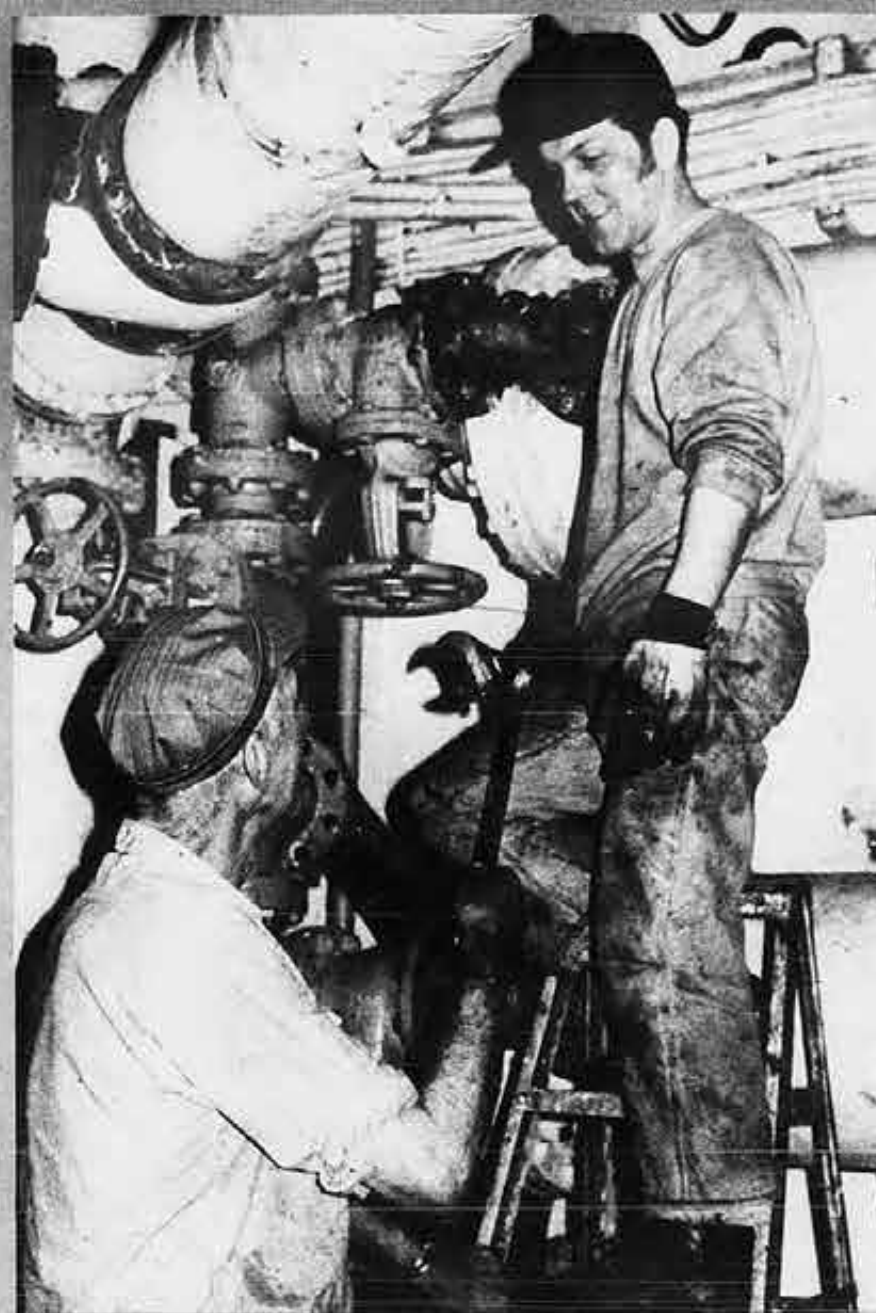


Federal Maritime Administrator Andrew Gibson (left) and SIU President Paul Hall discuss a program to increase American cargo in American-flag vessels during a symposium in New Orleans.

Page 3



SIU members prepare for new Great Lakes shipping season

Pages 15-18



SIU Rep. John Dwyer shows Seafarers new union-prepared Social Security booklet.

Page 21



New SIU-MEBA Engine License Training Program.

Page 5

Shipping for Alaska, Hawaii, Puerto Rico Discussed in Washington.

Page 2



## Alaska, Hawaii, Puerto Rico

## They're Qualified Lifeboatmen

# Conference Seeks Relief For Noncontiguous Area

Representatives from Alaska, Hawaii and Puerto Rico were joined by officials of the federal government, the shipping industry and labor unions at a conference in Washington, D. C., to discuss the possibility of finding relief of economic problems involving oceanborne traffic to the noncontiguous areas.

(The conference was held as the Seafarers LOG was going to press.)

Joint sponsors of the conference were the AFL-CIO Maritime Trades Department and the Transportation Institute, a shipping industry-supported maritime research organization.

Paul Hall, president of the MTD and president of the Seafarers International Union, opened the conference. Also speaking at the first session was Governor John A. Burns of Hawaii.

Other featured speakers were: Michael McEvoy, a trustee of the Transportation Institute and president of Sea-Land Service Inc.; Senator Ted Stevens of Alaska; Jorge L. Cordova, resident commissioner for the Commonwealth of Puerto Rico; Representative Thomas M. Pelly of Washington, and Edwin M. Hood, president of the Shipbuilders Council of America.

Speaker at the first day's

luncheon was Mrs. Helen Delich Bentley, chairman of the Federal Maritime Commission.

Panel discussions aimed at the particular problems of each of the three noncontiguous areas were held in the afternoon.

Chairman of the panel on Alaska was Harold D. Strandberg, Alaska's Commissioner of Public Works.

Among the participants were: Representative Howard W. Pollock of Alaska; Howard Pack, president of Seatrain Lines Inc.; Merle Adlum, president of the Inland Boatmen's Union of the Pacific; Harry P. Letton Jr., executive vice president of Pacific Lighting Service Co.; Thomas H. Kuchel, former Senator from California, and Morris Weisberger, vice president of the Seafarers International Union and secretary of the Sailors Union of the Pacific.

(Continued on Page 6)



Ten additional Seafarers passed Coast Guard examinations and received lifeboat endorsements after successfully completing the HLSS lifeboat training course in New York. Seated (l-r) are Nick Hutchins, Patrick Golden, Louis Perez, Frank Costanzo, Clarence Baker. Standing are SIU Instructor Lennie Decker, Jeff Gore, Elias Limon, Doug Ryan, Bob Demorest, and Leonard Dilling.

## Rep. Blatnik Sees Hope for Lakes; Warns Labor of Election Challenge

In a speech delivered to a recent meeting of the Duluth-Superior-Ashland-Harbors and Vicinity Port Council of the AFL-CIO Maritime Trades Department, Representative John A. Blatnik (D-Minn.) expressed confidence in the future of the Great Lakes area but warned that the labor movement faces a serious challenge in the 1970 elections.

In a wide-ranging speech, Congressman Blatnik touched upon a number of topics affect-

ing the Great Lakes and its maritime industry.

Commenting on a recent Army Corps of Engineers study which concluded that extension of the navigation season on the Great Lakes is economically justified, Blatnik noted that such an extension will not be cheap, but the benefits will far outweigh the costs.

The study recommends that a full analysis be made of the best ways to keep locks, harbors, rivers and lakes open for a long-

er period each year.

Blatnik cited the need for and the advantages of a large, new, pollution-free fleet. He also hailed the construction of a new, larger, self-unloading ship scheduled for completion in 1971. In a reference directed to the Nixon Administration he said that the Lakes have proved their worth, and thus merit attention from the Maritime Administration.

The Congressman noted the (Continued on Page 6)

## Foreign Imports Costing Jobs

### THE PRESIDENT'S REPORT

by PAUL HALL



TENS OF THOUSANDS of Americans are losing their jobs because of an unfair situation involving foreign trade. Plants in many industries—from those which produce window glass to many that make shirts and shoes—are folding under the pressures of cheap goods made by workers receiving coolie wages in foreign lands.

A Seafarer might logically wonder why we should be concerned. Those foreign-made goods have to be brought to this country in ships, and ships require seamen.

#### Everyone Gets Hurt

The fact is that every union member, every American consumer, is hurt in the long run by the flood of foreign goods that is driving many of our industries to the wall.

A parade of presidents of American unions told the midwinter meeting of the AFL-CIO Maritime Trades Department about it. In the footwear and manufactured leather goods industry, 13,000 jobs vanished as imports doubled in recent years. Six thousand jobs have been lost in the flat glass industry.

In the cement, clay and pottery industry, 22,000 jobs that were once filled by working Americans have been lost to cut-rate foreign competition.

The story is the same in plants that make electrical goods, or chemicals, or toys—and even cars. America in 1968, for the first time in history, imported more automobiles than she exported.

Those industries commonly referred to as the "needle trades," the people who make shirts and ties and suits, as well as the textile producers, have been reeling for years under the pounding of unfair foreign competition. Many complete textile communities have been made ghost towns by the closing of plants.

#### Low Pay, Lousy Fringes

In addition, unions that represent workers in the industries most directly affected by foreign competi-

tion are being told that the worker will have to accept low pay and lousy fringes—otherwise the company won't be able to compete with the imported products.

How does this affect the seafarer?

First of all, most of those foreign goods are brought into our country in foreign bottoms. Our industry, even if you include the shipments of the federal government, carried less than six percent of all American international trade in American-flag ships last year. So imports of cheap foreign materials have had little direct impact on seafaring jobs for Americans.

Secondly, those thousands of Americans who have either lost their jobs or have had to work for poor wages, can't afford to buy many American-made products. This means the market for domestic goods—products hauled from one American port to another—has been reduced. And under the Jones Act, all cargo hauled from one domestic port to another must be carried in American-flag vessels. So indirectly, the unfair foreign competition has cost us seafaring jobs.

Does this mean that the United States should pass laws that would stop the flow of foreign products into our country? No.

Even the union leaders whose members were being hurt the most by imports are against this.

#### 'Fair Trade' Needed

The answer lies in bringing about "fair trade" on the international scene. Other nations have passed laws that make it all but impossible for American goods to be sold in their countries. No American automobile manufacturer can crack the Japanese market basically because the Japanese have passed laws that make it almost impossible for an American car to be sold in their country. Many European nations have, by law, closed the door to American food imports—even though our country permits thousands of European agricultural products, from wine to cheese, to flood the American markets.

In some cases quotas might be an answer. We would say to another nation, "you may sell in our nation so much of a particular product." In return, that nation could be required to lower its barrier against an American-made product.

But in no case can our nation justify the current system that has caused thousands of workers to lose their jobs, that has closed hundreds of factories, that has virtually destroyed our once healthy balance of payments position that came because we sold more goods to the rest of the world than we bought.

Seafarers are not strangers to the effects of cheap foreign competition. We have seen our merchant marine fall from the finest in the world to a fleet that is old, small in tonnage and growing smaller in numbers. We have seen American merchant business taken by nations who run on the cheap—using vessels that are poorly constructed and handled by crews that are poorly trained, poorly fed and paid pauper's wages. This unfair competition has cost us jobs—and has cost the nation its fleet.

#### Must Increase Exports

The United States, to be economically strong, must increase her exports. Any increase in exports could mean, to the seafarer, more jobs.

President Nixon has set a goal in the maritime industry. He wants to see 30 percent of all of America's international tonnage carried in American-flag bottoms. This can best be accomplished through an increase in exports.

But should the current situation get worse—should the nation continue to allow foreign products to flood the markets—the President's goal could very well be meaningless. Because 30 percent of nothing is still nothing.

So the seafarer, like every other working American, has a great deal at stake in how our country handles foreign trade. The answers are clear. What is needed now is action.





The crisis in international trade and its effects on the American economy was discussed at a conference of the AFL-CIO Industrial Trades Department in Washington. Among the speakers were IUD President I.W. Abel, Senator Edmund S. Muskie (D-Me.) and AFL-CIO Secretary Treasurer Lane Kirkland.

## Exports Carried by Foreign Ships Cost American Jobs: Kirkland

"No industry is more dependent upon world trade than the merchant marine," AFL-CIO Secretary-Treasurer Lane Kirkland told a conference on the crisis in international trade.

But he warned: "When American exports are being shipped on foreign flag vessels, American jobs are being exported."

"When U.S.-made goods are exported, if it's on a foreign bottom—a service, shipping, is being imported."

Speaking at an AFL-CIO Industrial Union Department conference, "Developing Crisis in International Trade," the federation official told his audience:

"During the last 25 years, shipboard jobs for Americans declined sharply. By November 1969, shipboard jobs aboard privately-owned American merchant ships were down to only 27,222."

The shipping sector of the economy has nearly gone down the drain in the past 25 years, he charged, with similar job losses in the areas of building, repair and maintenance of ships.

"Foreign shipbuilding is usu-

ally encouraged by governments, with direct and indirect subsidies, to maintain volume operations and improved efficiency, while U.S. shipbuilding has been permitted to decline, with very little volume, old equipment and high costs," Kirkland declared.

He was critical of the "run-away shipping operations of U.S.-owned firms, including multi-national corporate conglomerates" which ship under flags of convenience (Panama, Liberia, Honduras) "and pay foreign merchant seamen merely a small portion of an American wage."

Multi-national conglomerates, many of them U.S.-owned, also drew fire from Kirkland for displacing U.S.-produced goods in American and world markets.

### Export Jobs

"They export American technology—much of it developed with the expenditure of government funds, the taxes of American citizens. They export American jobs. Moreover, when such goods are sold in this country, they are sold at American prices."

In short, the multi-nation conglomerates have the net effect of costing the American worker his job even though the American consumer pays the same price he would if the product were produced in its entirety in the U.S.

The world-wide operations of these multi-nation companies "do not represent free, competitive trade among the nations of the world," he asserted. "What they do represent is a closed system of trade, within the corporation, among its various subsidiaries in numerous countries."

He called for governmental action to curb investment outflows of U.S. companies to foreign subsidiaries.

### No Taxes

I. W. Abel, president of IUD, claimed that the U.S. government, instead of controlling the corporate monsters, is encouraging their development by not taxing profits of subsidiaries if

the profits remain abroad.

Another conference speaker, Senator Edmund S. Muskie (D-Me.) said, "Exports mean jobs," but cautioned: "Blind devotion to the concept of free trade can cause serious hardships for workers, industries and communities."

He continued:

"While American workers have in general gained from a growth in world trade, both as producers of exported products and as consumers of less expensive imported products, imports can and have caused serious dislocation and hardship by displacing American products."

### Policy for '70s

The Maine Democrat called for a trade policy for the '70s  
(Continued on page 6)

## Hall Tells Conference 'Ship American' Program Needed for Success

Success of the Nixon Administration's maritime program will depend on the success of a "Ship American" campaign targeted at including American industry and government to use American-flag vessels, Paul Hall, president of the Seafarers International Union, told an audience at the 21st annual Institute on Foreign Transportation and Port Operations at Tulane University in New Orleans.

"American cargo on American-flag ships is fundamental to the whole program," he said. "We must have cargo, because without it we have nothing. We must make American industry conscious of the need to use U.S. ships, just as we have helped to make Congress conscious of the problems of the maritime industry."

Labor, government and industry, he said, must join forces to "spearhead the drive to put American cargo on American-flag ships."

He noted that committees in both the House and the Senate have completed hearings on the Nixon Administration proposal that would, among other things, provide subsidies for the construction of 300 vessels in the next 10 years.

### Can Be Beneficial

While the program will not be "all things to all men," he said, "we're at least agreed that the total effect of the Administration's program can be beneficial."

Recounting the plight of the American merchant marine, Hall said:

"The remarkable and the main fact is that we in this industry have managed to stay alive despite the lack of interest

and almost open hostility of the three previous administrations. The Nixon Administration has put the maritime industry high on its agenda of the nation's problems that must be solved."

Hall praised Maritime Administrator Andrew E. Gibson for "his devotion to the industry and his dedication to getting U.S.-flag ships on the seas."

Gibson, who served with Hall on a panel discussing "Our Maritime Status—Today and Tomorrow," voiced optimism on the future of the merchant marine.

"I know of no other major American industry, notwithstanding our current problems, that has a greater growth probability tomorrow," he asserted. The Nixon Administration program, he said, "provides the means to revitalize our merchant marine and transform it into one of the most modern in the world by the end of this decade."

Yet the problems facing the American-flag fleet today are enormous, he added.

### 'A National Crisis'

"Simply stated, the status of the U.S. Merchant Marine today can only be termed a national crisis," he declared. "Time is fast running out for the great majority of our fleet. Three-fourths of the 933 vessels in active service have either reached or are approaching 25 years of age. At best, these ships have very few years of service left."

Gibson revealed that "the wholesale decimation of our fleet nearly began last month. British (insurance) underwriters were reportedly planning to hike cargo insurance rates on 25-year-old ships. If this rate structure were put into effect, 258 of the 650 U.S.-flag general cargo ships engaged in foreign trade would have been forced off the high seas."

Gibson, who went to London where he successfully argued against the insurance rate increase, said the case "is just one more reminder that this industry is living on borrowed time."

(Continued on page 6)

### Engine Department Seafarers

## SIU-MEBA Upgrading Plan Opening for Enrollment

The SIU and District 2 MEBA are cooperating on a new original license training program for unlicensed engine department personnel. The pilot program will consist of three successive 16-week training courses to be conducted at the Harry Lundeberg School of Seamanship in Piney Point, Maryland.

Enrollment will be limited to 30 men per class who will receive engineering, first aid and fire fighting instruction at the school. Each successful candidate will receive \$56 per week while attending classes.

Each class will report for processing at the School of Marine Engineering and Navigation, 672 Fourth Avenue, Brooklyn, for enrollment and a physical examination, required by the United States Coast Guard before being bussed to Piney Point.

The first two scheduled classes will meet in New York on May 1, and on Aug. 28, 1970. Candidates who are accepted for classes will be reimbursed for receipted transportation up to the amount of \$125.

Pre-entrance examinations have been sent to each port to aid in selection of successful candidates. The applicant's shipboard experience will be considered along with his performance on the examination.

Headquarters has sent out applications to all engine department members and, anyone who is eligible, is encouraged to apply.

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# Congressmen Want, Read Letters From Constituents—Rep. Udall Says

A congressman has a "hot line" to his constituents—the postman's mailbag.

Rep. Morris K. Udall (D.-Ariz.) recently pointed out that letters are important to a congressman, but that very few citizens ever take pen in hand and express an opinion to the man who represents them in Congress.

He attributes this reluctance to two popular misconceptions: (1) Congressmen have no time or inclination to read their mail, and (2) one letter won't make a difference anyway.

"I can state flatly that these notions are wrong," the Arizona Democrat said.

"I read every letter written me by a constituent; a staff member may process it initially, but it will be answered and I will insist on reading it and personally signing the reply.

"On several occasions I can testify that a single, thoughtful, factually persuasive letter did change my mind or cause me to initiate a review of a previous judgment. Nearly every day my faith is renewed by one or more informative and helpful letters giving me a better understanding of the thinking of my constituents."

To congressmen, mail is more important today than when sessions were shorter and they spent more time at home in their districts. Thus, they are forced to rely on the mails to bring in opinion from constituents to help shape congressional opinion on legislative matters.

As an aid to those 10 percent already familiar with writing their congressman and as a spur to those who have not written, Rep. Udall offers the following suggestions:

- Address it properly. For congressmen the address is "Hon. John Smith, House Office Building, Washington, D.C. 20515." For senators, "Senator Bill Jones, Senate Office Building, Washington, D.C., 20510."

- Identify the bill or issue. The bill number or popular title, such as "minimum wage," will help identify what you are con-



Rep. Udall

cerned with out of the 20,000 bills introduced in each Congress.

- The letter should be timely. A letter that arrives after a bill is out of committee or passed by the House may make it impossible for a congressman to be of assistance.

- Concentrate on your own delegation: The representative of your congressional district and the senators of your state cast your votes in Congress and want to know your views.

- Be reasonably brief.

- Student letters are welcome.

The congressman also offers some "do's" and "don'ts" of writing to a representative. They are:

## DO'S

- Write your own views—not someone else's. A personal letter is far better than a form letter or a signature on a petition. "Form letters often receive form replies," Rep. Udall said.

- Give your reasons for taking a stand. Simple opposition without background reasons give a congressman little basis to work from.

- Be constructive. "If a bill deals with a problem you admit exists, but you believe the bill is the wrong approach, tell me what the right approach is," the congressman stated.

- Say "well done" when it's deserved. "Congressmen are human, too, and they appreciate an occasional 'well done' from people who believe they have done the right thing."

## DON'TS

- Don't make threats or promises. Reasons may change a congressman's mind, but threats probably won't.

- Don't berate your congressman. "You can't hope to persuade him of your position by calling him names."

- Don't pretend to wield vast political influence. "Write your congressman as an individual—not as a self-appointed spokesman for your neighborhood, community or industry. Unsupported claims to political influence will only cast doubt upon the views you express."

- Don't become a constant "pen pal." Don't try to instruct your congressman on every issue and don't complain if his votes do not match your thinking every time. "Remember, he has to consider all his constituents and all points of view."

- Don't demand a commitment before the facts are in. There are two sides to every issue, and the bill may be changed by amendment so that opposition becomes support.

Congressmen need help in casting their votes. "The 'ballot box,'" says Congressman Udall, "is not far away. It's painted, red, white and blue, and it reads 'U.S. Mail.'"

## Four New Tankers Under Construction

Work will be resumed on four 34,000-ton tankers now being built in a Pascagoula, Miss. shipyard. Construction of the vessels for SIU-contracted Falcon Tankers, was halted because of difficulties with performance of proposed 12-cylinder, 15,000-horsepower diesel engines for each vessel.

As a result, it was agreed that the builder would substitute twin 7,500-horsepower diesels as the main propulsion units for the first two tankers and either twin engines or single 15,000-horsepower engines, depending on performance, for the other two vessels.

## Youth and Experience



James Corcoran, right, is 66 and has been going to sea for some 42 years as a member of the deck department. During a recent voyage of the Tampa (Sea-Land), Corcoran, who sailed deck maintenance, took time to show the ropes to Walter Wright, 19, who was sailing as ordinary. Wright is a graduate of the HLSS program at Piney Point. Corcoran has been sailing with the SIU since 1938.

## 199 Others Sentenced

# Teacher's Union President Jailed in New Jersey Beef

David Selden, president of the American Federation of Teachers, has been jailed and seven officers of the Newark (N.J.) Teachers Union and 192 members of the union, are scheduled to begin jail terms for their efforts to win a decent agreement on wages, conditions, and improvements in the school system.

The local union officers received sentences of six months, Selden 60 days, and the members 10 to 30 days for taking part in a strike which resulted from the city's refusal to bargain in good faith.

The strike was settled last month, the day after a massive labor rally in Newark was attended by thousands of trade unionists from the New York-New Jersey area, including more than 100 supporters from the SIU.

Selden has no regrets about going to jail. He said:

"Going to jail is my way of dramatizing the absurd situation in which teachers and other public employees find themselves when it comes to collective bargaining.

"The United States is one of the few democratic countries in

the world that has a flat prohibition against public employees strikes... most European countries, including Great Britain, Sweden, Norway, Denmark, France, Italy and others, take it for granted that a person who works for the government has a right to stop work in order to bring about changes in his condition of employment."

## Involuntary Servitude

Selden said that without the power to strike, there can be no meaningful collective bargaining. Limitations on the right to strike, he said, are actually impositions of a degree of involuntary servitude.

"The Newark Teachers Union won a great contract," Selden said. "The agreement provided improvements both for teachers and students. Without the determined strike, the downhill trend of education would have been allowed to continue.

"Going to jail is not a pleasant prospect, but if by so doing I can hasten the day when we can have free collective bargaining, then I consider it a duty."

# Maine Developing Sea 'Farms' to Increase Fishing Harvest

Scientists at the Maine Department of Sea and Shore Fisheries are developing new methods of "farming the seas" that promise to expand the yield of the American fishing industry to combat a food shortage forecast because of the world's rapidly expanding population.

Experimental studies in the science of "aquaculture" have shown that coastal submarine life can be raised in coves or inlets under controlled conditions that greatly increase their yield. An added advantage to the fisherman is that he knows exactly where the "crop" is located when harvest time approaches.

In a recent speech, Congressman Hugh L. Carey (D-N.Y.) said the world's population will double by the year 2000 and urged that it would be necessary to develop food and mineral potential of the seas to avert a serious shortage.

The Maine Department, working with coastal marine life found in the waters off the jagged coastline,

has found proper cultivation could raise that value of that state's catch from \$25 million last year to \$200 million by 1980—a twenty-fold increase in 10 years.

Dr. Robert L. Dow, chief of marine research, says that this would be only the beginning of cultivation that could bring Maine's fishing wealth into the billions-of-dollars by the turn of the century.

Aquaculturists have discovered that controlled conditions reduce marine mortality and provide a greater yield. For instance, oyster and clam production can be multiplied by controlling their natural enemies in closed-off coves or by using floating breeding traps that protect them until maturity.

Similar techniques can be used to "farm" lobsters. The scientists explain that the Maine coastline is ideal for aquacultural experiments because the many coves and inlets can be closed off from open waters to control such environmental factors as temperature, salin-

ity, mineral content, and predators.

Dr. Dow cites the revitalization of the Maine shrimp fishing industry as one of the accomplishments of aquaculture:

"From 1953 to 1956 there were no shrimp landed off the coast of Maine," he explained, "but water temperatures started dropping and forecast a better breeding situation. We used this knowledge to plead with the fishermen who thought that the shrimp had deserted our coast to go out and try again. Since then, the yield has increased year-by-year until we fished over 23.5 million pounds last year."

Dow explains that aquaculture is not new—it has been practiced by Japanese oyster fishermen for many years—but is not developed. He envisions that the American coastal fishermen will be quick to establish "farms" now that the benefits have been proven just in time to feed the world's exploding population.



## Rep. Addabbo Sees Passage Of Merchant Marine Act

Congressman Joseph P. Addabbo (D-N.Y.) predicted the passage of the Merchant Marine Act of 1970, during a luncheon speech at a meeting of the AFL-CIO Maritime Trades Department.

But, citing the fact that the Soviet Union has replaced the United States as the world's leader in number of ships while the U.S. has skidded to seventh position, he said that much stronger measures would be needed to effectively revitalize our shipping industry.

"It is a fact that the 300 new ships to be constructed in the next decade—should the program be approved—will not even equal the number of aged ships that will be retired from our decrepit fleet," he said.

Rep. Addabbo offered statistics showing that the U.S. has slipped from first place to fifth place in total ship tonnage during the past quarter century, "and we would have to double our tonnage to even replace Norway for fourth place."

### U.S. Overtaken

"Who would have dreamed—just a few years ago—that Russia, with a naval heritage about equal to that of Switzerland—would overtake the Goliath of the seas, the United States? But overtake us they have," Addabbo said.

Speaking before representatives of the 7.5 million member Maritime Trades Department, he urged the Nixon administration to expand the present proposal.

He urged provisions for aiding the Great Lakes fleet and the fishing industry, and to extend construction subsidies and deferred tax privileges to carriers of domestic cargo—"particularly those who service the non-contiguous states of Alaska and Hawaii and the Commonwealth of Puerto Rico."

Addabbo cautioned that the administration's goal of reviving the American-flag cargo fleet would be impossible unless the federal government, one of

the world's largest shippers, would set an example for private shippers by increasing its percentage of cargo carried in American bottoms.

"Nothing less than 100 percent of the federal government's cargo should be allotted to American-flag ships," he said. "We must drive home the point that each foreign bottom laden with American goods is harming our nation's merchant fleet and our balance of payments."

### Higher Losses

He cited much higher losses of ships flying foreign flags compared to American vessels to drive home the superiority of properly trained American crews and offer "an unimpeachable argument for the detailed and effective—and yes, time consuming and costly—training programs that have made America's seafarers the finest in the world."

Rep. Addabbo related that 102 Greek seamen lost their lives in sea disasters during the past four months and runaway-flag ship losses from Panama are eight times higher than for U.S. ships and Lebanese shipping losses are an incredible 37 times greater than those suffered by American owners.

The 10-year veteran of the House of Representatives decried the fact that the administration's proposal provides no help for the Great Lakes fleet, describing that fleet as one "whose ships are often older than the average age of the seafarers working them."

"Ignored as well is help for our beleaguered friends in the fishing industry," he said. "They have seen their share of the U.S. market plummet from nearly 70 percent to a third, while better equipped foreign competitors have thrived upon the miseries of the American fisherman."

Rep. Addabbo concluded that an autonomous, Cabinet-level Maritime Administration to give direction and aid to the nation's maritime policies and programs is required.

## 12 More Qualify For Full SIU Membership



Congressman Hugh Carey (D-Brooklyn, N.Y.) was on hand for a dinner attended by the latest group of Seafarers to complete the Advanced Seamanship Training program. Congressman Carey, who has long been concerned about the plight of American shipping, told the new full-book members that he intends to continue the fight to build a strong United States flag fleet. Flanking the Congressman are (at left) Bull Shepard, SIU vice president; and Ed Mooney, SIU representative.



Twelve more Seafarers received their full membership books after completing Advanced Seamanship Training. Presentation was made at the April membership meeting in New York. First row (l-r): C. Leahy, J. Gallagher, E. Vajda, T. Anderson. Second row: T. Howell, M. Johnson, C. Spangler, W. Ballard, C. Taylor. Top row: J. Staley, J. Hagner, and J. Southerland.

## Poland Building Up Merchant Fleet With Boost From Soviet Union

With help from the Soviet Union, who purchases about 75 percent of her shipping exports, Poland is becoming a major maritime power.

During the next five years the Polish fleet is scheduled to double in size. There are now three flourishing ports on Poland's less than 350 miles of Baltic coastline and the infant maritime industry is pushing to take full advantage of these waters.

Before the Poles were ceded

this coastline by provision of the Potsdam agreement after World War II, the nation had little maritime heritage, but since then, the government has expended great efforts to develop ocean industries.

In the early post war days, the Polish shipbuilding industry had only 20 engineers, 100 technicians and 1,000 trained workers to construct ships. There were no Polish maritime officers. Captains and officer's had to be imported from other European countries.

Today there are more than 2,000 engineers, 3,800 shipbuilding technicians and 47,000 shipyard workers. They have raised Poland to tenth place in ship construction capacity, fifth place in the export of ships and first place in the building of fishing vessels.

### Five-Year Plan

The next "five-year-plan" for the 1970s will concentrate on construction of dry cargo vessels and fishing vessels, especially the large "mother ships" that serve as floating factories for large fleets of trawlers on fishing grounds all over the world. Despite strong competition from Japan and East and West Germany, Poland is gradually increasing her markets for Polish built ships.

The Polish merchant fleet now has 1,000 officers on 231 vessels and ranks 18th among the world's shippers with 1.7 million deadweight tons.

From an annual catch of 12,000 tons of fish before World War II, Polish fishing fleets now take 385,000 tons of fish from the seas. These fishermen, who only started venturing out of home waters into the Atlantic in 1961, have set a goal of 600,000 tons in 1975 and 900,000 tons in 1980.

### Minimal Control

The shipbuilding industry is faced with minimal governmental control so that shipbuilders can go out to find customers. Shipbuilding already accounts for more than five percent of the nation's annual export earnings. Polish yards have even developed tools that are exported to other nation's shipyards.

The three major ports, Szczecin, Gdynia and Gdansk are busy and prosperous. The Poles are developing a fourth harbor on the Baltic to further expand their fledgling but ambitious maritime industry.

After an impressive beginning the Polish maritime industry is ready to try to rise to the big leagues as one of the world's leading maritime powers.

## Earn Engine Room Endorsements



The Harry Lundeberg School of Seamanship's Q.M.E.D. upgrading program has qualified nine more Seafarers for engine room endorsements. Pictured above (l-r) are Instructor Bob Lonchick; Patrick Laszlo, FOWT; James Glover, FOWT; George Bermeo, oiler; Alex Christian, FOWT; Richard Burkhart, FOWT; Dario Madrid, FOWT; Anthony Howell, FOWT; Minas Notaris, junior engineer; Richard Pleninger, junior engineer; and Ernest Bowen, Coast Guard examiner.



# 'Ship American' Program Needed For Success of 1970 Maritime Plan

(Continued from page 3)

He said it was paradoxical that while the fleet is predominantly composed of World War II vintage ships, "it also contains the most efficient general cargo ships in operation in the world today. We top the rest of the world in containerships."

U.S.-flag vessels, in the second quarter of 1969, were hauling 58.6 percent of all containerized cargo carried in U.S.-North Atlantic trades, and 64.7 percent of the containerized movement between the U.S. and the Far East, he reported. In spite of this, foreign-flag ships continue to monopolize the nation's international trade movement, accounting for 94 percent of the tonnage moved, he added.

Gibson listed several pluses he found in his work with the merchant fleet.

"American seaman," he said, "are second to none in the world."

As for management, he said, "I can discern no signs indicating that the foreign-flag lines are more innovative, display better judgment, or possess a better brand of expertise. The fact that a foreign-flag tramp with a Chinese crew can turn a profit on a voyage hauling a low-revenue cargo at a rate that is prohibitive to an American-flag tramp, hardly implies that the foreigner is a better manager than his American counterpart."

Gibson said President Nixon has "charted a new course" for the American Merchant Marine through his proposal that is now before Congress.

"The new program calls for the construction of 300 highly productive merchant ships during the next ten years," he said. "These ships, type by type, will be among the most modern and efficient in the world."

## Must Have Cargo

He said the Administration's program was not developed "just to produce a fleet of modern ships."

"If our nation is to elevate and preserve its maritime stature, these ships have got to sail down to the marks with cargo. No ship however modern or efficient, will be profitable if it sails half full."

"We in the Maritime Administration are currently in the process of formulating an intensive trade promotion effort to assist American-flag operators to attract cargoes to their ships. In my judgment, this is the most important task before us, once the new legislation has been enacted."

## 'Ship American'

Gibson said he has heard from shippers several reasons why they send their cargo on foreign bottoms, and chided them for "the absence of nationalistic attitudes (while) paternalistic attitudes abroad figure importantly in the routing of freight to foreign lines."

Gibson said a nationwide

program would be launched to "Ship American."

"It will have the strongest support of the President and the Secretary of Commerce," he said. "The principal message will stress the positive benefits that accrue to both the shipper and the nation from the patronage of American-flag ships. Americans must be made aware of the economic dividends that can be realized in the form of employment, federal tax revenues and an improved balance of international payments."

## Long-Term Support

"The enactment of the President's program will put into effect a long-term federal commitment of support to the industry," he continued. "It makes just plain good sense for the shipping public to utilize the services of our fleet in some reasonable degree. Many of the dollars the government will expend to modernize our merchant marine will return to the treasury from such patronage."

The panel was chaired by Charles H. Logan, industrial relations counsellor from New Orleans. Ray Murdock, executive director of the Transportation Institute in Washington, D.C., was moderator.

## It's All in the Contract



SIU Representative Red Campbell (right) refers to the contract to explain duties of reefer maintenance to Felix Diaz, chief electrician on the Tampa (Sea-Land). Many beefs can be resolved aboard ship by understanding the Union contract. All department delegates should keep a copy of the contract with them at sea.

## \$100 Million Appropriated For Coast Guard Operations

The House has passed a bill authorizing \$100 million for Coast Guard Vessels, aircraft and facilities for the 1971 fiscal year. This was a reduction from the fiscal 1970 appropriation of \$142.8 million.

An amendment offered by Rep. Frank T. Bow (D-Mich.) requiring that new ships authorized by the bill be constructed in American shipyards, was accepted and the measure was passed by a voice vote.

Provisions of the bill include:  
• \$62,295,000 for construc-

tion and improvements to Coast Guard vessels, including \$59 million for the first of a new series of polar icebreakers.

• \$12,865,000 to buy and improve aircraft, including \$12.5 million for six medium range helicopters.

• \$24,840,000 for the development and establishment of Coast Guard installations and facilities.

The budget includes an Administration proposal for one oil-spill clean-up system to combat off shore oil pollution.

## Noah's Ark Berthed On Mountain Top?

They don't build ships like they used to. Not if it's really Noah's Ark that is being excavated on Mount Ararat in Turkey.

But whatever is 14,000 feet above sea level on that glacier covered mountain, is drawing attention from some well-known experts.

Offering to help remove the ice covering supposedly 50 tons of hand hewn beams is the Arctic Institute of North America, which, according to a New York Times article, is "probably the foremost polar research organization on this continent."

If it is indeed Noah's Ark on that mountain — and there are doubts about this — then the wooden remains would be several thousand years old. Good wood, wasn't it?

## IUD Conference Discusses Foreign Shipping Threat

(Continued from page 3)

that meets two objectives:  
Continuation of a longstanding policy of seeking to build a healthy trade surplus through the elimination of world trade barriers.

Provide protection for workers and industry against injury from imports through a program of adequate assistance and time to find new endeavors.

Senator Muskie criticized the Nixon Administration for a "lack of urgency" in appointing members of a commission on world trade and investment. He said the delay in appointments continues despite the fact that the problems of world trade

"affect the livelihood of millions of Americans."

In addition, he said four steps would improve the overall trade picture:

• Encouragement of fair labor standards around the world patterned after those won in the U.S.

• Elimination of "unnecessary self-imposed restrictions" on trade with communist countries.

• Demands for equal treatment for U.S.-made goods in foreign markets.

• Development of realistic exchange rates among major trading nations.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

MARCH 1, 1970 to MARCH 31, 1970

### DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	3	6	0	3	9	8
New York	130	113	74	73	14	190	139
Philadelphia	15	11	4	6	0	26	22
Baltimore	55	33	46	16	8	131	43
Norfolk	17	28	27	23	4	21	28
Jacksonville	40	32	22	19	1	45	40
Tampa	10	9	11	23	1	13	11
Mobile	34	41	6	9	4	83	74
New Orleans	112	92	71	58	12	139	107
Houston	80	99	40	51	12	134	123
Wilmington	49	68	45	45	16	52	29
San Francisco	101	118	75	90	23	118	57
Seattle	59	39	55	26	41	49	27
Totals	709	686	482	439	139	1010	708

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	9	6	3	7	1	6	4
New York	94	129	67	82	19	140	171
Philadelphia	10	13	8	10	0	15	29
Baltimore	53	43	46	36	7	62	64
Norfolk	17	35	18	21	5	19	40
Jacksonville	19	47	7	27	3	21	52
Tampa	9	9	2	13	0	9	6
Mobile	26	33	7	9	0	67	79
New Orleans	89	81	56	71	4	93	148
Houston	70	95	45	43	5	109	124
Wilmington	32	41	17	32	12	27	16
San Francisco	79	113	55	98	55	65	41
Seattle	47	41	26	44	33	40	13
Totals	554	686	357	493	144	673	787

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	2	4	5	0
New York	76	62	55	43	27	143	89
Philadelphia	13	5	3	3	2	23	13
Baltimore	45	21	37	21	11	99	62
Norfolk	15	13	16	25	9	20	22
Jacksonville	11	16	5	11	9	21	28
Tampa	5	2	2	7	1	7	3
Mobile	37	20	5	5	1	81	50
New Orleans	64	49	54	42	1	123	71
Houston	77	47	24	19	18	147	55
Wilmington	14	31	12	19	15	29	14
San Francisco	76	93	67	25	37	79	38
Seattle	45	17	40	15	20	33	13
Totals	480	378	321	237	155	810	458



## Seafarer Rottaris 'Down on the Farm' After 35 Rewarding Years At Sea



Shown here in 1934 aboard his first ship, The Greater Detroit, is Brother John Rottaris who spent 35 years at sea and has now retired on an SIU pension to become a farmer. In this and other photos provided by Seafarer Rottaris, SIU members are taken back to early days on the Great Lakes.



Rottaris and a shipmate kid around aboard the George H. Engalls in 1938. It was on this ship that Rottaris worked as an oiler when he met Fred J. Farnen who is now an SIU Vice President and Secretary-Treasurer of the Great Lakes District.

He says he's one of the nickel immigrants because when he was 14 years old he came over from Canada to the United States on a ferryboat that only cost a nickel.

He's now 56, a naturalized citizen for over 30 years, and a retired SIU pensioner whose 35 year sailing career reflects what life used to be like for the Great Lakes seaman.

His life has been an interesting one for all Seafarers and his present situation is equally fascinating. For, after all those years on the water, Brother John Rottaris of Marine City, Mich., has become a farmer.

His sea career began in 1934, four years before the SIU was formed, and seven years after he had come to the United States.

It was in 1934 that Rottaris was sailing as a wiper on one of the last side wheelers to be seen on the Great Lakes. The ship was called the *Greater Detroit*.

On the first trip Rottaris made, the third engineer was Harlow Wolfe, a man with whom he still keeps in touch and who is a MEBA pensioner.

"My old pal, Harlow" Rottaris said, "is 72 and still spry. He lives on 20 acres not far from me and he raises sheep."

In the Spring of 1938 when Brother Rottaris was working as an oiler aboard the *George H. Engalls*, he met Fred J. Farnen, now an SIU Vice President and Secretary-Treasurer of the Great Lakes District.

Farnen was then working as a fireman and according to Rot-

taris, "he had one of the roughest toughest, dirtiest jobs on board—hand shoveling coal into the vessel's boilers."

Rottaris describes the conditions on the Lakes then, conditions that all old time sailing men will well remember.

The food and water were bad. Heat was erratic, and there was little space and light. "It was hard to be a seaman on the Lakes in the '20s and early '30s," Rottaris said.

"Poor treatment by owners, companies and captains brought on the need for a Union."

He noted there were a few good captains while others were indifferent and still others very bad.

Brother Rottaris was an active Union member. He and "Freddy, the ice man, who is dead now" organized the Wyandotte Steamship Company on the Great Lakes in 1947. "We worked day and night" to get their four ships into the Union, he recalled.

Seafarer Rottaris sometimes shipped as much as seven straight months out of a year, and during the war he shipped out practically all the time. When he retired he had 6,500 days behind him.

He regularly stops at the Detroit Union Hall to keep in touch with old friends and play pinochle.

His dedication to the Union made it possible for young men now to pursue a sailing career on a more professional basis.

As Rottaris pointed out: "They'll have to work hard, but at least they won't have to face

the obstacles we did."

Even though he sailed for 35 years, Brother Rottaris still has the vigor and drive to get up early in the morning and pursue a career that requires hard labor.

He bought 12 acres of land close to the water in Marine City and this spring he will be planting sweet corn, carrots and other vegetables. In addition, Brother Rottaris does odd jobs, such as painting and varnishing pleasure boats, and also picks tomatoes and cucumbers for farmers—just to stay in shape.

What makes a Seafarer of 35 years turn to farming in his retirement?

Rottaris explained that his first job on coming to Michigan was as a farmhand. In fact, it was the farmer's brother who was a seaman, who first interested young Rottaris in sailing.

Also, when Rottaris sailed he heard many stories about farm life since many of his sailing companions on the Great Lakes were raised on farms.

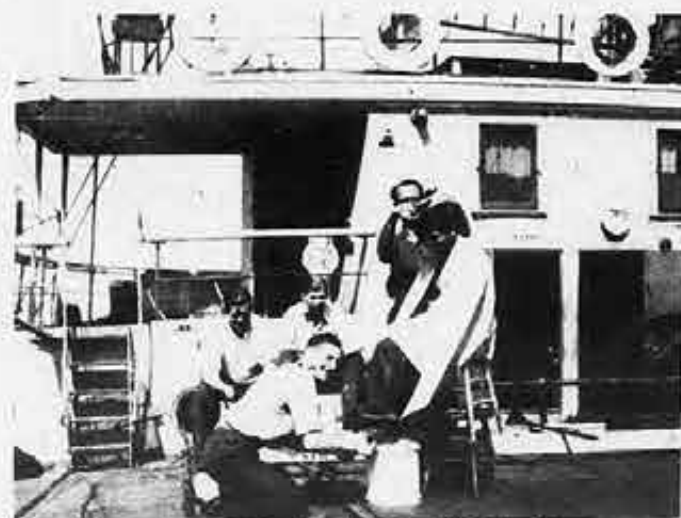
On the whole, Rottaris says, "most of the Great Lakes sailors were from the small cities of Algonac, Marine City, Sinclair and St. John. And the majority of these men were brought up on farms."

Talking about his retirement, Brother Rottaris said, "I am so thankful for a good pension from the SIU because now I can draw from the fruits of my labor."

And to all those Seafarers who are still sailing, Rottaris wishes them "the best of luck, and may all your days be smooth ones."



On the Engalls again, Seafarer Rottaris wears his life-jacket. In recalling his days aboard Great Lakes ships, he remembers not only the good times but also the hardships endured, such as bad food and water, poor heating, and little space and light.



A crewmember on the Engalls in 1938 is given some luxury treatment during leisure time. While one shipmate cuts his hair, Brother Rottaris shines his shoes. Rottaris came to this country from Canada when he was 14 years of age.



Driving his tractor on part of his 12 acres of farmland in Marine City, Michigan, Brother Rottaris intends to plant sweet corn, carrots and other vegetables this spring. Besides this work, he does odd jobs, such as painting and varnishing pleasure boats and picking tomatoes and cucumbers for other farmers.



Rottaris is proud to stand with his old friend, Harlow Wolfe who is a MEBA pensioner and the owner of 20 acres of land on which he raises sheep. Wolfe, who is 72 years old, was the third engineer on the first trip Brother Rottaris made in 1934. They have kept in touch ever since.





Deck Department Seafarer Marian Lubiedewski has his heart checked by Dr. J. A. San Filippo at the SIU clinic in the Port of New York. Brother Lubiedewski makes it a habit to stop in at the clinic for a routine check up when he is between ships.

A chest x-ray is part of the comprehensive physical examination for Seafarer Joseph Jernigan. Clinic technician Benjamin Iannotti operates the x-ray machine and makes sure that Brother Jernigan is in the proper position for the chest x-ray.

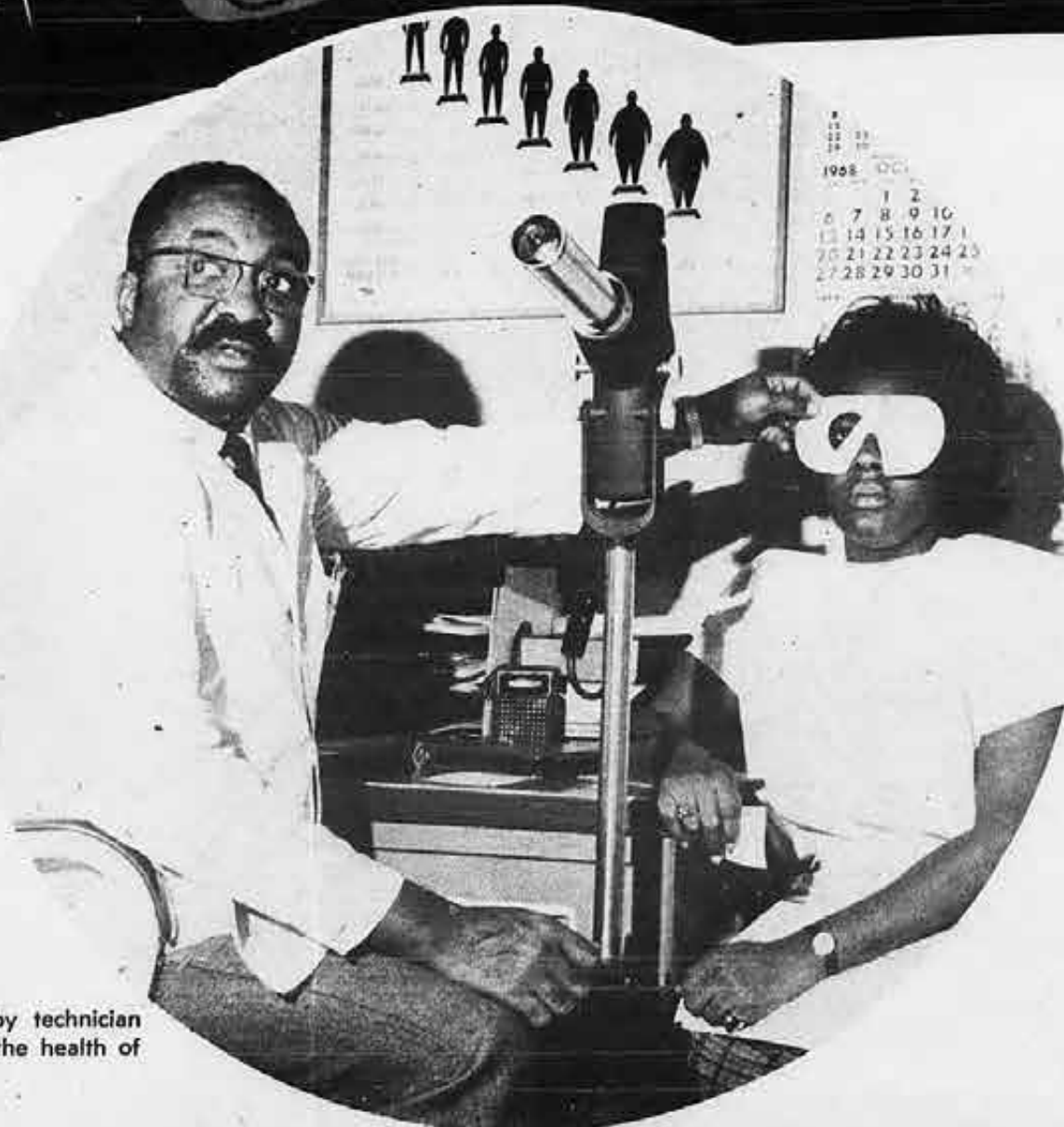


In order to really be fit for duty at sea, a Seafarer must be in the best possible physical condition. To insure being in ship-shape condition, periodic physical examinations are needed to diagnose trouble and correct it before it becomes serious.

This is why the SIU established the Pete Larsen Memorial Clinic in the Port of New York to provide medical services for Seafarers and their families.

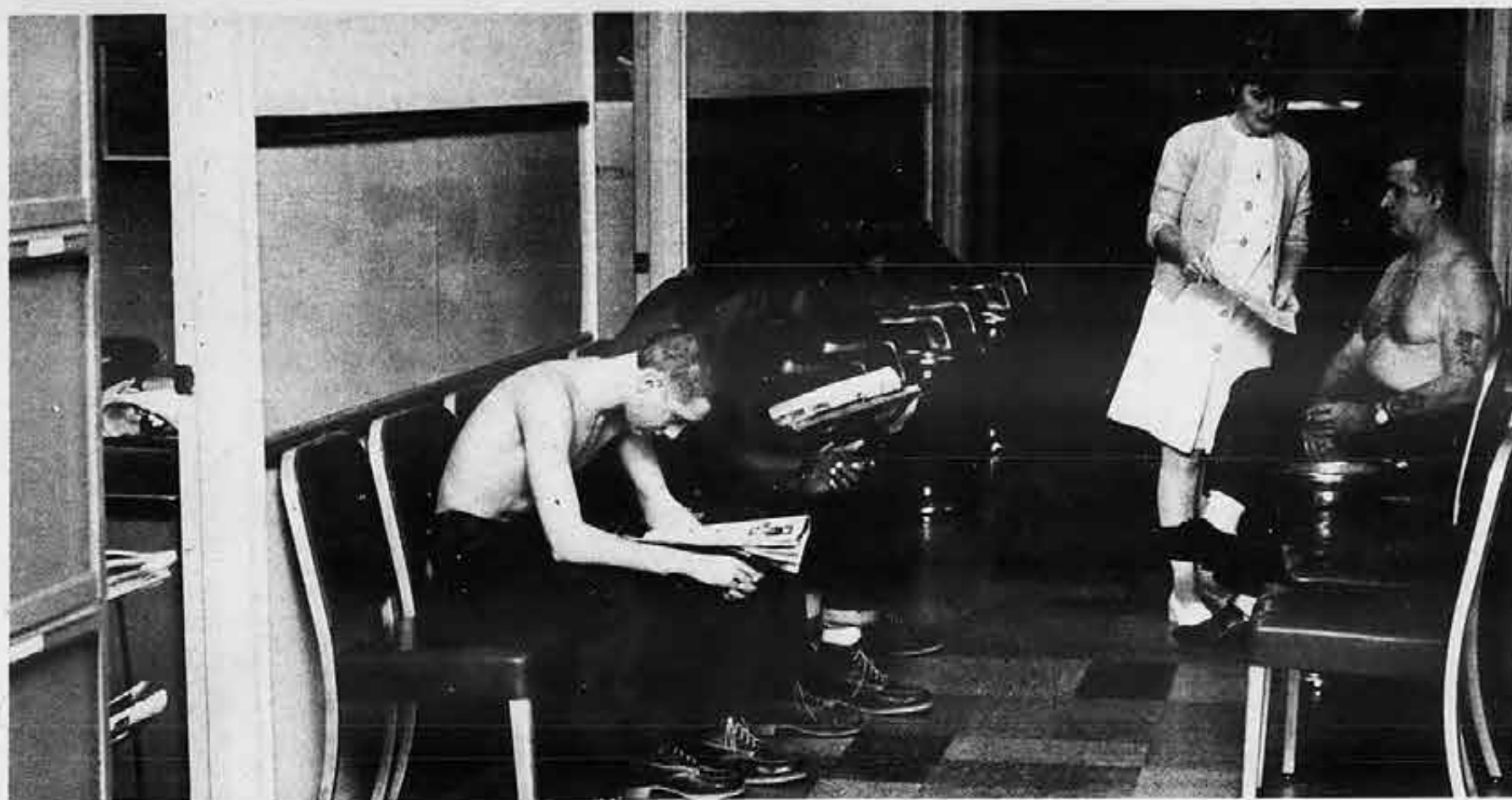
The clinic is fully equipped with the latest medical equipment necessary for complete examination and diagnostic services, including laboratory, x-ray, and optical facilities.

A full-time professional staff of doctors, nurses and technicians is always available to assist Seafarers and their families with any medical problem.



Leabho Harvin has an eye examination administered by technician Richard Brigham. The SIU clinic serves and looks after the health of both Seafarers and their families.





Several students from the SIU's Harry Lundeborg School of Seamanship, along with veteran Seafarer Marian Lubiedewski (right), occupy the waiting room at the clinic. Brother Lubiedewski answers some questions for his medical record held by nurse Mary Larsen.



Seafarer Albert Jensen, who sails in the engine department, fills out a medical history form for nurse Mary Larsen. The clinic will use the information supplied on the form by Brother Jensen during the physical examination.



Nurse Ann Garfield looks over the information on medical questionnaire just filled in by Seafarer Joseph Pierro. Pierro is a student at the SIU's Harry Lundeborg School of Seamanship. He is looking forward to his first ship.



A blood test is an important part of every physical examination performed by the SIU clinic. Brother Jose Fernandes, who sails as FOWT, looks on as lab technician William Rivers uses a sterile needle to take a blood sample.



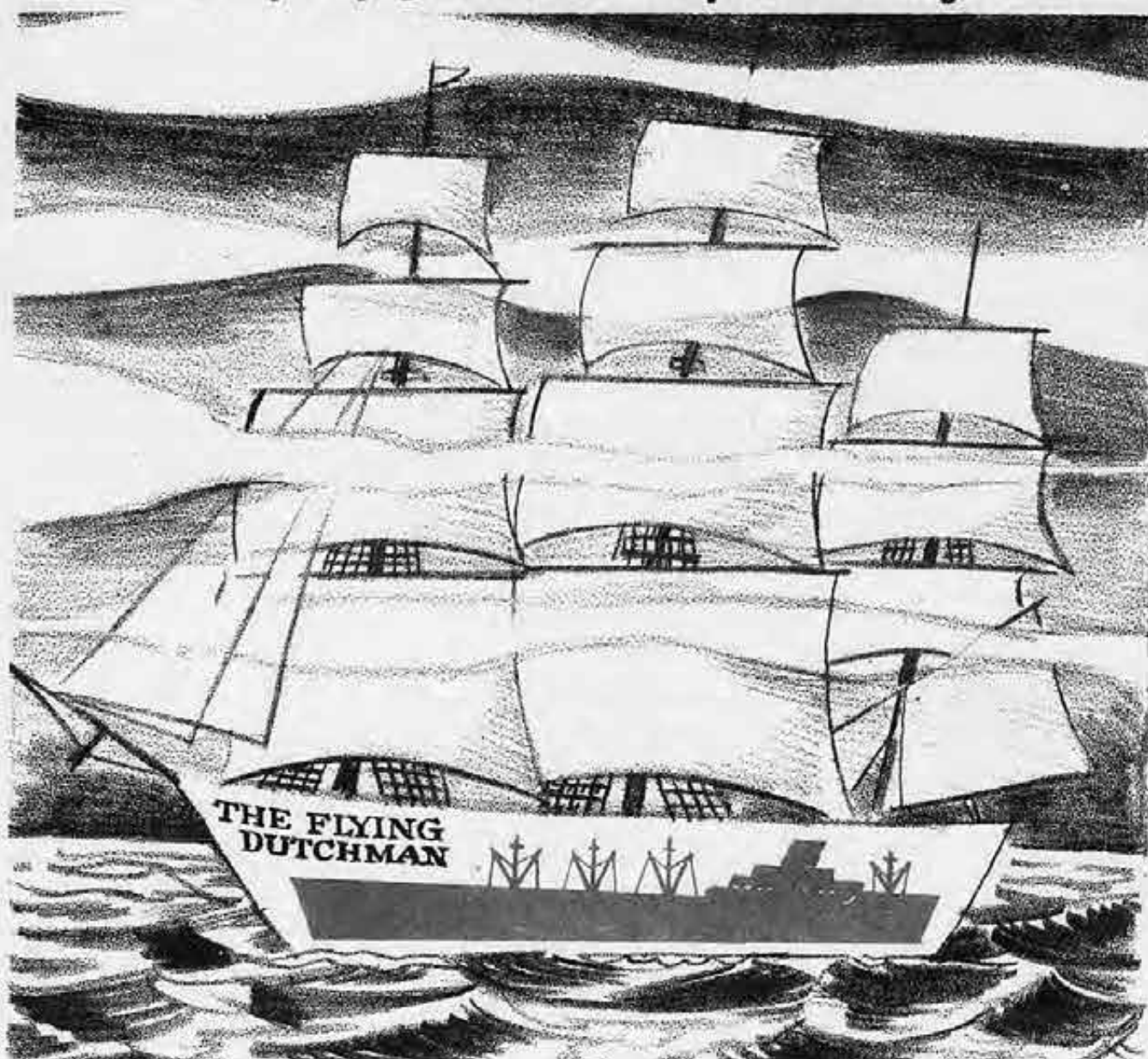
Mrs. Leabho Harvin, wife of Seafarer Clarence Harvin, who sails as a third cook, relaxes as an overhead x-ray machine is used by x-ray technician Benjamin Ianotti.



Seafarer Narciso Palomar, who sails as a wiper, has his blood pressure checked by Dr. Maurice Pivkin. In order to check the blood pressure properly, it is checked both at rest and after exercise.



## Today's Flying Dutchman—A Ship Without Cargo



A ship without cargo is worthless—a total loss, not only to its owners but to the Seafarer as well. An empty ship provides no jobs. Like the legendary ghost ship, **The Flying Dutchman**, an empty ship never reaches port—because it never sails.

After many years of battle, it appears that the SIU will be able to join its friends in seeing a program to construct new vessels put into effect. Members of Congress from both political parties are favoring a program by the Nixon Administration to build 300 merchant ships in the next 10 years.

Should the proposal be adopted, the SIU will be confronted with a new challenge—getting the holds filled with cargo. We will, of course, continue our fight to get the federal government to increase its shipments in American-flag bottoms. The government, whose agencies have reneged on even sending half their shipments on American vessels as ordered by Congress, should do far more. There is no valid reason for any federal gov-

ernment cargo being carried on a foreign-flag vessel.

But even should we succeed in winning our long struggle to increase government carriage on American ships, we will but make a small dent in the huge void that exists. The American-flag fleet now carries less than six percent of the total American international waterborne tonnage.

To increase our carriage to the 30 percent level envisioned by President Nixon for the mid-1970s will require convincing American industry that it pays to "Ship American."

We are pleased to see that Maritime Administrator Andrew E. Gibson told an audience at Tulane University in New Orleans that a national program is being developed to urge industry to "Ship American." He can count on the solid support of the SIU.

We have fought the good fight to get government support of a modern, strong merchant marine. We will do no less to see that, when it comes, it is protected and promoted.

## Great Lakes Fleet Needs Transfusion

A large and important area of our maritime heritage lies in the glories of the Great Lakes fleets.

What schoolboy has not heard of the Battle of Lake Erie, during which Commodore Oliver Hazard Perry and the young American lake fleet defeated a British squadron to give the infant navy a much needed boost in morale?

The Great Lakes have always been a life line between the ports of the midwest. With the opening of the Erie Canal, connecting Buffalo, New York, on Lake Erie with the Hudson River near Albany, in 1825, the lakes were joined with the Atlantic.

In 1959, the St. Lawrence Seaway was completed, allowing ocean-going vessels to penetrate as far west as Duluth, Minnesota, to pick-up and discharge cargoes from the American heartland.

Great Lakes commerce has long been an important economic factor in American trade.

Lately, American cargo ships are so over-matched that about 45 foreign-flag ships

carry cargoes between foreign and Great Lakes ports for every American Great Lakes vessel sailing abroad. Even these few lakes ships are in a sorry state. About 45 percent of them were built before 1915—more than 50 years ago—older than the crews who are sailing them. They are truly deserving of the nickname "rust-bucket fleet."

There is ample room for improvement in the percentage of American cargo to be transported in American ships. For example, the area serviced by the Great Lakes and the Seaway manufactures 54 percent of the transportation equipment and 51 percent of non-electrical machinery made in the United States. This is over and above the agricultural products from the midwest.

Why are American goods carried in foreign bottoms?

The terrible truth is that since 1955 our fleet on the Lakes has declined by more than 130 vessels with a loss of almost 5,000 jobs for Lakes seamen.

We must reverse this trend.

## Seafarer Likes Life Aboard Research Ship

Most Seafarers come back from voyages aboard ships that have carried either cargo or passengers.

But it was a different sailing trip for Brother Rogette White, who for 13 months served as cook aboard the U.S. Oceanographic Research Vessel Robert D. Conrad.

The Conrad, an SIU-contracted vessel, is operated by Lamont Geological Observatory. In a recent interview Brother White told the LOG of his trip.

Leaving Honolulu in late 1968, Seafarer White stayed with the Conrad for 13 months as she researched the ocean's bottom from Cape Horn to the Indian Ocean and back into the Pacific.

Brother White shared the excitement of the scientists as they discovered new facts about the undersea world.

White said the scientists took samples of the ocean floor, "checked the temperature of the water, the depth of the mud, its temperature, watched how the tides ran and took samples of the rock in order to determine its age."

He saw the depth of the ocean change, and on the whole, found the trip "very interesting, especially when they found something new."

As the ship traveled from port to port, White would sometimes spend as much as 30 to 40 days at sea. "We would seldom see another ship" and at these times "often the most exciting event was seeing land."

White explained that there were, on an average, from 36 to 38 men aboard the 200 foot ship, including both crew and scientists.

He came into contact with some very interesting men, including scientists from around the world.

Brother White's sailing career began in his native island of Bermuda some 27 years ago when he was only 17. Since then he has sailed through many seas. In 1963 he began working for the Lamont Observatory. He later joined the SIU in the Port of New York.

Unlike many SIU veterans of

World War II, Brother White did not serve in the American Armed Forces but was in the British Navy.

Talking more about Lamont Observatory, White explained that the Robert D. Conrad was named after a famous naval deep sea oceanographer.

The Conrad has made many scientific journeys on most of the world's oceans. She is fully equipped with complex instruments: some photograph the ocean's bottom; others take magnetic and gravitational measurements of the earth; while still others test materials that lie beneath the ocean floor.

The Observatory itself belongs to Columbia University and has its main station in Palisades, New York on the west side of the Hudson River.

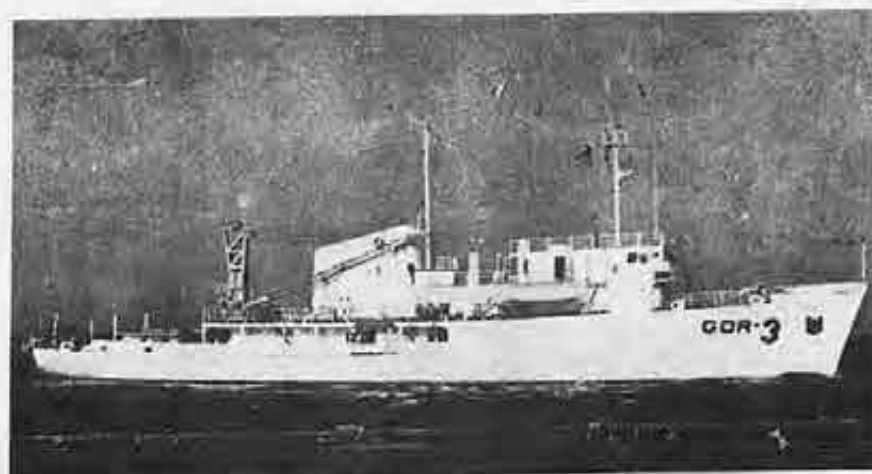
The Observatory was "... established to study the composition and structure of the earth, its history, the changes now taking place in it, and its relationship to the rest of the universe..." according to a Lamont spokesman.

Among its accomplishments are the discovery of small snail-like creatures who were thought to have been extinct for 300 million years. These animals' "ancestors were among the first to leave a clear fossil record on earth."

Also discovered were salt domes in the deep basin of the Gulf of Mexico. "The domes are the first of their kind found beneath the floor of a deep ocean," and they are "of the type that have made the coastal region of Louisiana and Texas one of the richest oil areas in the world," according to Lamont scientists.

While drilling into the continental shelf off the Georgia-Florida coast, Lamont scientists and researchers from other oceanographic institutes discovered artesian fresh water wells.

Besides learning more about the undersea world, Lamont has another goal — "to perpetuate and increase man's knowledge of the earth by teaching students those subjects in which research is done at the Observatory."



R/V Robert D. Conrad, operated by Lamont Geological Observatory



# Ship's Committee



**THE SIU SHIP'S COMMITTEE**—a new concept to provide all Seafarers with the opportunity to take an even more active part in the affairs of their Union—has proved increasingly successful since the Committees were first established eight months ago.

The idea of a Ship's Committee was initiated and voted by the membership last July to become a part of the Standard Freightship and Tanker Agreements.

Under this program, the office of Ship's Delegate has been abolished.

The five-man Ship's Committee consists of three elected delegates: a deck delegate, engine delegate, and steward delegate. The other two members of the Committee are the Ship's Secretary-Reporter, who is the chief steward, and the Ship's Chairman, who is the bosun.

All shipboard beefs are handled through the department delegates. The department delegates also periodically check the overtime sheets of the crewmembers in their department. All beefs that have not been settled during the voyage are taken to the SIU patrolmen at payoff by the department delegate.

The Ship's Chairman has the responsibility of calling a shipboard meeting every Sunday while the vessel is at sea. He is expected to lead discussions on all matters relating to the Union and its programs: the SIU constitution, the freightship and tanker contracts, the welfare and pension plans, political action for more ships and jobs, training programs, and other matters.

The Ship's Secretary-Reporter is expected to keep in close touch with SIU headquarters so that the crewmembers can be kept up to date on what's happening ashore. He also sends headquarters a report of each shipboard meeting, including discussions, recommendations and other actions.

The Seafarer at sea, like his brother on the beach, wants to know more about his Union. Every member, whether at sea or ashore, has a right to be fully informed about his Union's programs and policies—and, every member also has the right and the obligation to take part in formulating and carrying out those programs and policies. The continued growth of the SIU as a viable, democratic trade union depends on the fullest possible expression of ideas and opinions by Seafarers ashore and at sea throughout the world.

The establishment of the Ship's Committee, the responsibility of department delegates in handling beefs, and the requirement of weekly shipboard meetings at sea, provides the opportunity and the forum for every SIU member to have a voice in the affairs of his union.



AZALEA CITY (Sea-Land)—(L-r) Morris Berlowitz, steward delegate; C. N. Johnson, secretary; John H. Morris, chairman. Engine and deck delegate were on watch when this photo was snapped.



TAMPA (Sea-Land)—(Seated l-r) G. Castro, chairman; Eloris Tart, secretary; Arturo Mariani Jr., steward delegate. (Standing l-r) Felix Diaz, engine delegate; Allen Lynn, deck delegate.



SEATRAN NEW JERSEY—(L-r) Emanuel Lowe, steward delegate; Charles Reddish, engine delegate; S. P. Morris, chairman; Herbert Atkinson, secretary.



SEATRAN GEORGIA—(L-r) Don Pace, engine delegate; Bill Wallace, chairman; William Simmons, deck delegate; Jim Thomas, secretary.



PORTLAND (Sea-Land)—(L-r) Henry Bentz, chairman; Ralph Hernandez, secretary; Voldemar Koel, deck delegate; Osvaldo Rios, steward delegate. On watch was Osvaldo Delgado, engine delegate, seen here inserting burner in the fireroom.



## Early SIU Baby Growing Up

One of the first SIU babies born under the SIU maternity benefits program launched on April 1, 1952, Linda Marie Ciampi, daughter of Seafarer and Mrs. Manfredo V. Ciampi, is now a lovely 18-year old student at Revere High School in Revere, Massachusetts.

Linda was born on April 4, 1952, just three days after the maternity benefits program went into effect, and Brother Ciampi says that it seemed as if Linda, who was expected in March, "decided to hold off the stork, so that she could qualify for the new benefits."

She will graduate from high school in June, and is looking forward to a career with one of the airlines as a reservationist.

Brother Ciampi told the LOG that the CIU provides its members with "some great benefits" and the maternity benefits program is only one of them.

Another benefit for Seafarers and their children is the annual SIU Scholarship awards. Each year five winners are selected by a distinguished panel of leading university educators and administrators. Since its inception, the SIU Scholarship Plan has helped 83 young men and women.



## Lifeboat Classes Graduate at Piney Point



CLASS 42—(l-r front row) Jerry W. Jordan, Winston T. Shanks, Thomas J. Dougherty, Joseph W. Hagner, Robert E. Lightfoot, Danny Tolbert, William S. Mattes, David R. Waldrop, John R. Day. (Back row) Instructor Paul McGaharn, Charles L. Miller, Michael T. George, John M. Cataldo, James R. Arnold, Robert E. Hoiten, Eric T. Bush, John C. Morris, Arman S. Earnest, Gerald N. Hargus, Baldeyude Grajales, Jr., Roland Perry, Jr., and Instructor Daniel Griffith.



CLASS 43—(Kneeling l-r) Rodolfo Perez, Alphonso David. (Front row) Instructor Paul McGaharn, Charles Augustus, Stephen Jacques, Martin Gamble, Charles Fleck, Thomas R. New, Frederick Reed, Richard Simpson, Eugene Williams, Mike Goodwin. (Back row) Benny Migliorino, Aaron Rose, Lawrence Dyer, Paul Veralopulo, Jr., Clayton Everett, George Roth, Rickie Jones, Thomas Powell, Jimmie Blick and Steven Harvey.



Delta Mexico



Delta Paraguay



Del Oro

## Safe Ship Award

Sparked by the seamanship and cooperation of SIU members in all three departments aboard its ships, SIU-contracted Delta Steamship Lines has, for the sixth straight year, bettered previous safety records.

The company announced recently that a 1969 record of no lost-time injuries has been turned in by five vessels in the Delta fleet. This figure is more than double the 1968 number

of vessels with accident-free records.

The five vessels with accident-free records for 1969 were the Del Norte, Del Oro, Delta Brasil, Delta Mexico and Delta Paraguay.

These five SIU-manned vessels have a total of 2,710 days—or over seven years—sailing without an accident. Crews aboard all Delta ships worked a total of more than five million

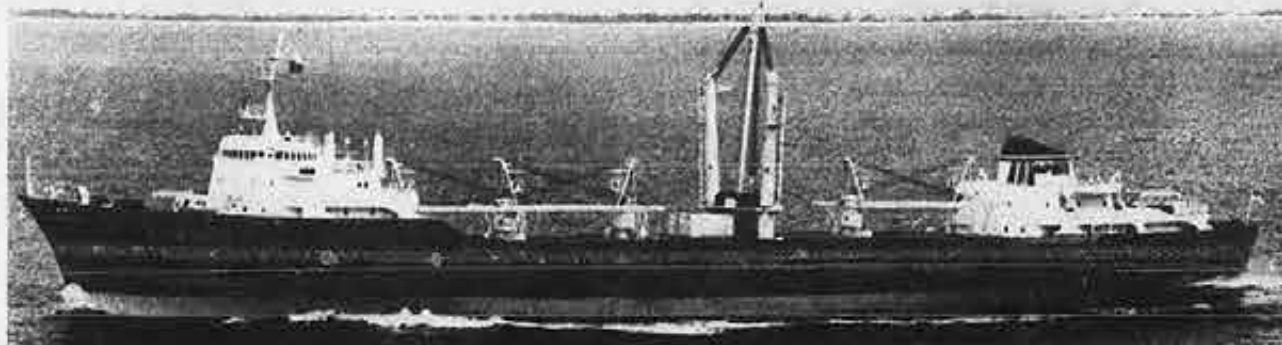
man hours with only 20 lost-time accidents.

Delta's American-flag fleet serves South America, the Caribbean and West Africa through ports in the Gulf of Mexico. Some of the company's ships also saw duty in the Vietnam war zone during 1969.

The lost-time injury ratings are certified by the National Safety Council.



Del Norte



Delta Brasil



## Congressmen Seek 'Fourth Seacoast' Designation to Spur Lakes Subsidies

Thirty-nine congressmen from Great Lakes districts have introduced two identical bills that would recognize the Lakes as the fourth seacoast of the United States for subsidy purposes involving foreign trade.

The bills, which were referred to the House Committee on Merchant Marine and Fisheries, "recognize the fact that the St. Lawrence Seaway has transformed the Great Lakes seaports into international centers and the heartland of America into a

coastal region with world ports ready to accept shipping to and from every nation," said Rep. Thomas L. Ashley (D.-Ohio) on introducing the legislation.

He said the proposal would grant the Lakes full port status and assure them equal treatment with the other three seacoasts.

"The Great Lakes were barely considered when the Merchant Marine Act was passed in 1936 because, at that time, there was no such thing as the St. Lawrence Seaway," the congressman pointed out.

"In 1936 we had a waterway from the sea into the Great Lakes which would accommodate vessels with drafts not greater than 14 feet. Since the opening of the Seaway in 1959, however, the system has been expanded so that it can now accommodate deep draft ocean-going vessels," he stated.

The Ohio Democrat continued:

"The Great Lakes-St. Lawrence Seaway system today stands as one of the world's great commercial traffic arteries, penetrating midcontinent United States and affording water-borne access to and from all ports of the world.

"In North America, the mid-continent is the most important section for agriculture, population, industrial production, and employment."

He concluded: "The time has come to recognize the contributions of the Great Lakes region and to end their status as a stepchild of the Eastern seaboard."

## Mississippi Senate Kills Strike Ban Bill

JACKSON, Miss. — A labor-opposed bill banning public employee strikes was killed in the Mississippi Senate.

State AFL-CIO President Claude Ramsay said the punitive legislation was criticized by nearly all participants in the Senate debate and only a handful of votes were cast against the motion to table the bill.

The measure would have automatically fired any public employee who struck. If he were later re-employed, he would be subject to dismissal for any reason during a three-year probationary period and barred for two years from receiving more pay than he was getting before the strike.

# Labor Backs Strong Legislation Designed to Create More Jobs

AFL-CIO Legislative Director Andrew J. Biemiller urged the House Labor Committee to enact meaningful manpower legislation that would create jobs instead of the current administration proposal which, he said, "serves no other purpose than to delude the public."

He was speaking in favor of a bill that would create new public service jobs that was introduced by Representative James G. O'Hara (D.-Mich.) and 111 other congressmen.

A federal program to create public service jobs for the long-term unemployed and the "seriously underemployed" was needed in 1968 and 1969, and is "even more essential today," Biemiller said.

"The nation is now faced by both an economic slump and rapidly rising prices, after more than a year of the Administration's policy of severe economic restraint, imposed in the name of combating inflation," he emphasized.

### Unemployment Rising

With unemployment continuing to rise, even beyond predictions, Biemiller noted, its greatest burden is falling on blue collar workers, particularly those with the least skills, the most recently hired and members of minority groups.

To help solve the problem, he continued, the nation needs a manpower policy that includes:

- Massive job creation based largely on a public service employment program.

- Consolidation and coordination of manpower programs under the Department of Labor with responsibility for direction and development vested in the Secretary of Labor.

- Training programs that emphasize upgrading instead of simply preparing the hard-core jobless for entry-level jobs.

Of the bills before Congress, Biemiller stressed, only the O'Hara bill would make it federal policy to move in all three areas and spell out the procedures for doing so.

### Practical Way

"It is the most practical and realistic way to create jobs in large numbers for the long-term unemployed and the seriously underemployed," he said.

Even as a mechanism for improving the delivery of manpower services, the Administration bill "misses the mark" in that it would turn over manpower programs to the states, the AFL-CIO suggested.

Manpower programs are national in scope and "this is too important an area" to let 50 states each go their own way dispensing funds in a way "that may or may not be in line with

national goals," the federation said.

Another deficiency in the Administration bill, Biemiller declared, is that it would make state employment services the key agencies in the delivery of manpower services.

These agencies "in the past have demonstrated neither the machinery nor the compassion to appropriately administer programs dealing with the disadvantaged" and are not oriented to handling their problems.

"They are employer oriented. They are geared to finding an applicant for a job, rather than a job for an applicant."

By contrast, it was pointed out, a feature of O'Hara's bill is that it "does not dispute responsibility" for manpower programs but instead points the finger at the Secretary of Labor and says "you're it."

"There is no hiding behind the skirts: there is no shrugging of the shoulders on the part of local officials in ascribing the fault to the states and the states in ascribing the fault to the federal government and federal government ascribing the fault to state and local officials.

"If things go wrong, the Secretary of Labor is responsible and he should shoulder the blame."

## Group Hits Texas Rangers For Anti-Labor Activities

The Texas Rangers may be nearing the end of the trail if the state accepts the recommendation of the Texas Advisory Committee of the U.S. Civil Rights Commission.

The members asked the state government to abolish the Rangers because of their anti-labor activities.

The committee urged President Nixon to abolish "commuter labor" (green carders) crossing the border from Mexico to work in the United States.

The group also asked for coverage of farm workers under federal and Texas labor laws.

The committee, composed of citizens from all parts of the state, issued its recommendations after holding open meetings and interviewing Texans on discrimination.

They found that Mexican-Americans in the Rio Grande Valley were "fearful and bitter" toward the Texas Rangers.

Farm labor is prevented from organizing, said the report, by the state's "mass picketing law" and law enforcement groups like the Texas Rangers.

"There is strong evidence," they found, "that the conduct of law officers in strike situations in South Texas is not neutral, but rather supportive of the farm operators' position and intimidating to laborers and labor organizers."

Commission Chairman Rev.

Theodore M. Hesburgh was quoted as saying the oppression of farm labor in Texas is "as close as you can come to slavery or people in bondage or a complete deprivation of normal, civil and human rights and I think it is a very serious situation and it ought to be made a federal case."

The report cites an estimate by the United Farm Workers Organizing Committee that 43,687 commuters from Mexico work in Texas, California, Arizona and New Mexico in competition with Americans.

These "green carders," said the committee, "provide a limitless source of cheap labor for growers, making organization of farm labor in Texas almost impossible."

The report also asked that the National Labor Relations Act and full minimum wage coverage be extended to farm workers and that the Texas Legislature enact workmen's compensation laws, unemployment and disability insurance laws along with mandatory housing standards applicable to migrant farm workers.

There was strong criticism of some federal economic development schemes. The "twin-plant" concept of the Commerce Department was denounced because it permits U.S. industries to locate plants across the border in Mexico in order to take advantage of cheaper labor.

## A Stormy Crossing for the Cities Service Norfolk



Crewmen John Burke, Richard Hannon, George Tamlin and Ralph Dougherty stand on the fantail where Bosun Ken Marston was injured as he grabbed Tamlin who was being swept overboard by a heavy boarding sea during a bad storm. Marston is in the hospital in Yokohama.

Oiler Louis Raymond and Wiper Fitz Williams repair storm damage to lines, pipes and washed-away catwalk gratings. The Norfolk sustained heavy storm damage during the Pacific crossing.



Fury of the storm is evident here as crewmembers Dennis Tieman, Dannie Truss and Jose Meta repair a door that was sprung and nearly ripped off by the heavy seas. Photos were taken in Yokosuka, Japan.





## 13 Seafarers Win Lifeboat Endorsements



Thirteen more Seafarers received endorsements as qualified lifeboatmen March 17, after attending the HLSS training course in New York. Seated (l-r) are Jim Edgar, Mike McQueenie, Conrad Taylor, Steven Vinson, Edward Vajda, and Jim Hagner. Standing (l-r) are: SJU Instructor Lennie Decker, Tony Parascandola, Bill Card, Juan Rosario, Abraham Alfaro, Terry Stanley, John Sakariassen, and Nick Paloumbis.

### MTD Meeting

## Moorhead Cites Transport Needs

A coordinated program to develop the nation's total transportation system—rivers, harbors, rails, highways and airports—has been called for by Rep. William S. Moorhead (D-Pa.).

Speaking before a luncheon meeting sponsored by the 7.5 million-member AFL-CIO Maritime Trades Department, the Pennsylvania Democrat declared that an integrated approach to the needs and problems of our transportation system is essential "if we ever are to have any hopes of solving our problem of moving people and goods."

At the same time, Rep. Moorhead said expansion of transportation must take place as part of a concerted national effort to

revitalize decaying urban areas, to enable expansion into suburbia and to restore clean air and water to our people.

#### Coordinated Effort

He emphasized that failure to effectively coordinate all of these activities would mean the U.S. could find itself "doing something with one hand and undoing it with the other."

Moorhead was particularly critical of the fact that maritime legislation being considered by Congress deals exclusively with deep sea shipping and ignores shipping on the Great Lakes and the 25,000-mile network of inland waterways, as well as shipping along the nation's coasts.

"I don't think we should be satisfied with this approach," Moorhead told the meeting of

labor, industry and government officials. "I don't think we should accept the premise that times are tough, that dollars are scarce, and that, since we can't do all of the things we should, then we'll just have to limp along with piecemeal solutions to our problems."

"This attitude suggests . . . that next year, perhaps, we could consider the problem of, say, the Great Lakes; that perhaps in 1972 we might give a little thought to coastwise shipping; that in some other year in the future we might even tackle the problems of our . . . network of inland waterways."

He called such a stretch-out approach a "hope of future action dangled under our noses like a carrot to keep us quiet."

## Russia Builds Three Tankers

## Cuba Expands Merchant, Fish Fleets Through Strong Maritime Program

Cuba is expanding her merchant and fishing fleets with ships built in both Communist and non-Communist ports.

Three tankers, 20,000 tons each, were built for Cuba by the Soviet Union, while 30 shrimp boats are being obtained from French ports.

When two 15,000 ton ships arrive from Sweden later this year, the country's merchant marine will total 49 freighters with 376,600 tons displacement.

#### First Large Ships

Other new ships in the fleet have been built in East Germany, France, Poland and Spain. Twenty-one of these newest ships are over 10,000 tons.

The operational range of the three tankers built in the Soviet Union is 10,000 nautical miles and they cruise at over 17 knots.

Cuba has never before owned vessels such as these. They are also the first large ships built by the Soviet Union for Cuba.

#### Large Shrimp Fleet

The shrimp boats are 25 meters long and weigh 215 tons. They will bring Cuba's shrimp fleet to 150 vessels. Of these, 73 were built in Spain.

Since the 1959 revolution, the tonnage of Cuba's merchant fleet has increased sixfold, according to the country's statistics. In 1959, Cuba reports, there were 14 ships in the country totaling 57,900 tons.

During the 1970's the Cuban government plans to acquire

over 200 ships with displacement of three million tons. The ships will carry 60 percent of Cuban export and import cargo and are part of a long-range transportation expansion system for the country.

## Washington Conference

(Continued from page 2)

The president of the Hawaii State Senate, David C. McClung, was chairman of the conference panel on Hawaii.

Members of the panel included: Representatives Patsy T. Mink and Spark M. Matsunaga; James Dooley, port agent, Sailors Union of the Pacific; Stanley Powell Jr., president of Matson Navigation Co.; Tadao Beppu, speaker of the Hawaii House of Representatives; Page Groton, administrative director, Boiler-makers Iron Ship Builders Marine Council, and Senator Daniel K. Inouye of Hawaii.

The panel discussing Puerto Rico's problems was chaired by Luis Guinot Jr., administrator of the Commonwealth's Washington, D.C., office.

Serving on the panel were: Keith Terpe, president of the Seafarers International Union of Puerto Rico; Andrew A. Pettis, president of the Industrial Union of Marine and Shipbuilding Workers of America; Al Maskin, executive director of the American Maritime Association, and Mr. McEvoy.

Representative Edward A. Garmatz, chairman of the House Merchant Marine and Fisheries Committee, addressed the closing session which also received reports and recommendations from the panels.

## Zenith to Export 7,000 Jobs By Moving Plant to Formosa

Zenith Radio Corp. plans to export 7,000 American jobs.

Zenith is building a giant new plant in Taiwan, Formosa, and has announced that it will let 3,000 workers go this year with another 4,000 layoffs planned for 1971, according to company chairman Joseph S. Wright.

In his speech at the IUD conference, AFL-CIO Secretary-Treasurer Lane Kirkland questioned the wisdom of such planning by multi-national companies.

"It seems to me that the Zenith case pinpoints some of the biggest problems we face—the inability of American industrial leaders to understand how their actions could ultimately result in their own undoing," Kirkland said.

"Look at it this way: Foreign trade accounts for less than 10 percent of the United States gross national product. That means that 90 percent or more of all the goods that United States corporations produce here is sold here and used here.

"In other words, the United States is its own best customer.

"Why? Because the United States worker earns enough, generally speaking, to be a major United States consumer. And every time an American corporation exports United States jobs, it eliminates part of its potential market."

"Mr. Wright of Zenith won't be selling many of his products in Taiwan because he'll be paying such low wages—perhaps as little as 15 cents an hour—that none of his workers in Taiwan will be able to afford them.

"And, of course, the workers he lays off here—black and white alike—won't be able to afford them either.

"I can't understand such short-sightedness."

## Blatnik Urges Dropping Tolls; Asks Longer Shipping Season

(Continued from page 2)

dangers of pollution from watercraft, and outlined how his bill, now in Conference between the Senate and the House, would substantially cut down or eliminate such pollution.

#### St. Lawrence Seaway

Blatnik recommended that the St. Lawrence seaway tolls be either reduced or eliminated entirely, and that the debt be cancelled. He outlined his own bill and that of Senator Walter Mondale (D-Minn.), which are both designed to accomplish these goals.

Directing the gathering's attention to other issues, Blatnik pointed out that both unemployment and inflation are on the increase. He quoted Federal Reserve Board Chairman Arthur F. Burns, who predicts even more unemployment and further decline in housing, but added "Burns thinks it is a healthy thing."

Blatnik accused the Nixon Administration of sacrificing Labor to the big banks under the banner of "anti-inflation" moves.

Outlining the challenge the

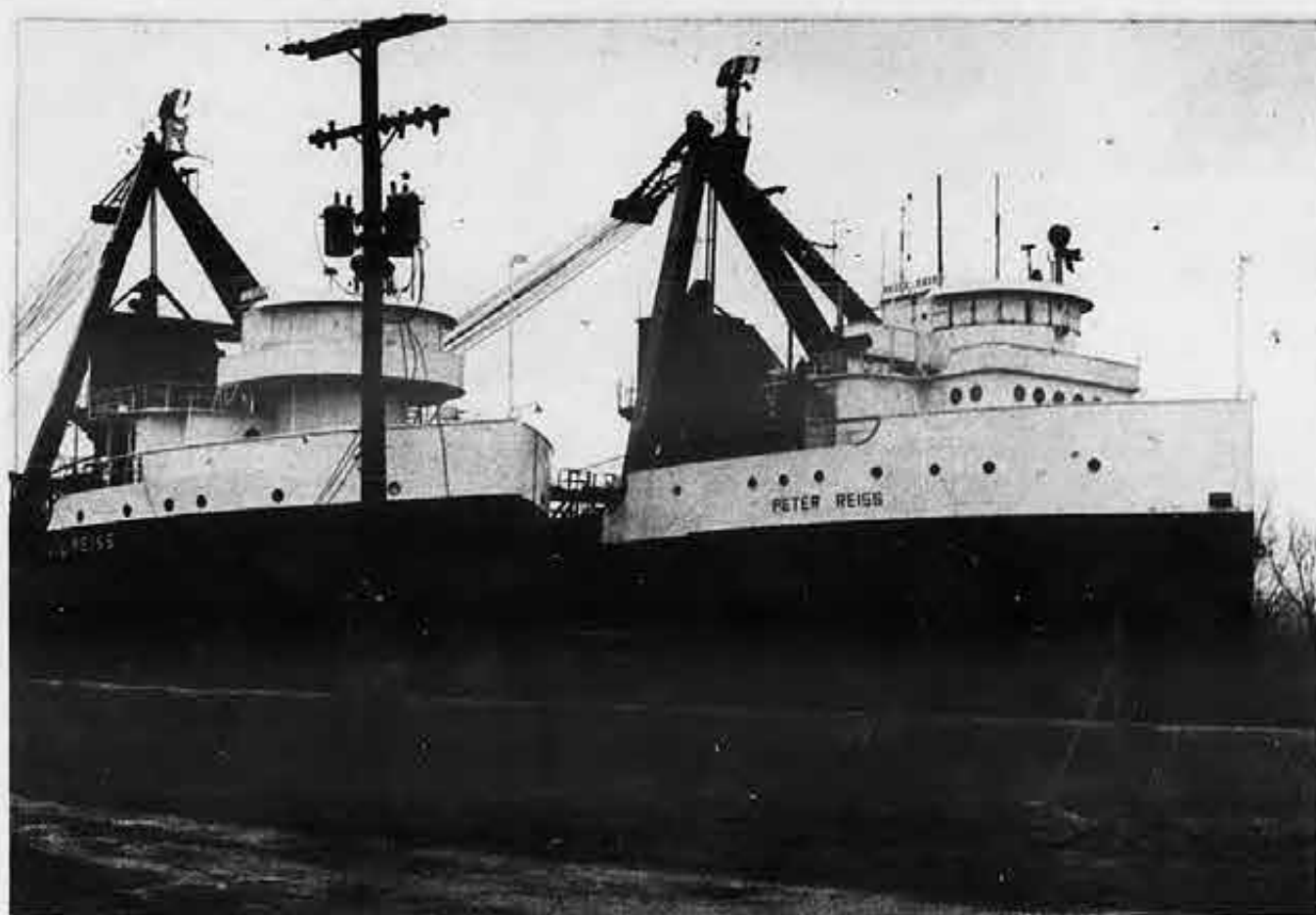
labor movement faces in this year's elections, Blatnik urged Labor to elect representatives to Congress who will protect and further Labor goals.

### On the Robert E. Lee



There is always plenty of maintenance work to keep the deck crew busy at sea. This is a scene aboard the Robert E. Lee (Waterman) as the crew was reaving wire rope through a block as the ship was sailing between Djibouti and Banber Shapur, in the Gulf of Aden. Pictured are Robert Dillon, bosun; Lee Lehman, O.S.; and ABs Robert Burns, John Colalillo, and Lawrence Stone.





With their wheelhouses still battened down against the winter's cold and wind, the J. L. Reiss and Peter Reiss lie nested in their slip at Toledo, Ohio, as work begins on their annual Spring fitout.

# SPRING COMES TO THE GREAT LAKES



Willie Chiocke, watchman on the G. A. Tomlinson, works the forward winches as the ship shifts down to the coal dock to take on bunkers at Toledo's lakefront docks. It was still cold and windy as fitout began.

**E**ARLY IN THE SPRING, even before the ice begins to thaw on the upper lakes, the bulk carriers of the Great Lakes fleet come alive in the lay-up ports of Detroit and Toledo as engine department crews fire up donkey boilers, and the annual fit-out of the ships begin.

The engine crews, and the steward department members, are the first to arrive, relieving the shipkeepers who have kept lonely vigil on the giant iron ore and coal carriers throughout the long winter. These crewmembers usually report aboard their vessels in the first week in March. The deck department crews come aboard later, usually around the first week in April.

Spring came late on the lakes this year. The Welland Canal, at the eastern end of Lake Ontario was more than two weeks late in opening because of heavy ice. The locks at Sault Ste. Marie—gateway to Lake Superior and the iron ore ranges of Michigan and Minnesota—are still isolated by heavy ice in the St. Mary's River.

But down below, in Cleveland, Toledo, Conneaut, Erie, Lorain, Detroit, and other ports along Lake Erie, the ice has thawed, and giant coal carriers, like the Sylvania and the G. A. Tomlinson are already moving out.

In SIU halls around the lakes, hundreds of Seafarers are checking in to register, get their shipping cards, and pick up their vacation checks.

There are more than 60 ships in the SIU-contracted fleets on the Lakes. These include bulk carriers and self-unloaders, tankers, passenger ships, car ferries, tugs and barges.

Included in the fleet is one of the newest and most modern self-unloaders in the Great Lakes, the Adam E. Cornelius, built in Manitowac, Michigan, in 1959, and capable of unloading her 22,000 tons of coal in under seven hours. The SIU fleet also includes the Landsdowne—the oldest steam side-wheeler still in service in the United States. This remarkable vessel, built in 1884, runs year-round between Detroit and Windsor, Ontario.

Seafarers on the Great Lakes like to point out other superlatives. Rogers City, in upper Michigan, has the largest limestone quarry in the world. Alpena, on Lake Huron, is the home port of the SIU-contracted Huron Cement fleet. It is also the largest cement producer in the world. And, through the four locks at Sault Ste. Marie, passes more tonnage than the Panama Canal, even though the Soo is closed-in four months of the year.

Great Lakes shipping is vital to the continued growth of the rich industrial and agricultural heartland of America. The bulk carriers of SIU-contracted fleets each year carry millions of tons of coal, iron ore, gypsum and limestone—the raw materials of industry. The grain carriers move the wheat from ports on western shore of Lake Michigan to giant grain storage bins in Buffalo.

The Great Lakes fleet plays an important role in the expanding economy of the United States, and the Seafarers who sail the "long ships" are proud of the role they are playing.



SIU Representative George Telagadis fills out a shipping card for Henry Howard (left), who sails as steward, while AB Leon Furman looks on. Scene is at the Detroit hall—a very busy place as the Great Lakes season begins to open.





The Adam E. Cornelius, 666 feet long and 22,000 tons, gets her hull painted as she makes ready for her first trip of the year. The "Adam E." was the last United States bulk freighter built on the lakes. The big self-unloader came down the ways at Manitowoc, Wis., in 1959. She can carry 21,000 tons of coal, and unload in six and one-half hours.



AB Deckwatch Cecil Osborne (left) uses a hatch clamp on the hull of the Adam E. Cornelius as the two forward end crewmembers prepare for the first trip of the year on the Great Lakes.



John Floyd, who has sailed for more than 25 years, checks the water level in the boilers in the stoker hold of the "Adam E." Typical of most Great Lakes Seafarers, Floyd, who sails fireman, stays aboard the ship for the full eight-nine month season.



As the finishing touches are put on the fitting out of the "Adam E." by the deck and engine department crews, Wheelmen Romie Smith (left) and Ed Senff Sr., check the steering gear in the wheelhouse. For Ed Senff Sr., who is 60 and has been sailing since 1928, the lakes is a family affair. Ed's son, Ed Senff Jr., is second mate on the George Steinbrenner.

Steve  
the lak

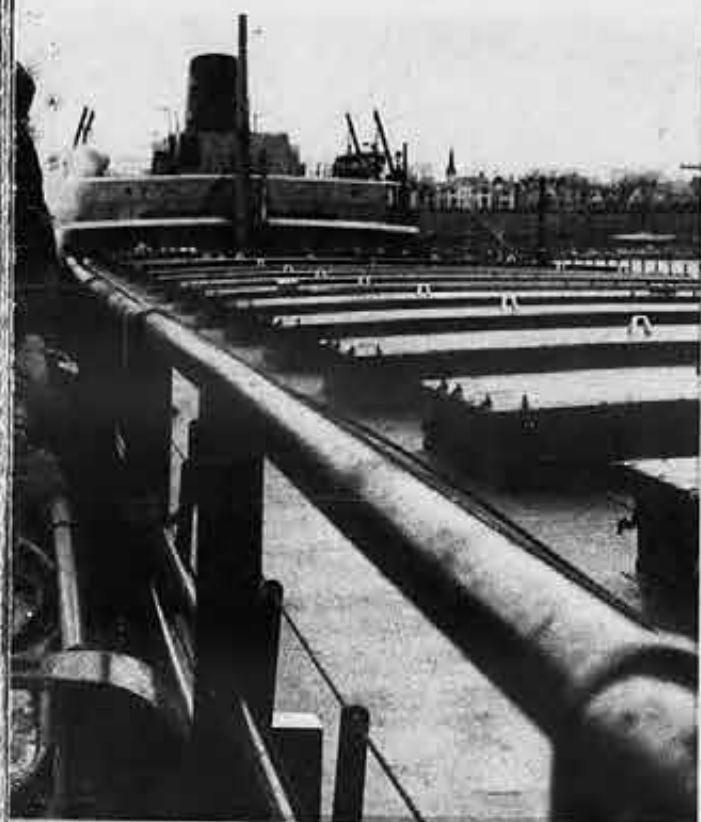


Lunchtime for the fitout crew on the Adam E. Cornelius finds Steward Severin Johnson carving roast ham in the ship's modern, stainless steel galley. SIU ships on the lakes are all known as very good feeders, and the "Adam E." is one of the best.



One of the reasons the Adam E. Cornelius has earned its reputation as one of the best feeders on the lakes is Ted Hansen, second cook-baker. One of Ted's specialties is fresh-baked pies like the ones he is taking out of the oven for a hungry crew at suppertime.

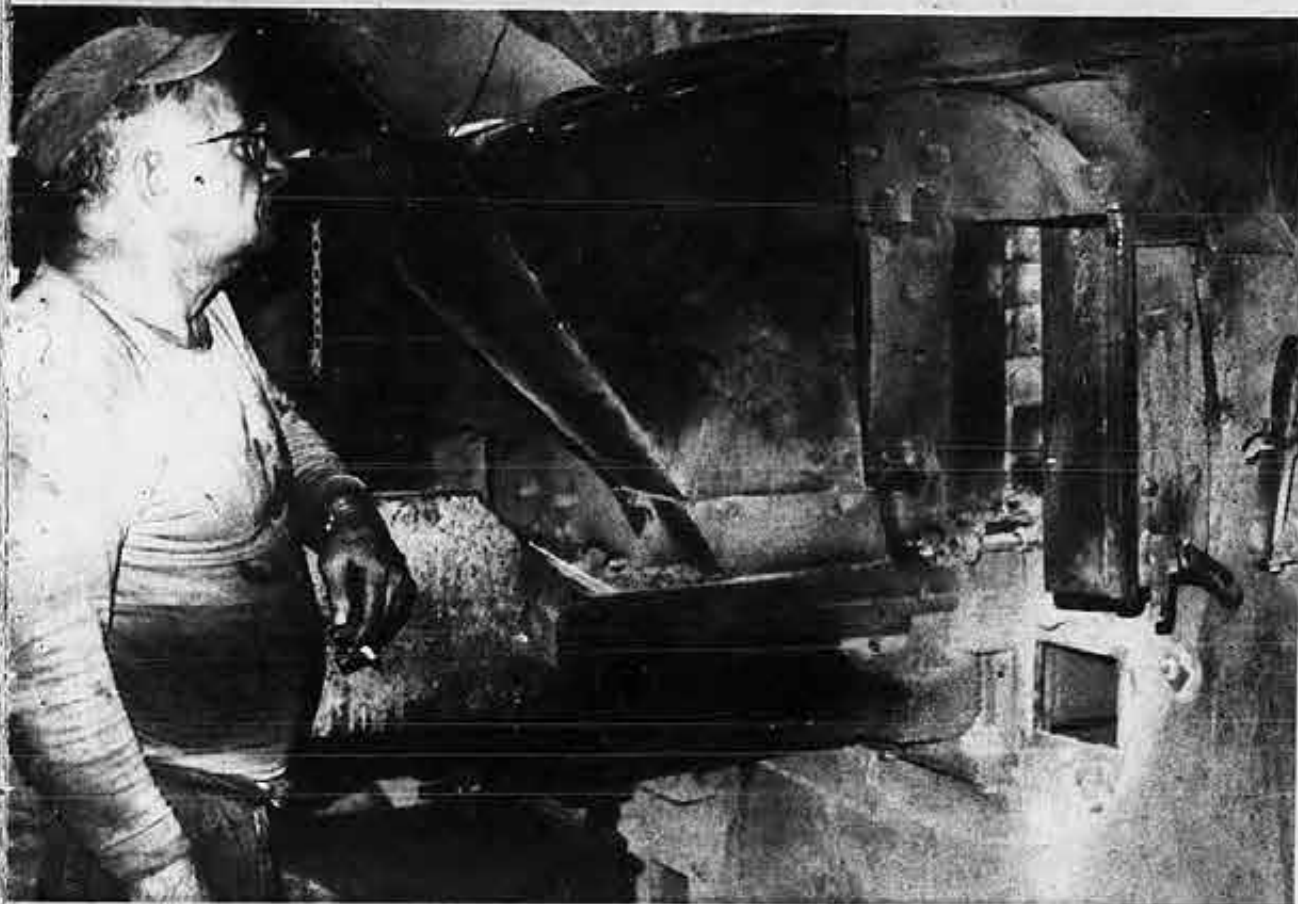




to break the coupling on a deck hose held by AB Ralph the "Adam E." for the opening of the 1970 season on the



The Sylvania (Tomlinson Steamship Company) is high and dry in a Toledo drydock for survey of her hull during her annual inspection. Typical of the Great Lakes fleet, the Sylvania is more than 40 years old. Also typical, this self-unloader is fueled by stoker-fed coal.



Kerdanis, fireman on the Sylvania, checks the firebox in the stoker hold. Kerdanis, 64, has been sailing on es for more than 30 years. He makes his home in Martins Ferry, Ohio.



Victor Bowen, oiler on the Sylvania, checks the throttles in the engine room as final preparations are made for opening of the 1970 season. The engine crew usually reports aboard early in March to begin fitout for sailing in mid-April.



Monroe Daedler and Gene Hayes, oilers on the J.A.W. Iglehart, work on the oil cooler lines for the main engine as the ship is in final stages of fitout for the 1970 season on the lakes.



The cold, wet and windy weather that marks the beginning of the season along the waterfronts of the Great Lakes makes for hearty appetites, according to veteran Seafarers James Harris (left), steward on the Sylvania, and Second Cook John Vernon.





Ed Peterson, wheelsman, takes in on number 4 line, as the G. A. Tomlinson shifts astern at the coal dock in Toledo, Ohio. Working the two steam winches at the same time is tricky business, even for a veteran lakes Seafarer like Peterson.



FWT James Marcum checks the controls at the donkey boiler in the engine room of the J. A. W. Iglehart. The donkey boiler keeps up pressure to run the generators and provide heat while the main plant is readied for fitout.



There isn't much turnover in the crew of the Iglehart, and these three Seafarers are at least part of the reason most of the crew stays on for the full season. Inspecting the freshly-baked bread are Second Cook-Baker Cecil Morey (center), and Porters Elmer Martin (left) and Richard Bray.



Nearly ready for her trip of the 1970 season, the J. A. W. Iglehart gets the finishing touches on her hull by the paint crew as the ship lies at her dock in Detroit. Nearly all of the crewmembers of this Huron Cement carrier hail from Alpena, Michigan.



Ernest Smith (left), who sails as oiler, applies for his vacation during a stop in at the Detroit Hall. Helping him with the forms is SIU Great Lakes Representative Don Cubic. Looking on is Earl Jennings, who also ships as oiler.

Coffee-break time on a cold and windy day on the Detroit riverfront was a welcome break for this hard-working crew of the J. A. W. Iglehart. Left to right are Gerald Nokland, wiper; John Wenda, conveyorman; Ron Chabot, wiper; Rex Karen, oiler; SIU Representative Don Cubic; Monroe Deedler, oiler; Jim Marcum, fireman; Gene Hayes, oiler, and Joe Baker, assistant conveyorman.





# Labor Unions Paved Way In Equal Rights Fight

The AFL-CIO Education Director told a conference of the Center for Migration Studies that a study of history proves labor union officials were among the first to advocate equal rights and educational opportunities for Negroes in America.

Walter G. Davis was addressing a two-day conference on Labor and the Migrant at Brooklyn College.

Attending the conference, at the invitation of its sponsor, the David Dubinsky Foundation, were more than 100 representatives of education, labor and minority group organizations.

Participants discussed economic contributions of migrants in the United States, their reactions to and involvement in U.S. unions, and experiences of migrants in Canada and Europe.

Among papers presented, in addition to Davis', were others dealing with experiences of migrant groups, including Mexican-Americans and Puerto Ricans.

## Knights of Labor

Davis noted that both the National Labor Union and the Knights of Labor, the two main labor federations formed in the period immediately following the Civil War, attempted to promote equal rights for Negroes but found local prejudices too formidable to overcome.

While Negroes suffered extensively from wage and other forms of discrimination in the South after the Civil War, Davis pointed out, this was not the fault of union leaders.

Citing studies by Ray Marshall, a University of Texas professor who has specialized in Negro history, Davis pointed out that the prevailing sentiment among whites "was to keep Negroes on the lower end of the job spectrum."

He noted the public also overlooks efforts to advance Negroes' rights in the 1930s led by such labor officials as A. Philip Randolph, then president of the Sleeping Car Porters, and Willard S. Townsend, founder of the United Transport Service Employees.

And in the years since, he continued, they and other labor leaders have been responsible for ending segregation in

union locals, bringing Negroes into leadership positions in labor and securing passage of civil rights bills in Congress.

## Integration Goal

The full integration of the Negro into society, Davis said, is part of labor's goal "to spread enlightenment throughout labor's ranks and the population in general."

This goal and an end to all racism still remain a challenge to America's future "in monumental proportions," Davis said. But, he added, "it can be achieved by a strong alliance between labor and Negroes. Their goals and objectives are identical."

Lois Gray and Edward Gonzalez of the New York State School of Industrial & Labor Relations, Cornell University, urged unions to bolster their efforts on behalf of Puerto Rican immigrants.

Their paper pointed out that Puerto Ricans have mainly settled in New York, where "more than half of their families live in poverty" despite union efforts to raise their wage levels through legislation and collective bargaining.

Puerto Ricans "look to their unions as the major organizations with which they have continuing contact" to help them get better jobs, education and housing, it was emphasized.

Julian Samora and Jorge Bustamante, University of Notre Dame educators, presented a paper tracing exploitation of Mexican workers who have come into the United States both legally and illegally.

Samora and Bustamante urged the application of minimum wage laws to all workers and full rights for workers to have unions and bargain in "agribusiness."

A retired couple living in an urban area needs at least \$375 a year more to maintain a moderate standard of living than they would have needed in 1967, according to figures released by the Bureau of Labor Statistics of the Department of Labor.

The study, completed last spring, said that the couple would need an income of \$4,192 to maintain themselves.

## Index Rises

Since the Consumer Price Index moved up about 3 percent in the last half of 1969, the moderate or "intermediate" budget would cost the retired couple about \$4,320 at the beginning of 1970.

BLS reported that budgets for a "lower" standard of living would have required annual income of \$2,902 for the retired couple in the spring of 1969. A "higher" budget needed



Crewmen of the ill-fated schooner Tina Maria Doncine flank Captain Eugene Olsen, skipper of the American President Lines freighter, President Jackson, after their arrival in Port Newark. Shown are: (l-r), Joao DePina, skipper; Rafael Azvedo, navigator; Eugenio Pirez; Captain Olsen; Gregoria DaSilva; Marocs Leiti; Firmino Del-Gato and Armando Brito.

# President Jackson Crew Rescues 7 From Storm-Battered Schooner

A ship contracted by SIUNA-affiliated Sailors Union of the Pacific made a difficult and dangerous rescue in January that saved the lives of seven men.

The President Jackson on January 14 went to the rescue of the schooner Tina Maria Doncine, 135 miles northeast of Bermuda, while a fierce storm battered both ships with high waves and strong winds.

Within ten minutes after attaching lines to the 138-foot schooner, the crew of the President Jackson had rescued the seven men on board the Tina Maria.

"There are varying degrees of sea rescues, but this was far from a routine one," commented Rear Admiral Mark A. Whalen, commander of the Eastern Area and Third Coast Guard district.

He personally thanked the Captain of the Jackson, 41-year-old Eugene A. Olsen and the entire crew who "braved the heart of a full storm."

Highly praising his SIU crew for their teamwork and bravery,

Captain Olsen said the rescue was "nothing short of miraculous."

He referred to the extreme improbability that the two ships could stay together long enough in the stormy seas for the rescue to be effected.

But the ships did stay together long enough for the seven men, including a 78-year-old passenger, to be rescued either by being pulled aboard with lines or by climbing pilot ladders.

The engineer of the Tina Marie jumped on board the Jackson as the swells brought the schooner above the freighter. He was caught by the crew.

The Jackson was within 100 miles of the schooner when she was notified by the Coast Guard of the Tina Maria's plight.

The Jackson reached the 160-ton schooner in three-and-a-half hours after facing a raging sea and very strong winds.

A previous attempt at rescue by the Canadian Coast Guard Cutter Baffin had been unsuccessful. The Baffin is a smaller ship than the Jackson and could not manage in the swelling seas.

In fact two of her crew were injured in the rescue attempt.

The three-masted Honduran schooner was owned and captained by 42-year-old Joao Bosuet De Pina. Her troubles started on January 13 when she radioed the Coast Guard that she was on fire and taking in water.

Her troubles were compounded by the 40 foot waves and winds up to 75 miles-an-hour.

According to De Pina, the schooner was only two feet above water when the crew was rescued. He said they could have kept the vessel afloat only four to six hours longer.

In a four page report on the rescue, Captain Olsen said there were "mountainous northwest seas and swells" that caused waves to crash across the Jackson's bridge.

"Looking out the bridge windows . . . was like looking out of a porthole in a submarine," he said, adding that the schooner was "blowing across the wave tops like a child's kite" and the Jackson was being shaken "like a peanut shell in a washing machine."

At first, Olsen thought he would be unable to rescue the Tina Maria while the storm was so fierce. But he made the attempt when De Pina radioed that the ship could not be kept afloat.

On board the Jackson were two women passengers returning from a trip around the world. They had to hold onto something solid in their cabin while the furniture moved about as the ship rolled 50 degrees in the high waters.

Miss Naomi Evans of Milwaukee said, "I'll never know how they did it. We watched out our window—one moment the schooner was below us, the next above us. At one point its mast crosstree nearly smashed through our window."

The Jackson is owned by the American President Lines, Ltd. and completed a 94-day round-the-world maiden voyage in 1941 as the first of a fleet of seven new streamlined ships then being built by the company.

# Credit Union Bill Signed into Law

President Nixon signed into law a bill to create an independent National Credit Union Administration to regulate the nation's 13,000 federal credit unions. The new agency, replacing the Bureau of Federal Credit Unions of the Department of Health, Education and Welfare, was previously approved by Congress with the backing of the nation's 20 million federal credit union members.

# Retired Couple's Living Costs Rise

A retired couple living in an urban area needs at least \$375 a year more to maintain a moderate standard of living than they would have needed in 1967, according to figures released by the Bureau of Labor Statistics of the Department of Labor.

The study, completed last spring, said that the couple would need an income of \$4,192 to maintain themselves.

## Index Rises

Since the Consumer Price Index moved up about 3 percent in the last half of 1969, the moderate or "intermediate" budget would cost the retired couple about \$4,320 at the beginning of 1970.

BLS reported that budgets for a "lower" standard of living would have required annual income of \$2,902 for the retired couple in the spring of 1969. A "higher" budget needed

\$6,616 in annual income at that time.

Applying the increase in the CPI for the last half of last year, would price the lower budget at \$2,989 at the beginning of 1970. The higher budget would cost \$6,814.

The government for the purposes of the budgets described a retired couple as a husband age 65 or over, and his wife, who are able to support themselves, live independently and are in reasonably good health.

The provisions of the three budgets vary as to what expenditures are allowed and how much may be spent on various items.

"Personal taxes" are included in the higher budget but no provision is made for them in either the intermediate or "lower" budgets since both are below the level at which the retired couples are obligated to pay federal income taxes.

These are annual allowances in the spring of 1969 on basic items in each budget:

**Food**—Lower budget, \$851; intermediate, \$1,131; higher budget, \$1,387.

**Housing**—Lower budget, \$1,010; intermediate budget, \$1,433; higher budget, \$2,247.

**Clothing and personal care**—Lower budget, \$240; intermediate budget, \$396; higher budget, \$608.

**Medical care**—Lower budget, \$334; intermediate budget, \$337; higher budget, \$339.

**Transportation**—Lower budget, \$205; intermediate budget, \$412; higher budget, \$735.

By region, the government's estimates of budget costs for an urban retired couple were generally higher in the Northeast and lowest in the South. Among major metropolitan areas, budgets were highest in Anchorage, Honolulu, San Francisco, and Hartford, Conn.



# SIU Pension Roster Adds 13 More Seafarers

Thirteen Seafarers retired last month on SIU pensions after spending many years sailing the world's waterways.

**Benjamin Franklin Lowrey**, 48, joined SIU in the Port of New Orleans in 1941 and sailed in the engine department. A native of Alabama, he is now spending his retirement there.

**Thomas Ray Hyde**, 62, is a native of Honduras and now makes his home in Meraux, La. He joined SIU in the Port of Tampa and sailed in the deck department.



Lowrey

Hyde

**George Dakis**, 61, joined the Union in the Port of New York and sailed in the deck department. A native of Greece, he served in the Greek Navy from 1928 until 1930. His retirement ends a sailing career of 46 years.

**Joseph Prindezis**, 48, is a native of Syros, Greece, and now lives in Manhattan. He joined SIU in the Port of Seattle and sailed in the deck department as an A.B. His last ship was the Monticello.



Dakis

Prindezis

**Andreas Platis**, 70, joined the Union in the Port of New York in 1944 and sailed in the engine department. A native of Greece, Brother Platis now lives in Brooklyn. When he retired he ended a sailing career of 42 years.

**Herman Sylvio Ricci**, 68, is a native of Puerto Rico and now lives in North Babylon, N.Y. with his wife, Angelica. He joined SIU in the Port of New York and sailed in the engine department. He last worked aboard the Choctaw Victory.



Ricci

Walker

**Earl Manfred Walker**, 62, joined the Union in the Port of Norfolk in 1938 and sailed in the engine department. A native of North Carolina, he is now making his home in Vesuvius,



Platis

Va. When he retired, Brother Walker had been sailing for 38 years.

**Francis Anthony Fernandes**, 65, is a native of British Guiana and now makes his home on Long Island with his wife, Millie. He joined SIU in the Port of New Orleans and sailed in the engine department as a pumpman. His last ship was the Eagle Voyager. In 1961 he was issued a strike card.



Fernandes

Slade

**Walter Joseph Slade**, 53, joined the Union in 1941 in Rhode Island. He sailed in the engine department. A native of New Bedford, Mass., Brother Slade now makes his home in Acushnet, Mass.



Suarez

Diaz

**Antonio Suarez**, 54, is a native of Spain and now lives in Brooklyn. He joined SIU in the Port of New York and sailed in the engine department as a wiper. In 1961 he signed up for picket duty in the Greater New York Harbor strike.

**Robert Diaz**, 58, is a native of San Juan, Puerto Rico, and lives in Brooklyn with his wife, Thelma. He joined the SIU in the Port of New York in 1944



Herbert

and sailed in the steward department as a messman. In 1961 and 1962 Brother Diaz did picket duty.

**Guy Edwin Herbert** joined the Union in Elberta, Mich., and sailed in the steward department. A native of Hicksville, Ohio, Brother Herbert now makes his home in Benzonia, Mich.

**Edward J. Myslinski**, 65, is a native of Maryland and now makes his home there. He joined the SIU in the Port of Baltimore and worked as a welder.



Myslinski

## Additional Increases In SIU Benefits

In addition to the improved surgical benefit schedule printed in the March issue of the LOG, the following increases in benefits took effect on January 1, 1970.

• The Maternity Benefit has been increased from \$200.00 to \$300.00.

• Private room and board allowance has been increased from \$17.00 per day to \$30.00 per day.

• The allowance for hospital extras has been increased from \$200.00 to \$300.00 for the first 31 days, and thereafter, an additional \$300.00 for a maximum of \$600.00.

## 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.

## Adoption of Mass Transit Program Urged Upon House

Early House enactment of a Senate-passed bill to provide \$10 billion in grants and loans over 12 years to develop and improve mass-transit programs has been urged by the AFL-CIO.

Legislative Director Andrew J. Biemiller said the legislation is "soundly devised" to finance badly-needed expansion of mass transportation. His testimony was presented to a House Banking subcommittee by Legislative Representative Kenneth Meiklejohn.

The legislation passed by the Senate in February would provide a new program of loans to states and local public bodies for the acquisition of property required in developing transit systems.

Although similar legislation was proposed by the Administration last August, the bill that passed the Senate was worked out with interested transit groups, representatives of mayors, private transit companies and labor.

Biemiller said that the legislation would "for the first time" begin to meet the demonstrated transportation needs of the nation.

He pointed out that while some progress has been made under the Urban Mass Trans-

portation Act of 1964 in meeting transit needs, the amount of federal funds appropriated under the law "has not been sufficient to make the really major impact in dealing with our urban transportation problems that is urgently required."

Biemiller urged the House to retain provisions of the Senate bill, added by an amendment on the floor, that would direct the Secretary of Transportation to require that federally-aided projects provide for protection of natural resources and the environment.

"In the light of the growing national concern with environmental problems," Biemiller said, "it seems essential that provisions such as these should be included in any legislation to provide financing for urban transportation."

He also submitted a copy of the resolution on mass transit adopted by the 1969 AFL-CIO convention which emphasized the importance of retaining prevailing wage and labor protection provisions under the Mass Transportation Act.

Soundly-based legislation to provide for financing of mass transit projects "is of great interest and concern to millions of union members and their families who depend upon public transportation," Biemiller testified.

## Receiving Their First Pension Checks



Newest SIU pensioners receive their first pension checks from SIU Representative Joe DiGeorge at the April membership meeting in the Port of New York. The veteran Seafarers are (l-r) Francis Fernandez, Antonio Suarez and Andreas Platis.





## SOCIAL SECURITY IS FOR YOU

**What is it? Who is covered? When are you eligible? What proofs are required?**

**T**HESE questions and many others on the subject of Social Security are clearly and concisely answered in a new booklet called "Social Security Is For You," which has been specially prepared for use by SIU members by the SIU Social Security and Welfare Services Department.

It is now ready for distribution to Seafarers and their families, as well as to shore-side union members and members of SIUNA affiliates.

The purpose of this booklet is to see to it that SIU members and their families enjoy not only their Union-provided benefits, but also those benefits for which the SIU and the entire labor movement have consistently fought to win and improve under the Federal Social Security law.

Beginning with an explanation of the basic idea behind Social Security, the booklet goes on to explain how to apply for benefits, and what benefits can be expected if you are eligible.

A basic explanation of Medicare is also contained in "Social Security Is For You."

This handy little booklet should be in every Seafarer's home.

To get one, send your name and address on a post card to:

Albert Bernstein, Director  
SIU Social Security and Welfare Services  
675 Fourth Avenue  
Brooklyn, New York 11232



Office staff members at SIU headquarters in Brooklyn prepare the new Social Security booklet for mailing. The booklet was prepared especially by the SIU for members and their families.

## Rep. Leggett Urges Extension Of Ship Construction Differentials

Two major proposals in connection with Administration maritime legislation now before Congress have been made by Rep. Robert L. Leggett (D-Calif.).

The California Democrat urged Congress:

- To carefully investigate the proposed legislation's requirement of a reduction in construction differential subsidy rates.

- To write into the new law a provision allowing shipping companies in noncontiguous domestic trade (Alaska, Hawaii and Puerto Rico) to share the privilege, now enjoyed only by U.S. foreign shipping, of building tax-deferred construction reserve funds.

Addressing a meeting sponsored by the 7.5 million-member AFL-CIO Maritime Trades Department, Rep. Leggett, a member of the House Merchant Marine and Fisheries Committee, made these comments on the proposed cut in differential subsidy rates:

"I believe that significant reductions in unit costs can be achieved through multi-procurement of standard ship designs. However, I have seen no evidence to date that the degree of construction differential rates called for in the legislation can be realistically achieved.

"We should thoroughly investigate this issue; for we may be placing a stranglehold on the U.S. shipping industry by legislating cost reduction requirements which are not possible. Instead of revitalizing the shipbuilding industry, we could be killing it.

"As I see it," Rep. Leggett continued, "we are asking the shipbuilding industry to modernize and rebuild itself and at the same time drastically reduce their costs. It appears that a large portion of these reductions are expected before the benefits of modernization and standardization can be realized. Initiating a shipbuilding pro-

gram which is doomed to failure because of 'never, never land' economics cannot but severely aggrandize the problems of the U.S. maritime industry. . . ."

Rep. Leggett said that extending the right to build tax-deferred construction reserve funds to companies in the non-contiguous domestic trade will encourage new ship construction and through more efficient shipping services will "bolster the economies of the noncontiguous states and possessions."

He emphasized that the tax-deferred funds "do not change Federal tax revenues in total amounts but merely in the timing of receipt of tax revenues."

## Cost Of Living Increase Reduces Buying Power

Gains in the average weekly earnings of workers were again erased by price increases, according to the February report of the Labor Department's Consumer Price Index.

The cost of living index showed the highest rise in 20 years when it jumped 6.3 percent in the year since February, 1969. Goods and services that cost \$100 in the 1957-59 base period had jumped to \$132.50 in last month's report.

The Index reported that the average take home pay for a worker with three dependents, after tax and social security deductions, was \$102.82 in February, the amount which is needed now to buy \$77.60 worth of goods and services at 1957-1959 prices.

The Labor Department said rises in the cost of commodities of 5.4 percent and hikes in service costs of 7.9 percent led the price spiral.

## Administration Is Asked To Stem Unemployment

The Nixon Administration was urged to move to stem rising unemployment and to shore up the slumping economy by AFL-CIO Director of Research Nat Goldfinger during a recent Mutual Broadcasting System radio interview.

He pointed out that 600 000 workers have been added to the unemployment rolls since December. Goldfinger told interviewers on Labor News Conference, "Weaknesses in various parts of the economy," particularly the decline of residential construction and industrial production, pointed "to a continuing trend of unemployment unless the administration moves in fast to turn things around."

He called the release of \$1.2 billion in federal funds to aid state and local construction projects a step in the right direction, but "not enough to get us back on the road to rising employment and increasing job opportunities."

Praising the proposal of Sen. William Proxmire (D-Wis.) to provide \$3 billion to the Home Loan Bank for loans to home buyers earning less than \$10,000 a year, he urged further federal assistance to stimulate residential construction and reverse unemployment.

The labor economist expressed "serious doubt that a small measure here or a small measure there can turn this trend around"

in a matter of days or weeks, because there are "long time lags between the time the government takes policy action and its actual effect in the marketplace on sales, production and employment."

## Trade Policy Change Urged

Citing a deterioration in America's trade position to a point where the U.S. surplus of exports over imports over imports has nearly vanished, AFL-CIO Research Director Nat Goldfinger told a panel of the Joint Economic Committee of Congress that the nation "needs a change in its international trade posture, policy and mechanism" to meet the realities of the 1970s.

The subcommittee was seeking views on future trade policy to insure national interests and maintain a strong position in international trade.

His testimony, based on an AFL-CIO Economic Policy Committee report, stressed examples of the hardship and unemployment suffered by American workers because of the development of multi-national companies that manufacture abroad to take advantage of low wages and ship the products to the United States.



## From the Ships at Sea

The crew of the *Transcolumbia* (Hudson Waterways) received a special letter of commendation of the Commanding Officer of the Military Sea Transport Service, in Long Beach, praising their skill and seamanship in loading exceptionally heavy cargo, reports Ship's Secretary **Rafael Hernandez**.

The letter reads in part: "The cargo for the S.S. *Transcolumbia* included three Navy desalinization barges weighing approximately 205 long tons each. The deck force rigged and operated the heavy lift gear to make these three lifts. In so doing, they demonstrated the skills they have attained . . . even the stevedores commented on its excellence. We, the staff of the MSTs, wish to commend the deck department for a 'difficult job well done' in the best tradition of the Maritime Service."



From Ship's Secretary **A. H. Reasko**, aboard the *Beauregard* (Sea-Land), on shuttle service in Vietnam, comes word that any crewmember on a shuttle vessel that wants to transfer to another ship that is heading for the States, can do so provided the skipper has time to make arrangements with both ships. Ship's Chairman **B. Hager** says that everything is running smoothly with no beefs and no disputed overtime so far. "It's been a very smooth and calm shuttle" he says. The steward department came in for special praise from the crew for a very good job of preparing and serving meals, and keeping the mess-hall clean and attractive.

Meeting Secretary **Algernon W. Hutcherson** reports from the *Eagle Traveler* (United Maritime Corporation) that Brother **Roberto Bosco** proposes all repair work be done before the sign-on. It was noted by Meeting Chairman **Joseph L. Bourgeois** that the steward department was given a vote of thanks for a job well done. The crew requested that the Captain give each man a slip stating the amount earned on yearly split in wages for tax purposes. Ship's Treasurer stated there was \$8.90 in the ship's fund. No beefs were reported in the engine and steward departments and only a small amount of disputed overtime was noted in the deck delegate's report. The ship pulled into Port Arthur, Texas.

On board the *Steel Apprentice* (Isthmian Steamship Company) Meeting Chairman **Walter A. Kuchta** reports that there is a new washing machine and "it's everybody's concern to take care of it." He also noted that in Da-nang, Vietnam—their first port of entry—draws were to be given in local currency. **Paul P. Lopez**, ship's Treasurer, reported there was \$30 in the ship's fund. He was asking that each crewmember donate \$1 to the fund. Brother Lopez also noted that since the present agreement concerning port time in the steward department penalizes the chief cook for his working hours as stated in the contract, all chief cooks should be given an extra hour to cut down this inequity. The *Steel Apprentice* is expected to payoff on April 20 in the Port of San Francisco.

When the *Missouri* (Ogden Marine Company) broke down off the Dutch West Indies and was waiting for the tug to come, there were a few fishermen on board. "Even though nothing was caught, several sharks were hooked but none landed," reports Meeting Chairman **G. Troche**. It was noted by Ship's Secretary **L. P. Hagmann** that cots and linen should not be left on deck "as the soot from the stacks eats through the linen and canvass." Under new business it was stated that Brother **R. E. Voss** resigned as ship's delegate. A vote of thanks was given to him for a job well done. No beefs were reported in the deck and engine departments. Brother Troche reported that the chief engineer was given instructions by the port engineer to install permanent chairs in the messhall.



'Stern Action' to Stop Terror on Planes  
Chicago

President C. L. Dennis of the Railway & Airline Clerks has called for "immediate and stern" action to end terrorist attacks on aircraft.

Dennis issued a statement condemning the outbreak of "murder in the sky" and endorsing the International Transport Workers' Federation's call for a world conference to find ways of ending the terrorism.

Support for ITF's request for the meeting of representatives of airline unions, the airline industry and government was included in a cable sent by Dennis to U Thant, United Nations secretary general.

From the *Transglobe* (Hudson Waterways) Meeting Secretary **K. Lynch** reports that under Good and Welfare it was stated that the delegates should be seen regarding any beefs. Relief of men on watch in the engine room was discussed and repair lists were issued to each department delegate. It was noted that doors need repairs and locks. The bosun was elected Ship's Treasurer. A minute of silence was observed in memory of departed brothers. According to Meeting Chairman **A. R. Larsen** it was reported that Logs and mail are being received regularly. It was reported by the deck delegate that some disputed port time was ruled out by patrolman.

Luther Pate, deck maintenance on the *Azalea City*, relaxes on the fantail after the ship tied up at the Sea-Land terminal in Port Elizabeth, N.J. The *Azalea City* is scheduled to join the Bienville, Gateway City, and Fairland on Sea-Land's recently-inaugurated Mediterranean run.



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## seafarers ACTION LINE

In addition to the grievances and contract questions which are settled by patrolmen at sign-offs and sign-ons, and by the SIU Contract Enforcement Department, Headquarters in New York receives communications from Seafarers seeking contract interpretations.

These communications cover the range of working conditions, pension and welfare questions and other related subjects affecting Seafarers.

Because many of these questions would be of general interest to the membership, Headquarters has arranged to have the questions and answers published regularly in the LOG.

The following question was received relating to rest periods.

### Question:

What does the SIU contract provide concerning rest periods while the crew is under port working rules, and on days of arrival and departure?

### Answer:

The answer to this question is contained in Article II, Section 41, of the NEW STANDARD FREIGHTSHIP AGREEMENT.

● If you are required to work overtime between midnight and 8 a.m. while the ship is in port and sea watches have not been set, you are entitled to one hour rest for each hour you work, in addition to the cash overtime for the time worked. The rest period must be given during the same working day. If you don't get the rest period, you are entitled to overtime for every hour of rest period you miss, at your regular overtime rate.

There are two exceptions to this provision. 1. You will not be entitled to overtime in lieu of time off for a rest period if sea watches are set the same day and before the rest period is completed. 2. None of this section applies if you are called to turn to at 6 a.m. or after.

● If you are on the watch below and you are required to work anytime between midnight and 8 a.m. on a day of arrival, you are entitled to one hour of rest for every hour you work. If you do not complete your rest periods before 5 p.m. on the same day, you are entitled to cash overtime for the portion of the rest period missed.

● On days of departure, the rest period provisions apply only to day workers.

● All rest periods under this section must be granted during the time you would normally be working during that day.





A large United States Coast Guard drone plane flies near a huge iceberg as part of the Guard's Iceberg Patrol. The purpose is to report on any "bergs" which may threaten North Atlantic shipping lanes. The patrol was started less than two years after the liner Titanic sank when it hit an iceberg.



Breaking ice on an inland waterway is a United States Coast Guard tug. During the winter months, the Coast Guard maintained ice breaking operations in order to keep vital maritime shipping lanes open. Search and rescue cases were given highest priority by the nearly 200 men assigned to the task.

## ICEBERG Patrol

The tragic sinking of the luxury liner Titanic is still remembered by many people. It is especially remembered by the Coast Guard which is starting its 56th year of iceberg watching.

Information about Arctic icebergs threatening North Atlantic shipping lanes is broadcast twice a day by the Coast Guard which not only maintains its own aircraft for the sighting but also gets reports from other planes and vessels.

The Ice Patrol began in January of 1914, less than two years after the British ship Titanic collided with an iceberg 300 miles south of Newfoundland on her maiden voyage and sank with a loss of more than 1,500 lives.

The 1970 ice season will be a heavy one according to a Coast Guard reconnaissance flight earlier this month along the Labrador coast.

Some 400 icebergs are expected to drift south of 48-

degrees north latitude into maritime traffic lanes. The 48th parallel is considered by maritime officials to be the approximate northern boundary of North Atlantic shipping.

The Coast Guard manages the Ice Patrol service under the provisions of the International Convention for the Safety of Life at Sea.

Ice Bulletins will be transmitted by the Coast Guard Radio Station located at Boston, Massachusetts. Additional bulletins

are transmitted on the regularly scheduled broadcasts by U.S. Naval Radio Station Washington (NSS), Canadian Forces Radio Station Mill Cove, Nova Scotia (CFH), and Canadian Coast Radio Station, St. Johns (VON).

The icebergs which threaten the trade routes south of Newfoundland, drift there from the glaciers of West Greenland. After breaking loose from the glaciers, the icebergs drift across Baffin Bay, and then south in

the Labrador Current which carries them into the northwest Atlantic.

The International Ice Patrol is voluntarily supported by 18 maritime nations. The share that each nation contributes to the cost of the Ice Patrol is proportional to the amount of its shipping which passes through the ice threatened areas.

The present supporters are: Belgium, Canada, Denmark, France, Germany, Great Britain, Greece, Israel, Italy, Japan, Liberia, Netherlands, Norway, Panama, Spain, Sweden, the United States and Yugoslavia.

At the time the Coast Guard begins its iceberg lookout, it ends a related task—that of breaking up the ice which hampered shipping in rivers and bays during the winter months.

The objective of the Coast Guard ice breaking is to keep vital maritime shipping lanes free of ice obstruction and open to maritime traffic. In this effort, highest priority is given to search and rescue cases, particularly when medical aid is needed or when a vessel is actually endangered by ice.

Vessels carrying fuel and foodstuffs are given second and third priorities, while requests from other cargo ships are answered as capabilities permit, notes the Coast Guard.

In addition to the Hudson River, Coast Guard units also operate in New York's upper and lower bays, East River, Long Island Sound to Execution Rocks, New York Harbor, Jamaica Bay, and New Jersey's Raritan Bay.

## April Prices Spiral In 'Recession-Inflation'

By Sidney Margolius

Working families this spring have been put into the worst of all plights: A combination of recession and inflation. Even while workers are laid off, prices continue to rise. It has taken a high degree of perseverance by our political and business leaders to achieve that blunder, but they managed it.

Food prices this spring leveled off a little before the annual summer price leap. Clothing prices are taking a tumble, with some rare bargains available. But most other living costs are still rising.

The recession is hitting hardest at the younger families with low seniority and high installment debts. Reports from industrial centers also show that the families having most difficulty are those who depended on overtime to pay for installment purchases.

One of the problems in the cost of living is that while some farm and wholesale prices have come down, retailers have been noticeably slow to reduce retail tags. Despite a 15 percent increase in the supply of broilers, prices are still at about last year's level. While supplies of eggs are higher than a year ago, prices recently were at the high-

est levels since 1921, and retailers have lagged in passing along the recent price cuts.

### Beef Price Cuts

Retailers also have been slow to pass on recent reductions in wholesale beef prices. You wouldn't know it from the retail prices, but production of red meats actually has been at record levels. You'll have to outwit the stores at their own game by concentrating buying on their specials, and looking for the better values (see Food Buying Calendar below).

But while your food prices are easing temporarily, housing costs have reached frightening levels with no relief in sight. The average intended sales price of new houses currently is \$27,000, compared with \$24,600 a year ago. That's a leap of 10 percent in just one year.

Jumping price tags on homes, and high mortgage and property-tax rates, have knocked out the old rule of thumb that you usually can afford a house costing about 2½ times annual income. Now you would have to estimate your home-buying capacity at about twice annual income. One lender figures that a family now needs an annual

income of \$13,000 to carry a \$27,000 home compared with \$8,000 for the typical \$19,500 home five years ago.

A new expense problem in the form of utility rate increases is in sight, the Consumer Federation of America warns. Many private utility companies have filed for rate increases in recent months. The federation is asking its local affiliates to mount a fight against rubber-stamping by state utility commissions of the requested increases. What has especially angered both consumer organizations and even some of the state commissioners is that rates for phone calls within a state often cost more than long-distance calls.

### April Tips

But even though general living costs are still rising, there are bargains this month for alert shoppers. Here are tips on buying opportunities in April:

**CLOTHING:** Look this month for some of the biggest clothing sales in recent years. The combination of an early Easter, high prices of other necessities such as food, and last year's price increases, have led to reduced volume and large inventories.

Some clothing outlets have already offered men's suits at such rare prices as \$19, unusual, of course, even for distress merchandise. But despite the bargains, select carefully. If the fashion designers succeed in getting women to buy the midi length skirts, there isn't much you can do with mini skirts unless you sew two of them together. The mini skirts certainly have been profitable for manufacturers. They use only 1.9 square yards of fabric compared to 3.2 for the longer skirts of a few years ago.

**CARS:** While April is not usually a month of low car prices, manufacturers and dealers are trying to stimulate sales. One manufacturer has made outright list-price cuts: Dodge, \$150-\$200, on the Dart.

**APPLIANCES, TV:** Also look for cut prices on household appliances and TV sets this spring as makers and stores both cut prices because of slow sales. Especially look for big sales on color TV sets. RCA has been sitting on big inventories, but has been reluctant to cut prices as would ordinarily happen in such a situation. Meanwhile the rest of the industry is watching RCA and waiting, before they start dumping.

### FOOD BUYING CALENDAR

**DAR:** You'll find meats a little cheaper this month, with both beef and pork (which has been high) in better supply. But broilers are still relatively better values, especially at sales.

Eggs are the buy of the month. April is the flush season both for quality and price. Prices are down about 30 percent from last Winter's high.

While fresh produce generally has been high recently, you'll find good values in some of the canned vegetables and fruits in especially heavy supply. Prices are actually lower this year on canned corn, tomatoes, cling peaches and fruit cocktail.

### Rada's Parents Seek Son's Friends

The parents of Stephen Dunbar Rada, a 20-year-old Seafarer who passed away on last March 30, would like anyone who knew their son to contact them.

In their bereavement, calls or letters from any of his friends would be a comfort to them.

Their address is: Mr. and Mrs. Gus Rada, Route 2, Box 37, Silverhill, Alabama 36576.



## Seafarer's Widow Thanks Union

To the Editor:

I wish to express my gratitude to the Union for being of so much aid to me before and after my husband's death in June of 1969. During the long period of my husband's illness prior to his death the SIU paid all his medical obligations that exceeded Medicare's share. Since his death the Union compensated me for the remaining medical bills, for which I am very thankful. The welfare insurance that I received added much to my feeling of security.

Prior to my husband's death, he informed me of the Seafarer's Union being such a fine organization and of the many benefits available to the membership and their dependents. I want to thank you for your aid and the prompt favorable action you gave each claim that I filed.

Mrs. L. F. Seesholtz  
Galveston, Texas



## Prompt Check Rates 'Thank You'

To the Editor:

Just a line to express my thanks to Mr. John Fay for my disability check dated 2-27-70. I was very glad to get it.

Thanks for sending it so promptly.

Since my wife and I were both sick it really helped.

Charles P. Hopple  
Northumberland, Pennsylvania



## Enjoys Reading Seafarers Log

To the Editor:

I enjoy reading the Seafarers Log very much. Having been in the Navy in World War II and having worked on your ships as a longshoreman, it brings back joyful memories of the sea.

Sincerely,

Carl T. Frochlich



## SIU Clinic Aids Seafarer's Family

To the Editor:

I would like to take this opportunity to thank Dr. Logue and his Brooklyn clinic staff for all the courtesies extended to me and my family. The clinic has been of great help and it is nice to know that they are always there when you need medical assistance.

The physical examination given is the best and I know personally that when I leave the clinic, I feel good knowing there is nothing physically wrong with me.

I have donated several pints of blood to the blood bank and feel great knowing that when I need blood, I can obtain same without any problem; this is the way I show my appreciation for their time and patience extended to me and my family. Keep up the good work.

Fraternally,  
Dominick Venezia

## SIU Yokohama Staff Wins Praise

(The following letter, reprinted in part below, was received from Seafarer Isaak Bougin thanking the SIU staff in Yokohama, Japan, and the employees of the Bluff Hospital there for their attention and consideration when he was ill.)

To the Editor:

It would help a great deal in re-establishing the close and friendly relationships among people—which is paramount if the turmoil in the world is to be lessened or eliminated—if these simple, magic words were revived: "Please" and "Thank You."

I would like to thank our SIU representative in Yokohama, Brother Frank Boyne and his secretary, Miss Oiko, and not the least, the Bluff Hospital in Yokohama.

Recently, I was confined in this hospital for 23 days with a serious illness. I was given the best treatment by the hospital staff there in my life, and when I recovered, I felt a sense of

## LETTERS To The Editor

loss upon leaving the hospital.

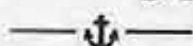
The medical staff was always available at short notice when I needed them and at no time was I kept waiting for any length of time when I needed medical attention. The nurses and other hospital attendants did not require any summons from me as they seemed to ever anticipate my needs and they were frequently at my bedside with kind words of cheer and encouragement.

Perhaps my being away from home inspired them to give me this excellent and kind treatment, was my first impression. I later found that our SIU staff in Yokohama has a very friendly and close relationship with this hospital and to them should go the most credit for our members being so well treated in this hospital.

Brother Boyne never missed visiting me and the other SIU members confined there once or twice a week. His secretary, Miss Oiko, came and visited us after her working hours, bringing us cigarettes, toilet articles and other needs.

Again, thank you Brother Boyne and Miss Oiko.

Isaak Bougin  
B 1068



## Widow Receives SIU Benefit Check

To the Editor:

I would like to thank the Seafarers International Union for their kindness shown me when my husband, Frank, died.

Also, I would like to acknowledge receiving the Death Benefit check.

Please accept my heartfelt and most sincere thanks.

Helen L. Schembri

## Seafarer Praises HLSS Shipmates

To the Editor:

Am sitting here amid the luxury of my air-conditioned room after a pleasant day of work and an evening working overtime; having a quiet beer and my thoughts turned to the days gone by, the change in the ship-board conditions and in my union!

Thought that you might like to know that one of the old rank and file thinks enough to stop and drop log a line with nary a complaint. Mainly, I wanted to tell you about the three young men who came aboard here from the Harry Lundeberg School of Seamanship.

As Boatswain aboard the ship, I am concerned with all of my men, their abilities, their welfare and their general safety. These three boys in a man's world have shown to be quite willing, and mentally capable of finding a place in the seafaring world and the Union. I am sure from my observations that they shall all continue on and become a credit to the SIU.

I attribute this in part to our union school and the training afforded these young men before being launched on their seagoing careers. It is a nice thought to realize that men such as the school turns out shall be our replacements in the new, modern American merchant marine, and the ever-moving SIU.

I and others in a position to do so, will do all in our power to help and guide these new men and teach them the ways of the ships and our union. Can well remember myself, old-timers like Al Stansbury, Baldy Bollinger, Red Barren, Red Sully and others too numerous to mention, who took the time to be nice to a skinny little sixteen-year-old, away from home with a war going on, and it is with this in mind that I can and will find the time to help these kids. For the future back-bone of the SIU, I can do no less.

"Honest Al" Whitmer

## It Was a Smooth Trip



Ship's Chairman Walter Nash (right) tells SIU Representative Luigi Iovino that the voyage of the Longview Victory to Vietnam and other Far East ports was a smooth one with only a few beefs and some disputed overtime. The ship tied up at the Army Terminal in Bayonne, N.J., to discharge cargo, and was scheduled to return to the Far East with military supplies.

## Low-Income Families Hurt Most by State, Local Taxes

A study by two economists shows that the regressive nature of state and local taxes puts the heaviest share of their burden on families with the lowest incomes.

The study, undertaken by Professors Stephen S. Lile of the University of Richmond and Don M. Soule of the University of Kentucky, was reported on in a recent issue of the National Tax Journal.

Based on 1968 tax rates, the study found that on the average (for all states) the state-local tax bite came to 12.8 percent for a family of four with an adjusted gross income of \$3,500 a year; 8.7 percent for the family with \$10,000 income; and only 5.4 percent for a \$50,000-income family.

The study, which took into account all major state and local taxes, also found a wide range of variation among the states in the extent to which various income levels are taxed.

Arnold Cantor, an AFL-CIO economist who examined the study, noted that "the modest tax burdens on wealthy families are really overstated because the study does not fully consider the entire income of the wealthy such as capital gains."

Also, he pointed out, "The wealthy can wash out a portion of state and local taxes against federal taxes, while lower income groups taking the standard deduction receive no federal tax break."

## President's Manpower Report Cites Problem of Hidden Unemployment

President Nixon's first manpower report to Congress recites the accomplishments of the training and job placement programs of the 1960s but stresses that "there is still a great deal to do" before "full opportunity for all citizens" becomes a reality.

The report, prepared by the Labor Department's Manpower Administration, acknowledges the problem of increased unemployment and puts a spotlight also on hidden unemployment—persons who have given up the job hunt because of lack of opportunity.

Surveys indicate that "there is one 'discouraged worker' for every four unemployed workers," the report notes.

It also stresses that unemployment alone is not an indicator of poverty. More than 1 million families with below-poverty income are headed by men work-

ing fulltime throughout the year.

Although the report does not recommend a higher minimum wage, it does acknowledge that "a higher minimum wage with more extended coverage could help to raise the low earnings of many family heads and thus play an important part in the needed complex of antipoverty measures."

The report also focused on the low-wage, high-poverty economy of the South, particularly as it affects Negro families.

While 30 percent of the nation's families live in the South, 50 percent of all poor families are in southern states.

"In the South," the report notes, "one out of every four Negro family heads who worked fulltime throughout 1968 earned too little to bring his family's income above the poverty line, compared with only about one out of 20 in the Northeast and North Central states and less than one out of 30 in the West."

While the number of families below the poverty line declined in the 1960s, the report cites a widening gap between those at the poverty level and the national income average for all families.

### Inadequate Benefits

The report acknowledges the inadequacy of unemployment benefits in nearly all states.

"Too low" weekly benefits are "the most serious shortcoming" of the unemployment insurance system, it declares.

But after a detailed discussion of the inadequacies of the present state-determined benefit level, the report merely notes that "the present Administration is urging the states to act quickly on this problem to avoid the need for federal action."

The "leave-it-up-to-the-states" doctrine sharply contrasted with manpower recommendations of the Johnson Administration urging federal minimum standards on the amount and duration of benefits.





Onlookers come down to the beach at Fort Pierce to view the huge, dark mammals that swam to certain death on a Saturday night during the winter. The whales, which weighed 1,500 pounds and were over 15 feet long, were first believed to be pilot whales but were later identified as false killer whales.

Why did nearly 200 whales head straight for disaster last month? Why did the 1,500 pound creatures swim directly for a beach that would be their graveyard?

Scientists are still not sure. But on January 10 such a drama occurred on the beach at Fort Pierce, Florida.

It was a cold Saturday night for Florida when at 9 p.m. the huge black creatures, each over 15 feet long, swam out of the water and onto the beach.

Of the nearly 200 whales—at first thought to be pilot whales but later identified as false killer whales—only 22 were to survive, and these through the efforts of another fellow mammal—man.

At first scientists speculated that the herd was loyally following an old bull whale who was either searching for warmer waters or seeking a beach because he was ill, or possibly because most of the herd was ill.

According to the Smithsonian Institute's Center for Short-Lived Phenomena, sick whales usually head for a beach.

The Center also noted, however, that the water had been cool because of unusually cold weather, and in a panicky search for warmer waters, the whales may have accidentally gone ashore.

After taking blood samples of six whales and finding no trace of bacterial infection or anemia, the Center offered a third possible explanation.

It said that according to Dr. J. R. White, a veterinarian at the Miami seaquarium, the whales' sonar system may have failed to detect the upcoming shore.

The reason for the sonar failure may be due to the type of shore at Fort Pierce. Because of the slope of the beach, no echo returned to the whales and they thought they were heading for open waters.

On a Florida key in 1966, some 60 pilot whales ran onto a beach whose slope was like that at Fort Pierce.

A fourth explanation for the mass beaching was offered by Dr. White who compared the whales' plight with human claustrophobia.

When the big black whales found themselves in water too shallow to allow them enough freedom of movement, they panicked and the result resembled something like "a cattle stampede," according to White.

If that resembled "a cattle stampede" then trying to save some of the whales was reminiscent of a rodeo show. Members of the Florida State Department of Natural Resources came to the beach in boats and proceeded to tie ropes

around the whales' tails in order to drag them out to sea.

Thirty of the animals were hauled out but most of them headed right back to shore when released.

The men noticed that one of the whales which had gone out to sea was released after the boat had turned around. Thus, he was facing the open sea whereas the others were released with their heads toward the shore.

Also, the men observed that the whales made sonar noises to each other when in the water. Using the psychology that the whales might be induced to head for sea if they had companionship, it was decided to try a new approach the next day.

First, three and four whales at a time were dragged off by the boats. Secondly, the boats turned around so that the whales faced toward the open sea before being released.

The scheme worked. Twenty-five of the mammals were successfully swimming into deeper waters when the men left. However, of this number, three apparently died, since the bodies of three dead whales were later found washed upon the shore.

These three whales were buried along with more than 150 others of their brothers in the sands of Fort Pierce beach.



An attempt is made to save this false killer whale who along with nearly 200 of his comrades stranded themselves on the beach of Fort Pierce, Florida. Men tried to drag the mammals out to sea so they would swim away, but only 22 were saved.

# WHALE OF A MYSTERY



A dead whale is towed to a grave on the Florida beach. He was buried along with more than 150 other whales whose reason for beaching themselves is still a mystery. A strong possibility is that the whales' natural sonar system did not detect the upcoming shore.



# SIU ARRIVALS

Lee Hardin, born February 12, 1970, to Seafarer and Mrs. Homer D. Hardin, Port Arthur, Texas.

— ⚓ —

Kimberly Kiefer, born February 10, 1970, to Seafarer and Mrs. Robert J. Kiefer, Philadelphia, Pa.

— ⚓ —

Marcy McLendon, born January 29, 1970, to Seafarer and Mrs. Ben H. McLendon, Savannah, Ga.

— ⚓ —

Leo Franklin, III, born December 2, 1969, to Seafarer and Mrs. Leo Franklin, Jr., Opelousas, La.

— ⚓ —

Nancy Nottage, born February 6, 1970, to Seafarer and Mrs. Anthony F. Nottage, Bellflower, Calif.

— ⚓ —

Jennifer Austin, born February 17, 1970, to Seafarer and Mrs. Melvin S. Austin, Jr., Wendell, N. C.

— ⚓ —

Christina Garza, born December 18, 1969, to Seafarer and Mrs. Pete Garza, Texas City, Tex.

— ⚓ —

Lauri Cochran, born December 24, 1969, to Seafarer and Mrs. James T. Cochran, Tavares, Fla.

— ⚓ —

Sean Kiley, born February 6, 1970, to Seafarer and Mrs. Daryl B. Kiley, Baytown, Tex.

Lamar Elliott, born December 2, 1969, to Seafarer and Mrs. James N. Elliott, Portsmouth, Va.

— ⚓ —

James Garrison, born March 4, 1969, to Seafarer and Mrs. Harry D. Garrison, Jr., New York, N. Y.

— ⚓ —

Selena Tillman, born February 1, 1970, to Seafarer and Mrs. William L. Tillman, Rio Nido, Calif.

— ⚓ —

Robert Santena, born January 18, 1970, to Seafarer and Mrs. Robert Santena, Houston, Tex.

— ⚓ —

Allan Rogers, born October 28, 1969, to Seafarer and Mrs. Allan A. Rogers, Baltimore, Md.

— ⚓ —

Kimberly Witherington, born January 14, 1970, to Seafarer and Mrs. Robert H. Witherington, Daphne, Ala.

— ⚓ —

Paul Alexanderian, born December 9, 1969, to Seafarer and Mrs. Haik J. Alexanderian, San Francisco, Calif.

— ⚓ —

Richard DiCostanzo, born January 30, 1970, to Seafarer and Mrs. Louis DiCostanzo, Staten Island, N. Y.

— ⚓ —

Nicole Moss, born December 19, 1969, to Seafarer and Mrs. John E. Moss, New Orleans, La.

— ⚓ —

Troy Tillman, born December 29, 1969, to Seafarer and Mrs. Robert Tillman, Levittown, Pa.

Pete Zubovich, born February 9, 1970, to Seafarer and Mrs. Michael Zubovich, Houston, Tex.

— ⚓ —

Grailen Archie, born August 25, 1969, to Seafarer and Mrs. James B. Archie, Baltimore, Md.

— ⚓ —

Rosa Mattos, born January 19, 1970, to Seafarer and Mrs. Julio Mattos, Jr., Brooklyn, N. Y.

— ⚓ —

Penny Goss, born January 2, 1970, to Seafarer and Mrs. Billy R. Goss, Liberty, Tex.

— ⚓ —

Daniel East, born December 8, 1969, to Seafarer and Mrs. Norman East, Sulphur, La.

## A Proud Moment



William Westbrook (right) proudly displays his new third assistant engineer's license as he receives the congratulations of Don Cubic, Detroit SIU representative. Westbrook earned his license through the SIU-MEBA District 2 School of Marine Engineering, in Toledo, Ohio. He sailed fireman last year on the H. Lee White (Boland-Cornelius), and this year will sail aboard her as third engineer.

## Seaman's Love Letters Translated By 'Great Old Lady in Yokohama'

Romances for Seafarers are sometimes difficult to maintain because of the long periods of time the men are away at sea.

And the trouble is compounded when your girl friend speaks a different language. Of course, when you have a smart old lady as a go-between, things can be a lot easier.

Such a problem was met in this way by a well-traveled Seafarer who makes his home in Seattle, Wash. He is William Calefatto whose sailing career brought him into contact with the Japanese and their lifestyles.

A native of Newburgh, N. Y., Brother Calefatto joined the SIU in the Port of New York in 1951 and sails in the engine department as an oiler. He served in the Army during World War II.

In a letter published in the July issue of the Seafarers LOG, Brother Calefatto offered "Great Mariner" as the meaning of the Japanese word "Maru." He mentioned his friendship with an "old lady in Yokohama" who was quite knowledgeable in the history of Japanese language as his source.

In a subsequent letter to the LOG, he explained more about this interesting "old lady" and others like her who helped many a seaman.

Brother Calefatto recalls how he once had a Japanese girl friend who could speak no English. He, on the other hand, could speak no Japanese.

But there was "a great old lady I knew in Yokohama. She used to translate letters between my girl friend and me."

Eventually, Seafarer Calefatto forgot all about the girl, but he still corresponded with the old lady who also happened to be a music teacher and "an authority on the country's poetry and its legends and history."

"On my two visits at her home we talked for hours about the sea and Japanese stories and

some of the great movies and the Kabuki," Calefatto writes.

It seems that she also often acted as an "advisor to some of the girls, something like a Dear Abby."

The old lady wasn't the only translator in Yokohama and other Japanese seaports. Especially "after the war," Brother Calefatto relates, there were a number of these women needed to translate and write the many letters that went between Japanese girls and American seamen and servicemen.

Calefatto has a great deal of respect for the old lady who he feels "understood matters of the heart and realized that the sea was often the obstacle between lovers . . . She understood about

the loneliness and yearning of people who were separated by an ocean."

The old lady's letters must have been quite lovely since Calefatto describes them as having a "Shakespearean effect." The reason for this, he says, is that "many Japanese started to learn English by reading the works of Shakespeare."

He notes that with the economic prosperity and westernization of Japan, much of the country's "charming simplicity" and beauty began to "dissolve."

Brother Calefatto adds with some nostalgia that "lost now also is the charm and drama of Japanese old ladies writing lyrical letters for eager and humble young girls."

## AFL-CIO Urges House Passage Of Welfare Reform Bill

AFL-CIO President George Meany urged House passage of the public welfare reform bill, recently approved by the House Ways and Means Committee, but asked for improvements in the proposal when it is considered in the Senate.

Because the measure will be considered in the House under a no-amendment rule, any further changes must be introduced in the Senate before final passage.

The legislation, based on Nixon Administration proposals to establish a new federally-supported family assistance program designed to help the "working poor" as well as families without a wage earner, received bipartisan support as it was approved in committee by a vote of 21-3.

The original measure would have primarily helped states providing welfare recipients the lowest level of benefits, with only token support for states already granting higher welfare subsidies. The Ways and Means Committee added more help for states with high welfare expenditures.

Meany said the committee "has made many improvements in the bill along the lines we had

urged (but) there are other areas where we still think improvements could be made."

The legislation, replacing the present Aid to Families with Dependent Children program, would give a family on welfare a basic federal payment of \$500 a year for each of the first two family members and \$300 for each additional member — amounting to \$1,600 a year for a family of four.

Except for mothers of preschool children, persons of working age would be required to register for jobs or training, if available. Federal benefits would be gradually reduced for members of the family earning more than \$720 a year, at the rate of 50 cents for every dollar earned above that amount.

As an incentive for states to supplement the federal program, the proposal would authorize the government to pay 30 per cent of state benefits up to the current \$3,550 poverty level for a family of four.

Establishment of a federally supported national welfare program, with uniform standards for all Americans and with benefits equal to or above the poverty level is being pressed by Labor.

### SIU WELFARE, PENSION AND VACATION PLANS

#### CASH BENEFITS PAID

REPORT PERIOD FEBRUARY 1, 1970—FEBRUARY 28, 1970

	NUMBER OF BENEFITS	AMOUNT PAID
<b>SEAFARERS' WELFARE PLAN</b>		
Scholarship	11	\$ 1,930.25
Hospital Benefits	2,006	48,311.13
Death Benefits	32	91,713.18
Medicare Benefits	86	343.00
Maternity Benefits	36	7,191.65
Medical Examination Program	465	13,983.00
Dependent Benefits		
(Average \$471.28)	2,049	96,564.65
Optical Benefits	738	11,051.18
Meal Book Benefits	451	4,508.90
Out-Patients Benefits	5,137	39,464.00
<b>SUMMARY OF WELFARE BENEFITS PAID</b>	<b>11,011</b>	<b>315,060.94</b>
<b>SEAFARERS' PENSION PLAN — BENEFITS PAID</b>		
	<b>1,498</b>	<b>348,616.00</b>
<b>SEAFARERS' PENSION PLAN — BENEFITS PAID</b>		
(Average \$534.46)	<b>1,410</b>	<b>753,570.75</b>
<b>TOTAL WELFARE, PENSION &amp; VACATION BENEFITS PAID THIS PERIOD</b>	<b>13,919</b>	<b>1,417,267.69</b>



Name	Amount	Name	Amount	Name	Amount	Name	Amount
Adridge, E. C.	100.60	Edwards, Senkey	1.90	Johnsen, Charles	5.17	Newsom, W. H.	6.00
All, Angelo	5.17	Edwards, Senkey	2.53	Johnson, Cornelli	14.27	Newsome, D. A.	35.53
Allen, Charles H.	48.43	Ellis, C. P.	21.92	Johnson, James D.	2.65	Newton, Charles	6.25
Allen, James L.	4.42	Elliott, John C.	16.71	Johnson, John R.	10.00	Nicholas Leroy	6.34
Allen, James L.	4.11	Ellis, Michael R.	9.40	Johnson, M. S.	207.20	Nicholas Leroy	8.45
Allison, Blair	4.04	Engelader, Herbar	.43	Johnson, Manuel J.	73.02	Odom, Henry E.	24.26
Amundson, Carleto	2.40	Estes, Frederick	29.97	Johnson, Norris L.	95.22	Odum, Frederick L.	4.04
Andersson, F. T.	4.03	Estes, Frederick	18.88	Johnson, Wayne K.	4.12	Ortiz, Vincenta	7.44
Ardois, S. J.	8.07	Estrada, Albert	3.36	Jordan, C. E.	6.73	Ostberg, Tage H. L.	1.74
Braggett, C. E.	23.32	Estrada, Albert	46.18	Jones, Henry, Jr.	3.79	Palmer, James W. J.	19.13
Baham, Vincent H.	6.19	Everett, Edward L.	15.72	Jordan, C. E.	107.81	Palombo, Victor M.	62.02
Bailey, O. P.	2.65	Famiglio, Biaggio	3.48	Jordan, Dewey B.	5.50	Pannell, Gary W.	7.08
Bales, James H.	1.01	Famiglio, Biaggio	7.50	Kaiser, William P.	17.87	Parker, W. E.	4.12
Ballard, James F.	4.04	Farley, Hubert M.	52.33	Kane, Vincent E.	6.95	Paron, Robert A.	11.59
Barringer, Joseph	20.00	Flanagan, Eugene	53.70	Keith, H. O.	36.21	Parris, J. L.	10.86
Bean, C. M.	71.73	Flores, A. A.	29.99	Keith, Harold O.	2.06	Parsons, Frank E.	7.21
Bean, C. M.	13.61	Fluker, Ronald J.	85.94	Kelly, Robert L.	14.00	Patterson, Harris	6.19
Bean, C. M.	10.50	Frankewicz, Steph	30.12	Kelsoe, John W.	10.00	Patterson, Harris	71.31
Belcher, William	43.07	Frazier, Lee Roy	6.72	Keneday, George B.	4.11	Patterson, Harris	46.26
Bel, James E.	18.84	Fredericks, Vern	6.19	Kent, Ronald D.	11.26	Patterson, Harris	24.46
Benedict, Anthony	6.21	Fuchillo, Dominic	5.06	Kling, William E.	1.90	Payne, Perry S.	12.25
Benedict, John	7.14	Furlow, Rollins O.	21.73	Kivikosti, Olavi	4.04	Peavy Floyd	6.74
Bennett, Robert	11.43	Gainer, William J.	1.26	Krolowski, Terran	1.88	Pedraza, F. M.	6.06
Bennett, Rodney L.	4.11	Galuska, Louis T.	8.07	Kulakowski, Julie	26.00	Peradine, Francis	3.25
Bermonte, Louis E.	10.76	Garcia, A.	7.86	Kushner, Charles	4.29	Phillips, H. E.	58.52
Bernard, Ferdinand	2.79	Giaratano, D. L.	9.34	Kyriakos, Isidoro	5.58	Pierce, Grafton, J.	6.21
Bernard, Wayne J.	7.58	Gillman, Norman	1.07	Labigano, Frankie	6.82	Pitcher, Robert H.	7.94
Berthiaume, Paul	21.29	Goin, S. S.	21.98	Labombard, Raymon	16.22	Pitts, H. G.	2.31
Berthiaume, Paul	24.61	Gomes, Raymundo	25.52	Lambert, Reids	56.91	Pizzitolo, Vincent	2.31
Bertrand, Gilbert	43.32	Gonzales, R. P.	18.44	Lammon, Kenneth A.	24.75	Pollay, James R.	29.40
Bice, J.	2.85	Gonzales, Ralph	4.04	Laquere, J.	14.82	Powell, John J.	2.21
Blanc, Preston A.	3.48	Goodman, Clyde	3.79	Larose, Joseph P.	99.48	Prater, J. H.	12.43
Bolles, Bernard J.	72.44	Goonan, Lawrence	7.35	Lawton, E. W.	10.72	Prater, James E.	12.47
Boling, J. R.	10.24	Gouldman, James I.	87.39	Lea, Albert S.	5.54	Procell, Jack	10.00
Boudreaux, Ivy H.	10.00	Grajales, Eladio	11.91	Lea, Albert S.	6.19	Purdy, Wilbur D.	26.80
Bradford, Richard	29.40	Grant, Franklin P.	1.60	Lemoine, Sam J.	5.79	Purvis, Robert W.	2.85
Bradley, George	.43	Green, Jesse T.	6.00	Lesueur, Roy H.	29.40	Ramsey, David A.	17.62
Bradley, James R.	2.70	Green, Jesse T.	7.18	Lewis, Thurston J.	35.95	Ransaw, Irvin Jr.	2.61
Briggs, Willie	129.02	Green, Melvin L.	16.58	Libby, Melvin H.	6.19	Ransaw, Irvin Jr.	3.19
Briggs, Willie	4.22	Gregory, Sanford	17.79	Libby, Melvin F.	29.40	Ransaw, Irvin Jr.	64.67
Brinson, Benny	4.34	Groux, Elmer T. Jr.	1.26	Libby, Melvin F.	5.01	Razor, John P.	9.55
Broadnax, Reginal	9.93	Haddox, T. R.	19.85	Liles, Royall T. I.	16.50	Raynal, R.	4.73

## DELTA LINE MONEY DUE

The Delta Steamship Lines has notified the Seafarers International Union that it is holding checks for unclaimed wages due crewmembers as of December 31, 1969. Seafarers whose names appear on either of the lists on this page may collect their checks by writing to:

Mr. L. English, Jr.,  
Port Purser  
Delta Steamship Lines, Inc.  
Bienville Street Wharf  
New Orleans, Louisiana  
OR  
Telephone: Area Code 504-JA2-3492

Hall, Charlie C.	9.25	Lingo, Earl J.	5.00	Raynor, R.	3.63	Venezia, F. S. Jr.	9.07
Hall, George M.	29.40	Lopez, Joe L.	3.32	Raynor, O. M.	2.08	Vick, William B.	5.18
Hall, George M.	3.55	Lopez, Joe L.	30.79	Renken, Henry A.	56.61	Vincent, Cleveland	18.48
Hall, George M.	1.16	Lopez, Pablo	3.00	Revill, Joseph C.	18.65	Voss, Ronald E.	9.94
Hanchey, Samuel L.	43.11	Meas, William J.	8.22	Richardson, John	35.23	Vouga, L. R.	77.61
Hanchey, Samuel L.	1.26	Machado, Arthur D.	30.32	Richardson, John	2.31	Wagner, Phillip	35.14
Hancock, Robert M.	55.83	Machado, Arthur J.	26.53	Richardson, John	6.46	Walt, Bever	5.21
Harmann, Deloss C.	43.67	Machado, Arthur	2.84	Richardson, John	27.13	Ward, James L.	51.39
Harris, William F.	14.05	Maloney, John L.	16.22	Ricard, F. M. Jr.	19.44	Warren, Vernon C.	.87
Hasselt, Paul	16.45	Maloney, G. J.	2.87	Rinker, Leroy	2.65	Watkins, Howard L.	.63
Hasselt, D.	2.85	Maloney, John M.	131.99	Ripoll, Anthony	3.91	Weir, William J.	29.40
Hebert, Ronald	1.15	Martin, Louis A.	30.02	Rivera, Jose A.	1.90	Welch, Richard L.	38.62
Henry, Isidore	3.79	Martin, Louis A.	20.22	Robb, Wesley P.	7.90	Wells, Glenn M.	2.02
Henton, M. R.	91.84	Marullo, Theodore	2.75	Robinson, John T.	16.06	Wells, Walton E.	2.02
Holt, Ernest R. J.	2.65	Mayes, Terrell S.	2.15	Robinson, Prather	6.86	Whitely, Herbert	7.56
Hood, Harvey H.	16.15	McAndrew, J. J.	2.87	Rocha, A. C.	18.12	White, K. C.	5.01
Hood, Lucan	1.90	McCarthy, Emmett	4.12	Rosario, Efrain J.	7.50	White, S.	19.53
Hood, Tommy H.	2.85	McGill, R. A.	61.59	Rosario, Efrain J.	3.48	Whitted, John L. Jr.	2.34
Hood, Tommy H.	2.53	McGough, Mark	7.58	Rosario, Efrain J.	3.48	Wickline, Paul V.	29.40
Hope, Wayne R.	49.06	McKenna, J. J.	13.54	Rosenberg, Alan Y.	5.18	Wiggins, Jesse D.	5.17
Hunfer, W.	10.24	McKinney, Henry G.	2.90	Rossi, Robert	7.35	Williams, E. B.	10.50
Huseby, P. S.	12.77	McLoughlin, R. F.	2.40	Rudolph, Robert L.	4.34	Williams, Theo. M.	4.74
Hyde, Emmett E.	28.86	McSpadden, J. C.	11.45	Saik, Joseph D.	4.27	Wilson, James L.	45.15
Hymel, Donald	4.42	Merritt, Robert R.	9.05	Sanchez, John	458.07	Wilson, Orie	3.03
Jackson, A. C.	28.91	Millazzo, George M.	10.00	Sanchez, John	72.83	Wilson, Orie A.	10.76
Jackson, Rudolph	44.99	Miller, Jerry J.	5.37	Santiago, Jose F.	5.69	Witska, Ronald	5.05
Jackson, Wesley P.	28.86	Miller, Norman G.	.58	Saunders, R. L.	7.14	Wolverton, Frank	2.85
Jackson, Wesley P.	2.90	Miller, Sherman E.	1.02	Savoca, Joseph	40.36	Wolverton, Frank	4.29
Jackson, Wesley P.	41.55	Mims, William Y.	7.65	Schielder, Edward	4.11	Young, Earl H.	1.45
Jackson, Wesley P.	20.58	Mitsch, Louis	.63	Schielder, Edward	2.84	Young, Edgar	11.47
Jacobs, Ronald L.	1.90	Mitchell, Ronald	14.56	Schnitzler, Stanle	10.00	Young, John W.	11.89
James, Roy E.	5.29	Morgan, Dalton H.	22.76	Schutz, Frank	1.74	Young, Jonathan N.	5.21
James, Roy E.	71.47	Moseley, Gary L.	4.29	Scopolites, Leo	3.97	Young, Jonathan N.	5.17
Janowski, Henry C.	44.34	Mulkey, Wayne R.	27.11	Scopolites, Will	45.15	Zanca, Anthony	6.16
Janner, Mike	2.05	Murr, M. G.	2.87	Scott, Maton R.	4.01	Zanca, Anthony	33.67
Jenkins, Leroy	4.11	Nell, Harold H.	20.70	Seif, Edward H.	29.12		15,911.75
Jlminz, Jesse	10.21						

## — National Shipping Agency —

Name	Amount	Name	Amount	Name	Amount	Name	Amount	Name	Amount
Adams, J. N.	17.62	Craig, D. E.	16.03	Harp, Richard A.	4.29	Lee, Hubert A.	28.68	Owens, R. J.	.44
Addington, Homer	15.89	Crew, R.	10.00	Hashagen, G.	2.32	Lekivitz, Alfred	4.64	Owens, Robert J.	5.50
Amoren, Peter	100.00	Cummingham, W. N.	3.52	Hayes, F. B.	2.66	Leon, A.	4.18	Owens, Wm.	2.40
Anderson, Clarence	12.38	Davis, M. C.	.48	Hirabi, S. N.	.47	Lawkel, L.	20.71	Pekras, B.	3.01
Atunslon, A. A.	.01	Davis, M. J.	.44	Holland, R. A.	2.69	Linas, T. O.	.50	Parker, Anthony C.	.87
Ayler, Eugene	8.59	Davis, Wilson J.	6.21	Holland, W. J.	9.81	Lockerman, W.	.52	Paschelson, G. J.	2.88
Badgett, William	.64	De Arco, R.	1.98	Holsebus, Merlen	27.70	Long, Horace C., Jr.	6.21	Pastrana, F. A.	20.68
Banta, Henry	7.93	Delacruz, A. T.	20.11	Holt, P. S.	13.57	Lyons, A.	2.25	Peklat, Frederic	3.77
Baroni, Tony A.	.40	Danahy, Thomas J.	64.17	Huckeba, J. J., Jr.	12.36	Maccollins, H. W.	40.16	Peklat, Frederic	12.12
Beckman, W. H. S.	20.89	Dasilva, H.	36.90	Huckeba, J. J., Jr.	12.36	Macdonald, Samuel	7.15	Peklat, Frederic	9.14
Beckman, Donald W.	18.76	Dipietro, James J.	2.17	Hulsebus, Merlen	20.85	Markin, F. J. Jr.	29.67	Peklat, Frederic	1.22
Bernard, Edson D.	50.51	Dipietro, James J.	2.80	Hunt, J.	1.43	Maxwell, K. J.	1.07	Pierce, Normond	7.31
Boatner, R.	21.14	Dorsett, Dwain	3.62	Hunter, W. Matpacka	5.57	McGloves, F. S.	3.01	Pimentel, R. F.	40.91
Boles, Jimmie L.	.20	Dowd, O.	.75	Israel, J. A.	10.00	McGloves, F. S.	3.01	Pope, William	21.52
Brackbell, R. R.	22.73	Ellis, Francis M.	10.11	Itoman, Y.	64.35	McGloves, F. S.	3.01	Potarsky, R.	2.96
Brewer, William J.	6.14	Falgout, M. J.	4.44	Jackson, G. R.	2.17	McGloves, F. S.	3.01	Pritchett, R. C.	12.43
Brian, R. E.	7.33	Falgout, M. J.	13.67	Jackson, Tyron	12.43	McGloves, F. S.	3.01	Ramon, Alvarez	21.17
Brinkley, Jesse P.	12.38	Felix, H. M.	5.38	Jahaff, Hammond N.	28.68	McGloves, F. S.	3.01	Ray, Robert F.	5.49
Brown, Clifford F.	103.08	Figueroa, A. B.	69.51	Jardine, W. S.	4.22	McGloves, F. S.	3.01	Rasto, Feliciano	100.00
Brown, J. P.	4.73	Fitzle, L.	1.44	Jensen, S.	19.98	McGloves, F. S.	3.01	Reynolds, F. L.	16.03
Brown, Paul W.	3.42	Fittin, Lewis	24.97	Johnson, A.	.49	McGloves, F. S.	3.01	Rios, J.	19.63
Brunnell, Victor	.53	Forest, Jackson	11.07	Johnson, William	1.08	McGloves, F. S.	3.01	Robertson, Phillip	3.48
Byars, J.	1.12	Freder, G. E.	.58	Johnson, Wm.	2.40	McGloves, F. S.	3.01	Rodriguez, Gelo	21.29
Carbanel, E.	6.19	Fulmer, William W.	75.69	Jordan, A. W.	57.39	McGloves, F. S.	3.01	Roney, J. S.	13.63
Carroll, Earl D.	14.45	Galloway, N.	8.34	Judd, R.	19.93	McGloves, F. S.	3.01	Russo, G. F.	.44
Carter, F.	.49	Galvin, F.	10.07	Kelly, Clarence	2.27	McGloves, F. S.	3.01	Saberon, B.	3.76
Cassagne, Robert	2.87	Garrecht, Ronald	23.09	Kerr, George C.	24.00	McGloves, F. S.	3.01	Sablin, J. R.	15.33
Caulley, Clyde B.	40.84	Garrecht, Ronald	6.00	King, R. G.	12.43	McGloves, F. S.	3.01	Sampson, James L.	2.27
Cline, J. E.	.70	Gleason, J. H.	22.48	King, R. O.	22.12	McGloves, F. S.	3.01	Sanders, E. B.	23.51
Colby, Edmund	4.30	Goutierrez, H. J. J.	13.57	King, Ralph O.	1.00	McGloves, F. S.	3.01	Sanders, Eugene B.	23.00
Cole, Edward	24.22	Greene, Brandon F.	2.87	Knight, R. C.	7.16	McGloves, F. S.	3.01	Sanders, O. H.	1.84
Connelly, Wm.	.05	Gregory, Howard	9.83	Kopfler, W. B.	.95	McGloves, F. S.	3.01	Saxen, J.	1.15
Cooper, C.	4.32	Hair, Geo.	5.13	Kopfler, Wallace	8.42	McGloves, F. S.	3.01	Saxen, J.	5.83
Cotham, Charles W.	11.61	Hanson, Karl Hans	4.04	Labue, Thomas V.	18.74	McGloves, F. S.	3.01	Scovel, Joseph	5.57
Cousins, W. M.	5.14	Harada, S.	.75	Laird, C. W.	2.49	McGloves, F. S.	3.01	Selby, J. C.	.75
		Harada, S.	11.25	Lavigne, T.	12.83	McGloves, F. S.	3.01	Sen, O.	.75
				Laavell, W. L.	.01	McGloves, F. S.	3.01	Shea, W. R.	4.26
				Lee, H. A.	14.84	McGloves, F. S.	3.01		

\$3,000.25

## Wage-Hour Men Ask Congress For Protection

The Wage-Hour Division of the Department of Labor has asked Congress to make it a federal crime to assault or interfere with inspectors. A spokesman said the measure is necessary to protect division members from assaults by employers who resent reporting of minimum wage and overtime violations.

### Officers Attacked

The department said 52 compliance officers have been attacked since 1949 — one in 1970, nine in 1969, the highest on record.

A bill has been introduced to give wage-hour compliance officers the protection of a law covering other federal personnel. It would make it a federal crime to assault, impede, oppose, resist, intimidate or interfere with investigators.

Already protected are federal judges, U.S. attorneys, Federal Bureau of Investigation agents and federal marshals.

### Inspectors Beaten

No inspectors have been murdered but some have been beaten and a few have collected damages after in suits against their assailants. These have usually been employers or their relatives aroused by charges of failing to pay minimum wages, overtime rates or prevailing rates under the Walsh-Healey Public Contracts Act.

The wage-hour administration listed these incidents among others:

- A compliance officer was hit on the head, knocked to the basement, pummeled and choked with his own necktie.

- Shots were fired through the window at the home of an investigator, who reported seeing the auto of a plant owner drive past his home shortly before.

- An employer tried to run down an officer with a truck.



**COLUMBIA EAGLE** (Columbia), March 1—Chairman, J. C. Northcutt; Secretary, P. S. Holt; Deck Delegate, Billy Campbell; Engine Delegate, L. A. Pianoli; Steward Delegate, Philip Livingston. \$12.10 in ship's fund. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done.

**BEAUREGARD** (Sea-Land), March 1—Chairman, H. Hager; Secretary, A. H. Reasko; Deck Delegate, John Cox; Steward Delegate, C. White. Everything is running smoothly with no beefs and no disputed OT. Vote of thanks was extended to the entire steward department for a job well done.

**DELTA BRASIL** (Delta), March 1—Chairman, J. P. Thrasher; Secretary, Steve Szants; Deck Delegate, Steve Szants; Engine Delegate, James L. Ward; Steward Delegate, John Zimmer. No beefs were reported by department delegates.

**PLATT** (Platte Transport), March 15—Chairman, James C. Boudoin; Secretary, Felipe Quintayo; Ship's Delegate, Carl Thompson; Deck Delegate, Henry P. Lopez; Engine Delegate, Lewis Hertzog; Steward Delegate, William Matsoukas. Few hours disputed OT in each department. \$65.00 in ship's fund.

**ROBERT E. LEE** (Waterman), March 8—Chairman R. N. Dillon; Secretary, C. Gary; Ship's Delegate, Lawrence D. Stone; Engine Delegate, C. J. Baker; Steward Delegate, George A. Byron. Some disputed OT in steward department to be taken up with the boarding patrolman.

**BETHFLOR** (Bethlehem), February 1—Chairman, Joseph Michael; Secretary, Vernon Douglas; Deck Delegate, Jerry Blom; Engine Delegate, Hector L. Duarte; Steward Delegate, Frank Risbriger. Everything is running smoothly. Vote of thanks was extended to the Steward department for a job well done.

**OVERSEAS ROSE** (Maritime Overseas), March 15—Chairman, John Hunter; Secretary, Jack E. Long; Ship's Delegate, Lloyd McPherson; Deck Delegate, Charles Dana; Engine Delegate, W. C. Roack; Steward Delegate, William Jackson. \$6 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

**TRENTON** (Sea-Land), February 23—Chairman, Floyd E. Selix; Secretary, John W. Mims; Ship's Delegate, Floyd E. Selix; Deck Delegate, John Owen; Engine Delegate, J. B. Lippencott; Steward Delegate, Melvin W. Bass. No beefs were reported by department delegates.

**MORNING LIGHT** (Waterman), March 15—Chairman, Ted A. Tolentino; Secretary D. B. Millar; Ship's Delegate, Maximo Buganon; Deck Delegate, C. R. Loveland; Engine Delegate, O. J. Fegan; Steward Delegate, R. Pelliccia. Some disputed OT in engine department. The steward department received a vote of thanks for a job well done.

**DE SOTO** (Waterman), March 8—Chairman, E. A. Rihn; Secretary, J. F. Castronover; Ship's Delegate, E. A. Rihn; Engine Delegate, Richard L. Welch; Steward Delegate, August J. Panapinto. \$5.80 in ship's fund. No beefs were reported by department delegates.

**VANTAGE VENTURE** (Vancor Petroleum), February 15—Chairman, E. O'Connell; Secretary, J. B. Juzang; Ship's Delegate, Billy J. Brewer; Deck Delegate, James M. Edmonds; Engine Delegate, Karl Wattley; Steward Delegate, John J. Kulos. Everything is running smoothly.

**OVERSEAS SUZANNE** (Maritime Overseas), March 8—Chairman, Leon M. Kyser; Secretary, Lawrence Banks; Engine Delegate, Lawrence Dinitt; Steward Delegate, H. Nixon; Ship's Delegate, Billy Harris. Few hours disputed OT in deck department.

**OAKLAND** (Sea-Land), March 5—Chairman, J. R. Miller; Secretary, J. Doyle; Ship's Delegate, J. R. Miller. \$3.50 in ship's fund; \$310.00 in movie fund. Some disputed OT in deck and engine departments.

**TRANSHAWAII** (Hudson Waterways), March 22—Chairman, T. E. Yablonsky; Secretary, James Temple; Ship's Delegate, Kenneth E. Miller; Deck Delegate, Roland Richardson; Engine Delegate, Earl S. Rogers; Steward Delegate, Edward Dale. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

**NOONDAY** (Waterman), March 21—Chairman J. Ortiguerra; Secretary, F. Fletcher. Few hours disputed OT reported by deck delegate. Vote of thanks was extended to all brothers who helped to make this a good voyage.

**STEEL SURVEYOR** (Isthmian), March 8—Chairman, W. Bushong; Secretary, John Reed. One man missed ship in Honolulu. Some dis-

puted OT in engine department. Discussion held regarding sanitary cleaning of laundry and recreation rooms.

**ELIZABETHPORT** (Sea-Land), March 16—Chairman, T. Kelsey; Secretary, J. Morrison; Ship's Delegate, T. Kelsey; Deck Delegate, R. Bower; Engine Delegate, E. M. Peltoniemi; Steward Delegate, William Nuttall. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

**TAMA GUILDEN** (Transport Commercial), February 28—Chairman E. K. Bryan; Secretary, J. R. Prestwood; Ship's Delegate, Edward J. Rogg; Deck Delegate, Henry O. Nuttig; Engine Delegate, F. A. Torres; Steward Delegate, Samuel D. Edgerly. \$783.30 in movie fund. Two men taken off ship for medical reasons. No beefs were reported by department delegates.

**OVERSEAS EVELYN** (Maritime Overseas), March 25—Chairman, C. James; Secretary, W. E. Oliver; Ship's Delegate, Calvin James; Deck Delegate, Claudio Pinero; Engine Delegate, John Salter, Jr.; Steward Delegate, John Shaw. \$24.60 in ship's fund. Everything is O.K. in all departments. Vote of thanks to the steward department for a job well done.

# DIGEST OF SIU Ship Meetings

**STEEL SURVEYOR** (Isthmian), February 22—Chairman, John Reed; Secretary, none. \$70.00 in ship's fund. Heat beef pending in engine department, to be settled by boarding patrolman.

**STEEL SURVEYOR** (Isthmian), March 1—Chairman, Wm. Bushong; Secretary, John Reed. \$70.00 in ship's fund. No beefs were reported by department delegates.

**MIDLAKE** (Bulk Carriers), March 8—Chairman, Frank Smith; Secretary, D. M. Woods; Ship's Delegate, C. Benoit; Deck Delegate, William C. Schaefer; Steward Delegate, L. Wilclair. No beefs were reported by department delegates.

**AZALEA CITY** (Sea-Land), March 24—Chairman, John Morris; Secretary, C. N. Johnson; Deck Delegate, John Morris. Some port time disputed in steward department. Everything is running along fine. Vote of thanks to the bosun and steward department for a job well done.

**DELTA PARAGUAY** (Delta), March 8—Chairman, Albert A. Bourgot; Secretary, Charles J. Mitchell; Deck Delegate, John W. McNellage; Engine Delegate, Frank W. Chambers; Steward Delegate, Albert Estrada. Few hours disputed OT in deck department.

**ANTINOUS** (Waterman), February 28—Chairman, Salvatore Striglio; Secretary, V. E. Monte; Deck Delegate, Salvatore Striglio; Engine Delegate, James R. Konda; Steward Delegate, Fred B. Sheetz. \$12.25 in ship's fund. Disputed OT in deck and engine departments. Vote of thanks to the steward department for a job well done.

**COLUMBIA** (U.S. Steel), January 25—Chairman B. J. Watuski; Secretary, M. S. Sospina. Ship's delegate reported that there are no beefs and everything is running along very smoothly.

**PENN CARRIER** (Penn), February 25—Chairman, R. Daville; Secretary, J. G. Lakwyk; Ship's Delegate, W. R. Thompson; Deck Delegate, Paul Arthofer; Engine Delegate, Gregory Orozco; Steward Delegate, Dan M. Harp. Few hours disputed OT in deck and engine departments.

**ROBERT E. LEE** (Waterman), March 1—Chairman, R. V. Dillon; Secretary, C. M. Gray; Deck Delegate, Lawrence D. Stone; Engine Delegate, M. Darawich; Steward Delegate, George H. Bryant, Jr. No beefs were reported by department delegates. Steward suggests one more man in galley as galley is not automated. Also bonus in Middle East war area.

**SAN FRANCISCO** (Sea-Land), February 23—Chairman, A. Ringue; Secretary, H. A. Galicki; Ship's Delegate, Albert N. Ringue; Deck Delegate, D. Pilch; Engine Delegate, Paul M. Hartman; Steward Delegate, Henry A. Galicki. \$30.00 in movie fund. Motion was made to have crews sailing container ships receive same vacation days allotted to them as the SUP and NMU on the fast turnaround ships. Vote of thanks was extended to the chief mate, Mr. Johnson, and the 2nd engineer, Mr. Pyle, for the fast action in handling an injured oiler who fell off the boxes. Thanks to Capt. Gillard for trying to get assistance as fast as possible from Midway Island which was the closest port when the accident occurred.

**DEL SUD** (Delta), February 11—Chairman, LeRoy Rinker; Secretary, S. Rothschild; Ship's Delegate, LeRoy Rinker. \$102.00 in movie fund. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

**DEL SUD** (Delta), March 1—Chairman, M. Pizzuto; Secretary, S. Rothschild; Ship's Delegate, LeRoy Rinker; Deck Delegate, Joseph Collins; Engine Delegate, William D. Walker; Steward Delegate, LeRoy Rinker. \$362.00 in ship's fund. Everything is running smoothly in each department. Vote of thanks to the steward department.

# Settling the Beefs

**SAN JUAN** (Sea-Land), February 8—Chairman, James M. Foster; Secretary, G. P. Thlu; Ship's Delegate, Rodger Swanson; Deck Delegate, J. A. Rusheed; Steward Delegate, Rudolph L. LaMorth. \$50.00 in ship's fund. No beefs were reported by department delegates.

**COLUMBIA MARINER** (Columbia), March 1—Chairman Vertis C. Smith; Secretary, Woodrow W. Perkins; Ship's Delegate, Vertis C. Smith. Some disputed OT in deck department. Motion was made that engine utility, wiper and topside pantryman be replaced or compensated with OT for extra work performed.

**COUNCIL GROVE** (Cities Service), March 1—Chairman, William Hunter; Secretary, L. E. Wing; Ship's Delegate, Joseph Hall; Deck Delegate, William Hunter; Engine Delegate, Emmett Connell; Steward Delegate, Joseph Hall. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Vote of thanks was extended to Patrolman Ed Morris. Vote of thanks to the steward for obtaining movies.

**YELLOWSTONE** (Ogden Marine), February 15—Chairman, none; Secretary, James R. Abrams; Ship's Delegate, Jack A. Olsen. Motion was made to have all vacation checks mailed to the members at

**CHATHAM** (Waterman), February 1—Chairman, Sam Manning; Secretary, G. Tosclair; Ship's Delegate, Sam Manning; Deck Delegate, C. Hellon. Everything is running smoothly.

**FAIRLAND** (Sea-Land), March 2—Chairman H. Hodges; Secretary, James H. Naylor; Ship's Delegate, Raymond W. Hodges; Deck Delegate, Calman Boggs; Engine Delegate, Raymond L. Stripe; Steward Delegate, D. E. Striesund. No beefs were reported by department delegates.

**LOS ANGELES** (Sea-Land), March 7—Chairman, John Ohannasian; Secretary, W. T. Langford; Ship's Delegate, R. Fitzpatrick; Deck Delegate, Jose G. Madrid; Engine Delegate, W. S. Daniel; Steward Delegate, R. Fitzpatrick. Some disputed OT in engine department, otherwise everything is running smoothly with no beefs.

**LOS ANGELES** (Sea-Land), January 31—Chairman, John Ohannasian; Secretary, W. T. Langford; Ship's Delegate, Ralph Fitzpatrick; Deck Delegate, Jose G. Madrid; Engine Delegate, W. S. Daniel; Steward Delegate, Ralph Fitzpatrick. \$20.05 in ship's fund. Everything is running smoothly.

their home address upon request of those members who are inconvenienced by having to report at Union hall and pick up their checks. IDisputed OT in engine department.

**OVERSEAS NATALIE** (Maritime Overseas), March 8—Chairman, Norwood E. Geno; Secretary, H. W. Kennedy. \$29.00 in ship's fund. No beefs and no disputed OT. Vote of thanks to Brother John Chestnut for a job well done on sanitary in deck department.

**MARYMAR** (Calmar), March 8—Chairman, Angelo Antoniou; Secretary, T. A. Jackson; Ship's Delegate, Angelo Antoniou; Deck Delegate, R. F. Mackert; Engine Delegate, Joseph E. Sadler; Steward Delegate, R. Ramos. Beef in engine department to be brought to attention of headquarters for clarification.

**STEEL DIRECTOR** (Isthmian), March 1—Chairman, Leroy Temple; Secretary, J. P. Ballday; Ship's Delegate, Leroy Temple; Deck Delegate, Jennings J. Long; Engine Delegate, Arthur S. Turner; Steward Delegate, Philip Swing. \$86.25 in ship's fund.

**FAIRISLE** (Pan Oceanic), March 10—Chairman, A. Anderson; Secretary, S. Davis; Ship's Delegate, A. Anderson; Deck Delegate, R. W. Smith; Engine Delegate, R. B. Honeycutt; Steward Delegate, R. E. Cranford. No beefs and no disputed OT.

**LONG LINES** (Isthmian), February 22—Chairman, Ralph Murry; Secretary, Dick Grant; Ship's Delegate, Steve Sloneski; Deck Delegate, T. McNellis; Engine Delegate, C. Lord; Steward Delegate, J. Roberts. Some disputed OT in deck department. Motion was made that the Union should raise the Maintenance and Cure from \$56.00 to \$100.00 weekly. Vote of thanks was extended to the steward department for a job well done.

**TRANSEASTERN** (Hudson Waterways), February 28—Chairman, Wm. H. Butts, Jr.; Secretary, M. B. Elliott; Ship's Delegate, Wm. H. Butts, Jr.; Deck Delegate, H. O. Halfhill; Engine Delegate, C. M. Crooks; Steward Delegate, C. Muscarella. OT disputed in deck and engine departments to be clarified. Most of the repairs have been taken care of.

**COLUMBIA OWL** (Columbia), March 1—Chairman, T. J. Hillburn; Secretary, L. M. Morsette; Ship's Delegate, S. J. Canales; Deck Delegate, George A. Nuss; Engine Delegate, Thurston J. Lewis; Steward Delegate, Walter H. Davis. Few hours disputed OT in deck and steward department, otherwise things are moving along fairly good.

**HALCYON TIGER** (Halcyon), February 12—Chairman, A. H. Schwartz; Secretary, J. B. Morton; Ship's Delegate, Albert H. Schwartz; Deck Delegate, Albert H. Schwartz; Engine Delegate, William D. Cooper; Steward Delegate, I. Martin. No communications were received from headquarters last two voyages.



The Seattle (Sea-Land) was just back from a 35-day voyage to North Europe, and SIU Representative E. B. McAuley was on hand to make sure all beefs were settled. Here he is talking with Ship's Chairman Daniel Ticer (left) and Deck Delegate John Shields. Ticer sails as bosun and has been going to sea for more than 20 years. Shields went through HLSS training at Piney Point in January 1969, and upgraded to AB at the school in November.



# FINAL DEPARTURES

## Merlyn Arthur Cousino, 39:

Brother Cousino passed away on February 12 at St. Vincent Hospital, Toledo, Ohio. He joined the SIU in the Port of Toledo in 1962 and sailed as a deckhand. A native of Erie, Michigan, Brother Cousino was living there when he died. Among his survivors is his wife, Margie. Burial was in St. Joseph Cemetery in Erie.



## Joseph Brusich, 75: Seafarer

Brusich was an SIU pensioner who died at his home in Philadelphia on February 15 from natural causes. A native of Yugoslavia, Brother Brusich joined the Union in the Port of Philadelphia and worked as a deckhand. Burial was in Yugoslavia.



## Glenn Farris Douglas, 42:

Brother Douglas passed away on January 7 from natural causes at USPHS Hospital in New Orleans. He joined the SIU in the Port of New York in 1961 and sailed in the deck department as an AB. A native of Middleboro, Kentucky, Brother Douglas was making his home in New Orleans when he died. He was a naval veteran of World War II. Burial was in Grove Cemetery, Casey County, Kentucky.



## Allen Boone, 62: Seafarer

Boone died on February 9 from natural causes at his home in San Francisco. He joined the Union in the Port of New York in 1952 and sailed in the engine department. He was a native of Nanticoke, Pennsylvania. Cremation was in Skylawn Memorial Park in California. Among his survivors is his daughter, Geraldine A. Moncrief.



## James Thomas Corlis, 64:

Brother Corlis passed away from natural causes on February 4 at Charity Hospital, New Orleans. He joined the SIU in 1951 in the Port of New Orleans and sailed in the deck department. Among his survivors is his wife, Anuncieta. Burial was in St. Vincent de Paul Cemetery in New Orleans.



## Herman Landry, 52: Seafarer

Landry died on November 27, 1969 at Veterans Administration Hospital in Birmingham, Alabama from natural causes. A native of Port Eads, Louisiana, he was living in New Orleans at the time of his death. Brother Landry joined the Union in the Port of New Orleans in 1956 and sailed in the deck department. He is a Naval veteran of World War II. Among his survivors is his sister, Mrs. Ethel Babin.



## Theodore James Johnson, 62: Brother

Johnson died on March 3 as the result of injuries received when he was hit by a truck while working on a highway in Indiana. Seafarer Johnson, who was waiting for the Great Lakes season to open, lived in Sault Ste. Marie, Michigan. He was a native of Missouri and had joined the Union in Sault Ste. Marie in 1961. He worked as a dredge-man. Brother Johnson served in the Marines from 1928 to 1932. Among his survivors is his wife, Sadie. Burial was in Maple-grove Cemetery in Detour, Michigan.



## Frank Peter Scourkeas, 49:

Seafarer Scourkeas passed away on February 4 in Houston, Texas from natural causes. A native of Lincoln, California, Brother Scourkeas was living in Houston when he died. He joined the Union in the Port of Houston and sailed in the deck department as an OS. Brother Scourkeas was a Naval veteran of World War II. Burial was in Veterans Administration Cemetery in Houston.



## William Ernest Reeves, 63:

Brother Reeves died of natural causes in Doctors Hospital, in Groves, Texas on March 3, the day of his 63rd birthday. A native of Louisiana, Seafarer Reeves was living in Orange, Texas when he passed away. He joined the Union in the Port of Houston in 1969 and sailed as captain aboard an IBU tug. Among his survivors is his wife, Marie. Burial was in Wilkenson Cemetery, Orange, Texas.



## Joseph Herman Amberson, 47: Seafarer

Amberson was an SIU pensioner who died on November 7, 1969 in Contra Costa County Hospital in Martinez, California as the result of injuries received when he was hit by a vehicle the same day. Brother Amberson joined the Union in Seattle and sailed in the deck department. A native of Alabama, Seafarer Amberson was living in Concord, California when he passed away. He spent over six years in the Navy. Among his survivors is his wife, Eleanor. Burial was in Memory Gardens Cemetery.



## John S. Holley, Jr., 43:

Brother Holley was reported missing at sea January 17 while sailing on board the Windjammer Susie in the eastern north Pacific. Seafarer Holley joined the SIU in the Port of Mobile in 1945 and sailed in the deck department as an AB. A native of Texas, Brother Holley was making his home in Alabama when he was reported missing. Among his survivors is his wife, Emo Jean.



## Peter Joseph Lannon, 72:

Seafarer Lannon was an SIU pensioner who passed away March 8 at Milford Hospital, Milford, Connecticut. He joined the Union in the Port of New Orleans in 1944 and sailed in the engine department. A native of Providence, Rhode Island, Brother



Lannon was living in Milford when he died. He was in the Navy from 1919 until 1936. Among his survivors is his daughter, Mrs. Thelma Burr. Burial was in Kings Highway Cemetery, Milford.



## Nils Lornsen, 79: Brother

Lornsen was an SIU pensioner who died of natural causes on February 13 in New Orleans. He was an old-timer in the Union having joined in 1939 in the Port of New Orleans. Seafarer Lornsen sailed in the deck department and when he retired he ended a phenomenally long sailing career of over 64 years. A native



of Norway, Brother Lornsen was making his home in New Orleans when he passed away. Burial was in St. Bernard Cemetery, Louisiana.



## Lewis Raymond Scheuing, 51: Seafarer

Scheuing died on February 8 in USPHS Hospital in Seattle, Washington. He joined the Union in the Port of New York in 1954 and sailed in the engine department. A native of Philadelphia, Brother Scheuing was making his home in Seattle when he passed away. Among his survivors is his wife, Midori. Burial was in Mount Pleasant Cemetery in Seattle.



## British May Cast Fathom Over the Side for Good

**LONDON**—As part of its general change over to the metric system of weights and measures, Great Britain may soon give the fathom—the ancient nautical measure for six feet of water—the permanent deep six.

In an announcement that must have made the Ancient Mariner of the famous poem turn over in his grave, the British government has asked Parliament to authorize the use of only metric units of measure aboard all British merchant and naval vessels.

This request, a government spokesman said, is the first step towards sending the fathom to Davy Jones' Locker.

John Horner, a former merchant seaman who is now a Labor member of Parliament, told a House of Commons committee that he received the news of the government's request "with a sorrowful heart."

He asked sadly, "Are we bidding farewell to the fathom?"

Other members of the British Parliament, considering the past glories of Britain's naval history, have expressed the feeling that it would be ironic and sad for Great Britain to be the first of the world's leading maritime nations to send the fathom overboard.

The fathom was arrived at as a unit of measure for six feet of water because it represented the average span of a man's arms.

## Just Back From Europe



Mike Doherty (right), who sails AB, goes over his overtime record with SIU Representative E. B. McAuley during payoff on the Transoregon (Seatrail), as Ship's Secretary Thad Deloach looks on. The Transoregon had just returned to Port Newark from a 24-day voyage to Rotterdam, Bremerhaven, and Southampton.



## What's New?



These two graduates of the Harry Lundberg School of Seamanship were both sailing wiper on the Newark (Sea-Land) when she pulled into Hoboken for drydock. Bob Rogers (left) attended HLSS at Piney Point in April, 1969. Mario Rouilhac graduated in December. Both plan to attend the HLSS upgrading school to get FOWT endorsements.

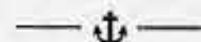
## UNFAIR TO LABOR

## DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)



Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)



Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)



Genesco Shoe Mfg. Co.  
Work Shoes  
Sentry, Cedar Chest,  
Statler  
Men's Shoes  
Jarman, Johnson &  
Murphy, Crestworth,  
(Boot and Shoe Workers' Union)



Boren Clay Products Co.  
(United Brick and Clay Workers)



"HIS" brand men's clothes  
Kaynee Boyswear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves  
Richman Bros. and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers of America)



Atlantic Products  
Sports Goods  
(Amalgamated Clothing Workers of America)



Jamestown Sterling Corp.  
(United Furniture Workers)

White Furniture Co.  
(United Furniture Workers of America)



Gypsum Wallboard  
American Gypsum Co.  
(United Cement Lime and Gypsum Workers International)



R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International Union)



Comet Rice Mills Co. products  
(International Union of United Brewery, Flour, Cereal, Soft Drink and Distillery Workers)



Pioneer Flour Mill  
(United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)

## DIRECTORY of UNION HALLS

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Inland Boatmen's Union  
United Industrial Workers

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EXECUTIVE VICE PRESIDENT  
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VICE PRESIDENTS  
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Al Tanner  
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(517) EL 4-3616

BALTIMORE, Md. .... 1216 E. Baltimore St.  
(301) EA 7-4700

BOSTON, Mass. .... 663 Atlantic Avenue  
(617) 462-4716

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IBU (716) TL 3-9259

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IBU (312) ES 5-9570

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415 Main St.  
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(703) 622-1872

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(215) DE 6-3818

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SANTURCE, P.R. .... 1313 Fernandez Juncos  
Shop 20  
724-2848

SEATTLE, Wash. .... 2505 First Avenue  
(206) MA 3-4334

ST. LOUIS, Mo. .... 4577 Gravois Avenue  
(314) 752-6500

TAMPA, Fla. .... 312 Harrison St.  
(813) 229-2788

TOLEDO, Ohio ..... 925 Summit St.  
(419) 248-3691

WILMINGTON, Calif. .... 450 Seaside Ave.  
Terminal Island, Calif.  
(213) 832-7205

YOKOHAMA, Japan ..... Iseya Bldg., Room 801  
1-2 Kalgan-Dori-Nakaku  
2014971 Ext. 281

## Schedule of Membership Meetings

## SIU-AGLIWD Meetings

New Orleans . May 12—2:30 p.m.  
Mobile . . . . May 13—2:30 p.m.  
Wilmington . May 18—2:00 p.m.  
San Fran. . . May 20—2:00 p.m.  
Seattle . . . . May 22—2:00 p.m.  
New York . . May 4—2:30 p.m.  
Philadelphia . May 5—2:30 p.m.  
Baltimore . . May 6—2:30 p.m.  
Detroit . . . . May 4—2:30 p.m.  
Houston . . . . May 11—2:30 p.m.

## †Sault

St. Marie . . May 12—7:30 p.m.  
Buffalo . . . . May 13—7:30 p.m.  
Duluth . . . . May 15—7:30 p.m.  
Cleveland . . May 15—7:30 p.m.  
Toledo . . . . May 15—7:30 p.m.  
Detroit . . . . May 11—7:30 p.m.  
Milwaukee . . May 11—7:30 p.m.

## SIU Inland Boatmen's Union

New Orleans . May 12—5:00 p.m.  
Mobile . . . . May 13—5:00 p.m.  
Philadelphia . May 5—5:00 p.m.  
Baltimore (licensed and un-  
licensed) . . May 6—5:00 p.m.  
Norfolk . . . . May 7—5:00 p.m.  
Houston . . . . May 11—5:00 p.m.

## Railway Marine Region

Philadelphia . May 12—10 a.m. & 8 p.m.  
Baltimore . . May 13—10 a.m. & 8 p.m.  
\*Norfolk . . . May 14—10 a.m. & 8 p.m.  
Jersey City . . May 11—10 a.m. & 8 p.m.

† Meeting held at Galveston wharves.  
† Meeting held at Labor Temple, Sault Ste. Marie, Mich.  
\* Meeting held at Labor Temple, Newport News.

## Great Lakes SIU Meetings

Detroit . . . . May 4—2:00 p.m.  
Alpena . . . . May 4—7:00 p.m.  
Buffalo . . . . May 4—7:00 p.m.  
Chicago . . . . May 4—7:30 p.m.  
Duluth . . . . May 4—7:00 p.m.  
Frankfort . . May 4—7:00 p.m.

## Great Lakes Tug and Dredge Section

Chicago . . . . May 12—7:30 p.m.

IT'S THE LAW!

# NARCOTICS

ANYTIME-ANYWHERE MEANS NO MORE SHIPS—EVER!

SEAMANS PAPERS REVOKED

**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 CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

**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  
17 Battery Place, Suite 1930, New York 4, N. Y.

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 benefit of 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.



# HOME FROM EUROPE

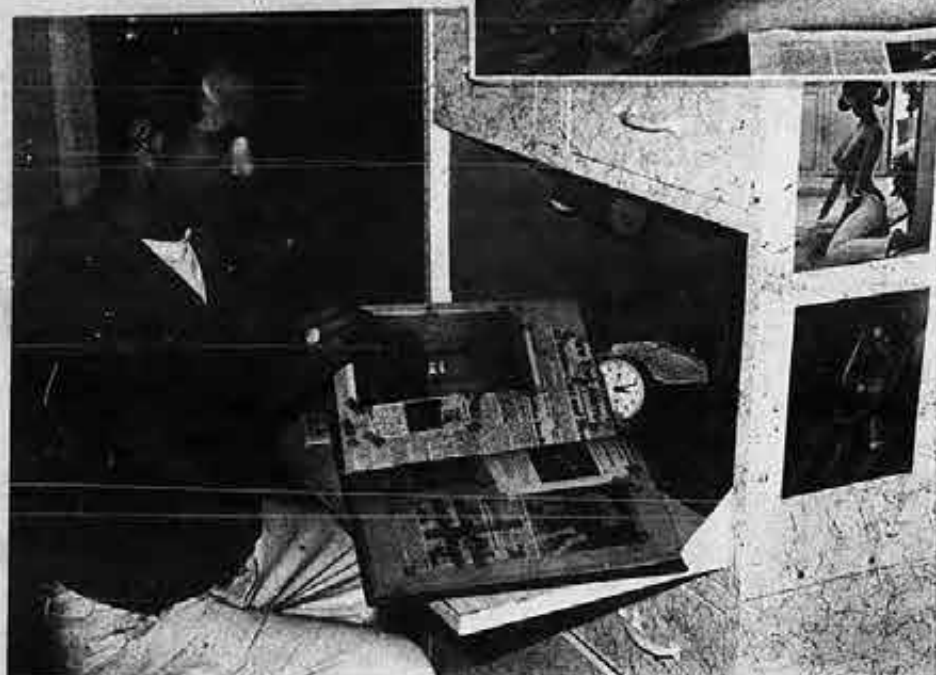
**T**HE TRANSINDIANA (Seatrain) returned to Port Newark recently after making a nearly two month voyage to ports in Europe with a mixed cargo carried in containers. When she arrived state-side, she was met by SIU representatives who assisted at the pay-off.



Seafarer Walter Sauvan, who sails as wiper aboard the Transindiana, takes time out now that the ship is in port to read the latest issue of the LOG. Brother Sauvan found the trip to be an enjoyable one.



SIU Vice President Earl Shepard (seated, left) and SIU Patrolman Luigi Iovino (seated, right) discuss union matters with Seafarer Nick Kondylas, steward on the Transindiana, and other members of the crew. Among the matters discussed were the provisions of the new SIU Constitution.



Seafarer Eric Joseph, who sails as officers' BR, spends time at the end of voyage looking over his scrapbook of newspaper clippings. Brother Joseph has collected a wide variety of clippings which cover not only important events in his own life but also those events of importance in the history of the SIU.



A hot cup of coffee on a cold day always hits the spot, and John Hester (right) of the steward department, pours out a piping cup of the fine brew for Harold Holderfield, who sails as an OS. The Transindiana's steward department, as always, received a "job well done" at the end of voyage.



Wide-angle photo of the Transindiana shows the vessel making final maneuver into her dock. She carried a mixed cargo to and from ports in Europe, and an average voyage lasts a little over a month.



## SIU SHIPS' LIBRARY



As a result of the vigorous efforts of the Union, SIU-contracted vessels provide a number of accommodations for the Seafarers who man them, including a clean foc'sle and good working conditions. But no matter how adequately fitted-out a ship may be, a long voyage is still a long voyage and filling non-working hours with something to do while at sea is often a problem.

A Seafarer may turn to hobbies to pass the time, such as model building and photography. Many others, however, turn to books to pass the time on a long run. Not only do they find the reading itself enjoyable, but they obtain the added bonus of being able to expand their knowledge of many subjects. Realizing this, the SIU in 1958 began the Seafar-

ers LOG Library program which has already distributed about three million paperback books to members.

Every SIU-contracted vessel regularly receives a fresh supply of paperbacks, usually at payoffs and other occasions when Union patrolmen or representatives visit a ship.

Ships are not the only place where Seafarers may avail themselves of the enjoyment these books provide. An assortment of books is regularly sent to U.S. Public Health Service Hospitals, and well stocked libraries are maintained in all SIU halls.

Aiming at providing a wide variety of subjects to choose from, about 200 new titles are delivered to every SIU-manned ship each year.