about their union and their industry.



... A Good Year for Seafarers



OCTOBER

Congress overwhelmingly approves the Merchant Marine Act of 1970 and forwards it to President Nixon who, with his signature, climaxes the long struggle to bring new life to America's dying merchant marine . . . week-long Pensioners' Conferences get underway at Piney Point to inform SIU pensioners of their rights, how to use them, and how to best utilize retirement years . . . the world's maritime community makes major strides toward bettering the life of its seafarers during the Eighth Maritime Conference and 55th Session of the International Labor Organization. Paul Hall, president of SIU, serves as America's labor delegate at the Maritime Conference . . . the SIU celebrates its 32nd anniversary and 32 years of progress for American Seafarers . . . Maryland's State Department of Education selects the Harry Lundberg School of Seamanship as the General Education Development (GED) High School Equivalency Diploma Testing Center for St. Mary's County, Md. Addition of the new program offers Seafarers greater opportunities to obtain their GED diploma by waiving residency requirements and age requirements . . . a remedial reading program is initiated at HLSS to help broaden the educational horizons of SIU members . . . Marty Breithoff, SIU Tampa representative, dies . . . AFL-CIO Maritime Trades Department honors SIU Houston Port Agent Paul Drozak for "his distinguished service to organized labor" during a testimonial dinner-dance.

NOVEMBER

James Burt, a member of the New Bedford Fishermen's Union, vainly attempts to persuade Coast Guard officers to permit Russian defector to asylum . . . Prudential Grace Lines announces discontinuation of East Coast passenger service . . . Sea-land, an SIU-contracted company, announces plans to build six new tankers . . . AFL-CIO Maritime Trades



Department sponsors a conference to evaluate the probable impact of recent changes in the administration of our foreign assistance programs and of proposals for further changes.

DECEMBER

MERRY CHRISTMAS AND A
HAPPY NEW YEAR!



Know
Your

Rights

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
275-20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer

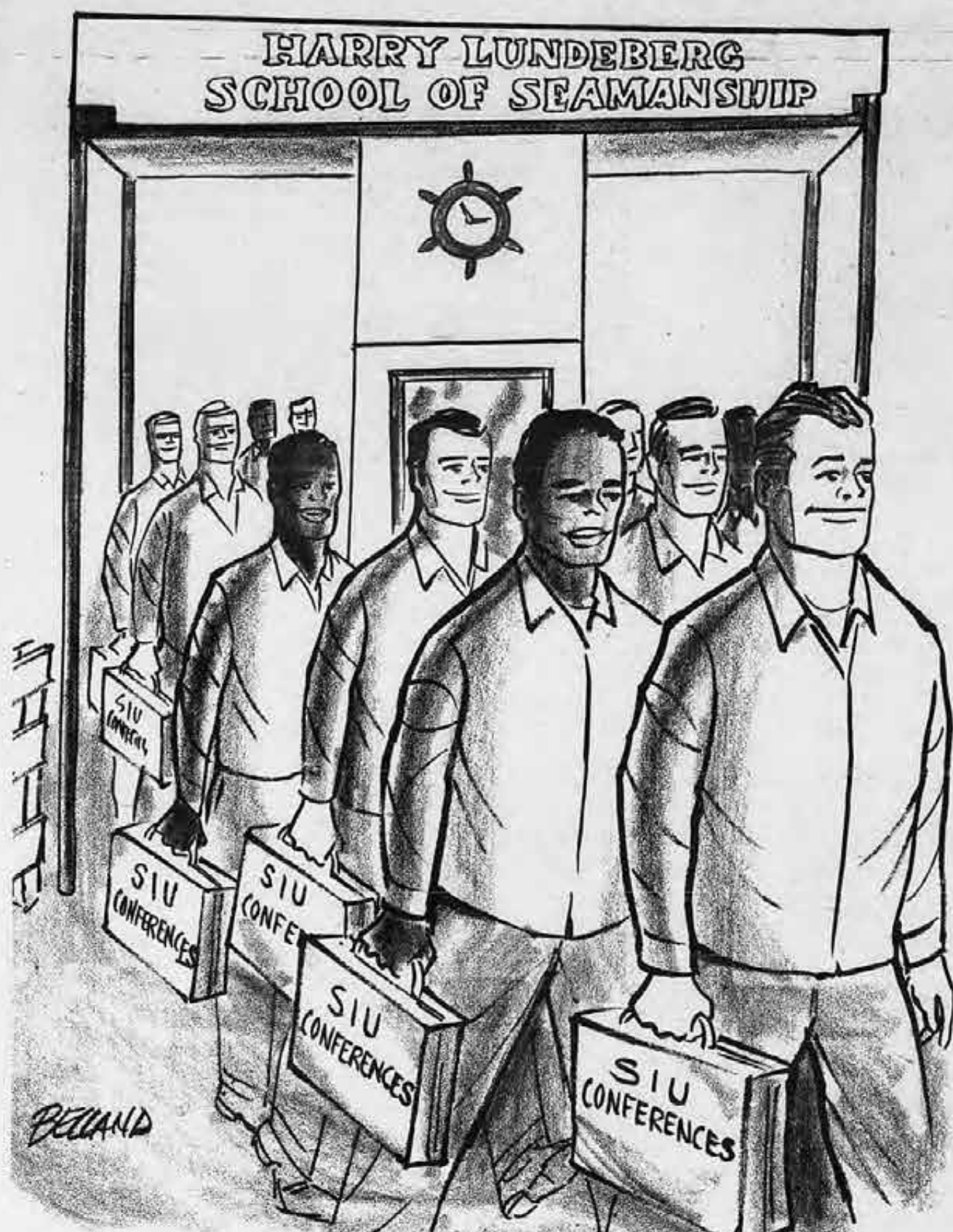
is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

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



SIU active members and pensioners—some 500 strong—have taken part in the first series of SIU Crews' Conferences and SIU Pensioners' Conferences at the Harry Lundeborg School of Seamanship in Piney Point, Md.

Their comments on the program clearly indicate that these Seafarers have a far greater knowledge of their union and its place in their lives—as well as in the fabric of America—because of what they learned during the conferences.

(Samples of the general tone of the reaction of those who took part in the conferences appear on pages 16-17 of this issue of the *Seafarers Log*.)

Crew members and pensioners became more aware of how the SIU contracts affect their everyday lives, both at sea and ashore; during their working days and after retirement; in times of health as well as in times of illness. They came away knowing that their union's contract with employers is the staff of living for the Seafarer and his family.

Inflation No Fault of Labor

One of the best replies to the Nixon Administration's attempt to tag labor with the blame for inflation was given by AFL-CIO President George Meany. His position, one that speaks for us as well, is:

The council of economic advisers contends that wage increases are the chief concern and concludes that workers should bear the major burden of the Administration's game plan to slow down inflation.

"I don't buy that and American workers won't buy that," Meany said.

The fact is that workers and wages did not cause this inflation and they have not profited

from it. They are among its chief victims and they are not happy about it. . . .

The document is heavily weighted against wage increases for workers, but is very solicitous about profits of business—reporting only that profit margins increased this year and "some further rise is to be expected."

Workers are willing to do their share to halt inflation and balance the economy. The AFL-CIO stands has said repeatedly that we would accept restraints on wages, if similar controls were placed equally on all other costs and incomes, including prices, profits, dividends, rents and all the different kinds of executive compensation.

Those who attended the first series of SIU Crews' Conferences and Pensioners' Conferences left with a greater understanding and knowledge of their union and the maritime industry. This understanding and knowledge will give added strength to the SIU in its battle to meet the challenges of tomorrow.

Postal Official Corrects Record

To the Editor:

In the October 1970 issue of the *Log* you appear to cast some doubt on the ability of the U.S. postal service and the postal employees to deliver the mail. I must take issue with you as I know that nothing is allowed to stay the fast and accurate delivery of the U.S. mail by these loyal and dedicated postal employees and union members.

Let me assure you and your readers that the men and women who make up the U.S. postal service let nothing deter them in their effort to give the public the finest service possible—no matter what the weather condition or the time of the day.

I might suggest that this particular mail was returned to the U.S. by way of one of those rusty, out-dated buckets that should have been replaced years ago by a modern ship.

As president of this local I make good use of the many interesting and informative articles printed in the *Log*. Keep up the good work and try to keep a kind thought for the postal employees.

I congratulate the Seafarers International Union on its progress through the years and support you in your efforts to implement the provisions of the Merchant Marine Act of 1970.

Faternally Yours,
B. J. Martin, President
Local 4635, U. F. P. C.
Glendora, Calif.

Editor's Note: The article referred to by Mr. Martin concerned a story about a package of copies of the July 1968 Log, which were returned to the newspaper's office in the late Summer of 1970. Notations in Arabic were penciled on the outside of the package, which had been sent to a ship due to dock in Kharg Island, Saudi Arabia. The article stated that "Saudi Arabia doesn't get much rain, sleet or snow so it must have been a gloomy night that caused a slip-up in the mail" that was "returned to sender" two years later.

Take heart, Mr. Martin. The article was written in a humorous vein and no disparagement of the U.S. postal service or the employees intended. We always have a kind thought for these men and women and the vital service they provide us.

Impressed With Act and Training

To the Editor:

Allow me to congratulate you on the October issue of the *Log*, a really fine one, containing much good news and interesting articles.

The passing of the Merchant Marine Act of 1970 is really good news. It should offer the impetus for the badly needed rejuvenation of the U.S. merchant marine. Having sailed in American merchant ships for over forty years, including the period of World War II, I can fully appreciate how necessary this is. Let us hope that the Act will be fully implemented, that once again America may take its place as a major maritime power.

And for those ships will be needed the men to man them—men trained for the operation of modern ships. The fine display in the *Log* of that wonderful

project at Piney Point gives one confidence that the men will be ready for the ships; and the photographs indicate what fine type of men they are.

I am convinced that seafaring is a pleasant and rewarding career for those adapted to the sea life. If I was eighteen, it would again be my choice. And instead of a crowded, smelly old 'glory hole,' I could learn the fundamentals of seagoing in that fine Piney Point installation.

Allow me also to thank you for sending me the *Log* for all these years. That has allowed me to keep up with the splendid growth of SIU activities, and given me much pleasure.

Yours for an upgraded merchant marine,
George R. Berens
Merrimac, Me.

Seafarer Mourns Breithoff Death

To the Editor:

I have just returned to the U.S. from the Far East. It was with a sad heart that I read about the untimely death of Marty Breithoff. I never had the pleasure of sailing with him, but I did have the opportunity of dealing with him on many occasions in different ports. I found him to be a fine person and a good union official. It is a great loss to his family, union and friends.

May he rest in peace
Arne R. Larsen
San Francisco

Adlai III Casts First Senate Vote

Two days into the "lame duck" post-election session of the Congress, labor's political activities this year reaped a dividend.

Adlai E. Stevenson III (D.-Ill.) voted against an amendment to weaken the Occupational Health and Safety Bill. Stevenson succeeded Ralph T. Smith, Republican, who was given an interim appointment to the Senate after the death of Everett M. Dirksen.

SEAFARERS LOG

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

Labor, Industry Leaders Express Concern Over AID

Washington

A one-day symposium of industrial and labor leaders held here revealed the severe consequences that the U.S. economy will suffer from the "untying" of AID payments.

The "untying"—which allows underdeveloped nations to spend our AID contributions in countries other than the U.S.—threatens the stability of basic U.S. industries, the livelihood of 180,000 Americans annually, and would upset the U.S. balance of payments and balance of trade, symposium speakers revealed.

Sponsored by a cross-section of industry and labor organizations, including the Maritime Trades Department of the AFL-CIO, the session stated for the first time what the results of "untying" will be.

President Nixon ordered the "untying" in September for Latin American nations receiving AID payments, and in November for all other underdeveloped nations receiving AID assistance.

Nixon's actions were in response to recommendations made by Nelson A. Rockefeller governor of New York, and Rudolph A. Peterson, president of the Bank of America, who traveled to countries receiving AID to analyze the impact of our aid to underdeveloped countries for Nixon.

Al Maskin, director of the American Maritime Association, offered a brief rundown of the problem facing the nation with the advent of "untied" AID. E. W. Clark, co-director of the Labor-Management Maritime Committee presented a paper on the History of the U.S. foreign assistance program.

Financial Breakdown

A report presented by Capt. Richard Stone, of the Transportation Institute—the Washington based maritime research organization—revealed that during the decade of the sixties the U.S. gave a total of \$11.4 billion dollars in economic, non-military foreign assistance, through programs administered by AID, the Agency for International Development.

Of that total, \$9.2 billion, or over 80 percent, was spent within the U.S. In fact, in 1969, 99 percent of the AID dollars were actually spent in the U.S.

"In spite of this activity, the nation experienced a general decline in the health of both its balance of trade and in its balance of payments," Stone noted.

The balance of trade—a measurement of difference between the export of American products and the import of foreign products—has historically been good in the U.S. As recently as 1964 it exported well over \$7 billion more than it imported.

But in 1965 a decline began that gained impetus by 1968,

when U.S. exports exceeded imports by only two percent. A corresponding decline in employment was experienced.

"It is in this context then—serious unemployment, an increasingly negative balance of payments, exports barely greater than imports—that we must look at the actions . . . involving the 'untying' of U.S. AID," Stone said.

The \$9.2 billion that came back to the U.S., by purchases of goods, was spent primarily in 10 major industries: machinery, electrical machinery, metal products, chemicals, transportation equipment, petroleum refining, food products, rubber products, textiles and paper products.

"In several of these industries the amount spent for aid purposes represents a significant portion of total exports," Stone said. The elimination of assistance expenditure purchases in the U.S. would reduce exports in many of these industries by large amounts," Stone said. Rubber product exports would decline by more than 12 percent, paper by nearly 8 percent, petroleum by over 8 percent.

Endangers Economy

Representatives of the fertilizer industry who attended the session feared that the "untying" would reduce their exports by 80 percent.

Direct loss of employment if AID had been "untied" during the sixties would have totaled about 60,000 persons a year. But the cutbacks there would reduce the expenditures for goods and services these 60,000 persons would consume if they were working—resulting in layoffs in other industries, at a rate of three persons for each original job loss. Thus, a total of 180,000 persons a year would have lost their jobs through direct and indirect impact of the untying.

"It is obvious that the 'untying' of U.S. aid can only result in a 'giveaway'—a giveaway of U.S. jobs," Stone said, noting that the "timing could not have been worse" since unemployment rates already are nearing 6 percent.

"Timing was also poor if you consider 'untying' from the viewpoint of a balance of payments," Stone said. The 10-year deficit of the 60's was \$27.5 billion. If the \$9.2 billion of AID purchases had not been made in the U.S., but elsewhere, the total deficit would have jumped by 33.5 percent.

The decline in the balance of trade that was experienced in the 1968 and 1969 would indicate again that the timing of "untying" was poor, Stone said.

"In each of these years over \$1 billion of 'tied' AID purchases were made in the U.S., he said. "Only simple arith-

metic is necessary to show that without 'tying' there would have been no export surplus. We would have had a deficit!"

Calls For Study

James Reynolds, chairman of the event and president of the American Institute of Merchant Shipping, called for the creation of a committee to study the problem further, based on the contents of the reports made at the symposium.

Members of the committee will be selected from among the 50 persons who attended the session. Among organizations and unions represented were the Seafarers International Union, the International Brotherhood of Electrical Workers, the International Association of Machinists, the International Economic Policy Association, the National Defense Transportation Association, the Shipbuilders Council of America.

Personals

Thomas F. Strother

Your father, John Strother, is anxious to hear from you. Please contact him at 4509 W. Carmen, Tampa, Fla. 33609.

Hoyt L. Tanner

Please contact your brother, Robert A. Tanner, as soon as possible in Dacula, Ga. 30211.

Ernest M. Jackman

Mr. E. D. Foster, Captain of Detectives, has a brief case he would like to return to you. He asks that you contact him at the City Hall, City of Maron, Ga.

Edward J. Kelley

Your father, Edward Kelley, Sr., asks that you get in touch with him as soon as possible at 610 Jericho Turnpike, New Hyde Park, N.Y. 11040.

Oilers and Firemen aboard Cortez

A. G. Worley asks that any oiler or fireman who was on board the Cortez during the month of February, 1968 at the San Francisco repair yard and Sacramento, Calif. contact him as soon as possible about an urgent matter. He asks that you call him collect at: 415-535-1998 or 415-982-9617.

Andrew Rumiak

Please get in touch with your sister, Mrs. Ann Tomko, as soon as possible, at 3301 Clark Lane, South Plainfield, N.J.

Osborne Williams

Your wife, Helen, would like you to contact her at 34-34 111 Street, Corona, L.I., N.Y., as soon as possible.

Herbert G. McDonald

Your attorneys in Houston, Tex., have been trying to contact you.

Vernon E. Williams

Nicholas Alaga asks that you contact him at Central Tower Suite 2000, 703 Market Street, San Francisco, Calif. 94103.

Hugh C. Slattery

Your wife, Mary, asks that you contact her as soon as possible at 4474 Appian Way, El Sobrante, Calif. 94803.

William J. Connors

Your brother, Henry, would like to hear from you as soon as possible at 413 East 65th St., Savannah, Ga. 31405.

Riley M. Crabb

Please get in touch with your wife as soon as possible at 631 S. Patterson Park Avenue, Baltimore, Md. 21231.

Robert D. Bridges

Your mother, Mrs. Onida Richards, asks that you contact her at 2019 1/2 De Lesseps Avenue, Savannah, Ga.

Lawrence Travis

Contact J. Sawyer at P.O. Box 1442, Norfolk, Va. regarding some of your personal belongings.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 1, 1970 to November 30, 1970

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups Class A Class B		All Groups Class A Class B Class C			All Groups Class A Class B	
Boston	9	3	7	2	2	10	0
New York	131	112	75	88	11	200	164
Philadelphia	17	11	20	13	3	19	14
Baltimore	34	19	23	15	4	110	46
Norfolk	23	14	14	12	3	51	44
Jacksonville	27	23	17	15	2	52	43
Tampa	13	26	2	22	0	26	16
Mobile	49	15	22	10	0	71	35
New Orleans	70	59	50	49	6	155	120
Houston	97	56	56	40	33	143	125
Wilmington	29	47	35	29	0	34	58
San Francisco	134	110	105	109	9	130	103
Seattle	44	34	28	24	19	34	10
Totals	677	529	454	428	92	1035	778

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	3	3	1	1	2	4	7
New York	80	128	58	94	15	131	191
Philadelphia	6	9	12	11	0	8	10
Baltimore	23	23	15	21	4	77	53
Norfolk	9	26	7	7	2	29	53
Jacksonville	17	20	16	17	5	20	44
Tampa	7	22	2	12	0	17	17
Mobile	29	28	12	20	0	47	55
New Orleans	65	73	52	32	0	117	195
Houston	49	68	38	63	24	88	104
Wilmington	20	34	30	27	1	13	28
San Francisco	68	112	67	100	27	74	82
Seattle	20	34	16	24	17	11	9
Totals	396	580	326	429	97	636	839

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	2	3	2	2	4	4	4
New York	82	58	46	47	17	131	97
Philadelphia	10	6	5	7	4	14	10
Baltimore	28	15	14	6	2	86	53
Norfolk	13	14	5	13	5	27	29
Jacksonville	16	16	12	16	5	20	23
Tampa	13	22	1	0	0	21	5
Mobile	37	10	21	10	1	64	22
New Orleans	52	38	49	33	0	120	85
Houston	34	27	23	25	35	67	37
Wilmington	17	22	8	16	1	28	16
San Francisco	63	68	59	72	39	104	49
Seattle	28	10	25	13	8	28	3
Totals	395	309	270	260	121	714	433



Where They Care For Seafarers

Lung disorders are screened with X-rays, checked by Dr. Oscar B. Camp, during every SIU members' annual physical exam.

The disappointment was hard to mask—the youth had been excited about shipping out on his first assignment as a Seafarer.

The trip would have to be postponed. The doctor had just told him, for he had two cavities.

Two cavities??? It doesn't sound like much, but it is sufficient to prevent a man from receiving the health card that is required upon entering the SIU and is renewable yearly thereafter.

With two cavities, the delay for this lad will be minimal. Once he has them filled, he can return to the SIU Medical Center, at 1216 East Baltimore Street, and be given a health card—and clearance to ship out.

The stiff requirements of the entrance physical are one of the reasons that the clinic's screening examinations have been so successful.

"The thrust of our program is prevention of serious illness," explains Dr. Oscar B. Camp, medical director at the clinic. "If a man gets seriously ill while at sea, it becomes very complicated for all concerned. So, we set high standards at the beginning, and accept only the most physically-fit of those who apply for admission to the SIU."

The preventative approach extends beyond physicals for new Seafarers—each year that he is an active SIU member he must have that card renewed, and that entails another complete physical. The follow-up physicals aren't quite as stiff, but very high standards are maintained.

In the clinic reception room, a vast area on the fourth floor of the SIU building, men wait for their name to be called. Some fidget nervously, others sit in small groups chatting quietly—renewing acquaintances with friends they sometimes don't see except between trips to sea.

Some, like "Tex" (Samuel) Powell, 41, are frequent visitors. Tex usually doesn't have an appointment. He just comes in to use the scale.

"I don't always like what I see," he admitted as the nurse began to move the weights on the scale. "I'm trying to get down to 215." When the scale balanced at 248 he cringed, took off his cowboy boots, and got back on. "Every pound counts," he grinned. The net result since he'd last been weighed—a gain of three pounds.

Those with appointments can anticipate blood and urine tests, a chest X-ray, a tuberculosis "Tine" test, a proctoscopic examination, dental and visual tests, and an electrocardiogram for those over 35, or whose health history indicates it is necessary.

There's a rather steady stream of clinic "customers." Tex is from Baltimore, and many of those who come for their physicals are, indeed, residents of the area.

But many are from far-flung parts of the U.S., and may have had their last check-up in Mobile, Ala., Houston, New York, New Orleans or Philadelphia. These are the medical centers of the Atlantic and Gulf districts of the SIU, and they work in concert.

"A seaman is an itinerant person by nature," Dr. Camp explains, "and it is impractical to expect him to show up at the same medical center each year for his physical."

So, Baltimore sends all its records to the other clinics of the Atlantic and Gulf districts, and the other clinics reciprocate. Then any Seafarer can visit any medical center—the one most convenient to him when it's time to renew his health card.

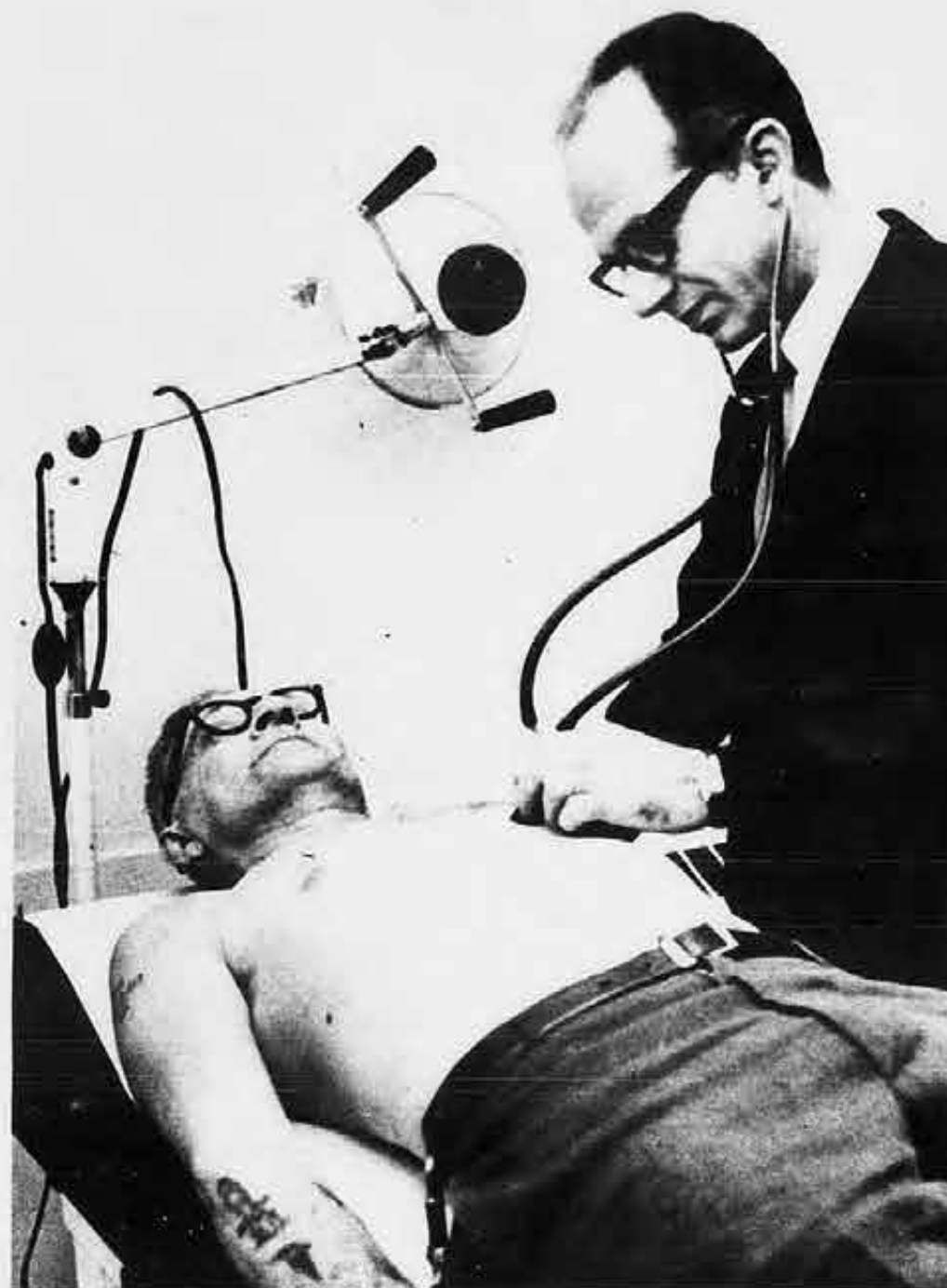
Since the Baltimore clinic opened in 1957, thou-



Robin Garrett isn't sure she likes the poke in the arm given by Dr. John B. Littleton on "children's day" at the SIU clinic. She's one of many dependents who are eligible for annual health care under the medical benefits program. There's also a "wives' day"—and every day is "Seafarers' day." Dr. Littleton wears a cervical collar, because he is recovering from a spinal operation.



Dr. George Agapitos, one of the staff physicians at Baltimore center, listens for heart and respiratory sounds as routine part of examination. SIU member David Eby, 58, undergoes physical without complaint. "It's very important to guys at sea," he explains. The thorough check-up program has improved the health records.



sands of Seafarers have passed through its doors. About 90 a month is an average patient load—but if there's a lot of shipping activity, with a lot of men in port, the rate increases. Conversely, if things are slow at the Port of Baltimore, there's a decline in business at the medical center.

Dr. Camp, a suave-looking 50, says the program met with skepticism on the part of many veteran Seafarers when it was first initiated.

"There were some individuals who were suspicious of the program, and felt it was an infringement on their rights," he explains. "But after they became used to the idea, and were treated, and found the result was better physical health for themselves—an overall improved condition—their attitudes changed."

Also, the "inconvenience factor" is kept at a minimum. A Seafarer can make an appointment for any morning of the week, and drop by to pick up his health card on the same afternoon, or be told why one cannot be issued him.

Dr. Camp believes the program is innovative among unions and credits SIU President Paul Hall with having "vision and foresight to realize that although it was costly and sometimes difficult to institute, that it eventually means savings of lives and money."

He says the incidence of illness and pathology among Seafarers has improved considerably since the program began, and because of the yearly check-up system, it should be easy to maintain a high level of health.

If a Seafarer is found to have some health problem when he shows up for his annual physical screening, he is given a three-month or six-month card, instead of the usual one-year card. Then he is referred to the nearest U.S. Public Health Service Hospital for treatment. If his problem is serious enough, he is not given any health card, and told to check in with the USPHS immediately for treatment.

The Public Health Service hospitals are located in port areas throughout the U.S. and offer complete hospital facilities and dental care free to Seafarers.

Dependents of SIU members are also eligible for the annual screenings at the medical centers, and Dr. Camp says Tuesday afternoons are set aside for children at the Baltimore clinic, and Thursdays for wives.

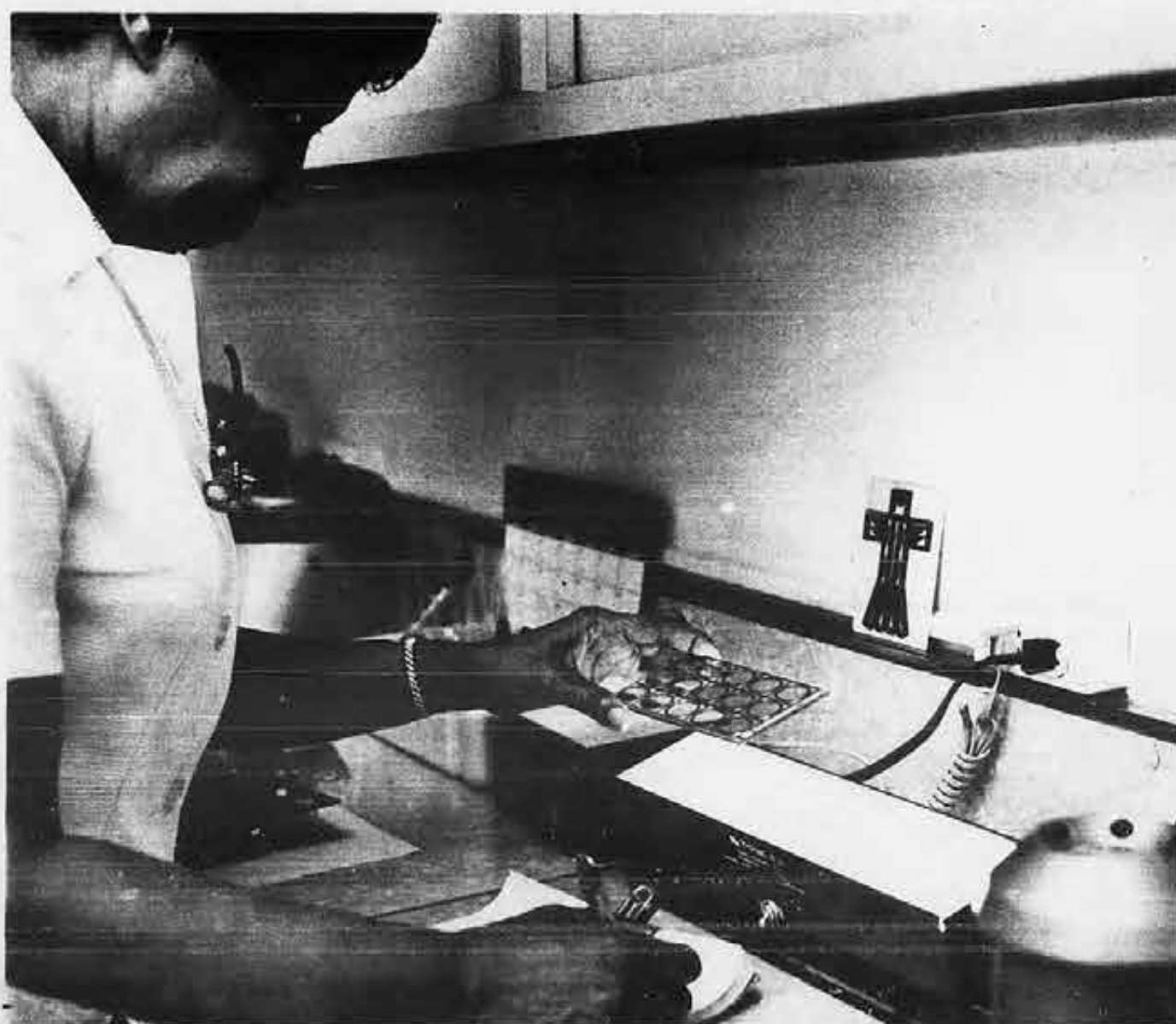
Any problems encountered during the dependents' physicals are referred to their private physicians, because wives and children are not eligible for the Public Health Service Hospital care.

Dr. Camp, whose speciality is general surgery, does perform minor surgery on some SIU members—usually on an outpatient basis—but the bulk of his and his staff's work is diagnostic. He has three other doctors and a clinical technician working with him.

David Eby, 58, of Baltimore, has been a merchant seaman since 1935—but he only joined the SIU in 1965. He views the SIU health care program as "very important to guys at sea." How does it contrast to the care he was getting prior to joining the SIU? "This is much better than Brand X," he laughed.

The clinic facilities are shared by the International Ladies Garment Workers union.

Mrs. Evans does all the laboratory work at the Baltimore center. Here she checks a slide of blood samples for Rh factor.



SIU Retirees Attend Seminars, Explore SIU's Piney Point Farm

Retired Seafarers from across the United States have gathered at the Harry Lundeberg School of Seamanship to learn about their union during the SIU Pensioners Conferences. The veterans attended daily classes and tours to familiarize them with the school and participated in seminars to keep them up to date on the SIU and its policies. Pension and Welfare

classes explained their rights as retired members of the SIU. According to the written report of the participants, the conferences were successful. The old timers were especially impressed with the plans to construct low-cost housing in a self-sustaining community on the grounds at Piney Point. Many showed interest and predicted that "We'll be back."

Retirees' Wives Can Get SS Aid

By A. A. Bernstein

Few SIU members and their wives are probably aware of the benefits Social Security programs offer to wives of workers entitled to old-age or disability insurance benefits and to divorced wives.

However, being aware of the kinds of assistance Social Security does give—and the limitations of these programs—is one way of preparing for problems that could arise in the future.

In general, wives of SIU members qualify for receiving cash benefits that are equal to one-half of their husbands' full retirement or disability benefits. In some cases, wives will be entitled to more than half of her husband's benefits and in other cases, less.

A divorced wife is also eligible to receive some of these benefits, provided she meets certain requirements.

SIU members and their families should address all questions they would like answered to A. A. Bernstein, director of Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Q: I was getting Social Security as the wife of a retired SIU worker until I went back to work. Now I have worked enough to get retirement benefits on my own record. Can I collect as both a wife and retired person?

A: Sorry, you can't get both benefits at the same time. But if the benefit based on your own earnings would be larger than the amount you'd collect as a wife, you would get this higher benefit.

Q: My husband and I receive a single Social Security check with both our names on it. Can we receive separate checks?

A: Yes. Checks for married couples usually are combined to save administrative costs and to save check cashing fees. But if you would rather receive separate checks, just send a written request, signed by you or your husband, to your Social Security office.

Q: My wife is 62. Can she get Social Security retirement benefits if I don't retire?

A: If she has enough Social Security credit of her own to qualify as a retired worker, she can collect whether you retire or not. But she cannot get benefits based on your work record unless you are retired.

Q: My wife collects Social Security as my dependent. She just started working and will make more than \$1,680 this year. How will this affect our checks?

A: Your check will stay the same, because your benefit is only affected if you work. But your wife's benefit will be reduced according to the amount she earns.



Pensioners attending Conference 3 from New York were E. Bondelbo, A. Dockeris, G. Alexander and J. Kari. From New Orleans, Clovis Compan, Thomas Hyde, H. Fossett and S. Ureta. From Philadelphia, Charles Moss. From Baltimore, I. Elisero, Walter Adam and Lindon Webber.

SIU Pension Conference 7 members were flanked by New Orleans Port Patrolman Louis Guarino, left, and Deputy Director of Trade Union Education Paul McGaharn for their conference photograph. Members from Houston were, J. O. McCann and Mayo Brasseaux. From New Orleans, Carey Beck. From Philadelphia, Michael Schalestock, E. T. DeLaPena, E. G. Johnston and Comas Knight. From New York: W. Blumen, Juan Hernandez, Robert Zumkley, Arthur Graf and Uldarice Marjudio.



Pensioners from Conference 6 pose beneath the Harry Lundeberg Motel awning on a rainy day. Conference members attending from Houston were, R. Viloriz. From Baltimore, H. Vincent. From Mobile, Roy Pritchett and Clarence Roney. From New York, E. Goulding, J. Mucins and R. McKensie. From New Orleans, M. Traba. From Philadelphia, B. Crawford. From Seattle, C. Wooten. HLSS President Robert Matthews is third from right.

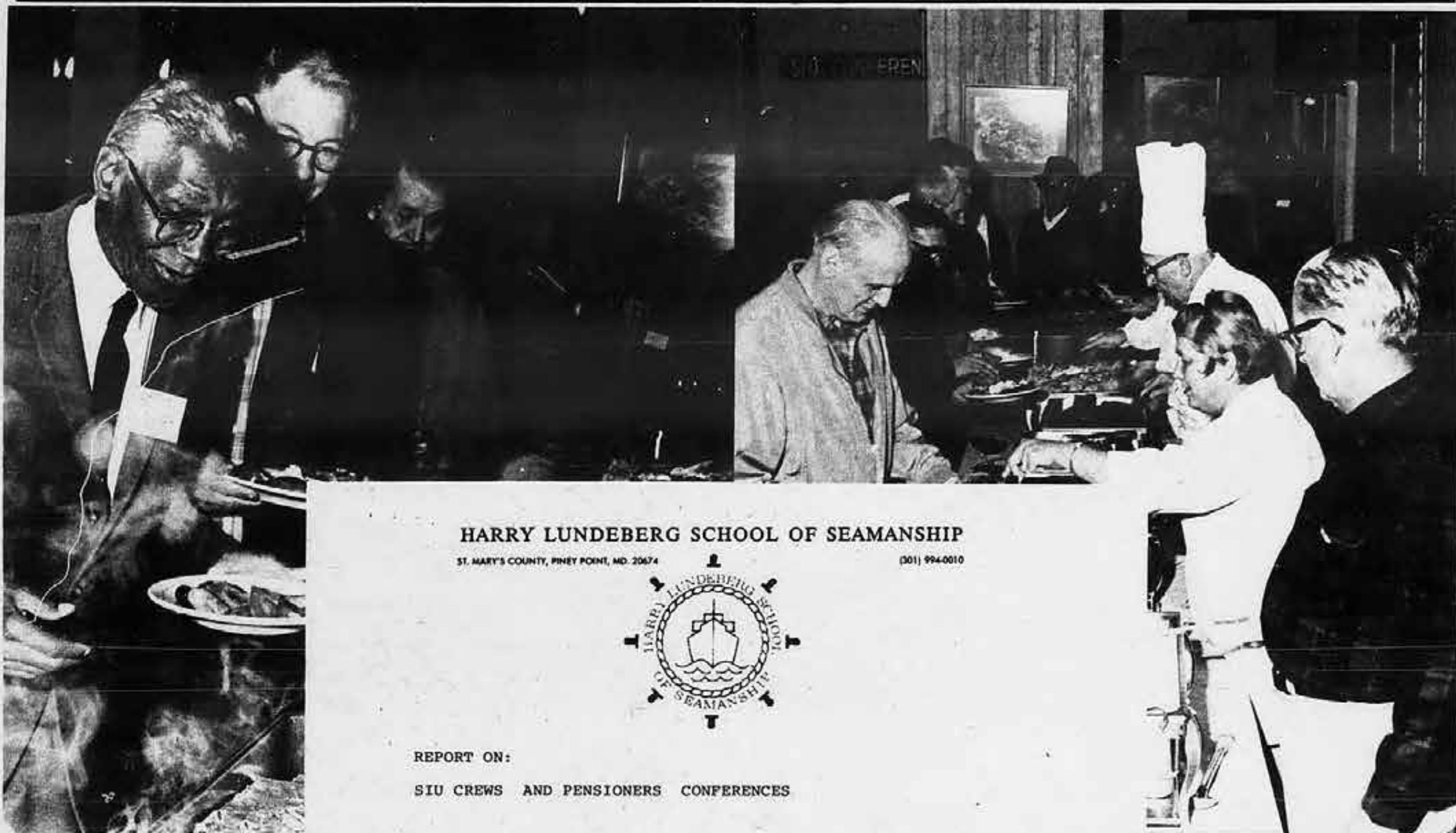


Pension Conference 4 visitors to Piney Point take time out for a photograph. Participants were Mike Sikorsky from Baltimore. From New Orleans, R. DeShong, R. Irizarry and C. Montoya. From New York, Roy McCannon, N. Nomikos, J. Stodelski and J. Szczipanski. From Philadelphia, William Millison. From San Francisco, L. Evans, H. Herkinheins and W. Toomer.



SEAFARERS LOG

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



HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

ST. MARY'S COUNTY, PINEY POINT, MD. 20674

(301) 994-0010



REPORT ON:

SIU CREWS AND PENSIONERS CONFERENCES

More than 500 of our union's members -- active Seafarers and pensioners -- participated in a 12-week series of Crews Conferences and Pensioners Conferences that began Sept. 14 at the Harry Lundeborg School of Seamanship in Piney Point, Maryland.

The purpose of the conferences has been to provide members with an opportunity to learn more about their union and the maritime industry. The goal of the conferences has been to make the SIU member the best informed union member anywhere.

The conferences gave our members a closer look at the history of the SIU, their union contract and constitution, and their pension and welfare benefits. The conferences made SIU members more aware of the problems and of the future of the maritime industry.

The conferences have been part of a unique experiment in education at the school -- the blending together of trade union seminars, vocational training and academic education. Those who attended the conferences saw first-hand how the program is progressing.

On the following pages, the members tell in their own words their feelings about the school, the conferences and the training programs.

Fraternally,

Robert A. Matthews

Robert A. Matthews, President
Harry Lundeborg School of Seamanship



What SIU Members Say About Crews Conferences

Joe Powers

"I attended the crew conference not knowing what to expect. What I found is the finest training school for seamen anywhere. They are not only giving the trainees first class training in the three departments but they are teaching those that need it how to read. I think that reading is the basis for everything. They are even helping trainees to get high school certificates. I would like to see this program made available to the men on the ships."



William Morris

"I don't consider myself an educator, but it is my opinion that the academic and vocational programs are the finest I have heard of anywhere in the country, and probably in the world. It goes without saying that the instructors and administrators are of top-notch quality. Although at times I regret that we did not have this when I started sailing long ago."



Otto Tonner

"Before coming to Piney Point, I did not expect to see that all the facilities for teaching the young trainees would have so efficiently progressed. In fact, it was a surprise for an old sailor to see all the floating craft, sailing ships and boats. It sure made me feel right at home."



Eddie Banks, Jr.

"Since visiting Piney Point, I've come to realize that about 85 percent of what I had heard about the SIU and Piney Point was wrong. By attending Crew Conference meetings, the tours around the installation and the training school, I have come to be very proud of being part of this organization."



J. R. Wilson

"The library is spacious and well equipped. And for research purposes, if your subject is 'Maritime,' you will do yourself a service by taking advantage of what the library has to offer. It's probably the best of its kind."



C. Durden

"The training being given our trainees at Piney Point will pay off by having better seamen and better union men aboard SIU ships. What impressed me most, however, is the academic training and preparing trainees to get high school diplomas. This program should be extended to members on the ships through correspondence courses."



E. I. Kenny

"I know that I have benefited a great deal since coming here and I am sure that the rest of this group has too. I have come to realize many facts about our union which I had not known about before coming to Piney Point and of the many problems that face our union and the shipping industry today."



Joseph H. Lument

"My impression of re-orientation is that everyday I've been here I've enjoyed and learned something. I think others will do the same. I also feel that we haven't bragged enough on what we have at Piney Point because we have the best training program in the country."



Richard Morgan

"Through the facilities at Piney Point, I firmly believe we are on our way toward greater brotherhood. The training programs set up for the students here and the institution of the Crews Conferences, as being conducted, will certainly contribute highly in attaining a better 'brotherhood' with the ultimate result of a stronger SIU."



Charles Hamilton

"I visited the library aboard the Charles S. Zimmerman and was surprised at the large, complete assortment of books and also the reference books that the trainees need for their schooling."



Mahland Cann

"It is my opinion that the character of young men turned out at Piney Point will be of the greatest benefit to the SIU and the Maritime industry. They are getting the finest vocational training that they could."



Howard Levine

"There is one time in my life where I can say I was one of the hundreds that helped build this school for the success of the young men and future Seafarers that pass through the Harry Lundeberg School of Seamanship."



Donald Robinson

"I feel the school not only supplies the demand for seamen in our union, but trains the newcomer in education, sports and fellowship."



William Todd

"The remedial reading classes and the high school equivalency should be of great benefit to our men."



Carl E. Gibbs

"Piney Point is proof positive of what can be accomplished by cooperation, enlightened management and far-sighted, competent Union leaders. Training young men is a problem of National importance and here it is being met head-on. One has only to study this project and program at Piney Point to realize how vital it is to the future of our nation."



Herbert E. Lane

"After 24 years in the U.S. Navy, I consider the (HLSS) training program is about the best I've seen in the U.S.A., including service schools, and I know I've been to quite a few service schools."



William F. Doran

"Now that I have seen Piney Point and its facilities I am deeply impressed, particularly with the trainees and what is made available to them. In my mind it must be the best preparatory program any union has attempted for their beginners." ...



Robert G. Lawson

"I can see the Harry Lundeberg School of Seamanship developing into one of the major schools and colleges in the country. . . . The first thing that impressed me about the school was how far the SIU has gone in such a short time in years."



Walter E. Durden

"It is an excellent vocational training program you have here at Piney Point. The training ship 'Claude Sonny Simmons' impressed me a lot. The machine shop is equipped with the very best as far as I am concerned. . . ."



J. Grivas

"From what I've seen down here at the school and at the farm, you can be sure that when the houses for pensioners are built, I will be among the first to come back to stay for a while. Maybe I'll try to buy one."



Alfred Borjer

"I have been sailing for 36 years and I am now on pension. It was a great surprise to me when I came to Piney Point. More than 150 boys, many of them from poor families, are learning the fundamentals of seamanship under the guidance of able instructors where they can really learn something. You have to see the modern facilities and equipment to believe it."



Fred Carter

"Again let me congratulate the staff members at Piney Point for the wonderful job they are doing with our young people. With all of the disruptions and conditions we have in our country today, it is eminently impressive that we have people in our union who have dedicated their lives to our great American heritage of becoming a shining light so that others may follow."



Raymond W. Hodges

"The reading class is fine, but I think it would be fine if the trainees who don't have a high school education could continue their education possibly through a correspondence course after they ship out. Also old time seamen. . . ."



Gary Jarvis

"On the training program for the new men, I was very impressed and surprised that we have such modern equipment and skilled instructors. . . . The Harry Lundeberg School of Seamanship is something we have all needed for a long time and now we have it."



Lewis T. Everett

"I was surprised to see how far the SIU has progressed. The Vocational and Academic program is the most up to date I've ever seen. The result will be finer seamen and better members of the SIU."



Frank J. Connell

"What I really did like is the schooling and training our future sailors are getting which is a reminder of just what our union is doing for us in the future."



Edward Sekella

"What impressed me most was the school ship 'Sonny Simmons'—very well equipped. If a guy does not learn anything about a ship here, he just doesn't want to learn."



H. W. Spillane

"In this world, where there is an abundance of evidence of indifference to the problems of the young, it is a source of pride to me that the union I belong to, under the guidance of our leadership, has at least made an attempt to do something positive and constitutional to help a great number of youngsters who otherwise might not make it in this world of ours."



Oris Paschal

"I was amazed to see class after class being taught by instructors who showed great insight, depth and knowledge of the subject. I think that if a trainee is interested and wants to become a seaman and SIU member, H.L.S.S. gives him the basic requirements."



Bobby Lister

"After coming to this conference I learned how to participate in a meeting aboard ship. And I learned a lot about the history of the SIU and the hardships my brother seamen had in trying to develop and uphold a good union such as we have now."



HONOR ROLL

SIU Crews Conferences

E. Adams
E. D. Adams
Earl Adams
M. Acquire
C. Akers
T. Aleck
G. E. Allen
N. A. Allen
George Anderson
Thomas Anderson
M. Ard
A. Armada
John Arthur
John Ashley
I. Averill
D. Backowitz
K. Bain
E. Banks
A. Bartholomen, Jr.
Melvin Bass
H. Baum
E. V. Bean
Bruce Beattie
A. C. Bell
Stephen Bergeria
Norman Bergeron
L. Beffis
K. Binemantis
John Black
Joe Blatchford
Joseph Bonfont
Abe Botelho
Isaak Bouzin
J. Brady
D. Bronstein
J. Brown
C. Buckley
D. Busby
J. Bush
M. Cann
R. Caldwell
J. W. Calhoun
Michael Carlisl
C. Carr
F. M. Carter
A. D. Carter
E. Casey
W. Cassidy
W. Chancey
F. Charneco
T. E. Clough
A. Coale
James Coggins
J. Coleman
R. Coleman
E. Collins
H. Collier
I. Concepcion
V. Conde
F. Conforto
J. Conino
Kevin Conklin
F. Connell
H. Connolley
J. Cronin
C. Constantine
B. Crockett

W. Cullen
E. Cullerton
M. Culp
E. Dale
Gill Dandin
R. Danielak
Ben Davis
C. Davis
R. M. Davis
C. Daugherty
A. Debelich
J. F. Dellanavy
John Dellinger
Alan De Rosier
John De-Vaux
F. Dickey
J. Dimmitt
John Dixon
W. Donovan
L. Dooley
W. Doran
James Doren
L. P. Drummond
H. P. Ducloux
C. Durden
W. Durden
H. L. Durhan
C. Dwyer
Bill Eckert
P. Ellis
George Evans
L. Everett
David Fair
S. Feritta
A. Ferrara
E. E. Field
C. L. Fishel
V. J. Fitzgerald
G. Flint
E. D. Flowers
L. Fontenot
John Ford
J. A. Fox
S. French
S. H. Fullford
L. Gadson
W. Gramer
R. Garrett
G. Gartland
J. J. George
Joseph George
C. Gibbs
J. Gibbs
D. F. Gibson
Daniel Gopshes
R. Gorju
D. Gore
J. Gotseff
J. Gray
N. Gray
J. Green
S. Gregory
J. C. Griffith
V. A. Grima
J. Lenahan
F. Habenight
E. Hagger

F. F. Hamby
C. Hamilton
W. E. Hampson
C. Hand
R. C. Hanke
R. Hannon
Will Harrin
D. G. Harrison
R. Hazenzahl
James Hassel
James Hastings
Thomas Head
C. Hazzard
Roland Hebert
V. Herbert
W. Henry
O. Hernandez
J. Hester
A. Higham
L. L. Hipp
R. Hodges
Lester Hoffman
E. Hoiff
M. Holder
Paul Honeycutt
R. L. Houston
W. A. Houston
K. Howland
Thomas Howell
H. Huntley
S. J. Hutchinson
I. Ieremia
C. Jackson
D. Jacobs
G. Jarvis
M. Jensen
J. Johns
A. Johnson
J. R. Jones
Stephen Jones
T. Jones
J. Kanowles
B. L. Keenan
D. M. Kellam
E. Kenney
Terrance Kibler
T. Kibler
T. Kidd
P. G. King
Robert Kirkwood
Alan Kniffin
B. C. Knotts
T. Korake
F. Kraenier
Edward Kresz
Eugene Kysar
L. Kyser
H. Lancaster
H. Lane
Herbert Lanier
R. Lawson
C. Lee
Donald Leight
Robert Leight
D. Leon
Jacob Levin
H. Levine

Willie Lindsay
Bobby Lister
G. W. Lloyd
B. Locke
R. Loizzi
E. Lonczynski
H. Lopez
J. Lopez
Harold Lowry
W. F. Luhrsens
J. Lument
Thomas Lyles
K. Lynch
Tommy Lynch
D. Machula
K. E. Macinnes
E. Mahoney
Robert Malone
F. Manchack
Fred Manchack, III
S. Marano
J. Marcier
J. Markley
David Martin
Mosell Meyers
W. Matthews
R. Matlock
B. Mattson
V. McCallum
J. McCants
E. P. McCaskey
R. N. McCausland
John McClelland
W. McConnell
R. McCormick
George McCraney
C. McCue
James McHugh
T. A. McNeil
Thomas McQuay
James Messic
D. Messina
R. Metcalf
M. Michel
K. Miller
R. O. Mills
Peter Mistritta
J. Mitchell
R. Mitchell
W. Modeen
C. Modellas
Ruel Moffett
Charles Moody
O. Morales
R. Morgan
Walter Mosley
W. Morris
J. J. Morrison
H. Oakes
D. R. Oblander
R. O'Connor
H. Odom
J. O'Ferrell
O. E. Olsen
A. Opsal
Oscar Ozer
D. Paccio

C. Pafford
D. L. Parker
James Parrish
John Parrish
J. Persley
S. Partyka
O. Paschal
D. Pase
J. Pazos
A. Pelton
P. D. Perry
R. Pinkhan
V. Placey
P. Pollard
R. R. Poovey
J. Powers
J. Quartarano
Vincent Quinn
J. Quinter
C. Ramos
Harrel Reed
Tom Reim
H. Reisamer
P. Reyes
David Rich
A. Richard
J. Richburg
J. Rioux
Frank Rixxo
R. Robbins
D. C. Robinson
J. Robinson
J. Rode
A. Rodriguez
J. Rogers
R. Ross
Michael Rucker
A. R. Rudnicki
A. Rummel
Douglas Ryan
J. Saenz
Darry Sanders
T. Savage
Raymond Savior
B. H. Schenk
Gregg Schroeder
H. Schueter
Russell Schwartz
C. Scott
E. Sekella
Charles Shaw
R. Shelton
B. E. Shepherd
I. Sherman
W. Showers
M. Siegel
E. Sieradski
B. Simmons
W. Simmons
Gus Small
G. Smalls
Clarence Smith
L. G. Smith
Richard Smith
A. Smitherman
R. Smitko
C. Sommers

Eric Sorenson
R. South
L. Spagler
Thomas Spangles
James Spell
H. Spillane
J. Stathis
H. St. Clair
N. Steadham
Paul Stein
W. Stevens
C. B. Steward
Edward Stewart
J. Stiles
F. S. Stirk
L. V. Stirper
A. C. Startroen
R. Stough
J. Strain
Ray Strength
S. Strickland
J. Talley
B. Taylor
R. Theiss
Don Thompson
J. Thornton
J. Tigett
W. Todd
E. Toner
Otto Tonner
Torberg Tonnessen
M. Toth
O. Tunner
F. Unger
Neal Van Linde
F. Van Looy
Miquel Viers
T. Vines
John Vorchack
J. Walan
R. Wallace
F. Wall
Frances Warren
P. E. Warren
V. Warren
E. Welch
J. Welch
John Wheeler
J. White
E. Wiley
F. Williams
Keith Williams
T. Williams
E. Willis
M. Willis
J. R. Wilson
W. Wilson
L. Wing
Chambers Winskey
J. C. Winstedt
Fred Wipp
Paul Wolf
A. E. Wood
J. C. Woods
L. P. Wright
George Yeackle
S. Young

SIU Pensioners Conferences

Walter Adlam
G. Alexander
B. Baterna
Carey Beck
W. Blumen
E. Bondelbo
A. Bonfi
Alfred Borjer
A. Boyer
Mayo Brasseaux
Clovis Campan
E. Constantino
A. S. Conti
Walter Cook
B. Crawford
S. Day

Richard DeGarrf
E. T. DeLaPena
R. DeShong
A. Dockeris
J. Dovak
L. P. Drummond
O. N. Edwards
Lazaro Eilorin
L. Eliserio
L. Evans
John Flannery
T. Fortin
H. Fossett
B. Foster
T. Garrity
L. Goodwin

E. Goulding
Arthur Graf
J. Grivas
P. Gruz
H. Herkinheins
J. Hernandez
L. Hogan
Thomas Hyde
R. Irizarry
C. Izquierdo
E. B. Johnston
J. Kari
Comas Knight
A. Langley
M. Lubiejewski
Gustave Lueth

John Maasik
M. Madrang
F. Mazel
F. Miller
Uldarico Merjudio
William Millison
Charles Moss
C. Montoya
W. Morris
J. Mucina
J. Munin
Roy McCannon
J. D. McCants
James McCloud
L. McCullough
R. McKenzie

W. McNeil
N. Nomikos
J. Pastrasno
A. Platis
W. Pleszczuk
Roy Pritchett
R. Ramsperger
W. Reck
W. Reidy
S. Rogamos
G. Romano
Clarence Roney
J. Russell
M. Schalestork
H. Seymour
Joseph Shea

Mike Sikorsky
J. Stodolski
Adam Swiszcowski
J. Szczipanski
W. Toomer
M. Traba
T. Urbina
S. Ureta
R. Vilaria
H. Vincent
Linda Webber
R. White
J. Williford
H. S. Wilson
C. Wooten
Robert Zumkley

SIU Crews Conferences



Pictured during SIU Crew Conference 4 are, from New York: E. V. Bean, W. Cassidy, J. Lenahan, K. Miller, J. Puzos, V. Placey and J. Rogers. From Baltimore: John DeVaux, David Fair, James Messic, Peter Mistritta, T. Spangler and Fred Wipp. From Houston: T. E. Clough, W. E. Hampson, P. G. King and Edward Stewart. From Mobile: A. C. Bell, L. Bettis, F. M. Carter, J. W. O'Ferrell, D. C. Robinson and W. F. Simmons. From New Orleans: K. Binemantis, R. Coleman, L. Fontenot, V. Herbert and A. Rodriguez. Representing San Francisco are: L. Averill, R. Morgan, J. Smitko, R. South, J. Stathis and F. Unger. From Philadelphia: Edward Kresz, Clarence Smith and Vincent Quinn.



Members of Crew Conference 5 gathered for a group photo during their 10-day seminar. Participants were, from Baltimore: A. Debelich, John Dixon, J. C. Griffith, Herbert Lanier, Charles Shaw and Miguel Viera. From Houston: D. M. Kellam, D. Bronstein, H. Reisames. From Mobile: G. F. Allen, D. G. Harrison, J. Kanowles, T. Kidd Jr., L. Wing and Al Smitherman. From New York: W. Donovan, D. Paccio, Thomas Anderson, James Coggins, Ben Davis. From New Orleans: E. Adams, E. D. Adams, J. Conino, W. F. Luhrs, R. Matlock and P. Mistretta. From Philadelphia: D. Backowitz, H. Collier and Alan Kniffin. From San Francisco: E. B. Flowers, O. Hernandez, E. P. McCaskey, O. E. Olsen, B. Todd and J. R. Wilson. In this photo they are accompanied by New York Port Patrolman Angus "Red" Campbell, second from left, and SIU Representative Frankie Mongelli, center of sign.



Visiting the HLSS farm, Crew Conference 6 members were told about the facilities and plans for expansion. The Seafarers are, from Baltimore: C. Pafford, L. C. Smith, and D. Pase. From Boston: R. M. Davis and C. B. Stewart. From Jacksonville: Thomas McQuay. From Mobile: T. Savage, M. Ard, E. Collins, J. Tigett, S. H. Fulford and R. L. Houston. From York: R. McCormick, J. Gray, R. O'Connor, Isaak Bouzin, A. Rummel, R. Danielak, W. Morris, D. Leon and O. Paschal. From New Orleans: F. Conforto, E. Banks and W. Simmons. From Philadelphia: L. Spangler. From San Francisco: J. Welch, M. Willis, R. Robbins, O. Morales, C. Ramos and J. C. Winstedt. From Houston: Ray Strength. Standing at extreme right of the photo is New York Port Agent Leon Hall.



Gathering on the Harry Lundberg Motel grounds are members of Crew Conference 7. Participants were: from Baltimore, C. Akers, K. Bain, L. Dooley, J. Gibbs, J. Green and J. Richburg. From Houston: John Ford and Thomas Head. From Mobile: H. P. DuCloux, L. L. Hipp, A. Johnson, B. L. Keenan, L. V. Stripe and J. Robinson. From New Orleans: A. Bartholomen, W. Henry, and R. Shelton. From New York: Melvin Bass, V. Grima, H. Huntley, H. Schueter and C. Sommers. From Philadelphia: J. Machula, D. Messina, R. Ross and J. Stiles. From San Francisco: H. Baum, G. Gartland, R. Lawson, R. Pinkham, P. Reyes and J. Strain.



Crew Conference 9 participants stand in front of the HLSS Motel lobby. Members were: from Baltimore, A. Armada, L. Gadson, J. Mercier, J. Hester, J. Rode and Charles Gill. From Mobile: T. Jones, T. A. McNeil, L. P. Wright, D. Parker and A. Opsal. From New York: M. Jensen, H. St. Clair, E. Dale, J. Powers, R. Loizzi, S. Partyka, R. Wallace and W. Modeen. From New Orleans: W. McConnell, A. Bothelo, R. Stough, S. Marano, M. Toth, Robert Caldwell, J. Saenz and G. Flint. From Philadelphia: Greg Schroeder and Frank Rizzo. From San Francisco: J. F. Dellanavy, J. A. Fox, R. R. Poovey, E. Sieradski, C. L. Fishel and I. Ioremia.



Crew Conference 10 participants pose for a group photo. Conference members from Houston were: H. L. Durham and Leon Drummond. From Baltimore: John Dellinger and George Hand. From New York: J. R. Jones, Joseph Quartarano, Anthony Ferrara, Dee Jacobs, Fred Habenicht, Edward Casey, Robert Metcalf and Stuart French. From Mobile: W. Cullen, Albert Coaley, Earl Adams and David Gibson. From New Orleans: Frank Kraemer, Fred Williams, Gus Smalls, Nathaniel Gray, Salvador Feritta, J. Dimmitt and F. Charneco. From San Francisco: Richard McCausland, D. R. Oblander, Bertis Schenk, Andrew Stortroen, E. Cullerton and Glenn Lloyd.



"Gentlemen, the lifeboat can save your life!"

Lifeboat Knowledge Can Save Lives

One of the most important facets of training future Seafarers at the Harry Lundberg School of Seamanship at Piney Point is the classroom and practical instruction for lifeboat certification. Lifeboat training is part of the vocational curriculum that insures that trainees will be able to advance above entry level jobs. Coast Guard regulations require that seamen must be qualified to qualify in a lifeboat in order to upgrade to key ratings.

The trainees are required to pass written and practical examinations to prove that they are capable of handling a lifeboat before they graduate from the school.

The first two weeks of the 12 week course of training is devoted to preparation for the Lifeboat examination. The students are taught the basics of first aid and survival in addition to "Abandon Ship" drill.

There are sound reasons for such preparation, with emphasis on emergency shipboard

procedures since the instructors, know that the ability to properly use a lifeboat has saved, in the past, and will save, in the future, the lives of many seamen.

At the conclusion of lifeboat training each trainee takes a written examination under the supervision of visiting Coast Guard personnel to qualify for the practical examination.

Then the trainees go to the davits and are lowered into the waters of Chesapeake Bay to show the Coast Guard examiners that they can handle oars.

Each one takes a turn as coxswain at the sweep oar and the crew positions rotate until every man has his turn.

Since the beginning of the lifeboat training program at Piney Point, more than 3,500 Seafarers have been taught how to save their lives, and the lives of others, in the event of an emergency at sea.



"Lifeboat Stations!"



"Man the davits!"



"Strip that canvas!"



"Lower Away!"



"Oars!"

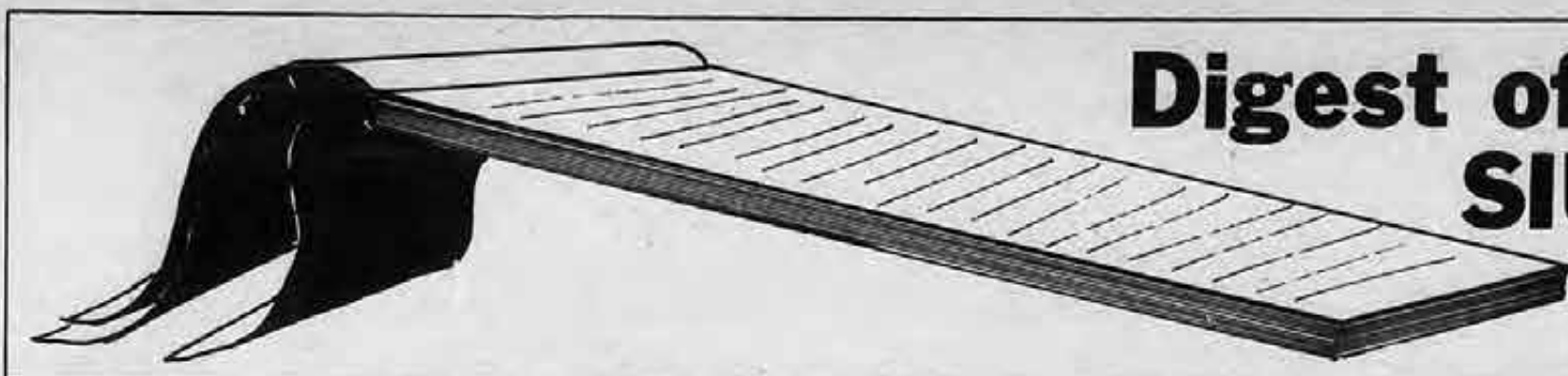
After passing the U.S. Coast Guard lifeboat examination, members of Class 57 pose for a portrait. They are flanked by, standing from left, Trainee Bosuns Mike Dennis, Barry Hicks and HLSS Instructor Warb Matthews. Others are, front row from left, Bob Painter, Rich Mertz, Charles Stockland, Homer Allen, William Maurer, Michael Giaccone, Steve Gratton and Randolph Christian. Second row, Tim Thomas, Joe Haller, Michael Sauve, Robert Sims, Efrain Torres, David Taylor, Patrick Lescot and William Roach. Rear row, Thomas Donovan, Thomas Culp, Patrick Edgell and Jonathan Conrad.



Class 58 is pictured after their lifeboat examination. They are, from left, front row, Judson Spencer, Donald Waters, Warren Donaldson, John Faulk, James Deegan, James Dean, Melvin Evans and William Maguire. Second row, Allen Hanson, Bill Metz, Neil David, Jerry C. Cooper, Jerry C. Cooper, Irvin Crutchlow, James Osteen and David Wzorek. Third row, Lawrence Wendt, Michael McBride, Floyd Bishop and Reginald Hood. Rear row, Pat Winsor, David Michaels, Robert Godbey, Rodney Gibson, Bill Werdann, Vladimir Volovik and Alan Thomas. They are flanked by Trainee Bosun William Ripley and Instructor Warb Matthews.

Members of Lifeboat Class 60 are pictured after passing their U.S. Coast Guard examinations. They are flanked by Instructor Bruce Simmons, standing left and Trainee Bosun Juan Acevedo, far right. The class members are, first row from left, David Gonzalez, Keith Petty, William Kenny, Ted Morski, Charles Brown, Carlos Gomez, Charles Hinton and Leonard Hollis. Second row from left, Robert Wells, Mike Harvey, Richard Wilson, Leonard Brown, William Smith, Larry Shipley, Harvey Huston and Kenneth Snider. Third row from left, Kellious William, John Rosado, Marty Hall, Ralph Richard and Bob White. Fourth row from left, Preston Taylor, Earl Ferebee, Richard Wornstaff, Mike Vernott, Arthur Barrios, Benny Balerio, John Brancoccio and Mark Marino.





Digest of SIU Ships Meetings

WACOSTA (Sea-Land), Oct. 25—Chairman, Joseph Gonzalez; Secretary, Joseph DeLise; Deck Delegate, J. Dickerson; Engine Delegate, Richard M. McDonald; Steward Delegate, Carl B. Carter, Jr. Some disputed OT in engine department.

SEATRAN OHIO (Hudson Waterways), Oct. 17—Chairman, Ray Knutes; Secretary, Grover C. Turner; Deck Delegate, Paul L. Whetlaw; Engine Delegate, J. L. Yandell; Steward Delegate, John M. Clarke. Some disputed OT in deck department. No beefs.

WALTER RICE (Reynolds Metals), Oct. 25—Chairman, Tom A. Martineau; Secretary, Felipe Quintayo; Deck Delegate, Charlie Brown; Engine Delegate, Walter Ballou; Ship's Delegate, G. Martinez. \$94 in ship's fund. Few hours disputed OT in engine department. No beefs.

SEATRAN OHIO (Hudson Waterways), Oct. 25—Chairman, Ray Knutes; Secretary, Grover C. Turner; Deck Delegate, Paul L. Whetlaw; Engine Delegate, Ronald J. Littleton; Steward Delegate, John M. Clarke. Some disputed OT in deck department. Discussion held regarding repairs.

COLUMBIA (U.S. Steel), Oct. 25—Chairman, J. Pierce; Secretary, M. S. Sospina; Deck Delegate, James S. Rogers; Engine Delegate, Robert Kwiatkowski; Steward Delegate, L. Savor. Everything running smoothly. No beefs. Vote of thanks to entire steward department for job well done, especially to chief steward for making popcorn on movie night.

LA SALLE (Waterman), Oct. 25—Chairman, William MacArthur; Secretary, None; Deck Delegate, Eugene O. Cowead; Engine Delegate, H. R. Guyman. No beefs and no disputed OT.

TANAO (Sea-Land), Oct. 25—Chairman, G. Castro; Secretary, E. B. Tart; Deck Delegate, S. Ruzyski; Engine Delegate, H. E. Welch; Steward Delegate, R. Robinson. \$2.21 in ship's fund. Various subjects discussed. No beefs and no disputed OT.

NATIONAL DEFENDER (National Transport), Oct. 25—Chairman, R. Johnson; Secretary, L. A. Behm; Deck Delegate, Donal A. Rundblad; Engine Delegate, William E. Calefatto; Steward Delegate, J. Johnson. Everything running smoothly. Some disputed OT in deck department. Vote of thanks to steward department for job well done.

HALYCON PANTHER (Halcyon), Oct. 25—Chairman, Danny Merrill; Secretary, Henry W. Roberts; Deck Delegate, Elmer Clark, Jr.; Engine Delegate, D. P. Gardner; Steward Delegate, Jesse M. Gage. \$11 in ship's fund. Few hours disputed OT in engine department.

OVERSEAS NATALIE (Maritime Overseas), Oct. 25—Chairman, James Dixon; Secretary, S. A. Solomon, Sr.; Deck Delegate, Nicholas Mollette; Engine Delegate, Francis F. Gomez; Steward Delegate, Eddie Howard. Some disputed OT in deck department. Vote of thanks to steward department for job well done.

PONCE (Sea-Land), Oct. 18—Chairman, Dan Butts; Secretary, Alva McCullum; Deck Delegate, J. Reinoso; Engine Delegate, Stephen Senteney; Steward Delegate, Oscar Sorenson. No beefs reported by department delegates.

EAGLE TRAVELER (United Maritime), Oct. 4—Chairman, Joseph Bougeois; Secretary, A. W. Hutcherson; Engine Delegate, Otto Motley; Steward Delegate, James Carter. \$8 in ship's fund. Discussion held regarding pension plan

and new contract. Disputed OT to be taken up with boarding patrolman.

EAGLE TRAVELER (United Maritime), Oct. 11—Chairman, Joseph L. Bourgeois; Secretary, A. W. Hutcherson; Engine Delegate, Otto Motley; Steward Delegate, James Carter. Discussion held regarding pension plan. \$8 in ship's fund. No beefs.

STEEL ARCHITECT (Isthmian), Oct. 25—Chairman, Charles Damico; Secretary, Thomas Williams; Deck Delegate, James C. Callim; Engine Delegate, Reidar M. Nielsen. \$20 in ship's fund. Everything running smoothly in all departments. Vote of thanks to steward department for job well done.

TRANSCOLORADO (Hudson Waterways), Oct. 25—Chairman, S. R. Mehringer; Secretary, Jake Cobb; Deck Delegate, Wm. F. Chapman; Engine Delegate, Clarence D. Crowley. \$66 in ship's fund. Some disputed OT in engine department.

SACRAMENTO (Ogden Marine), Oct. 11—Chairman, William P. Linke, Jr.; Secretary, Darrell G. Chafin; Deck Delegate, Don Dillon; Engine Delegate, Mallard Hinson; Steward Delegate, James L. Woods. Repairs in engine department completed. Everything running smoothly. Some disputed OT in deck department.

JAMES (Ogden Marine), Nov. 1—Chairman, Francis D. Finch; Secretary, Frank L. Shackelford; Deck Delegate, D. P. Pruett; Engine Delegate, Joseph T. Ryan; Steward Delegate, Bert M. Winfield. Some disputed OT in deck department. Vote of thanks extended to steward department for job well done.

DEL VALLE (Delta), Nov. 8—Chairman, Dan Tiger; Secretary, Barney McNally; Deck Delegate, Lee Snodgrass; Engine Delegate, Allen George; Steward Delegate, S. Chisbren. No beefs. Vote of thanks to steward department for job well done.

DEL VALLE (Delta), Nov. 1—Chairman, Dan Tiger; Secretary, Barney McNally; Deck Delegate, Lee Snodgrass; Engine Delegate, Allen George; Steward Delegate, S. Chisbren. Some disputed OT in steward department. Vote of thanks to steward department for excellent food and service.

DEL VALLE (Delta), Oct. 25—Chairman, Dan Tiger; Secretary, Barney McNally; Deck Delegate, Lee Snodgrass; Engine Delegate, Allen George; Steward Delegate, S. Chisbren. No beefs.

BOSTON (Sea-Land), Oct. 4—Chairman, Alfred Hanstvedt; Secretary, Wilfred J. Moore; Deck Delegate, M. Nash; Engine Delegate, Victor Santos; Steward Delegate, Arthur Sankovidi. No beefs. Everything running smoothly.

RALEIGH (Crest Overseas), Sept. 13—Chairman, A. H. Schwartz; Secretary, Jay A. Lewis. Disputed OT in deck and engine departments.

BOSTON (Sea-Land), Nov. 11—Chairman, A. Hanstvedt; Secretary, W. J. Moore; Deck Delegate, T. Lundkvist; Engine Delegate, Erik Fischer; Steward Delegate, Arthur Sankovidi. No beefs. Everything running smoothly. Vote of thanks to steward department for job well done.

TRANSONTARIO (Seatrains), Oct. 4—Chairman, Tirado Ruiz; Secretary, R. Robbins; Deck Delegate, E. J. Olive; Engine Delegate, Robert Mulrooney; Steward Delegate, R. Perez. Crew would like the delegate and the patrolman to see the Captain about posting exact sailing time. Discussion held regarding stores on board ship. Some disputed OT in engine department.

RALEIGH (Crest Overseas), July 11—Chairman, A. H. Schwartz; Secretary, Richard Kowalski. No beefs reported by department delegates.

TRANSHAWAH (Hudson Waterways), Nov. 1—Chairman, George DeGreve; Secretary, William Seltzer; Deck Delegate, Joseph L. Linhar; Engine Delegate, S. Wala; Steward Delegate, William Seidenstricker. No beefs. Fine voyage. Everything running smoothly.

DEL NORTE (Delta), Nov. 1—Chairman, Tony J. Radich; Secretary, Piggy Sahuque; Deck Delegate, Angel Urti; Engine Delegate, A. F. Rehm; Steward Delegate, Charles H. Cassard. Everything running smoothly. Few hours disputed OT in steward department. Vote of thanks extended to steward department for job well done.

STEEL TRAVELER (Isthmian), Nov. 1—Chairman, C. Jordan; Secretary, I. R. Llenos; Deck Delegate, Ian Hendrix; Engine Delegate, A. Aberman; Steward Delegate, R. G. Black. \$11.50 in ship's fund. Few hours disputed OT in deck department. Vote of thanks to steward department for job well done.

LOS ANGELES (Sea-Land), Oct. 11—Chairman, Michael J. Dembrowski; Secretary, G. P. Thlu. \$62 in ship's fund. No beefs reported by department delegates.

DEL SUD (Delta), Oct. 4—Chairman, A. J. Doty; Secretary, E. Vieira; Deck Delegate, Joe Cave; Engine Delegate, J. Trent; Steward Delegate, John T. Kelly. No beefs reported by department delegates. Motion made to have ship fumigated upon arrival in port.

COMMANDER (Marine Carriers), Sept. 13—Chairman, A. R. Sawyer; Secretary, Fred R. Hicks, Jr.; Steward Delegate, L. E. Price. Ship's delegate reported that things operating smoothly. Good crew on board. Hearty vote of thanks to the steward department for a job well done.

COMMANDER (Marine Carriers), Oct. 18—Chairman, A. R. Sawyer; Secretary, F. R. Hicks, Jr.; Deck Delegate, J. Woolford; Engine Delegate, W. Price; Steward Delegate, L. Price. Discussion held on various topics. Some disputed OT in deck department to be taken up with patrolman. Vote of thanks was extended to the steward department for a job well done.

EAGLE VOYAGER (United

Maritime), Nov. 15—Chairman Leo Paradise; Secretary, B. A. Baa; Deck Delegate Robert H. Bell, Sr.; Engine Delegate S. Padilla; Steward Delegate William S. Costa. \$7 in ship's fund. No beefs reported by department delegates.

MT. WASHINGTON (Victory Carriers), Oct. 25—Chairman H. I. Pousson; Secretary, O. P. Oakley; Deck Delegates, E. F. O'Brien; Engine Delegate V. L. Meehan; Steward Delegate Welden O. Walmar. No beefs reported. Everything running smoothly. Discussion held regarding food supplies being put aboard. Some disputed OT in deck department to be taken up with boarding patrolman.

MONTPELIER VICTORY (Victory Carriers), Nov. 8—Chairman J. Bentz; Secretary, J. E. Higgins; Deck Delegate J. M. Ard; Steward Delegate Herbert E. Brackett. \$96 in ship's fund. No beefs and no disputed OT.

MONTPELIER VICTORY (Victory Carriers), Nov. 15—Chairman J. Bentz; Secretary, J. E. Higgins; Steward Delegate Herbert E. Brackett. \$96 in ship's fund. Disputed OT in deck and engine department. Everything running smoothly.

CALMAR (Calmar), Nov. 8—Chairman Elbert Hogge; Secretary Howard Flynn; Deck Delegate John A. Dunne; Steward Delegate Ed Sinush. Some disputed OT in deck department.

SEATRAN WASHINGTON (Hudson Waterways), Oct. 11—Chairman B. Woturski; Secretary, H. Sopper; Engine Delegate Frank Burns. Few hours disputed OT in deck and engine departments. Everything running smoothly.

MONTICELLO VICTORY (Victory Carriers), Oct. 11—Chairman D. G. Calogeros; Secretary, F. O. Airey; Steward Delegate G. O'Berry. No beefs reported.

MONTICELLO VICTORY (Victory Carriers), Nov. 1—Chairman D. G. Calogeros; Secretary, F. O. Airey. \$13 in ship's fund. Some disputed OT in the three departments.

MONTICELLO VICTORY (Victory Carriers), Nov. 8—Chairman D. G. Calogeros; Secretary, F. O. Airey; Deck Delegate James D. Poston; Engine Delegate E. R. Mynth; Steward Delegate George A. O'Berry. \$13 in ship's fund. Some disputed OT in deck department.

OVERSEAS EVA (Maritime Overseas), Oct. 4—Chairman D. E. Holm; Secretary Robert W. Ferrandiz. Some disputed OT in deck department.

OVERSEAS EVA (Maritime Overseas), Oct. 25—Chairman D. Holm; Secretary R. W. Ferrandiz. No beefs reported.

OVERSEAS EVA (Maritime Overseas), Nov. 1—Chairman D. Holm; Secretary Robert Ferrandiz. No beefs reported. The stewards thanked the crew for keeping the messroom, pantry and recreation room clean. The crew extended a vote of thanks to the stewards for a job well done.

CITIES SERVICE MIAMI (Cities Service), Nov. 1—Chairman Ted Weems; Secretary Horace LaFrage. \$32 in ship's fund. Few hours disputed OT in deck department to be taken up with boarding patrolman at payoff.

SAN FRANCISCO (Sea-Land), Oct. 25—Chairman Malcom Woods; Secretary Henry A. Galicki. \$13 in movie fund. No beefs reported. Vote of thanks was extended to the steward department for a job well done.

SAN FRANCISCO (Sea-Land), Nov. 1—Chairman Malcom Woods; Secretary Henry A. Galicki; Deck Delegate H. Celkos; Steward Delegate H. A. Galicki. \$13 in movie fund. Everything running smoothly with no beefs and no disputed OT.

SAN FRANCISCO (Sea-Land), Nov. 8—Chairman M. Woods; Secretary H. A. Galicki. \$13 in movie fund. No beefs. Everything running smoothly.

DEL SOL (Delta), Nov. 1—Chairman A. R. Ducote; Secretary C. L. Shirah; Deck Delegate Michael Armande; Engine Delegate Anthony J. Morano; Steward Delegate John W. Ponson. Vote of thanks to the deck department for helping to keep crew's pantry clean. Vote of thanks to the steward department for a job well done. \$36 in ship's fund. Few OT beefs to be taken up with boarding patrolman at payoff.

DE SOTO (Waterman), Oct. 11—Chairman R. A. Christenberg; Secretary J. F. Castronover; Deck Delegate W. L. Thompson; Engine Delegate Tom Moriarity; Steward Delegate Carl C. Jordon. \$4 in ship's fund. No beefs reported.

CONNECTICUT (Ogden Marine), Oct. 4—Chairman Carl T. Lineberry; Secretary Thomas D. Ballard; Deck Delegate Robert Lambert; Engine Delegate John P. Cox; Steward Delegate Thomas A. Barden. \$40 in ship's fund. No beefs and no disputed OT.

CONNECTICUT (Ogden Marine), Oct. 11—Chairman Carl T. Lineberry; Secretary Thomas D. Ballard; Deck Delegate Robert Lambert; Engine Delegate John P. Cox; Steward Delegate Thomas A. Barden. \$40 in ship's fund. Some disputed OT in deck department.

CONNECTICUT (Ogden Marine), Oct. 18—Chairman Carl Lineberry; Secretary T. D. Ballard; Deck Delegate Robert Lambert; Engine Delegate John P. Cox; Steward Delegate Thomas Barden. \$40 in ship's fund. Few hours disputed OT in deck and engine departments.

TRENTON (Sea-Land), Nov. 1—Chairman Floyd Selix; Secretary Andy Johansson; Deck Delegate George Alexander; Steward Delegate Paul Curzi. \$6 in ship's fund. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

PENN SAILOR (Penn Shipping), Sept. 20—Chairman John C. Sorel; Secretary Raymond L. Perry. \$4 in ship's fund. No beefs reported.



Receive Lifeboat Endorsement

Eight Seafarers have received lifeboat endorsements from the Coast Guard following successful completion of a training course at the Harry Lundberg School of Seamanship in Brooklyn. Seated from left are: Bob Brown, Joe George, Ronald Smith and Nick Lambrou. Standing, Instructor Len Decker, Steve Fleckenstein, Howard Wilson, Edward Magnuson and L. Wright.



Sheryl Huffam, daughter of UIW member Reaver Huffam, holds some unwieldy carving instruments as she tries to cut her share of the turkey at the union hall in Baltimore.

Thanksgiving Day Feast for Seafarers

The SIU has long made Thanksgiving a festive occasion for many thousands of people. This year, as in the past, every SIU port offered complete Thanksgiving dinners to Seafarers, their families, and their guests. The huge and delicious meals included everything from soup to nuts, and, as always, the turnout in every port was large. Whether in New York, N.Y., Tampa, Fla., or Seattle, Wash., the amount of turkey and trimmings that were eaten determined the general consensus about the food—delicious. The accompanying pictures show a few of the many people who attended the dinner this year.



Three pensioners enjoy their Thanksgiving meal as Baltimore Port Agent Rex Dickey (standing) comes over to have a word with them. From left are: Walter Zimek, Thomas Laarents, and John Taurin who is 83 years old.



Finishing up their Thanksgiving meal at the hall in Baltimore are four UIW members. In front are Walter Streigfield, left, and Willie Rogers. In back are S. Christian, left, and James Jackson.



At the New York hall, young Bary Overgaard reaches for a plate of turkey with the trimmings. His father is Seafarer Kevin Overgaard.

Hundreds of people enjoyed a good Thanksgiving meal at the union hall in New York.



Attending the annual Thanksgiving day feast at the hall in New York are from left: Miner Jansen, chief cook; Stanley Jurkiwicz, fireman-oiler, and Thomas Holt, boatswain.



In the Port of New York, little Richard Manera takes a mouthful of ice cream from his mother, Anna, as brother Robert watches.



Seafarers Walt Anthony (left) and John Roberts enjoy a toast at the Thanksgiving dinner in the Port of Seattle.



Getting ready to leave after their Thanksgiving meal at the hall in Seattle are Seafarers John Statchen (left) and James Davis.



HLSS Director Don Collins is kept busy in New Orleans Hall kitchen. He receives a helping hand from trainee Ronald Ragas in preparing turkeys.



Shown above is part of the large gathering at the New Orleans Hall for Thanksgiving dinner. Port officials said this year witnessed the largest turnout ever for the holiday dinner.



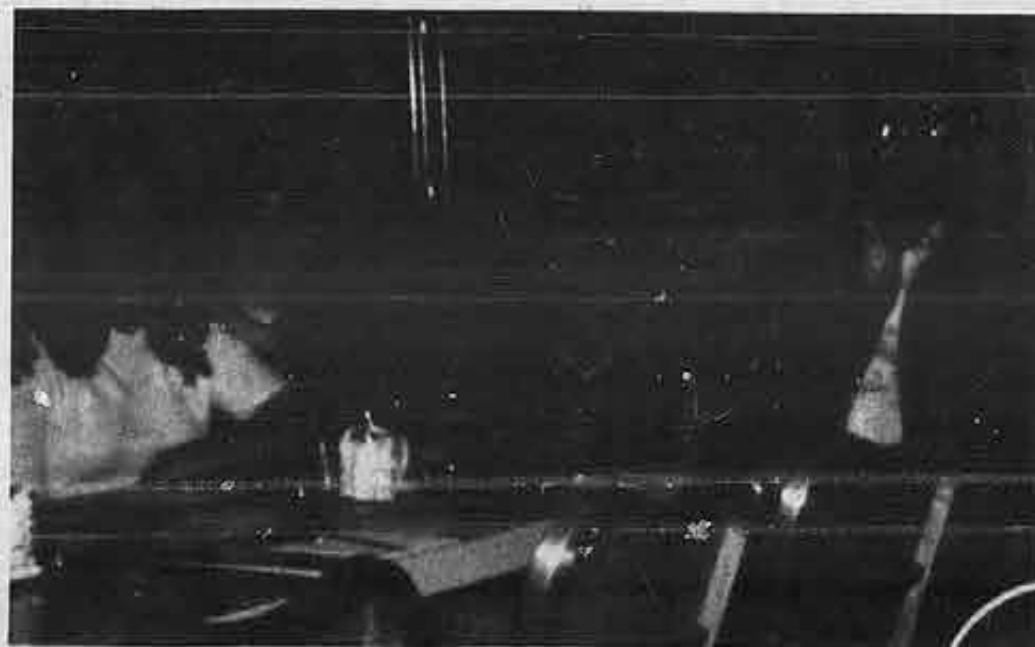
A few guests at New Orleans Hall get together prior to dinner. From left are: Don Collins, SIU Port Agent Buck Stephens, Ray Couvillion and IBU Representative Jim Martin.



Naturally, the busiest place for Thanksgiving dinner at the New Orleans Hall is in the galley, which was kept active all day.

Thanksgiving Day Feast for Seafarers

Seafarer Protasio Herrera and his family ready themselves for a pleasant Thanksgiving dinner at the hall in Philadelphia.





Smiling happily in anticipation of the Thanksgiving meal to come in the Port of Tampa are Jose Pagola and his family, who joined many others at the local hall.



The festivities have just begun at the hall in Houston, Tex., where hearty Seafarers, their friends, and families take advantage of the good food.



Seafarer Jim Hand enjoys some soup as part of his Thanksgiving dinner in the Port of Tampa. Hand described his meal as "delicious."



Seafarer R. R. Gonzales and family all agree it's a very delicious meal they are eating at the union hall in Houston, Tex.



In the Port of Mobile, Seafarers and guests "chow down" with some good cooking at the Thanksgiving dinner.



"It's a hard meal to beat" agrees D. L. Parker and some friends at the Mobile hall for the Thanksgiving festivities.



A cute miss stares right at the camera in the Port of Mobile. She is the daughter of Seafarer and Mrs. Frank Edmonds.



SIU member Eric Hayes (center) enjoys Thanksgiving in the Port of Mobile with some friends.

SIU Ship's Committee: the Union Far from Shore

When SIU men go aboard ship their union goes with them and stays with them whether they travel the Vietnam run or sail for the Caribbean or the Mediterranean.

The point of contact between the union and union men at sea is the six member Ship's Committee which includes a chairman, a secretary-reporter, an education director and a delegate from each of the three unlicensed departments aboard ship.

The committee holds a meeting each Sun-

day the ship is at sea. The agenda of the meeting follows the order of shore meetings, and each member of the crew is free to speak his mind on matters that pertain to the SIU.

The ship's secretary-reporter is responsible for all of the committee's correspondence with union headquarters, and is charged with keeping minutes of the meetings and reporting actions taken to headquarters.

The education director is in charge of maintaining and distributing all publications, films

and mechanical equipment to Seafarers wishing to study upgrading, safety, health and sanitation.

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

All in all the ship's committee is the SIU way of assuring its members that they do not lose their union protections and privileges even though far from shore.



SEATRIN DELAWARE (Seatrains)—Waiting for payoff aboard the *Seatrains Delaware* in Hoboken were ship's committee members from left, Ed Czosnowski, deck delegate; Konstantinos Anastasiou, education director; Eddie Hernandez, secretary-reporter; Albert Matos-Valez, engine delegate; Jacobo Enriquez, steward delegate, and Walter Nash, ship's chairman.



OVERSEAS NATALIE (Maritime Overseas Corp.)—Looking over union publications aboard the *Overseas Natalie* is the ship's committee: from left, David Newman, deck delegate; Eddie Howard, steward delegate; Judd Lamb, secretary-reporter; James Dixon, ship's chairman; Francis Gomez, engine delegate, and John Lamb, education director.



GATEWAY CITY (Sea-Land)—Sitting around the table in the recreation room is the ship's committee of the *Gateway City*, just returned from a 28-day voyage on the Mediterranean run. From left are: A. Vervilt, education director; J. Velazquez, steward delegate; F. Carmichael, secretary-reporter; E. Cuenca, engine delegate; S. Stockmarr, ship's chairman, and V. Genco, deck delegate.



STEEL APPRENTICE (Isthmian)—Ship's committee members in the galley of the *Steel Apprentice*. They are, from left, front row: J. Moore, education director; Paul Lopez, reporter-secretary; Paul Aubain, engine delegate, and Jack Surles, ship's chairman; back row, C. Modellas, steward delegate, and "Chuck" Callhan, deck delegate.

Statement of Ownership

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Act of October 23, 1966; Section 4369, Title 39, United States Code)

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- OWNER: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.) Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Paul Hall, Pres.; Al Kerr, Sec. Treas., 675 Fourth Avenue, Brooklyn, N.Y. 11232.
- KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state): None.
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- EXTENT AND NATURE OF CIRCULATION:

	Average no. copies each issue during preceding 12 months	Actual number of copies of single issue published nearest to filing date
A. TOTAL NO. COPIES PRINTED (Net Press Run)	60,166	62,000
B. PAID CIRCULATION		
1. Sales through dealers and carriers, street vendors and counter sales	None	None
2. Mail subscriptions	47,831	48,006
C. TOTAL PAID CIRCULATION	None	None
D. FREE DISTRIBUTION (including samples) by mail, carrier or other means	4,300	4,300
E. TOTAL DISTRIBUTION (Sum of C and D)	52,331	52,306
F. OFFICE USE, left-over, unaccounted, spoiled after printing	7,535	5,694
G. TOTAL (Sum of E & F—should equal net press run shown in A)	60,166	62,000

I certify that the statements made by me above are correct and complete.
Al Kerr, Secretary-Treasurer

Visual Masquerade Party

Billboards Hide Scenery

For a long time highway billboards have been masking the beauty of this nation's countryside—polluting the scenery.

Unfortunately the success of the Highway Beautification Act of 1965 has been limited. And the "Beautify America" campaign has dwindled.

Under the act some 800,000 billboards covering some 235,000 miles of roadway were to be torn down. Work on this project was to have commenced five years ago. Yet to date few, if any, of these signs have been eliminated.

Furthermore, most of the large companies have figured out how to get around the government regulation prohibiting signs within 660 feet of the highway or less. These companies are now erecting their signs just 661 feet from the road. And they are bigger and brighter than ever.

The fact is billboards make the eyes sore. Few people enjoy

seeing advertisements paraded before them every fifty feet or

But billboards are not the only offenders destroying the countryside bordering the highways. What about the roadside junk yards and garbage dumps?

These pollutants make the eyes sorer yet. That same act also called for the landscaping and screening of junk yards and garbage dumps located along the highway. But once again little action seems to have been taken since the act was passed.

Secretary of Transportation John Volpe says that one of his more important projects is to clean up the highway environment. The public probably will see little action until congressmen are pressured to effect legislation that will curb "eye" pollution.

Then perhaps, the public will once more enjoy the natural scenic beauty of this country. But it will take money, legislation and enforcement of the law. so. A Seafarer taking a few

days off between ships would rather look at the countryside than billboards.

Shipments Set Record

Shipments of grain in and out of the ports along the Great Lakes will set a record this season. About 11 million tons of grain will have been moved by the end of the season, according to the Great Lakes Commission.

The commission, which serves all eight states that border the Great Lakes, based its prediction on data gathered from the ports of Duluth-Superior, Chicago, Toledo, Milwaukee and Saginaw. By the end of October some 321 million bushels had been shipped to and from these ports—five million bushels more than were shipped during the same period in 1966, the current record year.

Final Departures

Peter Dimoulas

Peter Dimoulas, 24, died July 7 in San Francisco, Calif. He joined the SIU in the Port of New York in 1967 and graduated that same year from the Harry Lundberg School of Seamanship. Mr. Dimoulas sailed in the deck department. A native of New York, Mr. Dimoulas was a resident of Brooklyn when he passed away. Among his survivors is his mother, Christine Dimoulas of Brooklyn, N.Y. Burial was in Cypress Hills Cemetery, Queens, N.Y.

George Andrew Stravarides

George Andrew Stravarides, 52, passed away Sept. 24 in Manhattan from heart disease. A native of Greece, Mr. Stravarides was a resident of Manhattan when he died. He joined the union in the Port of Philadelphia in 1951 and sailed in the engine department. Mr. Stravarides served the union as department delegate while sailing. Among his survivors is his sister, Mrs. Evagelia Veni of Athens, Greece. Burial was in Greenwood Cemetery in Brooklyn, N.Y.

Carl Hilde

Carl Hilde, 49, died May 6 in Pike, Minn. A native of Minnesota, Mr. Hilde was making his home there when he died. He joined the union in the Port of Detroit in 1968 and sailed in the deck department. Burial was in West Cemetery, Ulen Township, Minn.

Thomas F. Shea

Thomas F. Shea, 81, an SIU pensioner passed away Sept. 29 in Queens, N.Y. from heart disease. He joined the union in the Port of Norfolk in 1940 and sailed in the engine department. A native of Connecticut, Mr. Shea was a resident of New Haven Conn. when he died. Among his survivors is his sister, Mrs. Helen E. Spencer of New Haven, Conn. Burial was in St. Lawrence Cemetery in New Haven.

John J. Chaplinsky

John J. Chaplinsky, 43, died of heart disease Sept. 14 aboard the *Penn Carrier* while it was docked in New Orleans, La. He was a native of Shenandoah, Pa. and was a resident of Bradenton, Fla. when he passed away. Mr. Chaplinsky was an Army veteran of World War II. He joined the union in the Port of New York in 1945 and sailed in the deck department. Among his

survivors is his wife, Florence. Burial was at sea from the *Penn Carrier* on Sept. 19.

Ewell Skinner

Ewell Skinner, 48, passed away Feb. 20 at USPHS Hospital in New Orleans, La. following a long illness. He joined the union in the Port of New Orleans in 1957 and sailed in the deck department. A native of Milton, Fla., Mr. Skinner was a resident of Pensacola, Fla. when he died. He was an Army veteran of World War II. Among his survivors is his brother, Samuel Skinner of Pensacola, Fla. Burial was in Memorial Gardens in Pensacola.

Robert H. Stanley

Robert H. Stanley, 44, died Sept. 13 in San Francisco, Calif. A native of Kentucky, Mr. Stanley was a resident of San Francisco when he passed away. He joined the SIU in the Port of Baltimore in 1957 and sailed in the deck department. He was a Navy veteran of World War II. Among his survivors is his brother, Richard Stanley of Portsmouth, Va. Burial was in Glintwood, Va.

Jack H. Gleason

Jack H. Gleason, 61, died Sept. 4 of natural causes in Mobile General Hospital, Mobile, Ala. A native of Alabama, Mr. Gleason was a resident of Mobile when he died. He joined the union in the Port of Mobile in 1939 and sailed in the engine department. Among his survivors are his sister, Mrs. Virginia Bell of Mobile, Ala. Burial was in Pine Crest Cemetery in Mobile.

Raymond Potorski

Raymond Potorski, 42, died Sept. 26 in Baltimore, Md. of heart disease. He joined the union in the Port of Baltimore in 1958 and sailed in the steward department. A native of Avoca, Pa., Mr. Potorski was a resident of Dupont, Pa. when he passed away. He served in the Army from 1946 until 1950. Among his survivors is his sister, Regina J. Patte of Dupont, Pa. Burial was in St. Peter and Paul Cemetery, Moosic, Pa.

Antonio Saliva

Antonio Saliva, 34, passed away Aug. 13 on board the *Columbia* while en route from Balboa to San Francisco. A native of Ponce, P.R., Mr. Saliva was making his home there when he died. He joined the union in the Port of New York in 1963

and sailed in the steward department. From 1954 to 1956, Mr. Saliva served in the Army. Among his survivors is his wife, Lydia. His body was brought to Ponce, P.R.

Joseph Walter Thomley

Joseph Walter Thomley, 47, died Aug. 29 at Harborview Medical Center in Seattle, Wash. A native of Perdido, Ala., Mr. Thomley was a resident of Seattle when he passed away. He joined the SIU in the Port of Mobile in 1951 and sailed in the deck department. He was a Navy veteran of World War II. Among his survivors is his mother, Willie Mae Patterson of Lucedale, Miss. His body was removed to Fail's Funeral Home in Lucedale, Miss.

Guy Whitehurst

Guy Whitehurst, 68, an SIU pensioner, passed away Sept. 5 in Baltimore, Md. of heart disease. He was one of the first members of the union, having joined in 1939 in the Port of Baltimore. He sailed in the engine department. Burial was in Ocean View Cemetery in Beaufort, N.C.

Virgil M. Henley

Virgil M. Henley, 47, died Sept. 3 of natural causes at Andalusia Hospital in Andalusia, Ala. He joined the SIU in the Port of Mobile in 1942 and sailed in the steward department. A native of Louisiana, Mr. Henley was a resident of Wing, Ala. when he passed away. Among his survivors are his wife, Fannie Merle. Burial was in Beda Cemetery, Covington County, Ala.

James H. Fisher

James H. Fisher, 55, was an SIU pensioner who passed away Oct. 1 from heart disease in Long Beach, Calif. A native of Boston, Mass., Mr. Fisher was a resident of Long Beach, Calif. when he died. He joined the SIU in the Port of Seattle and sailed in the deck department. Among his survivors are his wife, Barbara. Burial was in Avon Cemetery, Avon, Mass.

Louis John Cevette

Louis John Cevette, 58, died Sept. 5 from heart disease while aboard the *Detroit* at sea. He joined the union in the Port of New Orleans in 1947 and sailed as a steward. While sailing, Mr. Cevette served as a department delegate. A native of

Pennsylvania, he was a resident of Elmira, N.Y. when he passed away. Mr. Cevette was an Army veteran of World War II. Among his survivors are his wife, Thelma. Burial was in Elkland, Pa.

Cornelius Benjamin Meher

Cornelius Benjamin Meher, 53, passed away July 12 at St. Elizabeth Hospital in Beaumont, Tex. A native of Hopewell, Va., Mr. Meher was a resident of New York when he died. He joined the union in the Port of New York in 1956 and sailed in the steward department. Mr. Meher served the SIU as department delegate while sailing and was issued a picket duty card in 1961. He was an Air Corps veteran of World War II. Among his survivors are his brother, Richard Meher of Bronx, N.Y. Mr. Meher's body was removed to Flushing Cemetery in Brooklyn, N.Y.

Leonard Lee Barnett

Leonard Lee Barnett, 49, died Sept. 21 from heart disease at Veterans Administration Hospital in San Francisco, Calif. He joined the SIU in the Port of San Francisco in 1960 and sailed in the engine department. Mr. Barnett served the union as a delegate while sailing. A native of Ft. Smith, Ark., Mr. Barnett was a resident of Hayward, Calif. when he passed away. Among his survivors are his wife, Madelyn. Cremation was in Chapel of the Chimes, Hayward, Calif.

Mitchell Alonzo Mileski

Mitchell Alonzo Mileski, 58, passed away June 7 in Show Low, Ariz. A native of New York City, Mr. Mileski was a resident of Phoenix, Ariz., when he died. He joined the union in the Port of New York in 1946 and sailed in the steward department. He was an active union member and participated in the Wall St. strike of 1946. Mr. Mileski began his sailing career in 1926. Among his survivors are his wife, Elizabeth and a brother. He was buried in St. Francis Cemetery, Phoenix, Ariz.

Edward Patrick Lee

Edward Patrick Lee, 52, passed away Sept. 28 at the USPHS Hospital in Seattle, Wash. A native of Galway, Ireland, Mr. Lee was a resident of Seattle when he died. He joined the union in the Port of Seattle in 1961 and sailed in the engine department. Among his survivors are his sister, Bridgett Della Robson of Seattle, Wash. Burial was in Calvary Cemetery, Seattle.

William Edward Logan

William Edward Logan, 65, was an SIU pensioner who died July 22 in Civil Hospital in Guadalajara, Mexico. He joined the SIU in the Port of New York in 1942 and sailed in the deck department. A native of Massachusetts, Mr. Logan was a resident of Elizabeth, N.J. when he passed away. When he retired, Mr. Logan ended a sailing career of more than 45 years.

Clarence S. Jacks

Clarence S. Jacks, 51, died after a long illness at USPHS Hospital in San Francisco, Calif. He joined the union in the Port of New Orleans in 1953 and sailed in the deck department as a bosun. A native of Texas, Mr. Jacks was a resident of Long Beach, Calif. when he died. Among his survivors are his son, Bill E. Jacks of Houston, Tex. Burial was in Westminster Memorial Park, Westminster, Calif.

George C. Register

George C. Register, 62, died Nov. 8 after a long illness in USPHS Hospital. A native of North Carolina, Register was a resident of Baltimore, Md. when he passed away. He joined the SIU in the Port of New Orleans in 1946 and sailed in the deck department. Among his survivors are his wife, Alice. Burial was in Oak Lawn Cemetery, Baltimore.

Leopoldo Renta

Leopoldo Renta, 70, was an SIU pensioner who died Sept. 2 in Ponce, P.R. after a long illness. He joined the union in the Port of Philadelphia in 1938 and sailed in the engine department. Mr. Renta had been sailing since 1921. A native of Puerto Rico, he was a resident there when he died. Among his survivors are his wife, Teresa.

Marvin Robert Stetson

Marvin Robert Stetson, 45, passed away Oct. 9 from heart disease at St. Margaret Hospital in Hammond, Ind. He joined the union in Chicago in 1961 and sailed in the deck department. A native of Hammond, Mr. Stetson was a resident of Calumet City, Ill. when he died. Among his survivors are his mother, Mrs. Hazel Gray of Hammond Lake, Ind. Burial was in Chapel Lawn Memorial Garden in Schererville, Ind.

12 More Seafarers Retire On Well Deserved Pension

Joining the ranks of SIU pensioners are 16 more men who have spent many years sailing the world's oceans.

William Leo Nesta, 66, joined the SIU in the Port of New York in 1944 and sailed in the steward department as a chief steward. A native of Pennsylvania, Seafarer Nesta now makes his home in Pittsburgh, Pa.

Oliver Hodge, 65, is a native of Georgia and now lives in the Bronx, N.Y. He joined the Union in the Port of New York in 1942 and sailed in the steward department as a cook. Brother Hodge served the SIU as department delegate while sailing and was issued a picket duty card in 1962. When he retired he ended a sailing career of 46 years.



Nesta Hodge

John Carlos Vieira, 60, joined the SIU in the Port of New York and sailed in the deck department. A native of British Guiana, Seafarer Vieira is spending his retirement in Brooklyn, N.Y.

John Albert Zierys, 65, is a native of Dubuque, Ia. and now lives in Houston, Tex. He joined the Union in the Port of Baltimore in 1939 and sailed in the deck department as a boatswain. When he retired he ended a sailing career of 43 years.



Vieira Zierys

Ralph C. Stansell, 65, joined the SIU in the Port of New Orleans and sailed in the engine department. A native of Georgia, Brother Stansell now makes his home in Jacksonville, Fla.

Amado Silva Telan, 65, joined the SIU in the Port of San Francisco in 1947 and sailed in the steward department as chief cook and steward. While sailing, Brother Telan served the Union as a department delegate. A native of the Philippine Islands, Seafarer Telan now makes his home in Baltimore, Md.



Stansell Telan

Leon William Gray, 66, is a native of North Carolina and

now lives in Norfolk, Va. He joined the SIU in the Port of Norfolk in 1942 and sailed in the deck department. Brother Gray served in the Armed Forces from 1923 until 1929.

Charles Miller, 65, is a native of Warren, Minn. and is now spending his retirement in East Grand Forks, Minn. He joined the Union in the Port of Detroit and sailed in the deck department. His retirement ended a sailing career of 40 years.



Gray Miller

Gabriel Llamas, 65, joined the SIU in the Port of New York in 1944 and sailed in the deck department. A native of Puerto Rico, Seafarer Llamas now lives in Arecibo, P.R. When he retired, Brother Llamas had been sailing 45 years.

Jose Gigante, 62, is a native of the Philippine Islands and is now making his home in Catano, P.R. He joined the Union in the Port of New York and sailed in the deck department as boatswain. When he retired, Brother Gigante

ended a sailing career of 41 years.



Llamas Gigante

Remberto Duo, 62, is a native of Cuba and is now spending his retirement in the Bronx, N.Y. He joined the union in the Port of Tampa and sailed in the steward department. For four years he also worked for the Harry Lundeberg School of Seamanship in New York as an assistant in the gymnasium.

James C. Snipes, 65, joined the Union in the Port of Philadelphia and sailed in the steward department. A native of Mullins, S.C., Brother Snipes now lives in Bishopville, S.C.



Duo Snipes

ILO Commission Indicts Greek Military Regime

Geneva, Switzerland

The International Labor Organization has condemned the Greek military dictatorship for violating the right of Greek workers to organize and engage in collective bargaining.

A special Commission of Inquiry of the ILO accused the government of violating two ILO conventions which it had signed respecting these rights.

The three-man commission, consisting of representatives from France, Great Britain and India, said that a number of steps taken by the Greek military after the 1967 coup d'etat and legislation passed last year were designed to purge critics of the regime and to set up unions friendly to it.

"The government's ultimate objectives included that of en-

suring that the leadership of Greek trade unionism would be composed wholly or mainly of persons who would not instigate any direct opposition against it," the commission reported.

The commission reported that the dictatorship dissolved some 250 unions without producing any evidence of communist influence in them; dismissed trade union officers, imprisoned or deported 122 trade union officers during the past three years without trial; interfered in trade union meetings through police surveillance; made rules for holding office in unions that destroyed democratic rights; interfered with collective bargaining and restricted union freedom through government financing.

Ships at Sea

Oliver P. Oakley, ship's secretary-reporter aboard the *Mount Washington*, reports all hands agree they are sailing this voyage with one of the finest Bosuns in the SIU fleet. "Bosun Hubert I. Pousson is doing a marvelous job, both as ship's chairman and as Bosun, and is a wonderful shipmate." The *Mount Washington*

is sailing between the Persian Gulf and the Far East.

Her last port of call was Ras Tanura, Saudi Arabia.

There has been a problem this trip with the ship's stores and the steward department deserves a vote of thanks for continuing to do a fine job despite the difficult circumstances. Union headquarters has been advised of the problem.

A request has been made for a TV set to be put aboard and for the rental of movie equipment.



Oakley

Vets Get 1st Pension Checks



Seafarer Charles J. Miller (left) has spent 47 years sailing the Great Lakes. He is shown receiving his first pension check from SIU Duluth Port Agent John R. Stevens. Brother Miller sailed as wheelsman on vessels operated by the Hutchinson, Buckeye and Kinsman steamship lines.



Veteran Seafarer Max Kirbach (right) receives his first monthly pension check together with best wishes for a happy retirement from SIU Frankfurt Port Agent Harold Rathbun. Brother Kirbach has sailed since August, 1941 in the steward department.

NO HEAT? HOT WATER?

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

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

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

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

You must keep a written record of the beef including:

- Date
- Time of Day
- Temperature

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

Overseas Evelyn Home From Far East



After a four month voyage on the Far East run, the SIU-contracted *Overseas Evelyn* (Maritime Overseas Corp.) dropped anchor in Bayonne, New Jersey last month. The C-4 cargo ship, formerly known as the *Mount Whitney*, is operating under a charter to the Military Sealift Command. The vessel called at the ports of Saigon and Yokohama during this last voyage.

The usual turn-around time for the *Overseas Evelyn* allows about ten days port time after a voyage, and her crew was looking forward to some time ashore before she had to sail again.



Alvin McCants, sailing as ordinary seaman aboard the *Overseas Evelyn*, relaxes topside while awaiting payoff in Bayonne, New Jersey following the ship's return from the Far East.



During a shipboard membership meeting, SIU Patrolman E. B. McAuley (center) brought the *Overseas Evelyn's* unlicensed crew up to date on union affairs and answered questions relative to pensions and the new maritime legislation.



A perfect example of "Brotherhood of the Sea" is Plurinus Ordanza, messman, and Persing Ordanza, pantryman. Every chance they get, these brothers sail on the same ship.



James Hagner (left), who sails as baker, and James Russell, chief cook, turned out many good meals for SIU men during the four month voyage.



Tim Speicher, oiler, keeps the engine room log book up to date while working aboard the *Overseas Evelyn* in port after her run to the Far East.

A Seafarer's work is never done, even while in port, and Dave Fletcher, who sails as able bodied seaman, is busy flaking lines on the deck of the vessel.



Seafarer Abe Alfaro, a fireman-watertender, clears a feeder valve in the engine room of the *Overseas Evelyn* during port time.

RCIA President Housewright Says Organizing Is Major Goal

Washington

Organizing the unorganized is "the most important single effort in labor," according to James T. Housewright, president of the Retail Clerks International Association, and a member of the board of the AFL-CIO Maritime Trades Department.

Housewright, speaking at the weekly MTD luncheon here, said that while his organization was particularly interested in organizing white collar workers, his thought was that new organizing across the total labor field was vital to the con-

tinuation of the labor movement.

"An organizer is a man who



has come up through the ranks," Housewright said. And his experience in the ranks tells him the needs of the workingman.

And in no other field is the need for unionization more evident than in the white collar field, he added.

"Here is the responsibility of the service trade unions and we must be geared to meet this special need of the labor movement," he said.

Among other things Housewright considered of importance to the American labor movement was to help end the nation's drug problem.

Unfair
to
Labor

Do Not
Buy

BAKERY PRODUCTS—

Stroehmann Bros. Bakery, Schmidt Baking Co. (Bakery and Confectionery Workers)

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—Siegel (H. I. S. brand) suits and sports jackets, Kayne boyswear, Richman Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing Workers)

Judy Bond Blouses—(International Ladies Garment Workers Union)

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

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

FURNITURE—James Sterling Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers) Economy Furniture—Bilt-

Rite, Western Provincial and Smithtown Maple. (Up-holsterers)

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

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

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

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

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

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

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

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

November Unemployment At 5.8%

The nation's unemployment rate hit a new peak of 5.8 percent during the month of November, according to a report of the Bureau of Labor Statistics. This is the highest unemployment level since May 1963.

The November rate was up 2.3 percent over the year. Total unemployment of 4.6 million was up 200,000 seasonally adjusted over the month, and 1.9 million over the year.

On the job side, non-farm payroll employment—which usually moves up in November—was down 135,000 seasonally in November to 70.6 million. This follows a decline of 315,000 in payroll jobs in October.

The jobless rate for full-time workers rose to 5.5 percent last month, after holding steady in October. There was virtually no change in the 8.1 percent rate for part-time workers.

Among occupational groups, the jobless rate for white-collar workers continued to rise in November, from 3.2 to 3.5 percent. Among major industry divisions, the rate in manufacturing climbed from 6.7 to 7.2 percent.

The Bureau of Labor Statistics unveiled some figures which show that returning servicemen, especially Negroes, are particularly suffering from lack of jobs. The jobless rate for veterans in the 20-24 age bracket in the

third quarter of 1970 was 9.1 percent, compared to the 8.5 percent rate for non-veterans of that age. The rate for black veterans in that age bracket was a whopping 18.1 percent.

Russian Entry In Containers Expected Soon

The Soviet merchant fleet is about to move into the container trade sphere.

The Soviet Union plans to build new container ships and increase its container trade fivefold by the mid-1970's.

Philip Hanson of the University of Birmingham, a specialist on Soviet shipping, said the Russians have too many geographical limitations to become an immediate threat to Western container trade.

Narrow Waterways

He said the Soviet Union's narrow coastal waterways, and the Dardanelles and Bosphorus place size limits on ships.

Containerships would have extremely difficult time trying to pass through these waterways, he said.

Soviet trade with underdeveloped countries, which dictates the use of small ships, is another factor that could limit Soviet containership effectiveness, Hanson said.

To date the Soviet Union has built merchant ships in the 6,000-to-8,000-ton class, a sufficient size to service her trade with underdeveloped nations. This class of ship is also adequate for domestic coastal shipping which accounts for 52 percent of the total tonnage carried.

"The relatively small size, and low average speeds of the Soviet fleet are not going to be changed substantially in the near future," Hanson said.

He said, the Russians would need the cooperation of other Communist countries, Western concerns and the underdeveloped nations before it could commit itself to the heavy investments involved in entering the container trade.

Nixon Stresses Labor Contact

President Nixon was a surprise visitor at the Retail Clerks International Association Executive Board meeting held in the MTD affiliate's new headquarters in downtown Washington.

RCIA President James T. Housewright escorted President Nixon and Secretary of Labor James Hodgson on a tour of the 11-story office building—including the Coulter Memorial Chapel.

Later, Nixon met with the RCIA Executive Board for 45

minutes in the tenth floor board room which recently won the 1970 craftsmanship award of the Washington Building Congress.

Nixon told the Board that the primary purpose for meeting with the union was his strong desire to open up direct lines of communications with the labor movement. According to Nixon, he wanted to have an opportunity to discuss current issues with labor leaders and to try to iron out differences as they might arise.

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

REPORT PERIOD

SEPTEMBER 1, 1970 TO SEPTEMBER 30, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	20	\$ 5,891.15
Hospital Benefits	2,388	57,578.96
Death Benefits	35	85,754.75
Medicare Benefits	39	205.90
Maternity Benefits	40	8,000.00
Medical Examination Program	1,022	30,648.96
Dependent Benefits (Average \$478.50)	2,159	103,308.24
Optical Benefits	723	10,698.75
Meal Book Benefits	412	4,120.65
Out-Patients Benefits	3,818	30,136.00
Summary of Welfare Benefits Paid	10,656	336,343.36
Seafarers' Pension Plan—Benefits Paid	1,632	386,875.00
Seafarers' Vacation Plan—Benefits Paid (Average—\$498.85)	1,482	739,302.23
Total Welfare, Pension & Vacation Benefits Paid This Period	13,770	1,462,520.59

Directory of Union Halls

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

PRESIDENT

Paul Hall

EXECUTIVE VICE PRESIDENT

Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

SECRETARY-TREASURER

Al Kerr

HEADQUARTERS

ALFENA, Mich.

BALTIMORE, Md.

BOSTON, Mass.

BUFFALO, N.Y.

CHICAGO, Ill.

CLEVELAND, O.

DETROIT, Mich.

DULUTH, Minn.

FRANKFORT, Mich.

HOUSTON, Tex.

JACKSONVILLE, Fla.

JERSEY CITY, N.J.

MOBILE, Ala.

NEW ORLEANS, La.

NORFOLK, Va.

PHILADELPHIA, Pa.

PORT ARTHUR, Tex.

SAN FRANCISCO, Calif.

SANTURCE, P.R.

SEATTLE, Wash.

ST. LOUIS, Mo.

TAMPA, Fla.

TOLEDO, O.

WILMINGTON, Calif.

YOKOHAMA, Japan

"Tis The Season..."



Manuel Aguas, left, and Domingo Lallave drape the tinsel on the crew's Christmas tree aboard the *Charleston* (Sea-Land).



Volunteer Christmas decorators, from left, A. Ordiz, Manuel Aguas, J. Ruiz, Domingo Lallave, Julio Valle and Glen Tenley "deck the halls" in the galley of the *Charleston*.

Despite the fact that it is the Christmas season, ships still must sail to deliver necessary goods around the world. For the Seafarers manning these vessels, it is time away from families and friends. For them the ship must serve as home. So, in the true spirit of Christmas, SIU members aboard the *Charleston* (Sea-Land) set about decorating the ship's dining area while docked in Port Elizabeth, N.J. According to crew members the Christmas decorations tend to alleviate the loneliness of being away from one's family at this time of the year and also help convey the real meaning of Christmas—fellowship and good will.



Christmas bulbs are hung by J. Ruiz, able seaman, left, while A. Ordiz, able seaman, prepares the "canned snow."

Merry Christmas

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.

