

SIU Indicted for Political Activity

Members Vote Full Fight Against Federal Charges

The Seafarers International Union has been attacked for making contributions to the political campaigns of both Democrats and Republicans through its Seafarers' Political Activities Donations (SPAD) organization. The Justice Department, which took 18 months to bring its findings before a grand jury in Brooklyn, obtained a 17-count indictment against SIU and several of its officers.

Approximately 1,200 Seafarers at the general membership meetings in July voted without dissent to fight the action through all legal methods with all the strength at the union's disposal.

The Justice Department alleges that SIU conspired to make political donations in violation of federal rules covering campaign contributions.

The grand jury's indictment, which is reprinted in this issue of the *Log*, charges that SPAD donations of \$20,000 to various groups supporting the Humphrey-Muskie ticket in the 1968 Presidential election year, and another \$20,000 contributed to Republican campaign committees were made in violation of federal law.

It also accuses the union and many of its officers of conspiring to spend \$750,000 for political action in Presidential, Senatorial and Congressional campaigns between 1964 and 1968.

All of the contributions cited in the indictment had been reported publicly by SIU's SPAD to the Department of Labor and the Clerks of the House of Representatives and the Senate, as required by law.

The indictment charges that the reports of receipts and payments by SPAD were submitted "to conceal the contribution and expenditures made by Seafarers International Union in connection with federal, state and local elections."

Many believe the case poses a threat to all political activities by all segments of the trade union movement.

The charges follow a long series of attacks by newspapers—and *The Wall Street Journal* in particular—against SIU's political activities. *The Wall Street Journal* simultaneously has promoted the use of foreign-built, foreign-manned, foreign-flag ships while the SIU has been campaigning for stronger American-flag merchant marine.

Information used by *The Wall Street Journal* in its "exposes" came primarily from the public reports made by SPAD of every dollar collected in voluntary contributions, as well as each dollar donated to every campaign fund and candidate at the local, state and federal level.

The SIU, at membership meetings and through the *Seafarers Log*, has long cautioned members that the union could find itself being pelted by those who would destroy any effective union-sponsored political action program.

Referring to the SIU's political activities, the *Seafarers Log* a year ago noted that maritime labor is driving to bring modern ships, more cargo and more jobs to the American-flag merchant fleet.

The *Log* added at that time that:

"When you get into a scrap like this, you're bound to make enemies. They're the ones who would like to sink the merchant marine."

The indictments came on the morning of the day when a full Senate Committee was voting on the Merchant Marine Act of 1970—the most important piece of maritime legislation in more than 30 years. The SIU has been vitally involved in a campaign to gain passage of the measure which would revitalize the American-flag merchant fleet.

Individuals named in the 17-count indictment are SIU President Paul Hall, Secretary-Treasurer Al Kerr, Vice President Earl Shepard, Representatives Frank Boyne, Paul Drozak, Joseph DiGiorgio and Frank Drozak, and Philip Carlip, the union's legislative representative in Washington.

The grand jury named as co-conspirators, but not defendants, Vice Presidents Robert Matthews, Al Tanner, Lindsey Williams and Cal Tanner.

Keeping Informed

The SIU's long-standing policy has been to keep the membership fully informed on all matters vital to Seafarers.

On this and the following three pages, the *Seafarer's Log* presents all the details involved in the recent grand jury indictment of the union in a case evolving from its political activities.

The *Log* has continuously reported in detail the workings of the Seafarers Political Activities Donations (SPAD) organization, the manner in which contributions are received and disbursed—and the attacks upon it by the nation's news media.

Complete Text of Federal Indictment A

UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF NEW YORK
UNITED STATES OF AMERICA,
Plaintiff

v.

SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA,
GULF, LAKES AND INLAND
WATERS DISTRICT, AFL-CIO,
FRANK BOYNE, PHILIP CARLIP,
JOSEPH DIGIORGIO, FRANK
DROZAK, PAUL DROZAK,
PAUL HALL, AL KERR,
EARL SHEPARD,
Defendants

No.
VIOLATION:
18 U.S.C. 610
18 U.S.C. 371

INDICTMENT

The Grand Jury charges:

COUNT ONE

1. Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO (hereafter Seafarers International Union), is and was at all times material to this Indictment, a labor organization within the means of Section 610 of Title 18, United States Code, that is to say, an organization which exists, in part, for the purpose of dealing with employers concerning grievances, labor disputes, wages, rates of pay, hours of employment, and conditions of work.

2. Al Kerr is, and was at all times material to this Indictment, Secretary-Treasurer of Seafarers International Union.

3. In November 1968 a General Election was held pursuant to the laws of the United States and of the several states, at which, among others, Presidential and Vice Presidential Electors, United States Senators, and Representatives to Congress were voted for.

4. On or about July 22, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Representatives to Congress at the 1968 General Election by means of issuing Check No. 1476, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to the Republican Congressional Campaign Committee, signed by Philip Carlip and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT TWO

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about July 22, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Paragraph 4 of Count One of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT THREE

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about July 22, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Representatives to Congress at the 1968 General Election by means of issuing Check No. 1477, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to the Republican Congressional Campaign Committee, signed by Philip Carlip and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT FOUR

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about July 22, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Three of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT FIVE

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about September 23, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Representatives to Congress at the 1968 General Election by means of issuing Check No. 1612, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to the Republican Congressional Campaign Committee, signed by

H. Meicer and Philip Carlip, in violation of Section 610 of Title 18, United States Code.

COUNT SIX

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about September 23, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Five of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT SEVEN

1. The allegations contained in Paragraph 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 7, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Representatives to Congress at the 1968 General Election by means of issuing Check No. 1707, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to the Republican Congressional Campaign Committee, signed by Philip Carlip and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT EIGHT

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 7, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Seven of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT NINE

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Presidential and Vice Presidential Electors at the 1968 General Election by means of issuing Check No. 1749, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to Artists and Entertainers for Humphrey and Muskie, signed by H. Meicer and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT TEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Nine of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT ELEVEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Presidential and Vice Presidential Electors at the 1968 General Election by means of issuing Check No. 1750, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to Builders for Humphrey and Muskie, signed by H. Meicer and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT TWELVE

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Eleven of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT THIRTEEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Presidential and Vice Presidential Elec-

tors at the 1968 General Election by means of issuing Check No. 1751, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to Educators for Humphrey and Muskie, signed by H. Meicer and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT FOURTEEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Thirteen of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT FIFTEEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Seafarers International Union did knowingly and unlawfully make a contribution in connection with the election of Presidential and Vice Presidential Electors at the 1968 General Election by means of issuing Check No. 1752, in the amount of \$5,000, drawn on its Account No. 020-005695 (Seafarers Political Activity Donation) at the Chemical Bank New York Trust Company, payable to Lawyers for Humphrey and Muskie, signed by H. Meicer and Al Kerr, in violation of Section 610 of Title 18, United States Code.

COUNT SIXTEEN

1. The allegations contained in Paragraphs 1 through 3 of Count One of this Indictment are incorporated in this Count.

2. On or about October 31, 1968, in the Eastern District of New York, defendant Al Kerr, in his capacity as an officer of Seafarers International Union, did wilfully and unlawfully consent to the Union's making the contribution described in Count Fifteen of this Indictment, in violation of Section 610 of Title 18, United States Code.

COUNT SEVENTEEN

1. The allegations contained in Paragraphs 1 and 2 of Count One are incorporated in this Count.

2. At all times hereafter mentioned the term "Election" means an election at which Presidential and Vice Presidential Electors, or candidates for the offices of United States Senator and United States Representative in Congress were voted for.

3. Paul Hall, at all times material to this Indictment was an employee of Seafarers International Union.

4. Earl Shepard, at all times material to this Indictment was a Vice-President of Seafarers International Union.

5. Philip Carlip, from and after September 14, 1966, was a lobbyist for Seafarers International Union, registered with the Secretary of the United States Senate, and from and after July 17, 1967, was so registered with the Clerk of the United States House of Representatives.

6. Frank Boyne, at all times material to this Indictment was an employee of Seafarers International Union.

7. Frank Drozak, at all time material to this Indictment was an employee of Seafarers International Union.

8. Paul Drozak, at all times material to this Indictment was an employee of Seafarers International Union.

9. Joseph DiGiorgio, at all times material to this Indictment was an employee of Seafarers International Union.

10. From in or about 1962 and continuously thereafter to and including the date of filing of this Indictment, in the Borough of Brooklyn, in the Eastern District of New York and elsewhere, Al Kerr, Paul Hall, Earl Shepard, Philip Carlip, Frank Boyne, Frank Drozak, Paul Drozak, Joseph DiGiorgio, defendants herein, and Robert Matt Al Tanner, Cal Tanner, and Lindsey Williams, named herein as co-conspirators but not defendants, did wilfully, knowingly, and unlawfully conspire and agree with one another and with other persons to the Grand Jurors known and unknown, to violate Section 610 of Title 18, United States Code, in that they did wilfully knowingly, and unlawfully conspire and agree to cause Seafarers International Union to make contributions and expenditures in connection with the election of Presidential and Vice Presidential Electors or candidates for the offices of United States Senator and United States Representative in Congress, were to be voted for.

11. In furtherance of the conspiracy the Executive Committee of Seafarers International Union, consisting of defendant Paul Hall, Earl Shepard, and Al Kerr, and co-conspirators Al Tanner, Cal Tanner, and Lindsey Williams, met on August 27, 1962 and December 17, 1962, in New York City, New York, and created a special fund called Seafarers Political Activity Donation (SPAD).

12. It was part of the conspiracy that SPAD be given the appearance of a bona fide political committee, a separate distinct entity from Seafarers International Union, to receive voluntary contributions from unlicensed seamen and to

Against SIU

political contributions and expenditures in this behalf. In fact, however, it was part of the conspiracy that SPAD would exist only on paper and be nothing more than a device designed to conceal unlawful political contributions by Seafarers International Union.

13. It was further a part of the conspiracy that the SPAD committee would consist of the same persons who were members of the Executive Board of Seafarers International Union, and that the persons authorized to sign SPAD checks would be the same persons authorized to sign checks on other accounts of Seafarers International Union.

14. It was further a part of the conspiracy that the Union's Port Agents and Port Patrolmen would collect SPAD contributions at the same time they collected Union dues and assessments from unlicensed seamen. In furtherance of this aspect of the conspiracy, SPAD would become an item upon the printed cash receipts issued by Port Agents and Port Patrolmen to such unlicensed seamen.

15. It was further a part of the conspiracy that probationary members of the Union, who lacked Union voting privileges and seniority in bidding for jobs, would be caused to fear that failure or refusal to make contributions to SPAD would result in the loss of their employment, so that substantially larger SPAD contributions would be collected from such probationary members than from full-fledged members, who enjoy Union voting privileges and have seniority in obtaining employment.

16. It was further a part of the conspiracy that SPAD contributions would be collected from foreign seamen in lieu of Union dues.

17. It was further a part of the conspiracy that periodic reports in the name of SPAD would be filed with the Clerk of the United States House of Representatives, to conceal the contributions and expenditures made by Seafarers International Union in connection with Federal, state, and local elections.

18. It was further a part of the conspiracy that the defendants and co-conspirators would cause Seafarers International Union to make contributions totaling more than \$750,000 in connection with Federal elections in the years 1964 through 1968.

19. In pursuance of the aforesaid conspiracy, and to effect the objects thereof, the defendants performed the following and other overt acts within the Eastern District of New York and other places.

OVERT ACTS

1. On or about January 10, 1969, defendant Al Kerr filed with the Clerk of the United States House of Representatives a report of SPAD contributions and expenditures for the period January 1, 1968, to December 31, 1968, indicating expenditures for Federal elections during that period in the total amount of \$552,781.82.

2. On or about December 17, 1962, in New York City, New York, defendant Al Kerr met with defendants Earl Shepard and Paul Hall, and co-conspirators Lindsey Williams, Cal Tanner, and Al Tanner, and prepared minutes of a meeting of the SPAD committee of Seafarers International Union.

3. On or about September 23, 1968, defendant Al Kerr wrote a letter to Rexford Dickey, Agent, Seafarers International Union, at Baltimore, Maryland, transmitting Checks Nos. 1634 and 1635 drawn on the Union's SPAD account, in the amounts of \$420.00 and \$372.59, respectively.

4. On or about April 24, 1968, defendant Al Kerr wrote a letter to defendant Frank Drozak, Vice-President, Seafarers International Union, at San Francisco, California, transmitting Check No. 1200 drawn on the Union's SPAD account, in the amount of \$250.

5. On or about March 21, 1968, in Brooklyn, New York, defendant Paul Hall met with defendants Al Kerr, Paul Drozak, and Frank Drozak, and co-conspirators Al Tanner and Lindsey Williams, and presided over a meeting of the SPAD committee of Seafarers International Union.

6. On or about March 30, 1966, defendant Paul Hall wrote a letter to Gordon Spencer, Port Agent, Seafarers International Union, at Norfolk, Virginia, transmitting Check No. 609, in the amount of \$100, drawn on the Union's SPAD account.

7. On or about March 14, 1966, defendant Paul Hall wrote a letter to defendant Frank Drozak, Seafarers International Union, at San Francisco, California, enclosing Check No. 606, drawn on the Union's SPAD account, in the amount of \$1,000.

8. On or about December 17, 1962, in New York City, New York, defendant Earl Shepard met with defendants Al Kerr and Paul Hall, and co-conspirators Lindsey Williams, Cal Tanner, and Al Tanner, and presided over a meeting of the SPAD committee of Seafarers International Union.

9. On or about November 8, 1965, in Brooklyn, New York, defendant Earl Shepard met with defendants Al Kerr, Paul Hall, Frank Drozak, and Paul Drozak, and co-conspirators Lindsey Williams, Robert Matthews, and Cal Tanner, and presided over a meeting of the SPAD committee of Seafarers International Union.

10. On or about August 6, 1968, in Brooklyn, New York, defendant Earl Shepard met with defendants Al Kerr and Frank Drozak, and co-conspirator Lindsey Williams, and presided over a meeting of the SPAD committee of Seafarers International Union.

Members Vow All-Out Battle Against Indictment

SIU Secretary-Treasurer Al Kerr's report was made to approximately 1,200 members attending the regular July headquarters and outpost meetings, giving the full details of the indictment handed down against the union by a federal grand jury in Brooklyn.

The membership voted without dissent to "fight the indictment financially and morally and to use the union's full strength to protect its rights."

Following is the text of the secretary-treasurer's report on the indictment:

On Tuesday, June 30, 1970, a Federal Grand Jury sitting in the Eastern District of New York, handed up a 17-count indictment against the Seafarers International Union—Atlantic, Gulf, Lakes and Inland Waters District and the following individuals: Paul Hall, Earl Shepard, Al Kerr, Frank Drozak, Paul Drozak, Joseph DiGiorgio, Frank Boyne, and Philip Carlip. Named as co-conspirators, but not defendants, are Lindsey Williams, Al Tanner, Robert Matthews, and Cal Tanner.

The indictment charges the Union and your Secretary-Treasurer each with eight specific violations of the Corrupt Practices Act. The 17th charge alleges that the Union and the individuals whom I have named conspired to violate the Corrupt Practices Act.

I have examined the indictment and discussed its content with General Counsel for the International. The heart of the Government's case consists of the allegation that SPAD exists only on paper and is nothing more than a device designed to conceal unlawful political contributions by the Seafarers International Union.

As you all know, contrary to the Government's assertion, SPAD is a *bona fide* political committee, established and maintained in strict accordance with the requirements of law on advice of our counsel and our accountants. It is a separate entity, distinct from the Seafarers International Union, and is intended to receive voluntary contributions from our membership and to make political contributions and expenditures in their behalf. As such it is the opinion of our General Counsel that there is no violation of law and that the charges are groundless and cannot be supported on a trial of the action.

More important, however, is the fact that this marks a very substantial step to stop union people from making campaign contributions. There seems no question but that this indictment is meant to have a chilling effect on the free and protected expression of the rank and file members of all unions to express their political preferences in the time-honored labor tradition as expressed by Samuel Gompers, to "reward your friends, and fight your enemies."

It is for this reason that the case takes on added importance. It is important not only to the Seafarers Union and the individuals who are involved but to the trade union movement in general. We know that if we Seafarers have no voice in the halls of Congress that we will very soon lose all the things that we have fought so hard to obtain over the years.

The membership will be informed from time to time as to the status of this matter, and it is my recommendation that, subject to legality, we fight the indictment financially and morally and utilize the Union's full strength to protect its rights. In addition, I recommend that the text of the indictment be printed in its entirety in the *Seafarers Log*.

11. On or about September 14, 1966, defendant Philip Carlip registered with the Secretary of the United States Senate as a lobbyist for Seafarers International Union.

12. On or about July 17, 1967, defendant Philip Carlip registered with the Clerk of the United States House of Representatives as a lobbyist for Seafarers International Union.

13. On or about April 1, 1968, defendant Philip Carlip signed Check No. 1146 in the amount of \$1,000, drawn on the Union's SPAD account.

14. On or about July 8, 1968, defendant Philip Carlip signed Check No. 1366, in the amount of \$5,000, drawn on the Union's SPAD account.

15. On or about October 27, 1964, in Brooklyn, New York, defendant Joseph DiGiorgio met with defendants Al Kerr, Paul Hall, Earl Shepard, Frank Drozak, and Paul Drozak, and co-conspirators Lindsey Williams, Robert Matthews, Cal Tanner and Al Tanner, at a meeting of the SPAD committee of Seafarers International Union.

16. On or about July 28, 1964, defendant Joseph DiGiorgio signed Check No. 180, in the amount of \$1,000, drawn on the Union's SPAD account.

17. On or about August 13, 1965, defendant Joseph DiGiorgio signed Check No. 511, in the amount of \$200, drawn on the Union's SPAD account.

18. On or about September 25, 1963, in New York City, New York, defendant Paul Drozak met with defendants Earl Shepard, Al Kerr, and Paul Hall, and co-conspirators Lindsey Williams, Robert Matthews, Cal Tanner, and Al Tanner at a meeting of the SPAD committee of Seafarers International Union.

19. On or about March 21, 1968, in the Borough of Brooklyn, New York, defendant Paul Drozak met with defendants Paul Hall, Al Kerr, and Frank Drozak, and co-conspirators Al Tanner and Lindsey Williams at a meeting of the SPAD committee of Seafarers International Union.

20. On or about March 21, 1968, in the Borough of Brooklyn, New York, defendant Paul Drozak met with defendants Paul Hall, Al Kerr, and Frank Drozak, and co-conspirators Al Tanner and Lindsey Williams at a meeting of the SPAD committee of Seafarers International Union.

Houston, Texas, defendant Paul Drozak received from defendant Al Kerr, Check No. 1168, in the amount of \$150, drawn on the Union's SPAD account.

21. On or about November 8, 1965, in the Borough of Brooklyn, New York, defendant Frank Drozak met with defendants Earl Shepard, Al Kerr, Paul Hall, and Paul Drozak, and co-conspirators Lindsey Williams, Robert Matthews, and Cal Tanner, at a meeting of the SPAD committee of Seafarers International Union.

22. On or about May 23, 1968, defendant Frank Drozak received from defendant Al Kerr Check No. 1277, in the amount of \$100, drawn on the Union's SPAD account.

23. On or about March 3, 1966, defendant Frank Drozak wrote a letter to defendant Paul Hall, President, Seafarers International Union, at Brooklyn, New York.

24. On or about March 1, 1966, defendant Frank Drozak collected money from members of the crew of the ship "Brigham Victory" and issued therefor Seafarers International Union cash receipt numbers E15928 through E15944.

25. On or about November 1, 1968, defendant Frank Boyne submitted to Seafarers International Union a petty cash voucher numbered 4, in the amount of 6,000 Yen.

26. On or about November 26, 1968, defendant Frank Boyne deposited to his account at the Bank of America, Yokohama Branch, Check No. 1808, in the amount of \$16.67, drawn on the Union's SPAD account.

27. On or about September 6, 1968, defendant Frank Boyne collected money from members of the crew of the ship "Transglobe" and issued therefor Seafarers International Union cash receipt numbers E86461 through E86474.

28. On or about September 19, 1968, defendant Frank Boyne collected money from members of the crew of the ship "S/T Thetis" and issued therefor Seafarers International Union cash receipt numbers E86475 through E86485. (In violation of 18 U.S.C. 371).

Signed by:
Edward R. Neahey, United States Attorney;
Edward N. Brown, Special Attorney;
John E. Clark, Special Attorney; and
the foreman of the grand jury.

Seafarers Union Indicted

Wall Street Journal June 30, 1970 (This story appeared before the indictment was handed down.)
Seafarers Union Said to Extract Money From Foreign Seamen for U.S. Politics

By JERRY LANDAUER
 Staff Reporter of THE WALL STREET JOURNAL
 WASHINGTON The Justice Department has asked a Federal grand jury to indict the Seafarers International Union, possessor of organized labor's lushest political fund on charges of extracting "voluntary" contributions of as much as \$500 each from hundreds of foreign seamen working aboard U.S.-flag merchant ships.

Indictment and conviction of the union and its top officers could shatter union leader Paul Hall's aspirations to succeed George Meany as president of the AFL-CIO and remove a financial pillar from the deeply indebted Democratic Party; in 1968 the Seafarers contributed nearly \$300,000 to the Humphrey-Muskie ticket. It could also prompt Congress to review amendments written into President Nixon's maritime rebuilding program — amendments adopted by the House Merchant Marine Committee pressed by Seafarers lobbyists.

The Seafarers insist that their bulging \$1 million political fund (1968 spending totaled \$946,766) represents contributions from union members freely expressing their right to participate in the political process.

But evidence being presented by two Justice Department special attorneys, Edgar N. Brown and John Clark, to the grand jury in Brooklyn suggests that much of the money actually comes from foreign sailors, including many who aren't members of the union. Indeed, some of the foreigners who are financing the campaign of American politicians have never set foot on U.S. soil; many work on ships chartered by the military services to ferry supplies from Yokohama and other ports to Vietnam.

Mr. Brown and Mr. Clark won't comment on progress of the grand jury proceedings. But union records show a revealing pattern. In most instances American seamen give \$5, \$10 or occasionally \$25 to the Seafarers Political Activity Donation Committee. Japanese, Filipinos, Scandinavians and other aliens often "give" up to one-third their monthly wage. Union collectors can extract such sums because net pay aboard U.S.-flag ships is still attractive, even after these "deductions."

Records Show Donations

One example occurred aboard the tanker St. Lawrence in the Far East sometime in 1968. Three American seamen, Jack Fitzgerald, Frank Connell and Douglas Hester, contributed \$2, \$10, \$17 respectively. In contrast, union records list "donations" of \$500 each from Jinyu Yarikw, Jintoku Toma, H. Shimuzato, Paulino Abuan, Seikichi Uehara, Tsubio Kahatsu, Jesus M. Pilare, Graciano Pelaya and Koichi Miyazato.

A single pay day abroad for some merchantmen under labor contract to the union yields as much as \$7,250 for the union's political fund, nearly all from foreign sailors. Generally, though, the union seems content with \$100 or \$200 per man. From among crew members of the SS Sea Pioneer, on Feb. 22, 1968, the donation committee received \$200 from Alejandro de Windt; \$150 from Manuel Taguacta and \$100 each from Tan Joek Kwang, Low Chun Choek, and Lim Bian Seng.

However it's collected, the money really rolls in, whether in sums of \$440 from Motoyuki Nakasone or \$30 from Tay Theng Ho. In the 1968 Presidential campaign the 80,000-member

union reported spending more for politics than any other union, more even than the politically active United Steelworkers of America, which estimates membership at 1.1 million.

In general, the union represents unsubsidized ship operators. The rival union of unlicensed seamen, the National Maritime Union, mostly bargains with operators receiving Government subsidies. Yet on Far East runs the sums collected by Seafarers Union agents actually come from American taxpayers. The money flows from the Federal Treasury to ship owners carrying military cargoes, from the operators to the foreign seamen as wages, from the seamen to the political donation committee in the form of theoretically voluntary donations; and from the committee to local, state and national candidates or campaign committees.

Indeed, the tax funds sometimes flow into the pockets of politicians for personal use. For in addition to king-sized campaign gifts the union pays dozens of honorariums for speech-making, in amounts up to \$2,500 for one appearance by Maryland Democrat Garmatz, chairman of the House Merchant Marine Committee. Congressmen appearing at weekly lunches sponsored by the AFL-CIO Maritime Trades Department (the president is Seafarers leader Paul Hall) never receive less than \$250 and four Senators flying to Atlantic City for the department's annual convention last year received substantially more; one speaker, Texas Democrat Yarborough, got \$3,000. As Mr. Hall says, "there's nothing like an honorarium to make a speaker show up."

Donors Unidentified

Campaigners or orators accepting Seafarers funds may not know where the money comes from. For in no case has the union identified donors giving the donation committee more than \$100 in quarterly reports filed with the clerk of the House of Representatives.

What particularly endears the Seafarers to needy candidates is the union's ability to deliver large sums early in the campaign. Most political action funds sponsored by unions can't raise big money until the campaign heats up. But not the Seafarers. For the November, 1968 election the donation committee contributed \$5,000 fully a year in advance to the campaign of Washington Democrat Magnuson, chairman of the Senate Commerce Committee.

Then in quick succession Sen. Magnuson's candidacy received six more \$5,000 boosts — from the donation committee to the Washington State Democratic committee, the Spokane County Democratic Central Committee, the King County Democratic State Central Committee, the Washington Committee for Magnuson, the 1968 Magnuson for Senate Committee and the District of Columbia Citizens for Magnuson.

Campaign giving of this magnitude helps the union score legislative victories. Most recently, Seafarers lobbyists persuaded the House Merchant Marine Committee to broaden President Nixon's suggested program for rejuvenating the Merchant Marine. As passed by the House, the bill authorizes subsidies to operators choosing to operate some of their ships under foreign flags; most of the operators thus benefiting are under contract to the Seafarers. The legislation will be considered today by Sen. Magnuson's Senate Commerce Committee.

Charge union aided politicians

The Role of the Wall Street Journal

Among the newspapers that have attacked the SIU for exercising its legal right to participate in political activities — and to work toward its objectives of building a strong American-flag merchant marine — *The Wall Street Journal* has been the most vicious.

The Wall Street Journal's attacks have increased step-by-step as the SIU has pressed toward winning the fight for an expanded, healthy industry that will provide more jobs, greater security and increased opportunity for Seafarers.

The Wall Street Journal, at the same time, has consistently taken strong editorial stands in support of runaway shipping, foreign-flag shipping and in opposition to the free exercise of unions' rights.

The newspaper is the voice of anti-union big business interests who want to eliminate unions — and deplete their strength; who want to take away seamen's rights, and replace American Seafarers with foreign seamen in the interest of greater profits.

In its attempt to block the success of the union's struggle for an improved merchant marine, *The Wall Street Journal's* attacks have been strangely timed in coordination with the Justice Department's activities.

An example of this relationship is shown by *The Wall Street Journal* story that appears on this page. It was in print the night before the Justice Department announced the indictment to the rest of the news media.

We feel that it is not a coincidence that *The Wall Street Journal* story appeared not only in advance of the Justice Department's release, but in time to be read by Senators on the very day that the full Senate Commerce Committee was voting on provisions of the Merchant Marine Act of 1970 which the SIU supports.

Despite the tactics that have been used to divert the union from its goal of a rejuvenated, modern American-flag fleet, the SIU will continue to exercise its rights to participate in the American political process, legally and properly, just as we always have. This is not only our right, it is our obligation as a union of Seafarers.

Sea Union Seafarers Indicted In a Political Union Politics Seafarers Men A Union Indicted Sea U or Financing Campaign Indict Union, 8 Employees Of Seafarers Union indicted Seafarers Seafarers a union charged In a Political fraud 8 Seafarers Unionists For Seafarers chief indu n campaign f lrges ers Union are Indicted MOS, REPUBLICANS Seafarers Uni In Campaign Charge

Seafarers Are Indicted Over Union Aid to Parties Ur Fund Seafarer Ur Indicted to Po tions Sailors' fund Se Eight in Se Indicted Of Seafa. icted piracy ON FACES DICTMENTS DONATIONS Announced 8 rs Union, rs Union Hea Are Indicted Campaign Gifts



Qualified Lifeboatmen

Eight Seafarers who attended the SIU's Harry Lundeberg School of Seamanship in New York received endorsements as qualified lifeboatmen on June 18 after passing the Coast Guard examination. (Back row from left) SIU Instructor Len Decker, William Muniz, Ralph Moore, Sotirios Androutopoulos; and Larry Hamilton. (Front row) Miguel Pabon, Thomas Murphy, Joseph King, and James McDevitt.

Maritime Vocabulary Adds Forgotten Word — 'Hope'

Washington

The AFL-CIO Maritime Trades Department, with which the SIU is affiliated, continues to provide the only regular, on-going forum in the country that deals exclusively with maritime problems and legislation.

At weekly Washington luncheons, congressmen, senators, government, industry and labor officials speak out on issues affecting the merchant marine.

This past month four congressmen addressed the luncheons and this is what they said:

Recent passage of the Maritime Act of 1970 by the House of Representatives has struck a cautious note of hope in the remarks of Congressmen who are concerned about the maritime industry.

● Rep. Peter N. Kyros (D-Me.) says the new bill will equitably provide ship construction subsidies, tax-deferred construction reserve funds and operating subsidies to the entire fleet, rather than just certain select berth lines.

● An "orderly, acceptable and realistic" method to end "runaway-flag shipping" is one of the legislation's most important factors, according to Rep. John H. Dent (D-Pa.).

● The act provides the needed tools to return the nation's shipping fleet to a competitive position on the oceans, says Rep. Ray Blanton (D-Tenn.).

● House approval marks the end of a 34-year drought, noted Rep. Robert N. Giaimo (D-Conn.). He believes that there is no time for "resting on our laurels" but that efforts should be already underway for further legislative action to lead to greater excellence in the nation's American-flag fleet.

The legislation, now awaiting Senate action, passed the House with a significant 307-1 vote.

'Back to Flock'

But one way to correct this, Kyros believes, is to bring the runaway fleet "back to the flock" under rules that will permit them to compete for a fair share of the \$74 billion-a-year in American foreign trade, we will be making a major contribution to the economic health of our nation."

The Maritime Act of 1970 places a "freeze" on American-owned foreign operations as of April 15, 1970, and requires a phasing out of such operations by 1990, and fairly distributes subsidies and tax breaks among the entire fleet—not just selected operators.

It will "unite the American-flag merchant marine under a system that will permit it to compete in international trade," Kyros said.

Runaway Competition

Dent said that "runaway-flag shipping"—U.S. companies which have built and registered

and manned their vessels in foreign countries and then turned around and competed for American cargo—is "unconscionable."

But to expect operators of the runaway-flag vessels to phase out their substantial holdings immediately would be unrealistic.

The legislation, Dent said, puts an operator on notice that, if he wants to participate in the American maritime program, he must put a freeze on his foreign holdings and phase out such holdings over 20 years—a span equal to the economic life of a vessel.

Dent emphasized that the maritime bill was "corrective" and not "protective" legislation for the American-flag merchant marine.



Rep. Dent

Continue to Push

Giaimo urged maritime leaders to continue to push for the legislation until the Senate has passed it and President Nixon has signed it. And then, he said, there is still no time for relaxing for "the changing state of maritime affairs in the world today demands vigilance, a willingness to meet challenges and a willingness to change our ways to meet foreign competition."



Rep. Giaimo

He views the growing Russian fleet, which is providing increasing competition for the U.S.-flag fleet, as one of the major challenges of the future. (See story on the Russian fleet on Page 4.)

Competition from foreign-flag carriers is so great, in fact, that American-flag bottoms now carry less than 6 percent of the nation's international trade.

More Cargo Needed

The tools of the act, Blanton explained, seek to return the nation's fleet to a competitive position on the ocean. But, he added, the 300 ships it will provide in the next decade mean little without U.S.-flag ships carrying a greater share of cargo in their holds.

He urged that tax incentives be offered shippers who support the American-flag fleet, as one means of increasing the cargo tonnage.

Blanton also believes that the "injustices that have infected the federal government's policies on government cargo" could be eliminated in part by giving the Maritime Administration full responsibility for deciding where to place U.S. government cargo shipments.



Rep. Blanton

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 list carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

BRICKS—Boren Clay Products Co., northeastern and Great Lakes region. (United Brick and Clay Workers)

CIGARETTES—R. J. Reynolds Tobacco Co., makers of Camels, Winston, Salem, Tempo, Brandon, Doral and Cavalier cigarettes. (Tobacco Workers)

CLOTHING—Siegel (H. I. S. brand) suits and sports jackets, Kaynee boyswear, Richman Brothers mens' clothing, Sewell suits, Wing shirts, Metro Pants Co. products, and Diplomat Pajamas by Fortex Mfg. Co. (Amalgamated Clothing Workers) Judy Bond blouses. (Ladies Garment Workers)

FLOUR MILL PRODUCTS—Pioneer Products, San Antonio, Tex. (Brewery, Flour and Distillery Workers)

FURNITURE—James Sterling Corp. and White Furniture Co. (Furniture Workers)

Economy Furniture—Bilt-Rite, Western Provincial and Smithtown Maple (Upholsters)

GRAPES—All Arizona and California table grapes not bearing a union label on the crate. (United Farm Workers)

HOME BARBER SETS—Wahl Clipper Corp. (Machinists)

LIQUORS—Stitzel-Weller Distilleries, makers of Old Fitzgerald, Cabin Still, Old Elk and W.L. Weller brands. (Distillery Workers)

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

PRINTING—Kingsport Press, "World Book" and "Childcraft." (6 unions involved)

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

SHOES—Genesco Shoe Mfg. Co., shoes by Sentry, Cedar Chest, Staler, Jarman, Johnson & Murphy and Crestworth. (Boot and Shoe Workers)

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

TOYS—Fisher-Price toys. (Doll and Toy Workers)



Pennsylvanians Meet

Piney Point trainee Anthony Wayne Brown of Philadelphia and fellow Pennsylvanian, Rep. John H. Dent, discussed seafaring issues during a recent AFL-CIO Maritime Trades Department luncheon in Washington. (For details of Dent's speech see related story this page.)

Labor Official Chairs Group

Paris, France

W. J. Usery, assistant secretary of labor, has been selected as chairman of the Working Party on Industrial Relations

under the Organization for Economic Cooperation and Development. He was formerly a Grand Lodge Representative of the Machinists.



House Minority leader Gerald Ford (R-Mich.) delivers speech to MTD audience.

seafarers ACTION LINE

In addition to the beefs and contract questions which are settled aboard ship at payoffs and sign-on and by the SIU Contract Enforcement Department, headquarters in New York receives communications from Seafarers seeking contract interpretations and other information relating to their jobs.

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

Because many of these questions are of general interest to the membership, headquarters has arranged to have the questions and answers published regularly in the Log.

Question:

Why is it important to have an up-to-date clinic card when throwing in for a job aboard ship?

Answer:

Article 2, Section C of the Union's shipping rules, under the heading "Shipping Procedures" reads as follows:

"In those ports where the Seafarers Welfare Plan maintains a clinic and to the extent that the facilities of such clinic are available to a registrant, no seaman may register for a job without having presented a clinic card prior to registration."

The wording of this section of the shipping rules which cover all Seafarers makes it clear that an SIU clinic card is a necessary document in the shipping procedures negotiated by the Union and the contracted operators.

A Seafarer without a clinic card is unable to register for a job under the shipping rules.

Possession by the Seafarer of a valid, unexpired clinic card is also vitally important in those cases where a Seafarer chooses not to ship out immediately after registering for a job.

For example, if a Seafarer registers on the fifth of the month for a job, but does not throw in his card for a job until the twenty-ninth of the month, and in the meantime his clinic card has expired, the dispatcher in the port can turn down his bid for the job on the grounds of an expired clinic card.

The guideline for every Seafarer to follow is that his clinic card must be up to date both at the time of registration and at the time of his actually throwing in for a job.

It should also be remembered that by keeping his clinic card current, a Seafarer protects his own health. Because of the nature of the work performed by Seafarers, being in good physical condition is a protection while aboard ship.

Through the regular checkups offered to all Seafarers free of charge at SIU clinics, every member can, for his own benefit, detect any health problems early and have them treated.

SIU clinics not only extend their services to members but also to the wives and dependents of Seafarers.

Kerr Elected to Steering Post Of Union Secretary-Treasurers

New Orleans, La.

The secretary-treasurers of AFL-CIO affiliates elected Al Kerr of the SIU to their Steering Committee during the group's annual conference in New Orleans.

Joseph L. Ames of the State, County and Municipal Employees also was elected to the committee. They will replace the late Frank L. Noakes of the Maintenance of Way Employees and Charles A. Perlik, Jr., who is now president of the Newspaper Guild.



AL KERR

... Named to Committee

Promises Hold Maritime Fate

(Continued from Page 3)

Even though the Commerce Department and the Maritime Administration have made efforts to convince American industry to "ship American," the government cannot do the job alone, he added. The maritime industry "has more at stake in a 'ship American' program than the government does, and the industry should be willing and eager to carry its share of the task of stimulating greater awareness of the advantages of using American flag-ships.

"The problems of the merchant marine did not develop overnight; they will not be resolved overnight," Ford continued, "but this legislation charts a course which, if we follow, will lead to the restoration of America's maritime strength."

Taylor Elected

Bal Harbour, Fla.

Wesley A. Taylor, secretary-treasurer of the Bookbinders, has been elected by the executive board of the AFL-CIO Union Label and Service Trades Department as its seventh vice president. Taylor will serve out the unexpired term of the late Anthony J. DeAndrade, who was president of the Printing Pressmen.

Meany Asks Rights Alliance

AFL-CIO President George Meany has called for a stronger, more effective alliance between the labor movement and the civil rights movement.

Meany's call for greater cooperation was contained in a message to the 61st Annual Convention of the NAACP.

He said, "There is no time for further delay or experimentation if we are going to put America back to work."

At the same time, he repeated the AFL-CIO's demand that the Administration arrest the downhill slide of the U.S. economy.

Unfinished Task

Referring to some of the gains made by the combined efforts of civil rights groups and the labor movement, Meany said "our common task is far from finished. Much more remains to be done."

He added, "Labor is not

Emerson Sign Shines, Plant Lights Go Out

For the past 20 years, motorists emerging from the Holland Tunnel into New Jersey have been greeted by a large sign atop a four story factory.

"EMERSON TELEVISION AND RADIO," the sign reads, and at night its letters are illuminated in brilliant neon lights.

In 1966, the sign should have been altered and the word "RADIO" eliminated, because it was in that year that radio production ceased at Emerson. The company began to import its entire line of radios from Japan. A thousand jobs were lost.

The International Union of Electrical Workers went to the Federal Trade Commission to show that the company was practicing fraud and deceit in making the consumer believe that Emerson radios were made in the U.S. The FTC sided with Emerson.

Going Chinese

Now the company has worked out an arrangement with the Admiral Co. to have all its TV sets manufactured in Taiwan and imported and sold in the U.S.

Another thousand jobs will be lost and this time the company will close its plant for good. However, the sign outside the Holland Tunnel will continue to glow so that the public will get the impression that Emerson radio and TV's are still being made in Jersey City by American labor and at fair standards.

It is a bitter blow to the Emerson workers who average well over 20 years in service.

As one Jersey City IUE official puts it:

"We're a family. We've been together, most of us, well over 25 years. Black and white; American and foreign born. We had looked forward to working here for a long time and some day enjoying our pensions. But

now our members will be out in the streets."

Future Uncertain

The local union is trying to get the membership a 52-week Readjustment Allowance through the U.S. Tariff Commission.

Among the employees at Emerson there is uneasiness and uncertainty about the future.

Ross Musumeci is blind. He had 26 years of service. As of July 1st he was out of work. He has no idea what he will do, where he will go.

Bruno Nazzari is crippled. He is a skilled man and has spent 27 years at Emerson. But, he is now over 45 years of age. The prospects for an over-45 cripple landing a job are not very bright.

Meanwhile, American unions are concerned that as a result of Emerson's action with impunity, other companies may follow suit to take advantage of cheap labor overseas.

Panel Okays Maritime Bill

(Continued from Page 3)

cludes all U.S.-built, U.S.-flag subsidized ships serving foreign countries, even if they do not directly serve the U.S.

And, the Senate Committee also gave approval to a provision that grants the Maritime Administrator jurisdiction over government cargo preference procedures, a power now vested in the shipping agencies—the Department of Agriculture and the Agency for International Development.

Under the Senate plan, at least 50 percent of all government-generated and federal cargoes must be shipped in American-flag bottoms.

Senate action on the measure is expected to come in a few weeks.

trades. Meany said Outreach programs have been launched in 63 cities and have enrolled 6,000 young blacks.

New Voice For Consumers

A bill pending before Congress would give consumers a stronger voice in Washington in the future.

The bill's first provision establishes an agency for consumer protection. Under terms of the bill, the agency would be empowered to plead the consumer's case in administrative and court proceedings.

The other provision of the bill grants legal authority to the President's Office of Consumer Affairs. The President's Consumer Affairs office has previously acted only in an advisory capacity.

Table with 3 columns: Item description, Amount, and Total. Includes items like Investment Income, Profit on disposal of investments, and Total Additions.

DEDUCTIONS FROM FUND BALANCE

Table with 3 columns: Item description, Amount, and Total. Includes items like Insurance and Annuity Premiums, Administrative Expenses, and Total Deductions.

RECONCILEMENT OF FUND BALANCE

Table with 3 columns: Item description, Amount, and Total. Includes Fund Balance (Reserve for Future Benefits at Beginning of Year), Total Additions During Year, and Total Net Increase.

Part IV

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

Part IV—Section A
Statement of Assets and Liabilities
Seafarers Pension Plan
File No. WP-158707
As of November 30, 1969

ASSETS

Table with 3 columns: Item, End of Prior Year, and End of Reporting Year. Lists assets such as Cash, Receivables, Investments, and Bonds and debentures.

Table with 3 columns: Item description, Amount, and Total. Includes items like Nongovernment obligations, Common Trusts, Real estate loans and mortgages, Loans and Notes Receivable, and Total Assets.

LIABILITIES

Table with 3 columns: Item description, Amount, and Total. Includes items like Insurance and annuity premiums payable, Unpaid claims, Accounts payable, Accrued expenses, Other liabilities, Reserve for future benefits, and Total Liabilities and Reserves.

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

SEAFARERS WELFARE PLAN
Attachment to The Superintendent of Insurance
Year Ended November 30, 1969

Page 6—Item 12h

Other Administrative Expenses

Table with 2 columns: Expense description and Amount. Lists expenses such as Stationery and printing, Postage, Telephone and telegraph, Tabulating service, Microfilming, Equipment rental, Employee benefits, Miscellaneous, Miscellaneous Trustees meetings expense, Repairs and maintenance, Dues and subscriptions, Outside office help, and Office improvements.

Page 4

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND

STATE OF New York
COUNTY OF New York
Trustees of the Fund and

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

Employer trustee:
[Signature]

Employee trustee:
[Signature]

Others (Indicate titles):

Digest of SIU Ships Meetings

OVERSEAS VIVIAN (Maritime Overseas), June 14—Chairman, Robert A. Yeager; Secretary, Troy Savage; Deck Delegate, Richard Schaeffer; Engine Delegate, John A. Sullivan; Steward Delegate, F. J. Johnson. Few hours disputed OT in engine department, otherwise no beefs.

OVERSEAS DAPHNE (Maritime Overseas), June 16—Chairman, Edwin Craddock; Secretary, Sidney Garner; Deck Delegate, Ronald J. Crain; Steward Delegate, J. H. Crawford, Jr. No beefs reported. Some disputed OT in engine department. Vote of thanks to steward department for job well done.

HURRICANE (Waterman), June 7—Chairman and Deck Delegate, Clayton Englund; Secretary and Steward Delegate, James T. Myers; Engine Delegate, Nick Maccogliese. Two men paid off in Guam, and one man missed ship in Yokohama. Some disputed OT in deck and engine departments. Patrolman aboard ship in Yokohama to straighten out a few beefs. Vote of thanks to steward department for job well done.

OVERSEAS ULLA (Maritime Overseas), June 21—Chairman, William O'Connor; Secretary, Harold P. DuCloux; Deck Delegate, Bernard Toner; Steward Delegate, Donald M. King. \$12.25 in ship's fund. Several resolutions submitted to Headquarters.

VANTAGE PROGRESS (Pioneer), June 7—Chairman, John M. Yates; Secretary, Jim Bartlett; Deck Delegate, Elbert Wilson; Engine Delegate, James D. Allen; Steward Delegate, C. J. Kuzzen. Everything running smoothly with no beefs and no disputed OT.

FANWOOD (Waterman), June 21—Chairman, Clarence Cousins; Secretary, Anthony J. Kuberski. \$15.50 in ship's fund. Some disputed OT in engine department. Beef in steward department to be brought to attention of patrolman. Vote of thanks extended to steward department for job well done.

EAGLE VOYAGER (United Maritime), May 24—Chairman, Leo Paradise; Engine Delegate, Michael J. Blatchford; Steward Delegate, Robert Escobar. No beefs reported. Everything running smoothly.

MT. WASHINGTON (Victory Carriers), May 6—Chairman, E. Morris; Secretary, W. O'Brien; Steward Delegate, Sheldon Wallace. \$16 in ship's fund. Some disputed OT in each department.

COLUMBIA BREWER (Columbia), May 3—Chairman, C. Lee; Secretary, A. Hirsch; Deck Delegate, Orlando Gonsalves; Steward Delegate, Lee Myers. No beefs reported. Some disputed OT in engine department.

YAKA (Waterman), June 18—Chairman, Andrew Lesnansky; Secretary, Thomas Liles, Jr.; Deck Delegate, Lewis T. Fitton; Engine Delegate, W. A. Brown; Steward Delegate, Francisco A. Gonzalez. No beefs reported by department delegates. Vote of thanks to steward department for job well done.

ERICKSON (Crest Overseas), June 1—Chairman, S. Johannson; Secretary, J. L. Hodges; Deck Delegate, Andrew E. Stemock; Engine Delegate, John W. Penns; Steward Delegate, Donald Klein. No beefs and no disputed OT.

YORKMAR (Calmar), June 21—Chairman, William D. Morris; Secretary, John R. Marshall; Deck Delegate, S. Furtado; Steward Delegate, W. C. Crawford. Some disputed OT in deck department. Smooth sailing.

DEL SOL (Delta), June 21—Chairman, Claude W. Webb; Secretary, Charles L. Shirah; Deck

Delegate, John Turk, Jr.; Engine Delegate, Richard Savoie; Steward Delegate, Joseph Gagliano. \$7 in ship's fund. Motion made for retirement after 20 years in union and 15 years seetime, regardless of age. Vote of thanks extended to steward department for job well done.

TRANSERIE (Hudson Waterways), May 10—Chairman, Hendray Rucki; Secretary, W. B. Yarbrough; Deck Delegate, T. E. Anderson; Engine Delegate, S. W. Lewis; Steward Delegate, B. S. Kusbranson. Motion made to have six-month articles replaced by twelve-month articles on all ships. Vote of thanks to entire steward department for job well done. Disputed OT in deck and engine departments.

PANAMA (Sea-Land), May 28—Chairman, Ray Schrum; Secretary, J. McPhaul; Deck Delegate, James F. Ryan; Engine Delegate, David E. Wilson; Steward Delegate, Jose Vazquez. One man missed ship in Yokohama. One man hospitalized in Kobe. No beefs reported. Expect good payoff in Oakland, Calif. Some disputed OT in engine department. Vote of thanks to steward department for job well done.

YELLOWSTONE (Ogden Marine), May 31—Chairman, John Talbot; Secretary, Gilbert Trosclair; Deck Delegate, W. F. Simmons; Engine Delegate, R. C. Goodrum; Steward Delegate, R. H. Taylor. Small amount of disputed OT in deck department.

FAIRLAND (Sea-Land), May 24—Chairman, George Burke; Secretary, James H. Naylor. No beefs reported by department delegates. Vote of thanks extended to steward department for job well done. Vote of thanks also extended to 4 to 8 watch for cleaning pantry.

PENN CHAMPION (Penn Shipping), May 24—Chairman, Charles Boyle; Secretary, Z. A. Markris; Deck Delegate, C. R. Dammeyer; Engine Delegate, R. E. Nickerson; Steward Delegate, Richard Martinez. Disputed OT in deck department regarding delayed sailing. Vote of thanks to steward department for job well done.

SAGAMORE HILL (Victory Carriers), April 19—Chairman, B. A. Granby; Secretary, Willie A. Slater; Deck Delegate, H. T. Buckner; Steward Delegate, W. J. Miles. \$14 in ship's fund. Disputed OT in deck and steward departments.

ROBIN HOOD (Moore-McCormack), May 24—Chairman, J. I. Justus; Secretary, Aussie Shrimpton; Deck Delegate, W. R. Addington; Engine Delegate, P. P. Pappas; Steward Delegate, Charles Hickox. \$13 in ship's fund. No beefs reported.

SEATRIN FLORIDA (Seatrains), June 15—Chairman, George B. Smith; Secretary, Wilbur C. Sink; Deck Delegate, Arthur E. Hinz; Engine Delegate, E. W. Bartol; Steward Delegate, Calvin J. Sivels. Some disputed OT in engine department. Beefs in steward department to be settled by patrolman.

STEEL APPRENTICE (Isthmian), June 14—Chairman, Daniel D. Backrak; Secretary, Paul P. Lopez; Deck Delegate, C. D. Phillips; Engine Delegate, L. B. Broderick; Steward Delegate, A. P. Lopez. \$30 in ship's fund. Some disputed OT in deck and engine departments to be brought to attention of boarding patrolman.

MAIDEN CREEK (Sea-Land), May 3—Chairman, George Annis; Secretary, Joseph E. Hannon. No beefs reported by department delegates. Special vote of thanks to steward department for job well done.

PONCE (Sea-Land), June 14—

Chairman, G. Ruf; Secretary, G. M. Wright; Deck Delegate, Wesley Leonard; Engine Delegate, J. Beam, Jr.; Steward Delegate, Oscar Sorenson. \$15.71 in ship's fund. No beefs reported by department delegates. Vote of thanks to steward department for job well done.

MAYAGUEZ (Sea-Land), May 17—Chairman, Don Hicks; Secretary, L. Moore; Engine Delegate, H. B. Stevens. Motion made to have SIU Food Plan Representative look into quality and quantity of food aboard ship. No disputed OT and no beefs.

TOPA TOPA (Waterman), May 17—Chairman, James O. Dewell; Secretary, Edwin L. Brown; Deck Delegate, Glen E. Vinson; Engine Delegate, Robert A. Van Cise; Steward Delegate, C. Marceaux. Motion made to have maintenance and cure raised to \$15 per day. No beefs reported by department delegates.

OVERSEAS ULLA (Maritime Overseas), May 17—Chairman, Leonard J. Olbrantz; Secretary, Harold P. DuCloux; Deck Delegate, James R. Thompson; Engine Delegate, W. A. Padgett; Steward Delegate, James A. Hassell. \$12.35 in ship's fund. Discussion held regarding quality of food. Few beefs to be taken up with boarding patrolman.

COLUMBIA TIGER (Columbia), May 21—Chairman, John W. Kelso; Secretary, George M. Williams; Deck Delegate, Robert M. Smith; Engine Delegate, O. M. Brooke; Steward Delegate, Clifton Aaron. No beefs reported by department delegates.

CHICAGO (Sea-Land), May 3—Chairman, Walter Sibley; Secretary, B. B. Henderson; Deck Delegate, Frank Buhl; Engine Delegate, Vincent A. Lawsin; Steward Delegate, Joseph E. Giblin. Everything running smoothly with no beefs.

DELTA URUGUAY (Delta), May 21—Chairman, Joseph Catalanotto; Secretary, Bill Kaiser; Deck Delegate, Irvin Glass; Engine Delegate, V. M. Frederiksen; Steward Delegate, Sankey Edwards. \$107.02 in ship's fund. Few hours disputed OT in deck department. Real smooth voyage with no beefs. Discussion held regarding pension plan.

TAMARA GULDEN (Transport Commercial), May 5—Chairman, E. Bryan; Secretary, J. Prestwood; Deck Delegate, H. E. Jones; Engine Delegate, R. D. Holmes; Steward Delegate, R. D. Smith. \$18.35 in ship's fund and \$459.50 in movie fund. Ship's delegate to see captain regarding rusty wash water. Delayed sailing discussed.

MT. WASHINGTON (Victory Carriers), May 27—Chairman, H. I. Pousson; Secretary, Leoncio Calderon; Deck Delegate, Orla Tysen; Engine Delegate, Dennis P. Whalen; Steward Delegate, W. Wallace. \$15 in ship's fund. Some disputed OT in steward department.

DELTA URUGUAY (Delta), April 19—Chairman, Joseph Catalanotto; Secretary, Bill Kaiser; Deck Delegate, G. W. Duncan; Engine Delegate, V. M. Frederiksen; Steward Delegate, Sankey Edwards. Discussion held regarding new SIU contract and pension plan. \$61.02 in ship's fund. Everything running smoothly. Vote of thanks extended to entire steward department for job well done.

OVERSEAS PROGRESS (Maritime Overseas), May 17—Chairman, Louis L. Arena; Secretary, Richard J. Sherman; Deck Delegate, Roy A. McLeod; Engine Delegate, Alphonso R. Gonzales; Steward Delegate, A. Papardimoti. Some

minor repairs should be made as soon as possible, otherwise everything running smoothly with no beefs and no disputed OT.

STEEL SURVEYOR (Isthmian), May 3—Chairman, William Bushong; Secretary, John Reed; Deck Delegate, Ralph O. King; Engine Delegate, Robert F. Ellenson; Steward Delegate, William R. Magruder. All beefs taken care of at payoff.

PORTLAND (Sea-Land), April 26—Chairman, R. G. Bentz; Secretary, R. Hernandez. Everything running smoothly with no beefs. Crew thanked for donation of \$90 to American Library Association.

PORTLAND (Sea-Land), May 10—Chairman, R. G. Bentz; Secretary, R. Hernandez. No beefs and no disputed OT. Everything running smoothly.

CITIES SERVICE NORFOLK (Cities Service), May 16—Chairman, S. Candela; Secretary, Ralph Dougherty; Deck Delegate, Joe Moll Jr.; Engine Delegate, Frank C. Guillory; Steward Delegate, Persey Willis.

RALEIGH (Crest), March 31—Chairman, W. J. Meehan; Secretary, L. F. Drew; Deck Delegate, Roy L. Privette; Engine Delegate, Carl L. Peth III. Everything in good order. No beefs reported by department delegates.

STEEL ADMIRAL (Isthmian), May 2—Chairman, Melvin J. H. Keeper; Secretary, Isidor D. Avacilla; Deck Delegate, Lars Nielson; Engine Delegate, Philip F. Koral; Steward Delegate, Conrad Gauthier. \$38 in ship's fund. Discussion held regarding rusty water; matter to be taken up with patrolman. No disputed OT.

STEEL KING (Isthmian), May 17—Chairman, J. McCullom; Secretary, M. E. Reid. Discussion held regarding installation of air-conditioning in messhalls. No beefs; everything running smoothly. Vote of thanks to steward department.

TRANS HAWAII (Hudson Waterways), June 8—Chairman, W. E. Coutant; Secretary, James Temple; Deck Delegate, A. Fasar; Engine Delegate, Earl S. Rogers; Steward Delegate, Edward Dale. \$22.50 in ship's fund. No beefs reported. Vote of thanks extended to steward department for job well done.

HALCYON TIGER (Halcyon), June 8—Chairman, James Catania;

Secretary, C. J. Nall. Disputed OT in each department to be settled by boarding patrolman. Vote of thanks extended to steward department for job well done.

BALTIMORE (Sea-Land), June 1—Chairman, J. Delgado; Secretary, Ken Hayes. Motion made to have negotiating committee try to bring vacation pay in line with that of mates and engineers on this type ship. Mail situation very bad, to be brought to attention of patrolman.

COLUMBIA BREWER (Columbia), June 1—Chairman, Alfred Hirsch; Secretary, J. Harris; Deck Delegate, John Benitz; Engine Delegate, Robert Prentise; Steward Delegate, J. M. Harris. No beefs and no disputed OT.

STEEL ARCHITECT (Isthmian), April 4—Chairman, Charles D'Amico; Secretary, Thomas Williams; Deck Delegate, Robert N. Talk; Engine Delegate, Allan R. J. Brunt; Steward Delegate, Arturo I. Aguilos. \$35 in ship's fund. Some disputed OT in deck department.

CHOCTAW (Waterman), May 31—Chairman, Enos E. Allen; Secretary, Frank L. Shackelford; Deck Delegate, J. M. Skinner; Engine Delegate, Samuel L. Gibson; Steward Delegate, Vincent P. Pizzitolo. No beefs and no disputed OT.

COLUMBIA EAGLE (Columbia), May 31—Chairman, James Northcutt; Secretary, J. Kackur; Deck Delegate, N. R. Petterson; Engine Delegate, Luke A. Ciamboli; Steward Delegate, George M. Brown. \$12.10 in ship's fund. Few hours disputed OT in deck department. Vote of thanks to steward department for job well done.

COLUMBIA STAR (Columbia), May 17—Chairman, C. B. Pickle; Secretary, E. E. Harris; Deck Delegate, D. H. Ikirt; Engine Delegate, C. E. Wynn; Steward Delegate, John Silva. Motion made to have pension breakout after 20 years in union and 15 years sea time, regardless of age. Vote of thanks extended to steward department for job well done.

PERRY (Marine Traders), June 6—Chairman, M. E. Beaching; Secretary, A. E. Weaver; Deck Delegate, P. Pringle; Engine Delegate, F. M. Pedroza; Steward Delegate, T. Kenley, Jr. Some disputed OT in steward department.



After the Lifeboat Exam

Five Seafarers successfully completed the lifeboat course at the Harry Lundeberg School of Seamanship in New York, and passed the U.S. Coast Guard examinations. They are (seated, from left): Norman Williams, Louis Gil Jr., Panagis Menagatos; and (standing) Len Decker, the instructor, Dimosthenis Triantafyllos and Ronald Jones.

Ships' Committees:

Union Democracy Aboard SIU Ships

Union democracy is the cornerstone of the SIU Ship Committee. The committee, comprised of a ship's chairman, ship's secretary-reporter, and elected delegates from each department, is the SIU way of serving its members even while they are at sea.

Each Sunday of a cruise, a meeting of SIU members is held with the ship's chairman presiding. The secretary-reporter takes minutes which, along with other correspondence, are later forwarded to headquarters.

All matters relating to the union may be discussed at the meetings and the discussions are often wide-ranging.

The committee is empowered to handle beefs taken to the department delegates, and will attempt to solve them on board. If they are not solved when the ship reaches port, the beefs are turned over to the boarding patrolman.

Participation in the ship's committee meetings, and service on the committee, is open to every member.



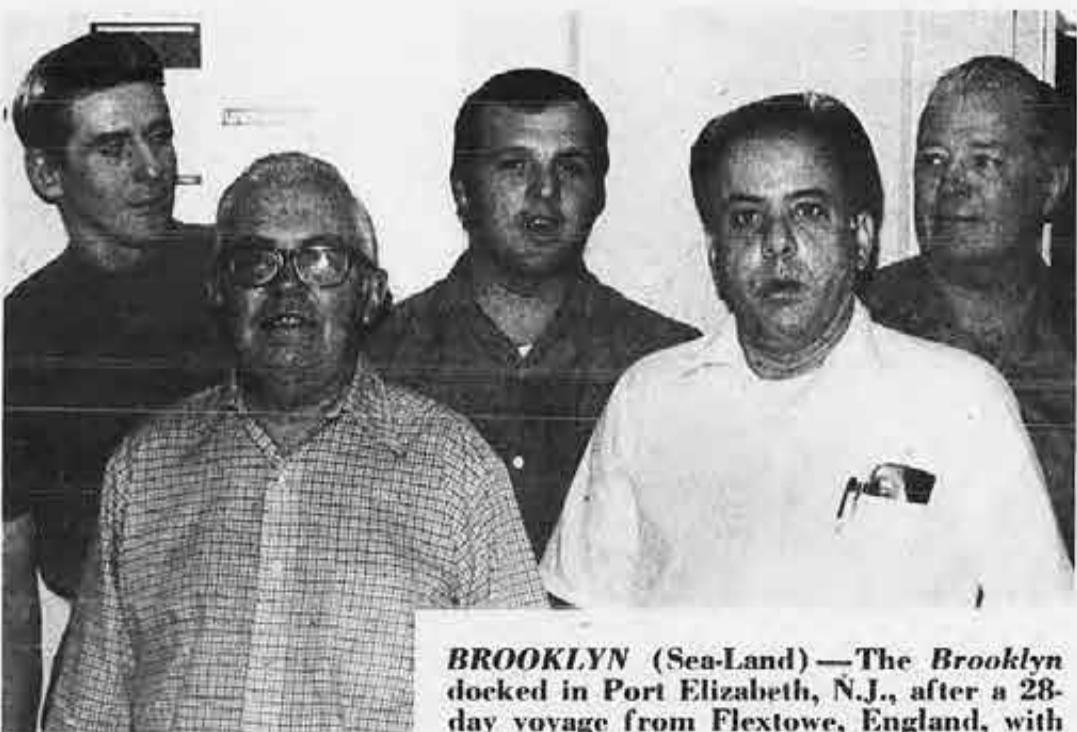
NEWARK (Sea-Land)—Gathered around the latest edition of the *Log* is the ship's committee of the *Newark*, back home in Port Elizabeth, N.J. Seated around the table are committee members (from left): Louis A. Ramurez, the engine department delegate; Alphonse Rivera, the ship's chairman; Madias Pena, the ship's secretary-reporter; Rupert Jackson, the steward department delegate, and Nick Bechlevanis, the delegate of the deck department.



TRANSHAWAII (Hudson Waterways)—The ship's committee reported a smooth 27-day crossing from Southampton, England. The *Transhawaii* carried a cargo of containers. The ship's committee was made up of (front row, from left): James Temple, steward department delegate; James Rogers, engine department delegate; and (back row) Adrian Fase, deck delegate; Thomas E. Yablonsky, ship's chairman, and Edward Dale, secretary-reporter.



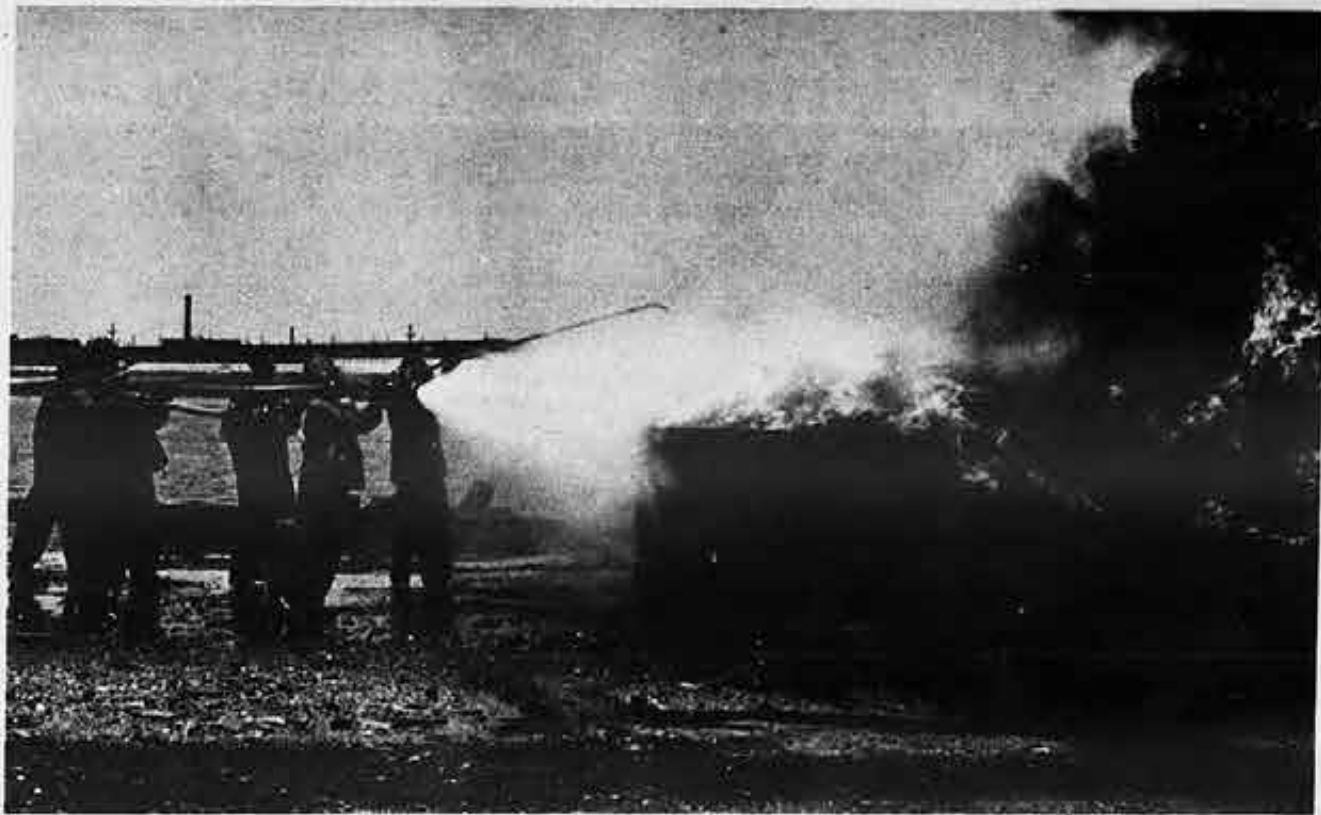
GATEWAY CITY (Sea-Land)—Only minor beefs were reported aboard the *Gateway City* on a 29-day voyage carrying mixed cargo containers from Spain. The committee consisted of (front row, from left): Vincent Genco, deck department delegate; Felipe Martinez, steward department delegate; and (back row, from left) Frank Carmichael, secretary-reporter; Israel Ramos, engine department delegate, and Sven Stockmarr, ship's chairman.



BROOKLYN (Sea-Land)—The *Brooklyn* docked in Port Elizabeth, N.J., after a 28-day voyage from Flextowe, England, with a mixed cargo of containers. The members of the ship's committee were (front row, from left): Jack Bowman, ship's chairman; Joseph Delise, secretary-reporter; and, (back row, from left) Peter McAneaney, engine department delegate; Thomas Anderson, deck department delegate, and Francis Ward, steward department delegate.



MOBILE (Sea-Land)—Back home in Port Elizabeth, N.J., the ship's committee reported a smooth 8-day voyage from San Juan, Puerto Rico. The committee members were (front row, from left): Sung M. Hsu, steward department delegate; Thomas Maga, engine department delegate; and (back row, from left) Francis DeCarlo, ship's secretary-reporter; Sverre LeKnes, deck department delegate, and Armas Jonsen, ship's chairman.



SIU fire fighting trainees guide a water fog nozzle to extinguish a diesel oil fire set in a giant tank. The trainees have to get on top of the blaze for the water mist to do its extinguishing job.

Preparing The Fighters Against Fire at Sea

The ever present danger of fire aboard ship has always threatened men at sea. To help prepare Seafarers combat this danger, the Military Sea Transport Service and the Maritime Administration jointly conduct a fire fighting school to train seamen how to handle such emergencies.

The school, located on the MSTTS base in Bayonne, N.J., offers a two-day course, combining classroom and practical training. A recent class consisted of 13 SIU men.

The curriculum includes general fire fighting and emergency procedures, use of rescue equipment such as breathing apparatus and atomic decontamination techniques.

The practical training entails putting out fires set by the instructors and familiarization with different types of emergency gear. Each trainee gets to put his classroom theory into practice by lining up on a hose and guiding the nozzle to douse a blaze, using either fog nozzles or foam attachments.

To finish the two-day course, each trainee must drag a hose to extinguish a smoky fire set below deck in an old landing craft used by the school.

"We want to remove the fear of fire, but we want to teach respect for a fire," said Robert White, an instructor. "After all, it may save some lives some day."



Smoke and water vapor mix as the trainees prepare to lug a hose below decks to put out a fire set in a former World War II landing craft.



Seafarer Carl Merritt checks the fog nozzle before going below to put out a fire. Paul Stewart assists him in holding the squirmy hose.



SIU trainees, in waterproof clothing man the hose to put out a diesel oil fire set in a tank. Each trainee gets a turn to lead the hose into the smoke and heat and guide the water fog onto the flames until the dreaded fire is put out.

A trainee guides the fog nozzle into the heart of the inferno. The nozzle must be put right on top of the fire to allow the water vapor to cool and extinguish it.

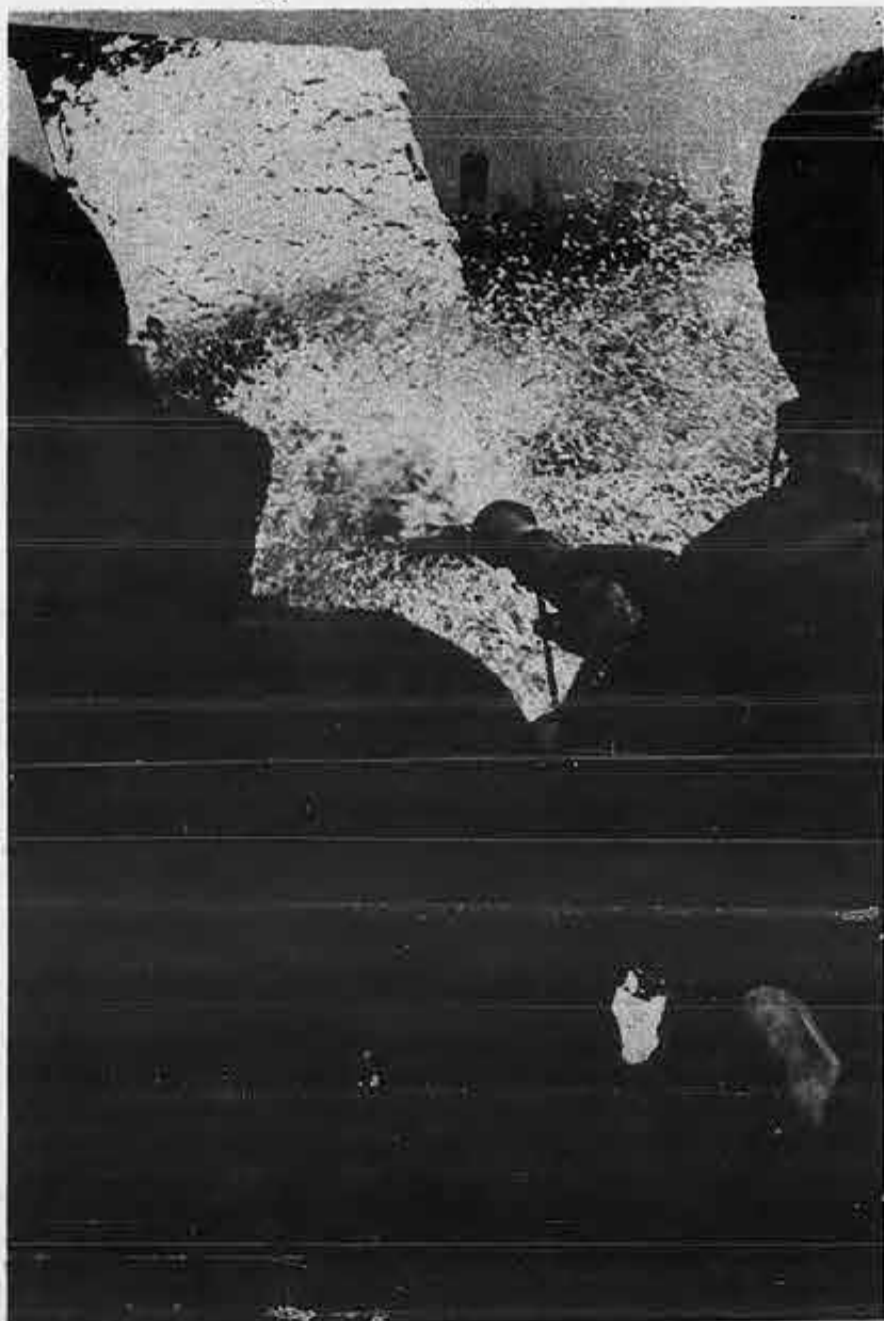
Fire fighting foam stains a practice vat in foreground as the SIU members attack another blaze. The fire fighting school, on the edge of the huge Bayonne base, is easy to find because of the smoke from practice fires.



SIU graduates of the fire fighting school are, from left, front row, Nick Paloumbis, Patrick Poinsette, Peter Triantafolis, Charles Pollman, Paul Stewart and Mike Levan. Rear row: Randy Hines, Phil Barry, Jim Sharpless, Neil Titone, Carl Merritt, Joseph Windham, Kenneth Roberts and instructors John Nagle and Robert White.



Two Seafarers guide a fire fighting foam onto a blaze. Trainees learn to use different types of extinguisher materials to fight different types of fires.



Trainees drag the heavy hose to put out a diesel oil fire. Besides fire fighting procedures, the school aims to remove fear of fire while retaining respect for fires, especially aboard ship.

Crew of Steel Maker Ends A Mercy Cruise

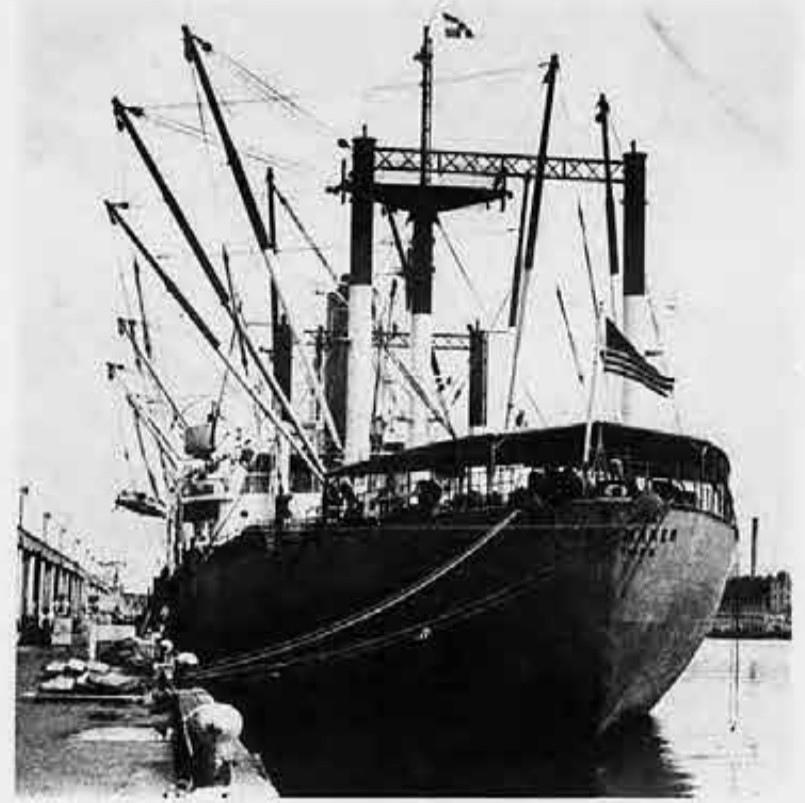
The crew of the *Steel Maker* (Isthmian) were glad to be back home in the Port of New York after a mercy cruise to the Indian Ocean. When the ship dropped anchor at the Eric Basin in Brooklyn, the ship had completed a three and a half month trip to ports in India, West Pakistan and Ceylon, delivering a cargo of CARE packages and machinery.

The crew left on their trip when wintry breezes were still blowing at home and, by the time they returned from the sweltering heat of the Indian Ocean, it was late spring in New York.

The voyage was smooth, but most of the crew looked forward to a few days of relaxation at home before shipping out again.



Seafarer Robert Lee Davis, who sails in the engine department, heads down the gangway with his suitcase all packed for some leisure time in the ship's home port.

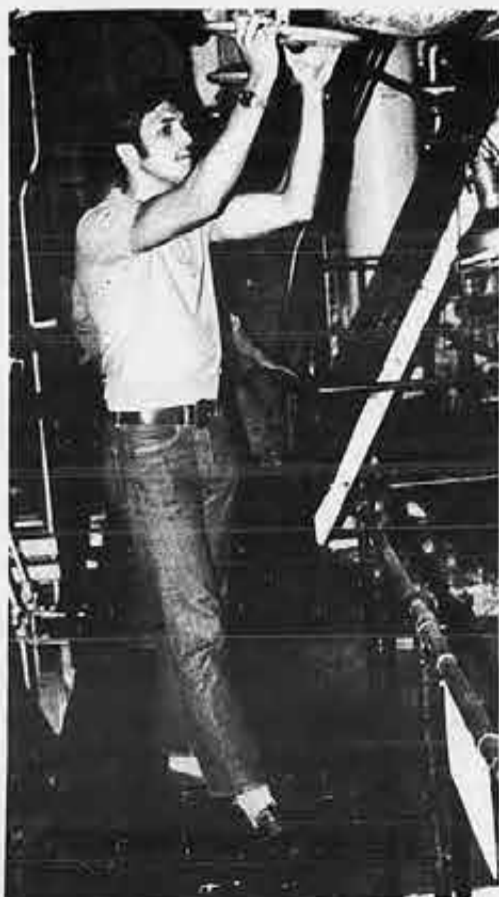


Crew members listen attentively as SIU Representative Angus "Red" Campbell fills them in on union activities during their long voyage to the Indian Ocean. *The Steel Maker* ship's committee reported a smooth trip.



After the *Steel Maker* docked at the Eric Basin, Seafarer Andrew Lopez, a fireman-watertender, makes a routine inspection tour of the engine room machinery.

Closing down the engine room telegraph after docking is Kenneth Larpenteur. Brother Larpenteur prepared for his career at sea by graduating from the Harry Lundeberg School of Seamanship in New Orleans.



Rodney Doiron, an oiler, adjusts the main steam valve after the ship tied up. Brother Doiron hopes to enroll in one of the SIU upgrading programs to advance himself in his seagoing career.



Mixing the potatoes for another good hearty meal for the crew are Don M. Ravosa (left), chief cook, and Robert J. Laiche, third cook aboard the *Steel Maker*. All the crew members say the steward department did a fine job during the long trip.

Final Departures

William Pope

William Pope, 46, an able seaman in the deck department of the *Alcoa Commander*, died Jan. 22, 1969, aboard ship in New Orleans. He had been a member of the SIU for 10 years, joining at the Port of New York. A native of Dalton, Ga., he was buried in West Hill Cemetery there.



Roy M. Martin

Roy M. Martin, 29, died at the J. T. Mather Hospital in Port Jefferson, N.Y., April 11. Born in New York, he joined the SIU at the Port of New York in 1959 and later that year graduated from the Andrew Furuseth Training School. His home was in Port Jefferson. During his career he sailed in the steward department and in 1961 was issued a picket duty card. Burial was in Washington Memorial Park, Coran, N.Y.



Rosario Lipari

Rosario Lipari, 44, died April 30 in the USPHS Hospital on Staten Island. Mr. Lipari joined the SIU in 1943 at the Port of New York and sailed as a bosun. He was issued a picket duty card in 1961. A native of Canada, he was a resident in Brooklyn at the time of his death. Burial was in Cote de Neiges Cemetery in Montreal. Among his survivors are two brothers, Frank and Antonio.



Walter G. Cooper

Walter G. Cooper, 45, died May 7 in Napa, Calif. Born in Illinois, he was a resident of San Francisco when he died. He joined the SIU in 1966 at the Port of New York and sailed in the deck department. He served in the U.S. Coast Guard during World War II. Mr. Cooper is survived by his mother, Mrs. Virginia Coughlan, of San Francisco. Services were held in Olivet Memorial Park, Colma, Calif.



Henry B. Richardson

Henry B. Richardson, 46, died May 9 in the USPHS Hospital in San Francisco after a long illness. A native of Rhode Island, he was a resident of San Francisco. He joined the SIU in 1967 in the Port of New York and sailed in the deck department. Burial was in Calvary Catholic Cemetery, San Jose, Calif.



John C. Bourgeois

John C. Bourgeois, 56, of Gretna, La., suffered an apparent heart attack aboard the tug *Jason Smith* on Feb. 19 and died before he could reach Marrero Hospital, Marrero, La. Mr. Bourgeois joined the SIU in 1959 at the Port of New Orleans and worked as a deck hand for the Crescent Towing and Salvage Co. in New Orleans. He is survived by his wife, Bernadette, and four daughters.



William K. Kirk

William K. Kirk, 18, died April 16 in St. Mary's Hospital, Philadelphia, Pa. He was a graduate of the Harry Lundeberg School of Seamanship. He joined the union in 1968 at the Port of San Francisco and sailed in the deck department as an ordinary seaman. Among his survivors is his mother, Mrs. Agnes Kirk of Philadelphia. Burial was in the New Cathedral Cemetery, Philadelphia.



Harold Ferguson

Harold Ferguson, 45, died May 15 at his home in Los Angeles. He joined the SIU in 1961 in the Port of Wilmington and sailed in the engine and deck departments. Burial was in Green Hills Memorial Park in Los Angeles.



Rufus C. Davidson

Rufus C. Davidson, 54, died June 2 in Mobile, Ala., after suffering a heart attack. A Coast Guard veteran of World War II, he joined the SIU in the Port of Baltimore in 1947, and sailed in the engine department. Mr. Davidson was a native of Alabama, and he made his home in Baker, Fla. He was interred at Bradley Cemetery in Bradley, Ala. He is survived by a son, Robert F. Davidson.



Strong Safety Bill Proposed

Washington

A bill pending in Congress would permit the Secretary of Labor to set safety standards for all industries.

The bill, introduced in the House by Rep. Dominick V. Daniels (D-N.J.), provides that an inspector finding conditions in a place of work that could produce death or injury, may order the job site closed if the condition warrants.

Broad enforcement powers, and expansion of the Labor Department's ability to regulate safety procedures, are included in the bill, which, labor leaders say, is the "strongest ever before Congress."

Management organizations are expected to vigorously oppose the safety measure.

Stevens Guilty Again

New York

For the tenth time the National Labor Relations Board has found the J. P. Stevens Co. guilty of unfair labor tactics. In the most recent instance, the NLRB ordered the company to bargain with the Textile Workers Union of America in behalf of workers in Greenville, S.C.

Irvin C. Kramer

Irvin C. Kramer, 62, died Feb. 20 in Arcadia, Mich., from heart disease. He joined the SIU at the Port of Frankfurt in 1962 and lived in Arcadia. Burial was in Gethsemane Cemetery in Detroit. Among the survivors is a son, Robert Kramer of Arcadia, Mich.



Henry T. Gaines

Henry T. Gaines, 39, died April 18 of an apparent heart attack in Luray, Va. He is survived by his mother, Mrs. Margaret Gaines of Houston. Mr. Gaines, an Air Force veteran of the Korean War, joined the SIU in 1960 at the Port of Jacksonville. He sailed as chief electrician. His home was in Houston, Tex. Burial was in the Jacksonville Memory Gardens in Jacksonville, Fla.



Peter Bush

Peter Bush, 70, died April 12 after a long illness in the Providence Memorial Hospital in El Paso, Tex. An SIU pensioner since 1959, he moved to El Paso in 1966 from New York. An Army veteran of World War I, he joined the union at the Port of Baltimore in 1939. He sailed in the engine department. Among the survivors is his wife, Lorene. After cremation services, the ashes were scattered on the sea from the *SS Hoskins*.



Donald A. Bergum

Donald A. Bergum, 31, died on May 6, in Schroeder, Minn., following an automobile accident. A resident of Perham, Minn., he joined the SIU in 1969 at the Port of Duluth after 11 years in the U.S. Navy. Burial was in Richville Cemetery, Rush Lake Township, Minn.



Bernard A. Donnelly

Bernard A. Donnelly, 58, died May 16 in the Veterans Administration Hospital in Los Angeles after a short illness. An Army Air Corps veteran of World War II, Mr. Donnelly joined the union in 1952 at the Port of Wilmington. Born in Canada, he had been living in Encino, Calif. Among his survivors is a sister, Mrs. Mary Menefree, of Encino. Burial was in Holy Cross Cemetery, Encino.



John J. Cannon

John J. Cannon, 69, died May 5 in Cumberland Hospital, Brooklyn, of natural causes. He joined the union in 1962 at the Port of New York and sailed in the steward department. Mr. Cannon was interred in Rosehill Cemetery, Linden, N.J.



Claude D. Jennings

Claude D. Jennings, 58, passed away May 8 in the USPHS Hospital in New Orleans following a long illness. An Army veteran of World War II, Mr. Jennings joined the SIU in 1963 in the Port of New Orleans. He is survived by his wife, Corinne. Burial was in St. Rock Cemetery, New Orleans.



Marion J. Goold

Marion J. Goold, 72, passed away March 12 of natural causes in Kings County Hospital, Brooklyn, N.Y. An Army veteran of World War I, Mr. Goold joined the SIU in 1955 at the Port of New York and sailed in the steward department. He is survived by a brother, Robert, of Paris, Ill. Burial was in Yates City Cemetery, Yates City, Ill.



Mail from Home

Seafarer Paul Parsons, an able seaman aboard the *Penn Challenger*, looks over letters from home as his ship rests at anchor in Yokohama. "Letters from home are more important than money, food, or a place to sleep," he says.



New Gallon Club Member

Seafarer Dominic Venezia (center) receives an SIU Gallon Club membership pin from Dr. Joseph Logue, SIU medical director, at the clinic in New York while a nurse looks on. Venezia, who donated his first pint of blood in 1964, became the 13th Seafarer to have donated one gallon or more to the union blood bank.

24 More Seafarers Retire to Shore

Joining the ranks of SIU pensioners last month were 24 Seafarers who retired after long years of sailing the world's oceans.

Carlos Mojica, 46, joined the SIU in the Port of New York and sailed in the steward department as a second cook. A department delegate when sailing, he was issued picket duty cards in 1947 and 1961. A native of Puerto Rico, Brother Mojica now makes his home in New York City.

David Brenner Miller, 64, a native of Louisiana, now lives in Houston, Tex. He joined the union in the Port of Baltimore and sailed in the engine department as a fireman. When Seafarer Miller retired, he ended a sailing career of 42 years.



Carlos Mojica

David Miller

Frank Prezalar, 63, joined the SIU in the Port of New York and sailed in the steward department as a baker, chief cook and steward. In 1961, he was issued a picket duty card. A native of Poland, Seafarer Prezalar is now spending his retirement in Milford, Conn. He is an Army veteran of World War II.

Austin N. Kitchings, 65, a native of South Carolina, now lives in Fernandia Beach, Fla. He joined the union in the Port of Savannah and sailed in the steward department as a messman.



Frank Prezalar

Austin Kitchings

Francisco V. Nicolas, 68, joined the SIU in 1943 at the Port of Norfolk and sailed in the steward department as a cook. A native of the Philippine Islands, Brother Nicolas makes his home in Baltimore, Md. His retirement closed a sailing career of 38 years.

Otis Neal Edwards, 65, a native of Louisiana, is living in Chickasaw, Ala. In 1938 he became a member of the union in the Port of Mobile. He sailed in the engine department as a fireman-oiler and deck engineer. Brother Edwards had been sailing for 38 years when he retired to shore.



Francisco Nicolas

Otis Edwards

Oscar Lee, 62, sailed in the engine department as a fireman-oiler after joining the SIU in the Port of Mobile in his native state

of Alabama. Seafarer Lee is spending his retirement in Mobile.

Lawrence Edward Power, 68, a native of Rochester, N.Y., now lives in Cohoes, N.Y. He joined the union in the Port of Philadelphia and sailed in the steward department. Brother Power served in the Navy from 1919 to 1923.



Oscar Lee

Lawrence Power

Guillermo De Jesus, 48, joined the SIU in 1944 at the Port of New York. A messman, he sailed in the steward department. Brother De Jesus is spending his retirement in Dorado in his native Puerto Rico.

James Sanlouzans, 60, is a native of Spain, who now makes his home in New York City. He joined the union in 1944 at the Port of Boston and sailed in the deck department. In 1961, he was issued a picket duty card. His retirement ended a sailing career of 39 years.



Guillermo De Jesus

James Sanlouzans

Modesto Velez, 60, a native of Puerto Rico, now lives in the Bronx, N.Y. He joined the SIU in the Port of Mobile and sailed in the steward department. He served as department delegate while sailing. When he retired, Brother Velez ended a sailing career of 38 years.

Rodrigo I. Pelayo, 66, joined the union in the Port of New York and sailed in the steward department. A native of the Philippine Islands, Brother Pelayo now lives on Staten Island, N.Y. He retired after 43 years of sailing.



Modesto Velez

Rodrigo Pelayo

Edward K. Dooley, 46, joined the SIU in the Port of New York and sailed in the deck department as an able seaman. He last sailed aboard the *Sabine*. Brother Dooley was issued a picket duty card in 1962. A native of Connecticut, he now makes his home in Miami, Fla. He is a Marine veteran of World War II.

Antonio Falco, 53, is a native of New Jersey where he now makes his home in Westmont. He joined the SIU in the Port of Philadelphia and shipped in the steward department as a messman. He last sailed aboard the *Del Sol*. In 1960 Brother

Falco was elected to serve as the quarterly financial committee member from the Port of Philadelphia.



Edward Dooley

Antonio Falco

John G. Newman, 54, is a 23-year union veteran. He joined the SIU in the Port of New York. He sailed as an able seaman and bosun. A New York City native, he now lives in New Orleans, La.

Edward R. Gordon, 69, of Pittsburgh, Pa., is a 26-year SIU veteran. He joined the union in the Port of New York after a two-year hitch in the Army. He sailed in the steward department. He lives in his hometown of Pittsburgh.



John Newman

Edward Gordon

Filippo Carlino, 45, joined the SIU in 1957 in the Port of Baltimore and sailed in the steward department. A native of New York City, he now lives in Baltimore.

Francisco P. Panuelos, 74,

joined the SIU in the Port of New York and sailed in the steward department. A native of the Philippine Islands, Brother Panuelos lives in Portsmouth, Va. He is a veteran of both World Wars, and served in the Navy as a cook for over 30 years.



Filippo Carlino

Francisco Panuelos

Clarence I. Wright, 63, is a native of Georgia and now makes his home in Baltimore, Md. He joined the union in the Port of Savannah in 1939 and sailed in the steward department. In 1961 he was issued a picket duty card.

Allen L. Dunn, 53, joined the SIU in the Port of Boston and sailed in the steward department as a cook. A native of Alabama, Seafarer Dunn is now making his home in Savannah, Ga.



Clarence Wright

Allen Dunn

Dolph Dell Sihler, 63, joined the SIU in the Port of New York in 1943 and sailed in the engine department. A native of Oregon,

Seafarer Sihler now lives in New Orleans, La.

Robert Edward King, 46, a native of Virginia, now makes his home in Virginia Beach. He joined the SIU in the Port of Norfolk and sailed in the deck department. Seafarer King is a Navy veteran of World War II.



Dolph Sihler

Robert King

Edward Johnston, 65, joined the SIU at the Port of Philadelphia in 1939. During his 31-year career, he sailed as an able seaman, carpenter and bosun. A native of Philadelphia, he now makes his home in Havertown, Pa.

Lewis James Goodwin, 55, joined the union in 1941 at the Port of New York after five years in the Navy. He sailed in the deck department as an able seaman. A native of Sanford, Me., he makes his home in Brooklyn, N.Y.



Edward Johnston

Lewis Goodwin

Pensioner In California

Allen's Unique Initials: NH

To distinguish him from other boys with the same first name, the parents of SIU pensioners Charles (Chuck) Allen gave him the middle initials "NH", even though they represent no names.

Seafarer Allen does not know exactly why they picked those initials. One thing is certain, however, Brother Allen's record during World War II contains more than enough facts to distinguish him from others.

He sailed as boatswain aboard the *Samuel F. Miller* in 1943 when it was shuttling gasoline from Tunisia to Palermo and Naples in Italy.

The ship was almost always under attack when it entered the Italian ports and Brother Allen was on deck with his men and therefore in constant danger.

Wounded in Naples

On October 5, 1943, while in the Port of Naples, the ship was nearly hit and shrapnel pounded onto the deck. Brother Allen was wounded in the head. He spent four days in Paratroopers Hospital in Naples.

Also on board that ship at the time and working in the engine room as a fireman was New York Port Agent Joe DeGeorge.

Talking about Allen, Brother DeGeorge described him as



Seafarer Charles Allen (left) an SIU veteran of 28 years, receives his first pension check from Vice President Frank Drozak at the San Francisco membership meeting.

"quite a shipmate." He explained that there was often no food aboard the ship except for beans. It was then that Allen left the ship during the night forays to secure more food for the crew.

"He had a lot of guts," said DeGeorge.

Worked in Baltimore

Before joining the SIU in 1942, Seafarer Allen worked as a structural engineer for the Maryland Metal Building Com-

pany in Baltimore, the city in which he was born.

From 1926 to 1928 he served in the Navy and it was in 1929 that he got his able seaman papers.

Having reached the age of 60, he has retired and, without specific plans says he intends to "just relax," read and unwind. He lives in Sonoma, Calif., with his wife, Ok Boon, a Korean national he met while sailing on the *Steel King* in 1960.

Major Overhaul Necessary For Social Security Benefits

Over one million Social Security beneficiaries are now on welfare and six million more are living under near poverty conditions. These grim facts attest to the urgent need for Social Security reforms.

The inflated economy has made it even more difficult for the retired person to make ends meet. Now, more than ever, he needs to know that the purchasing power of his benefit checks will not be depleted. Most of all, Social Security recipients need to be assured an adequate income.

This past January, a 15 percent across-the-board increase in Social Security benefits was rapidly enacted. Under the new Social Security Bill recently passed in the House—and now before the Senate Finance Committee—there will be an additional 5 percent increase raising the minimum level to \$67.20 a month. However, more increases in benefits will be needed before the beneficiary can be assured necessary funds on which he can live.

Other Income Needed

Despite the recent changes, \$67.20 represents only two fifths of the minimum poverty level income. Other income will still be needed for the retired person is to stay above the poverty line—a task not easily met.

What this bill could do, however, is provide for future increases to be based on the rising cost of living—increases that will go into effect automatically when the consumer price index rises 3 percent or more during the previous year.

In addition, the new legislation will make other changes in the system that are aimed entirely at making Social Security benefits more compatible with the retired person's needs.

Among these are increased benefits for widows and widowers amounting to 100 percent of the benefits the wage earner would have received. Also, the retirement benefits for men will

now be computed to include the years between 62 and 65 and lop off the earning figures of three early years of employment.

Still Inadequate

Most labor unions and the National Council of Senior Citizens agree that the new Social Security amendments are a step in the right direction. But, they feel the 5 percent increase, effective January 1971, is inadequate, especially if one considers the fact that living costs are rising at the rate of 6 percent per year.

The cost-of-living escalator clause alone will not pull those 7 million or more people, 65 years or older, out of the poverty they now endure.

What is needed are increases amounting to 50 percent over the next three years—as proposed in Sen. Harrison Williams' (D-N.J.) bill, now in committee.

The Williams' bill embodies provisions which offer hope to retired persons. It calls for including disabled persons under Social Security in the Medicare program. It also tackles the problem of the costs of drugs used in treating old-age ailments by bringing such expense under Medicare.

More Funds Needed

Such benefit hikes will naturally require increased funding during a time when cutbacks have, in general, become the rule.

Benefits provided for in the House bill will be subsidized by raising the wage base used in computing Social Security taxes from \$7,800 to \$9,000 a year. Increases such as those proposed in Williams' bill will necessitate some additional means of financing.

As a solution to this problem, the Senate's Special Committee on Aging has suggested that future Social Security reforms or improvements be funded through general revenues along with the present system of taxing the employer and employee.

Poor Argument

In any event, rejecting improvement proposals or benefit hikes on the grounds that there just isn't enough money would be a poor argument. According to Social Security Commissioner Robert S. Ball, there are enough funds to cover cash benefits for the next 75 years.

The Commissioner reports that Social Security income for fiscal year 1969 outweighed benefits paid some \$3.8 billion. By 1974, income should outweigh all benefits paid by almost \$43 billion.

This being the case, there is reason to believe that the retired person's basic needs can be met—and more. In fact, the Williams' Committee looks ahead to a time when retirement benefits will be "adjusted to reflect productivity, not just rising prices.

Social Security Q&A

Children Eligible for Benefits

By A. A. Bernstein
SIU Social Security Director

The Social Security program is not just a retiree benefit plan. Today, an increasing number of mothers, housewives, widows, students, children and disabled workers are discovering that Social Security benefits and medical assistance plans apply to them too.

The *Seafarers Log* welcomes any questions SIU members and their families might have with regard to Social Security benefits available to widows and children, disabled workers, retirees, and others. Questions about any of the individual plans under the Social Security program, such as health insurance, are also welcome.

Kindly direct all questions to A.A. Bernstein, director of Social Security and Welfare Services, Seafarers Welfare and Pension Plans, 275 20th St., Brooklyn, N.Y. 11215.

Q. Both my wife and I work. We have two young children. Would they be entitled to Social Security benefits if something happened to me now?

A: Yes, they probably would. Children may become eligible for benefits when either parent dies, or when either parent becomes entitled to retirement or disability benefits, if the parent has worked long enough under Social Security. The Social Security program recognizes the need for a family to remain together and for children to complete their education. It has made this possible by providing benefits for dependents.



Pension Checks Presented

Four veteran Seafarers received their first pension checks from Vice President Earl Shepard (right) at the June general membership meeting. Accepting the checks are, from left, Rodrigo Pelayo, Lewis Goodwin, James Sanlouzans and Eugenio Gatmaitan.

States Can't Withhold Aid Pending Appeal

San Francisco

Unemployment benefits must be paid jobless workers while an employer appeals the worker's eligibility, according to a ruling made in U.S. District Court here.

The ruling is expected to affect 48 of the 50 states where unemployment benefits are withheld during the appeal period. Only Vermont and Washington pay benefits during an appeal.

The three-judge panel, headed by Judge Gilbert H. Jertberg, ruling on a California

case said the state had wrongfully withheld more than \$200,000 in unemployment benefits from strikers at the Los Angeles Herald-Examiner while the publisher appealed their eligibility.

The court, in a scathing decision, found that the practice of stopping benefits without a hearing, "conflicts with certain clearly defined state and national goals."

Among the goals, the court said, was the intention "to stave off extreme personal hardships as well as society-wide depression in times of increasing unemployment."

Lawyers for the Reagan Administration said that withholding unemployment benefits is much less severe than withholding welfare benefits.

The judges said: "It is scant comfort to the disaster stricken that there is someone, somewhere worse off than he. And this court finds that the situation of the unemployed person is every bit as lamentable from the legal standpoint as that of the welfare client."

Fill Out Cards, USPHS Asks

The U.S. Public Health Service of the Department of Health, Education and Welfare asks that Seafarers fill out special information cards to insure that they receive all hospitalization benefits due them.

The cards, available at all SIU clinics, explains the procedures that should be followed to notify USPHS in the event that a Seafarer requires hospitalization in a non-government hospital.

The government hopes these cards will be helpful in cases where the Seafarer is too disabled "to advise the hospital of the steps they must follow if the USPHS is to assume responsibility for the medical expenses a Seafarer will incur."

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

REPORT PERIOD MAY 1, 1970 to MAY 31, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	12	\$ 2,586.14
Hospital Benefits	1,726	41,607.59
Death Benefits	20	50,711.34
Medicare Benefits	583	2,333.00
Maternity Benefits	55	10,100.00
Medical Examination Program	682	20,985.65
Dependent Benefits (Average) \$477.63	2,263	108,087.44
Optical Benefits	607	9,216.63
Meal Book Benefits	374	3,739.10
Out-Patients Benefits	4,891	37,280.00
Summary of Welfare Benefits Paid	11,213	286,646.89
Seafarers' Pension Plan—		
Benefits Paid	1,552	364,909.00
Seafarers' Vacation Plan—		
Benefits Paid (Average \$468.31) ..	1,403	657,042.17
Total Welfare, Pension & Vacation Benefits Paid This Period	14,168	1,308,598.06

Bid Farewell to 5% Surtax And Welcome Pocket Money

New provisions in the tax law give workers a bit more take home pay this month, and with all the willing hands to help the workers spend the new-found funds it's going to be harder for him to get the quality goods he wants.

The tax break is two-pronged:

First, the current 5 percent surtax expires and,

Second, the personal exemption for deduction purposes rises from \$600 to \$650.

Thus, a worker with two children who earns \$150 a week will find a total of \$1.30 more in his check.

The slight tax relief, unfortunately, won't be much of a help in finding the products the buyer wants.

Housing Shortage

One critically short area is housing. The prospect is getting even dimmer in the housing field with the advent of hearings in Congress on the Administration's housing proposals.

The Administration proposals have been characterized as favoring banks and lending institutions, who are becoming more and more reluctant to give mortgage money.

The proposals also raise the specter of an increase in the rate of VA and FHA loans for houses. A one percent increase in the loan rate, it is estimated, will raise the cost of a \$20,000 house \$5,000 over a 30-year mortgage—a cost equal to all the labor that went into building the house.

Flammable Fabrics

The lack of high quality products extends to the clothing field, too. Several agencies of government and labor organizations are pressing for the enforcement of controls on the selling of flammable fabrics.

The horror stories are many and the pitfalls just as plentiful.

✓ Children are permanently scarred, and some are killed, when their party clothes ignite near birthday candles.

✓ An infant dies when his sleeping suit bursts into flame near a fireplace.

✓ Foam-backed carpets burn and produce poisonous smoke and gas in a nursing home killing 32 persons.

Laws exist to control the production and sale of such materials, but inadequate funding and lack of testing have left a void in enforcement of the laws.

Commission Reports

The lack of safety factors in products accounts for injuries suffered in the home by 20 million Americans each year, according to the report of the National Commission on Product Safety.

The commission laid the blame for the lack of built-in safety on a "dearth of factors motivating producers toward safety."

It said that "competitive forces may require management to subordinate safety factors to cost considerations, styling and other marketing imperatives."

A significant conclusion drawn by the com-

mission's two-year study was that, "self-regulation by trade associations and standards groups, drawing upon the resources of professional associations and independent testing laboratories, is legally unenforceable and patently ineffective."

Health Hazards

Self-regulation fails so badly, the commission found, that "unreasonable health hazards" were discovered in architectural glass, color televisions, fireworks, floor furnaces, glass bottles, high-rise bicycles, hot-water vaporizers, household chemicals, infant furniture, ladders, power tools, protective headgear, rotary lawnmowers, toys, unvented gas heaters and wringer washers.

The commission called for a Consumer Product Safety Act that would permit the Federal government to act in the field, authority which it does not now hold.

Spoilage Dates

Another area where testing and inspection seem inadequate is in the field of food. New York Congressman Leonard Farbstein is pressing the Federal Trade Commission to require the printing of the spoilage date of foods on packages sold in grocery stores.

Stores and supermarkets generally use codes to tell clerks when food should be removed from shelves. Rep. Farbstein says that, despite the coding, some stores have sold food after the spoilage date.

He said the problem could be eliminated if the dates were clearly printed so that the consumer would be able to determine whether the food was fit to take home and how long he could store it safely at home before eating it.

While Rep. Farbstein has asked the FTC to take action, a consumer organization has blasted the Commission for failing to include any spokesmen for consumers or for those interested in the environment in the Commission's 50th anniversary program.

Wall Street Lawyers

A spokesman for the Consumer Federation of America said the FTC had named a panel of Wall Street lawyers to advise on rules and practices of the Commission and failed to include a member of any law firm recommended by consumer groups.

Speaking of consumers, the Rand Youth Services estimates that American teenagers now have \$22 billion to spend from jobs and allowances. A major part of that money will go toward the purchase of records, the service estimates.

Another item that might be purchased by older teenagers, but more likely by their fathers, is one that may get cheaper, if the Ohio AFL-CIO is successful.

The Ohio AFL-CIO has voted to set up its own auto insurance firm after years of fighting against unfair insurance rates. The auto insurance firm will sell policies to union members in Ohio, and hopes to maintain a profit by use of cost saving techniques not currently in use by private insurance companies.

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Aug. 11—2:30 p.m.
MobileAug. 12—2:30 p.m.
Wilmington Aug. 17—2:00 p.m.
San Fran.Aug. 19—2:00 p.m.
SeattleAug. 21—2:00 p.m.
New York ..Aug. 3—2:30 p.m.
Philadelphia Aug. 4—2:30 p.m.
BaltimoreAug. 5—2:30 p.m.
DetroitAug. 14—2:30 p.m.
HoustonAug. 10—2:30 p.m.

United Industrial Workers

New Orleans Aug. 11—7:00 p.m.
MobileAug. 12—7:00 p.m.
New York ..Aug. 3—7:00 p.m.
Philadelphia Aug. 4—7:00 p.m.
BaltimoreAug. 5—7:00 p.m.
†HoustonAug. 10—7:00 p.m.

Great Lakes SIU Meetings

DetroitAug. 17—2:00 p.m.
BuffaloAug. 17—7:00 p.m.
AlpenaAug. 17—7:00 p.m.
ChicagoAug. 17—7:30 p.m.
DuluthAug. 17—7:00 p.m.
FrankfortAug. 17—7:00 p.m.

Great Lakes Tug and Dredge Section

ChicagoAug. 11—7:30 p.m.
†Sault Ste. Marie Aug. 13—7:30 p.m.

BuffaloAug. 12—7:30 p.m.
DuluthAug. 14—7:30 p.m.
ClevelandAug. 14—7:30 p.m.
ToledoAug. 14—7:30 p.m.
DetroitAug. 10—7:30 p.m.
Milwaukee ..Aug. 10—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Aug. 11—5:00 p.m.
MobileAug. 12—5:00 p.m.
Philadelphia Aug. 4—5:00 p.m.
Baltimore (licensed and unlicensed) Aug. 5—5:00 p.m.
NorfolkAug. 6—5:00 p.m.
HoustonAug. 10—5:00 p.m.

Railway Marine Region

Philadelphia Aug. 11—10 a.m. & 8 p.m.
BaltimoreAug. 12—10 a.m. & 8 p.m.
*NorfolkAug. 13—10 a.m. & 8 p.m.
Jersey City ..Aug. 10—10 a.m. & 8 p.m.
†Meeting held at Galveston wharves.
†Meeting held in Labor Temple, Sault Ste. Marie, Mich.
*Meeting held in Labor Temple, Newport News.

Directory of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union

United Industrial Workers

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams
Al Tanner Robert Matthews

SECRETARY-TREASURER
Al Kerr

HEADQUARTERS .. 875 4th Ave., Bklyn.
(212) HY 9-6600
ALPENA, Mich. 800 N. Second Ave.
(517) EL 4-3616
BALTIMORE, Md. 1216 E. Baltimore St.
(301) EA 7-4900
BOSTON, Mass. 663 Atlantic Ave.
(617) 482-4716
BUFFALO, N.Y. 725 Washington St.
SIU (716) TL 3-9259
IBU (716) TL 3-9259
CHICAGO, Ill. 9385 Ewing Ave.
SIU (312) SA 1-0733
IBU (312) ES 5-9570
CLEVELAND, O. 1420 W. 25th St.
(216) MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave.
(313) VT 3-4741

DULUTH, Minn. 2014 W. 3d St.
(218) RA 2-4110
FRANKFORT, Mich. P.O. Box 287
415 Main St.
(616) EL 7-2441
HOUSTON, Tex. 5804 Canal St.
(713) WA 8-3207
JACKSONVILLE, Fla. 2608 Pearl St.
(904) EL 3-0987
JERSEY CITY, N.J. 99 Montgomery St.
(201) HE 5-9424
MOBILE, Ala. 1 South Lawrence St.
(205) HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave.
(504) 529-7548
NORFOLK, Va. 115 3d St.
(703) 622-1892
PHILADELPHIA, Pa. 2604 S. 4th St.
(215) DE 6-3818
PORT ARTHUR, Tex. 534 Ninth Ave.
SAN FRANCISCO, Calif. 1531 Mission St.
(415) 626-6793
SANTURCK, P.R. 1313 Fernandez Juncos
Stop 29
721-2848
SEATTLE, Wash. 2505 First Ave.
(206) MA 3-4334
ST. LOUIS, Mo. 1577 Gravois Ave.
(314) 752-6500
TAMPA, Fla. 312 Harrison St.
(813) 226-2788
TOLEDO, O. 935 Summit St.
(419) 248-3691
WILMINGTON, Calif. 450 Beaslie Ave.
Terminal Island, Calif.
(213) 832-7285
YOKOHAMA, Japan Ineya Bldg.,
Room 501
1-2 Kaigan-Dori-Nakaku
2014971 Ext. 281

Workers' Paychecks Shorted by Employers

Washington

The working man's financial go-between—the Wage and Hours Division of the U.S. Department of Labor—fights against short-changing of employees by their bosses, to the tune of \$80-plus million a year.

Beginning its 33rd year this month, the division finds its duties expanded but its purpose the same as when President Franklin D. Roosevelt established it in 1938: Protection of the working man from financial abuse by employers.

The Federal Labor Standards Act originally called for

simple enforcement of minimum wage rates and overtime provisions of the Act.

Now there are more than 100 different minimum wage rates alone, and each year Congress assigns the agency new tasks.

Enforcement of the law against age discrimination is one new aspect of the law, and most recently enforcement of the law limiting the garnishment of workers' pay and limiting the right of employers to fire workers who over-extend themselves with installment payments were added.

Robert D. Moran, administrator of the Wage and Hours Division, has said his agency is now responsible for the enforcement of some 63 different federal laws dealing with wages and hours.

Of late, the division has found itself involved on the state and local level, enforcing federal standards on federally-funded road, hospital and school construction programs.

In spite of the huge load undertaken by the agency, it works under serious handicap. For instance, the division had 980 compliance officers last

year—and now, due primarily to administration economies, has only 950 officers, despite an increased case load.

The AFL-CIO has called on Congress to increase by a third the division's investigative staff, noting that reported under-payments by employers continues to soar annually.

During fiscal 1969 some 477,434 workers had been short-changed of \$89 million in wages and overtime payments. Some \$32 million was collected, and some of the \$57 million balance may yet be recovered through lawsuits.

The 1970 totals are not yet computed, but preliminary figures indicate the rate of short-changing has increased significantly.

Program Agreed On Washington

A cooperative program to strengthen the federal ban on age discrimination has been worked out by the Department of Labor and Health, Education and Welfare. Current law prohibits job discrimination because of age, often found in the 40 to 65 bracket.

Summit Earns 'Well Done'

The SIU-contracted *Summit* (Sea-Land) proved that American crews are ready to cope with emergencies at the most unexpected times. When the ship docked recently at Port Elizabeth, N.J., the crew of the containership was asked to perform a fire drill and a lifeboat drill before payoff to test safety procedures.

The lifeboats were lowered from the davits and the fire hoses were laid out and tested.

Everything went smoothly and the *Summit's* crew and equipment passed both tests with flying colors, showing once again that American ships are safe ships with well-trained crews.

The ship had just returned from a coastwise run from the Port of Jacksonville, Fla. The ship's committee reported a smooth voyage along the coast. Even the surprise safety inspection failed to upset the routine of the *Summit*.



Wearing life jackets, Fred Wilkenson, ordinary seaman, (right), and Francis A. Roe, messman, man a hose during the fire drill. The crew and equipment earned a "well done" rating for performance during the safety inspection drills.



Francis A. Roe sails as a messman aboard the *Summit*. The other crewmen say that the steward department has done a fine job.



Baker Michael Boseck busies himself in the galley preparing cakes and cookies for an appreciative crew. He is one of the reasons his shipmates regard the *Summit* as a good feeder.



While other crewmen await in a lifeboat and steady the ladder, a *Summit* crew member descends during the lifeboat drill. The Coast Guard safety examiners gave the ship good grades.



While waiting for payoff, from left, Joseph Righetti, utility; Peter Trintafilos and Carlos Bonefant, both of the engine department, relax in the crew's dining room aboard the *Summit*.

Carl White, sailing on his first trip in the steward department, checks with Patrolman "Red" Campbell. White, 19, graduated from Piney Point three weeks before.



Protect Your SIU Welfare Benefits

Seafarers are urgently reminded to keep up to date enrollment-beneficiary cards on file at the SIU Welfare Plan office to facilitate prompt processing and payment of their welfare benefits.

Those who have never filled out an enrollment-beneficiary card should do so immediately. A reproduction of both sides of the card appears below for convenient clipping and mailing. It is important that both sides be filled out carefully and legibly and that no information be left out.

If there were changes since a card was filed—a new dependent, a change in beneficiary, a new address, etc.—a new card should be filled out without delay.

The beneficiary's name and address should be entered clearly. The Seafarer's signature must be witnessed, but no notary is required. The correct date of signing is also important, since the latest card on file is used in the event of a claim.

Additional cards are available on all SIU-contracted ships and in all SIU halls. They require no postage if mailed from any part of the continental United States.

Seafarers Welfare and Pension Plans 275-20th Street, Brooklyn, N.Y. 11215
ENROLLMENT-BENEFICIARY CARD

Name _____
PRINT: LAST NAME FIRST NAME MIDDLE INITIAL
Address _____
PRINT: NUMBER AND STREET CITY ZONE NO. COUNTY STATE
Social Security No. _____ Z No. _____
Date of Birth _____

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary _____ Relationship to You _____
PRINT: _____

Address of Beneficiary _____
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

Date _____ Employee's Signature _____

Witness _____
SIGNATURE _____
Address _____
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

IMPORTANT—Dependents must be listed on Reverse Side

LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (✓) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children on this card to the Seafarers Welfare Plan, 275 — 20th Street, Brooklyn, N. Y. 11215.

Failure to do so could delay the payment of welfare benefits.

