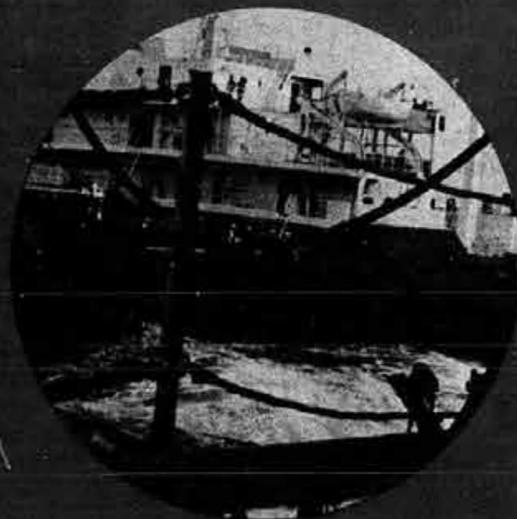




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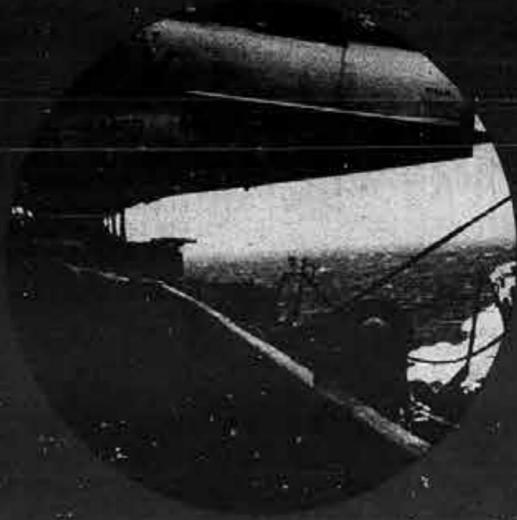
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Erna Elizabeth Successfully Completes Supporting Role in U.S. Navy Exercise

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Domestic Shipping Industry Reviewed at Conference

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Minimum 50% Oil Imports For U.S. Fleet Backed

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May 22nd Is Proclaimed National Maritime Day

AFL-CIO Lends Support To Burke-Hartke Bill

(See Page 3)

National Maritime Day Set for May 22; Emphasizes Country's Merchant Fleet Role

President Nixon has set aside May 22 as "National Maritime Day" for the purpose of honoring the American Merchant Marine, it was announced recently by the White House.

In a special proclamation, the nation's chief executive stressed the importance of the country's merchant fleet to national security and the overall economy.

Following is the text of the proclamation:

"The spirit of America has long been recognized in the speed of her ships and the skill of her sailors. Long ago, the French historian de Tocqueville told the story of meeting an American sailor on his 1831 visit to this country and asking him to explain why American ships seemed built to last but a short time. The sailor replied with no hesitation that the finest of vessels would become useless if it lasted beyond a few years because the art of navigation was making such rapid progress.

"In the sailor's certainty that with tomorrow would arrive something new and better, de Tocqueville recognized the attitude upon which 'a great people direct all their concerns'. Over the years other nations have built upon the success of our example—and they have built merchant fleets able to compete successfully with our own.

"In America, the Merchant Marine Act of 1970 is once again awakening

that venturesome spirit of maritime enterprise that has contributed so significantly to the strength and development of our nation. Today we have a national commitment and program to revitalize our merchant marine and improve the competitive position of our shipbuilding industry.

"This new program will generate the construction of many new ships, advanced in design and highly productive. It should help to ensure that the American merchant marine is once again one of the most modern and efficient in the world by the end of this decade.

"It is important that all Americans realize the importance of our merchant marine to the nation's economy and security. To promote such public awareness, each year since 1933, when the Congress designated the anniversary of the first transatlantic voyage by a steamship, the *SS Savannah*,

on May 22, 1819, as National Maritime Day, successive Presidents have issued proclamations calling for public observance of that day.

"Now, therefore, I, Richard Nixon, President of the United States of America, do hereby urge the people of

the United States to honor our American merchant marine on May 22, 1972, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day."

Delta Lines Signs \$8 Million Contract for LASH Barges

The SIU-contracted Delta Steamship Lines has completed development contracts for barge carrying ocean vessels with a Gulf Coast shipyard.

Delta, which has on order three LASH vessels, has contracted for 100 of the barges to be carried in the mother ships. The approximately \$8 million contract has an option under which Delta can order an additional 100 of the craft, which are also known as "lighters."

LASH is an acronym for Lighter-Aboard-Ship, the registered name for the barge carrying ship. The concept

involves a giant size mother vessel, which carries numerous barges with up to 360 tons of cargo in interior holds. The barges, or "lighters," are loaded or stripped of cargo while the mother vessel is in ocean transit, and each is loaded or discharged from the main vessel by travelling gantry cranes capable of lifting more than 500 tons.

The original LASH vessels ordered by the company are already under construction and the first of the three are scheduled for delivery sometime this year. The barges contracted for are due to be delivered to Delta at about the same time.

Domestic Shipping Session Offers Hope

One of the hopeful signs for those of us concerned about the course of America's maritime industry is the amount and kind of attention being paid to all kinds of shipping by the Maritime Administration.

For example, take the recently completed labor-industry-government conference on domestic shipping held in St. Louis, Mo.

More than 100 top-level people from all three phases of the maritime community gathered and spent five working days reviewing problems not just in East Coast shipping, but also problems facing the drastically under-used Great Lakes and inland waterways.

The work of the conferees was done in four panel sessions, concentrating on identifying problem areas and suggesting a five-year plan for MARAD to embark on solutions to the problems cited.

Specific topics concerned operations and facilities, legislation and regulation, finance and insurance, and research and development.

The panels were chaired by experts drawn from domestic shipping companies and the SIU was fully represented at each session.

Aside from working on the panels, those attending the conference heard speeches by Rep. Leonor K. Sullivan (D-Mo.) who represents the Port of St. Louis and serves on the House Merchant Marine and Fisheries Committee; and Andrew E. Gibson, assistant secretary of commerce for maritime affairs in whose tenure in office MARAD's role has been expanded and extended.

The new attitude in MARAD brought this conference about and, it was particularly significant because it showed real participation of the inland waters' carriers and the Great Lakes shipping right along with the ocean carriers.

Out of the panels have come sound recommendations in many fields, and the assurance of industry that they agree that organized workers are good workers.

The proposals for changes in the industry range from the vital clearing up of the confusing welter of regulations that affect the inland water operators, to doing away with users taxes on the inland waterways, something that this union has supported for many years.

There are also recommendations to ease the financial burden of building vessels to operate on the inland waterways, to obtain increased vessel insurance limits and to create methods of regulation of pollution.

MARAD has promised to give these proposals full, thoughtful consideration over the next four weeks and will report back to the conferees in June.

That is a truly hopeful sign for those of us who care about this industry.

We in the SIU have been saying for a long time now that achievement of a reborn merchant marine, fully capable of carrying our nation's trade and providing for its security, rests on the degree of success we have in coming together for common goals.

MARAD's Conference on Domestic Shipping held in St. Louis is an example of how we can attack our common problems and how we can strive together to reach our common goals.

It is reassuring to all of us to know that MARAD, whose idea this conference was, is working with all segments of the industry to strengthen maritime across-the-board.



Paul Hall

U.S. INLAND-WATERS DISTRICT SUPPORT

Domestic Shipping Industry Reviews Common Problems at MARAD Conference

Delegates to an unprecedented meeting in St. Louis the Domestic Shipping Conference sponsored by the Maritime Administration, asked MARAD for important studies in a number of key problem areas.

Among the areas specifically cited for review by the delegates were shipbuilding subsidies, insurance coverage, streamlining overlapping regulations and port and harbor facilities.

R. J. Blackwell, deputy administrator of MARAD, received the recommendations at the end of the week-long session and promised that MARAD will study them intently prior to another meeting with the domestic shipping industry in a month.

Blackwell said the importance of the forum was that "we have not only brought these diverse domestic segments together but have established a working relationship and cross-fertilization process that will indeed enable us to capitalize on the collective strength of the industry."

Delegates to the forum were drawn from the inland water carriers as well as the coastwise shipping industry, maritime labor and government.

Recommendations Made

They met in four special panels to identify specific problems.

Among the recommendations of the panels were a proposal to include not only Great Lakes but also other domestic shipping companies in the nation's new shipbuilding policy to give greater financial assistance to a viable sector of the maritime industry.

Another panel asked MARAD to make a detailed study of regulatory laws governing inland shipping. The panel said current regulations fragment authority among many agencies of government and overlap in cases. This in turn, hinders rather than encourages the growth of the industry.

The insurance panel suggested that MARAD ask the American Hull Syndicate, which insures U.S. ships, to increase standard coverage from \$15 million to \$100 million because of

technological changes in vessels and the difficulty of replacing modern equipment.

MARAD was also asked to shape a policy on pollution standards which would cover the entire industry.

Aside from their work on the panels, delegates to the forum heard speeches by Andrew E. Gibson, assistant secretary of commerce for maritime affairs; Rep. Leonor K. Sullivan (D.-Mo.)

a member of the House Merchant Marine and Fisheries Committee; and Raymond T. McKay, president of Marine Engineers Beneficial Association District 2, who represented the labor viewpoint.

New Programs Sought

Gibson told the St. Louis delegates, "we at the Maritime Administration strongly believe that domestic shipping has a vital role to play in the future development of America's total transportation network."

"With the demand for transportation services projected to double in this decade, the system, which already is showing signs of overload, will be

sorely pressed to meet this demand."

He added, "it is our expectation that as a result of these meetings there will be developed well-defined programs which will enable the Maritime Administration to assist the domestic shipping industry to maximize its contributions to the national transportation system."

Mrs. Sullivan added her voice to those calling for an end to official indifference to inland water carriers, and she added that legislative help might be needed in rate-making and other areas of concern for the domestic shipping companies.

(Continued on Page 14)

AFL-CIO Executive Council Creates Task Force to Support Burke-Hartke

The AFL-CIO Executives Council at its regular May meeting in Washington, D.C. announced formation of the "Task Force for Burke-Hartke," the familiar name of the Foreign Trade and Investment Act of 1972.

SIU President Paul Hall is one of 12 AFL-CIO vice presidents who will serve as special advisors to the Task Force.

Howard Chester, executive secretary of the Stone, Glass and Clay Coordinating Committee, will serve as executive director of the project, which was described as, "A major educational and lobbying campaign" for the bill. The bill is named for its sponsors Rep. James A. Burke (D.-Mass.) and Sen. Vance Hartke (D.-Ind.).

In making the announcement, AFL-CIO President George Meany said the bill, "can provide both immediate remedies and long term answers to the inrush of imports, the outflow of capital and technology and provide the Congress with the kind of help it is now seeking in solving one of the major problems of the last third of the Twentieth Century: How can the United States have healthy, productive, full-employed citizens and higher living standards in a modern world of nations?"

'Positive Program'

"The Burke-Hartke bill is a positive program for American taxpayers, consumers and workers," Meany declared.

He cited statistics showing that foreign products are glutting the American market, thus forcing U.S. workers out of jobs.

And, he added, "American workers can no longer be deceived that the loss of their jobs helps benefit the American consumer by the purchase of imports. These workers do not want a handout from the government paid for by their taxes as a substitute for jobs shipped abroad by giant firms for the stockholder's advantage."

Meany concluded that the Task Force effort is being made in answer to "a stark threat to the American economy."

"We mean business," he continued, "We are determined to save our jobs. We are not going to be stopped by glib promises or slick slogans. We are going to pass Burke-Hartke."

Opposes Bills

In other action at this month's meeting, the council declared itself "adamantly opposed" to bills in Congress which would "take away the right to

strike in transportation industries and to substitute compulsory arbitration of contract terms for free collective bargaining."

The council said there was a threat to industry in the measures of Congress as well as the obvious threat to workers in the transportation field.

"We repeat our warning to private industry that once compulsory arbitration is imposed on a particular industry it will be extended to others, that compulsory arbitration is incompatible with private enterprise, and that government fixing of the terms and conditions of employment will lead inexorably to price fixing and other permanent government controls."

The council also called for "substantial increases in veteran's benefits," saying that many men returning from the Vietnam War have been met with "indifference from their government, indifference in the job market and indifference from the educational system."

New Members

Among the programs the council said needed strengthening were education benefits, hospital maintenance and construction and veterans' employment programs.

Two men were elected to the council replacing former presidents of their unions. William Sidell, president of the Brotherhood of Carpenters and Joiners, replaced Maurice Hutcheson and Martin J. Ward, president of the Plumbers and Pipe Fitters, was elected to replace Peter T. Schoemann.

In the foreign policy field, the council cautioned the Administration to move with care during the forthcoming Summit Conference in Moscow.

The council stressed six points on which action should be taken: an agreement providing for effective limitation on strategic arms; expansion of trade with the Soviet Union only if it desists in aiding the North Vietnamese; the "Soviet domination of Eastern and Central Europe;" the right of Soviet Jews to emigrate from Russia to Israel or any other country; gaining Soviet support for Arab-Israeli negotiations; and resolution of Soviet and American differences over the status of East Germany.

The council will meet again Aug. 28-30 at which time the AFL-CIO General Board will meet to endorse a candidate for President of the United States.

Senate Finishes Hearings on Oil Import Carriage

The Senate merchant marine subcommittee has completed hearings on a bill to require that at least half of all oil imports be carried on U.S.-flag tankers.

O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department, was one of the final witnesses to appear before the subcommittee.

Speaking for the department and for the SIU, Moody stressed the national security aspects of the proposal and declared that the bill would "give us the legislative foundation from which to develop an American-flag tanker fleet that would protect us in the transportation of the petroleum that we simply must have to survive."

"It would bring back to life an American industry that would provide jobs for hundreds of thousands of workers, profits for investors, and strength for our nation," he said.

The bill, introduced by Senators William B. Spong, Jr. (D-Va.) and J. Glenn Beall (R-Md.) also drew heavy support from the AFL-CIO, from independent tankers operators and other maritime unions.

SIU Financial Committee at Work



The first-quarter financial committee met at union headquarters in the Port of New York in April. Clockwise around table are: John Sweeney, T. R. Goodman, Eddie Parr, Joseph Powers, Anthony Scaturro, Tom Lynch and George Gibbons.

SIU Constitutional Committee Submits Its Report on Resolution for Great Lakes Merger and Amendments

The following is the report of the Constitutional Committee on the resolution for merger and constitutional amendments submitted by SIU Secretary-Treasurer Joseph DiGiorgio. As previously reported, it deals with a proposed merger of the SIUNA Great Lakes District and the SIUNA Atlantic, Gulf, Lakes and Inland Waters District. This report was presented to the membership meeting at SIU Headquarters in Brooklyn, N.Y., where the membership concurred and accepted the report. It will be presented for action this month at membership meetings in all Constitutional ports.

If this Constitutional Committee's report and recommendation is concurred in by the membership at the May, 1972, membership meetings, the merger agreements, including the proposed Constitutional amendments, will be voted on by referendum ballot with the voting to take place in all Constitutional ports from June 1, 1972, through June 30, 1972.

We, the undersigned Constitutional Committee, were duly elected at a special meeting at Headquarters, Port of New York, on April 14, 1972 in accordance with Article XXV, Section 2 of our Union Constitution. We herewith submit this report and recommendation, in accordance with Article XXV, which reads as follows:

Amendments

This Constitution shall be amended in the following manner:

Section 1. Any full book member may submit at any regular meeting of any Port proposed amendments to this Constitution in resolution form. If a majority vote of the membership of the Port approves it, the proposed amendment shall be forwarded to all Ports for further action.

Section 2. When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote by the membership of the Union by secret ballot in accordance with the procedure directed by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendments shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports.

Section 3. If approved by a majority of the valid ballots cast, the amendment shall become effective immediately upon notification by the aforesaid Union Tallying Committee to the Secretary-Treasurer that the amendment has been so approved, unless otherwise specified in the amendment. The Secretary-Treasurer shall immediately notify all ports of the results of the vote on the amendment.

At the regular membership meeting held in the Port of New York on April 3, 1972, the following resolution was submitted:

Whereas, this Union—the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District—and the Seafarers International Union of North America, Great Lakes District are each labor organizations chartered separately by and affiliated with the Seafarers International Union of North America, AFL-CIO; and

Whereas, the membership of this Union essentially represents unlicensed seamen employed aboard American flag merchant vessels operating upon the oceans and deep seas; and

Whereas, the Great Lakes District essentially represents unlicensed seamen employed aboard American flag merchant vessels operating upon the Great Lakes located between the United States and Canada; and

Whereas, both of such labor organizations as affiliates of the Seafarers International Union of North America representing American unlicensed seamen have for sometime past worked with each other upon numerous common problems for the betterment of their respective memberships; and

Whereas, both of such labor organizations are each union parties to common union management trusts that

provide for their respective memberships, various welfare, pension, vacation and other fringe benefits and each organization has worked intimately with the other and their respective contracted employers with respect to matters arising under and in the administration of such trusts for the respective memberships; and

Whereas, it is believed that it would be in the best interests of both labor organizations and their memberships by reason of their respective histories and backgrounds and the resultant reduction of operating expenses and the affording of greater continued strength and resources to the membership if they were merged into one organization; and

Whereas, the executive officers of each such organization have agreed to merge into one organization, preserving however the long established job and shipping rights of the respective memberships with their two separate groups of employers, consistent with past practices and subject at all times to the determination of the membership and in accordance with applicable law;

Now therefore, in the interests of our membership and in the interests of the unlicensed American seamen and in the interests of a stronger trade union capable of preserving and protecting and enhancing the rights of our membership, it is hereby

Resolved, that the merger agreement between this Union and the Great Lakes District, dated March 22, 1972 be in all respects approved; and it is further

Resolved, that in order to effectuate the said merger agreement, certain constitutional amendments are necessary and that our Constitution shall be amended in the following respects:

1) Section 3(e) of Article III shall be amended by adding a new sentence as follows:

Provisions of this subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes."

2) A new Section 6 shall be added to Article VI as follows:

"Section 6. No member may retire his membership during the period of a strike or lockout."

3) There shall be added to Article X, Section 11 the following:

"Notwithstanding the provision of Section 1(j) of this Article X, the Executive Board, by majority vote, may determine not to fill any vacancy in any office or job for all or any part of an unexpired term."

4) Section 12(a) of Article X shall be amended by changing that portion of the second sentence thereof starting with the words "The following," and ending with the words "order of priority:" to read as follows:

"The following officers and job holders, upon their election to office or job shall, during the term of their office or job, be delegates to all Conventions of the Seafarers International Union of North America in the following order of priority:"

5) Section 13(d)(1) of Article X shall be amended by inserting a comma at the end of thereof, and adding the following:

"Or segment of the Union, whichever applies."

6) The last paragraph of Section 1 of Article XI shall be amended by changing "1971" to "1975" and replacing the comma with a period, striking the balance of the sentence beginning with the word "notwithstanding" and ending with the word "appointment."

7) Section 1(c) of Article XII shall be amended by deleting at the end thereof after the words "election year," the "; and" and inserting a comma and then adding the following:

"Except if such seaman is wholly aboard such merchant vessels operating solely upon the Great Lakes, in which event he shall have at least sixty-five (65) days of such seaman instead of the foregoing one hundred (100) days; and"

B) Section 8 of the Article XXIV shall be amended by changing the date "August 1968" to "December 1971."

It is further resolved, that as Constitutionally provided, if this Resolution be accepted by a majority vote of the membership, a Constitutional Committee shall hereafter be elected at a Special Meeting at Headquarters on April 14, 1972, to report upon the amendments as proposed, to the May 1972 membership meetings; and it is

Further resolved, that if the membership accepts such report of the Constitutional Committee, the proposition constituting the merger agreement including the proposed Constitutional amendments be voted upon by secret ballot with the vote to be held commencing June 1, 1972 and ending on June 30, 1972; and it is

Further resolved that on the balloting to be taken on the proposed amendments, as well as the merger agreement, said amendments and merger agreement be voted "up" or "down" as one proposition; and it is

Further resolved, that copies of the proposed merger agreement, without paragraph 14 thereof, but with

the propositions constituting the aforesaid amendments of the Union's Constitution as presently constituted shall be available at A&G Headquarters and Ports for its membership no later than May 27, 1972; and it is

Further resolved, that the merger agreement, including the proposed amendments, shall not become effective unless a majority of the members of the Great Lakes District voting, vote affirmatively as to each proposition to be set forth on their ballot, and unless a majority of the members of this Union voting, vote affirmatively on the propositions to be voted upon by them; and that if both groups vote affirmatively, the merger agreement and the amendments to the Constitution shall become effective on the latest date that the Tallying Committee of both organizations certifies that each of the propositions have been voted upon affirmatively by their respective memberships and it is

Further resolved, that if either of the memberships shall not vote affirmatively on all of the propositions set forth on their ballot, then the merger agreement, including the proposed amendments to the Constitution set forth above, shall be deemed cancelled, null and void, and of no force and effect.

The membership voted to accept this resolution. The resolution was thereafter submitted to all Constitutional Ports, commencing with Philadelphia on April 4th and ending at San Francisco on April 13th, 1972. Headquarters has made available to us the results of the voting on the resolution in all of the Constitutional Ports.

It is the finding of this Committee that a majority of the membership at the regular membership meetings held in the Constitutional Ports voted to accept the proposed amendments as embodied in this resolution.

The proposed amendments reflect some changes which are of particular significance, others of which are merely housekeeping and technical changes updating our Constitution. They are the result of the agreement between this District and the Great Lakes District to merge into one organization, with resultant increased strength of our Union and more economic and efficient administration.

Basically, the merger agreement provides that the Great Lakes District will merge into and become part of the Atlantic, Gulf, Lakes and Inland Waters District and the members of the Great Lakes District will become bound by our Constitution. Thus, while Great Lakes members will soon be voting to accept our Constitution, which is entirely new to them and which will set forth their new rights and privileges as Union members, the amendments required to be made in our Constitution to accomplish the merger are few in number.

The Committee does not desire to recommend any changes, substitutions or deletions on the proposed amendments, the more important ones being as follows:

(1) Article III, Section 3 of our Constitution provides certain exceptions to the rule that arrearages in dues shall be computed from the first day of the applicable quarter. One of the exceptions is that the time shall not run while one of our members has no opportunity to pay dues, because he is employed aboard an American-flag merchant vessel. Obviously, this rule should have no application when such merchant vessel operates on the Great Lakes because frequent calls are made in ports, thus giving members who sail on those vessels ample opportunity to pay their obligations to this Union. We agree with the proposed amendment which clarifies the foregoing exception.

(2) Our Constitution sets forth in Article VI various rules regarding the right of a member to retire his book. The amendment provides that the right of retirement shall not be available during the period of a strike or lockout. We concur in this amendment. It is of the utmost importance that during such times of economic strife, our Union members remain bound by all the obligations of Union membership in order to present a united front to the employers in our industry.

(3) Section 1(j) of Article X of our Constitution provides that the President shall fill by temporary appointment any vacancy in any office or the job of Headquarters Representative, Port Agent or Patrolman. There may be instances when it would be neither necessary nor beneficial to fill such a vacancy. Accordingly, the proposed amendment has been offered which states that the Executive Board may, by majority vote, determine not to fill any vacancy in an office or job for all or any part of an unexpired term.

(4) Article X, Section 13(d)(1) provides that in no event shall a general strike take place unless approved by a majority vote of the membership. If the merger between the Great Lakes District and this Union is approved, situations may occur when a strike might be called only against Atlantic, Gulf, Lakes and Inland Waters District employers and not against Great Lakes employers, and vice versa. In such situations, only the segment of the merged Union ought to approve the

(Continued on Page 14)

Maritime Industry and the Energy Crisis

Rep. Addabbo Cites Need to Use U.S.-flag Ships . . .

Rep. Joseph Addabbo (D-N.Y.) has warned that unless legislation is enacted guaranteeing at least 50 percent of future energy supply imports be transported on U.S.-flag ships, "America will stand vulnerable to the political whims of whatever nation's flag flies over the tankers coming to our shores."

He told an AFL-CIO Maritime Trades Department luncheon gathering that such a situation "would be intolerable. We would have to live with the threat that some political dispute could turn the tap of the imported oil supply not just down to a trickle, but completely off."

In the event this happened, he predicted the U.S. might well cease to be a productive nation.

"For without that oil, the great wheels of this country's industry will slow down and the comforts we enjoy, the necessities we depend on in our homes will slowly disappear," he said.

"However," he added, "with the guarantees of minimum 50 percent legislation, we can count on American ships picking up the oil we need and bringing it home."

"I wonder just how long opposition to requiring at least 50 percent of oil imports be carried on American ships would persist if people across the country suffered through a summer of blackouts and power reductions; if subways and elevators stopped running in cities, and there was no light in the countryside."

No Cost Increase

Addabbo cited testimony given by leading economists to the House Merchant Marine and Fisheries Committee refuting the argument that transporting these imports in American-flag vessels would result in higher costs to consumers.

He quoted from one report: "If up to one-half of overseas crude imports were carried by the higher cost American vessels, which high cost represents only a fraction of the difference in cost of crude oil in the U.S. and the landed price of overseas crude, there would be no effect whatsoever on the oil price paid by consumers."

He concluded that "as oil imports increase, U.S. companies will begin to build new tankers. These tankers will be eligible to receive both

construction and operating subsidies under the Merchant Marine Act of 1970. This will mean that foreign and U.S. shipping costs will be the same.

"So, if there is an increase in the cost of petroleum products to the American consumer, it will not be the fault of American-flag ships carrying half of our oil imports."



Rep. Addabbo

. . . And Maritime Trades Dept. Does the Same . . .

AFL-CIO Maritime Trades Department Administrator O. William Moody, Jr. has urged Congress "to get first priority to American-flag ships in the transportation of necessary energy imports because this country's economy, security and environment demand it."

In testimony submitted to the Senate Committee on Interior and Insular Affairs, Moody, also speaking on behalf of the SIU, pointed out that the U.S. is necessarily becoming more dependent on foreign sources for its supply of vital energy products. (Moody also testified before the Senate Commerce Committee on S. 3404, which would guarantee a minimum of 50 percent of all U.S. oil imports to be carried on American-flag ships.)

Sweeping Impact

"However," he said, "we have it within our power to prevent a dual dependency; that is, becoming dependent on foreign sources not only to supply our energy, but also to transport it to our shores. We cannot afford to hand over every vestige of control to foreign sources. We must maintain control of the carriage of these imports.

We cannot place our fate in the hands of nations who may not desire or be able to help us. Priority must be given to American-flag vessels."

Moody said that such a policy would have "a

tremendous impact on the economy, security and environment" of this country.

"Incorporating American-flag transportation in a national energy policy would bolster the economy through increased employment and tax revenues. It would reduce the negative effect (that these imports will have) on the balance of payments by as much as 25 to 35 percent. It would mean increased productivity for American shipyards and allied industries," he said.

Militarily, he cited the increasing dependence by U.S. armed forces on petroleum products to function and said that supplying this need is becoming more and more the responsibility of the privately-owned merchant fleet.

"Incorporating U.S.-flag transportation in our national energy policy would provide for a build-up of the privately-owned fleet. This will not only insure a secure supply of our energy, but also prevent our nation's fourth arm of defense—our merchant marine—to deteriorate to such a point that in time of crisis it will be unable to meet our needs."

Ecological Factors

Environmentally, Moody said that American-flag vessels must comply with any legislation aimed at protecting our environment, whereas

foreign interests may not share the same concern for our environment and thus not elect to incur the expense of installing pollution controls on their ships.

"By using U.S.-flag vessels (for the carriage of these imports), the U.S. Coast Guard would have primary responsibility and absolute control over construction, loading and off-loading, ship manning levels and crew proficiency standards. This would insure that these potentially dangerous and polluting cargoes will be carried in the safest, most ecologically-conscious manner possible, he said.



O. William Moody

. . . While Rep. Fulton Chides Agencies for Complacency

Richard H. Fulton (D-Tenn.) has said that complacency in agencies of the government is a major roadblock to solving the energy crisis that faces the United States.

Fulton in particular criticized the U.S. Justice Department for finding that a shortage of energy fuels was "highly dubious."

He made his remarks in a speech delivered at a luncheon sponsored by the 8-million-member AFL-CIO Maritime Trades Department in Washington.

Contradictory Positions

The congressman said the Justice Department had recently filed a brief that "defies logic, makes mockery of common sense and does battle with the positions taken by several other agencies of government in their testimony at the Congressional hearings," held by the House Interior and Insular Affairs Committee.

He said the position of the Justice Department is contrary to the statements made by Secretary of the Interior Rogers C. B. Morton and other government spokesmen at the hearing.

He was particularly critical of a statement in

the brief that said the United States had a large amount of "unproven natural gas reserves."

According to Rep. Fulton, "for anyone to count on these unproven Justice Department reserves is to play Russian roulette with the nation's potential to produce."

He also said, "I don't know what crystal ball they looked into to find those unproven reserves, but I know that in law, when a case is unproven it is lost."

Fulton predicted that the American standard of living "may be in jeopardy" because of the expected energy crisis. He said that the solution to that problem will involve, in part, the construction of American ships—"many ships to carry the needed petroleum supplies to our shores."

In that connection he said the nation was fortunate to have, in the Merchant Marine Act of 1970, "the legislative means of getting all these ships built."

Lists Bills Pending

He mentioned two measures pending in Congress which he said would help even further to make construction of these ships practical:

First a bill proposed by Rep. William Anderson (D-Tenn.) to fund construction of 40 commercial LNG ships; and a bill introduced by Rep. Edward A. Garmatz (D-Md.) that would reserve 50 percent of the nation's oil imports to the U.S.-flag fleet.

"So there are still some legislative loose ends to be tied up before we can say we are managing to overcome the energy crisis that faces us," the Congressman said.



Rep. Fulton

Social Reforms Rank At Top Of Labor's Legislative Goals

The significance of various legislation pending before Congress is now becoming more important to the candidates as well as the individual voters as presidential conventions and election time draws nearer. Below is a status report on the five major issues which are of utmost importance to organized labor:

Minimum Wage. There are two bills in the Congressional machinery. The House bill, approved by the full committee, calls for an increase in the minimum from the current \$1.60 an hour to \$2 an hour for those covered by minimum wage legislation adopted prior to 1966. The minimum would go to \$1.80 for those covered after 1966. Coverage would be extended to about 5,800,000 including those in federal, state and local employment, conglomerates and domestic service.

A bill before the Senate is considerably more liberal, raising the minimum to \$2.20 an hour over several stages and widening coverage even more than the House bill does. However, a final bill is still to come before the full Senate Labor Committee.

Two Nixon Administration "sleepers" are being strongly fought by organized labor. One would restrict coverage to those already under minimum wage legislation and the other would establish a "subminimum wage" for teenagers at 80 percent of the adult minimum. Labor has objected strongly to lowering the minimum on the grounds that exploiting employers would hire teenagers instead of adults and thus greatly injure family breadwinners.

Social Security. The House already has passed a five percent increase in benefits in line with the proposals of the Nixon Administration, but much pressure is being exerted on the Senate Finance Committee to boost this to at least 10 percent. The Senate also would raise the living standards level for those on welfare higher than the House bill would.

The AFL-CIO and the National Council of Senior Citizens have both called for a 25 percent increase in Social Security benefits on the basis that this is needed and that the Social Security fund is large enough to meet this rate and still be actuarially sound.

Tax Reform. Only in recent weeks has tax reform become a live topic in Congress. Democratic presidential hopefuls have discovered that a "taxpayers' revolt" appears even more possible than predicted three years ago. All reports from the field indicate that mounting federal, state and local taxes have stirred bitter resentment on the grassroots level. This has been particularly true since publication of reports showing that some of the country's largest corporations pay no tax at all

due to such gimmicks as accelerated amortization and investment credits plus the usual loopholes that have been written into the tax laws over the years.

There are two bills in Congress that have not yet reached committee stage, but may start moving at any time. A House bill would eliminate capital gains advantages, and accelerated amortization and tighten rules on minimum tax payments for a total saving of some \$7 billion.

A Senate bill would close loopholes amounting to \$16 billion by eliminating these loopholes, plus a number of others including DISC which allows U.S. exporters tax advantages. Labor has particularly fought the DISC gimmick invented by the Nixon Administration. Although both bills are not moving for the moment, they may be tacked on the Revenue Sharing bill or the Debt Ceiling bill which come up in June.

National Health Insurance. Organized labor has made health insurance a priority for 1972, but so far Congress has been dragging its feet on the labor-supported Kennedy-Griffiths bill. The House Ways and Means Committee held hearings on a number of health bills late last year, but so far no recommendations have been made and the full committee has yet to take the legislation up.

In the Senate, the Kennedy-Griffiths bill which has the strong support of organized labor, is still to be considered by the Finance Committee. Hearings were held on the measure a year ago, but the committee has yet to schedule it on its own agenda. At present the committee is working on the Social Security bill and may take up the health insurance measure shortly thereafter.

The Nixon Administration's rival health bill has been strongly criticized as a measure that would help health insurance companies a great deal more than it would help the sick and the aged.

Trade. Finally, there is the Burke-Hartke Trade Bill of immense importance to workers since it is designed to bring relief to industries that have suffered heavy job losses because of the flight of American capital, know-how and technology abroad to take advantage of cheap labor. This highly important legislation is scheduled for hearings before the Senate Finance Committee late this spring.

A "sleeper" in the foreign trade area is legislation to be considered by the House Ways and Means Committee which would "improve" the Adjustment Assistance Act. This Act provides training and some financial help for workers who have lost their jobs because of unfair competition from foreign imports.

At present the committee is working on Revenue Sharing proposals and when these have been completed there is a possibility that the committee will go into the whole field of trade including the Burke-Hartke Bill. However, this decision has yet to be made.

Organized labor is opposed to the "adjustment assistance" approach to the problems of lost jobs in the trade area. It has told Congress that the "adjustment" approach is inefficient and too little and does not answer the basic problem of lost jobs due to unfair foreign competition.

LEGISLATIVE REPORT



An increasing awareness and concern over the nation's energy crisis became evident during recent hearings held by the House Committee on Interior and Insular Affairs.

This committee, chaired by Rep. Wayne Aspinall (D-Col.), is charged with the responsibility for long-range planning for fuel and energy needs for the country.

The hearings were held not to deal with specific legislation, but to provide committee members with basic information designed to help them deal effectively with the broad spectrum of problems of energy supply and demand.

During the hearings, members of the committee expressed grave concern over the rapidly growing demand for fuel and power, the inadequate supply, and the inter-relationship of these factors with the national economy, environment and foreign relations.

O. William (Bill) Moody, Jr., administrator of the AFL-CIO Maritime Trades Department, speaking for the department and for the SIU, told the committee that the United States is becoming more dependent than ever in its history on foreign sources for energy supplies.

He said that while we must import oil and gas because of the short supply in the United States, use of U.S.-flag ships will assure that potentially dangerous and polluting cargoes will be carried in the safest manner possible.

Highlights of Moody's remarks appear on Page 5.

Transportation Disputes

Senate bills dealing with compulsory arbitration or "final offer" settlement in the transportation industry are still under consideration in the Labor Subcommittee.

In April, AFL-CIO President George Meany testified in opposition to the bills which would apply to all phases of transport—airlines, longshore, trucking, railroads, bus lines and maritime.

Meany said: "As a matter of basic principle, the AFL-CIO is firmly and unequivocally opposed to any such attempt to undermine free collective bargaining or the right to strike, which is essential to collective bargaining."

SIU President Paul Hall testified in opposition to similar measures before the House Interstate and Foreign Commerce Committee last fall.

Sen. Robert Packwood (R-Ore.), whose bill (S. 3232) would impose stringent measures, has stated that if a bill is not reported out of the committee by mid-May, he will attach a "rider" containing the same provisions to another piece of legislation.

In the Senate, it is possible to use this method to get a bill out of committee even though the subject of the rider is not related to the main bill. The practice is known as the "non-germane rule."

Cargo Preference

Hearings are underway in the Senate Commerce Committee on the measure to amend the Cargo Preference laws to require that at least 50 percent of all oil imports be carried on U.S.-flag ships. Similar hearings in the House concluded last month.

At press time, Bill Moody, speaking for the Maritime Trades Department and the SIU, reiterated strong support for the measure.

The Senate Bill, S.3404, was introduced by Senators William B. Spong, Jr. (D-Va.) and J. Glenn Beall (R-Md.).

New Home for Chicago Clinic

The USPHS Out-Patient Clinic in Chicago, Ill. will be moving to a new location in the city as of May 1, according to the Department of Health, Education, and Welfare.

The new address and other pertinent information is as follows:

New Location: 1439 South Michigan Avenue (Smith Building of St. Luke's Hospital Complex). The new location is accessible by various means of public transportation or by automobile. Free patient parking is provided adjacent to the Smith Building (north side).

New phone no.: 353-5900

Clinic Hours: 8 a.m. to 4:30 p.m., Monday through Friday, except holidays.

Services include: Medical, dental, laboratory, X-ray, pharmacy, therapy, optometry, consultation, immunizations, hospital referrals, and medical drug addiction services on evenings and weekends.

Useful Remnant

One of the ship casualties of World War II has turned into a useful item for the Japanese.

Two sections of a Japanese destroyer which was split in half by U.S. torpedoes, now serves as the foundation for a 2,296-foot breakwater at the entrance to the Hibikinada Bay off Kyushu, Japan's southern island.

World Peace Fleet Concept Outlined

Trade, the creation of jobs, and improvement in international communications both in the private sector and in cooperation with the United Nations could result from the creation of a World Peace Fleet, according to Gault Davis, director of the plan.

Speaking to a luncheon audience of labor, management and government officials, Davis said that such a fleet could help to change the world image of the United States. The luncheon was sponsored by the eight-million-member AFL-CIO Maritime Trades Department.

He called for the building of at least 10 ships, seven designed to include theaters, meeting rooms and exhibit halls. The ships would be built in American shipyards and the fleet would conduct two voyages per year to selected foreign harbors.

Davis is an international trade development consultant for the National Small Business Association and the National Patent Council. Here are highlights of his remarks:

International Participation

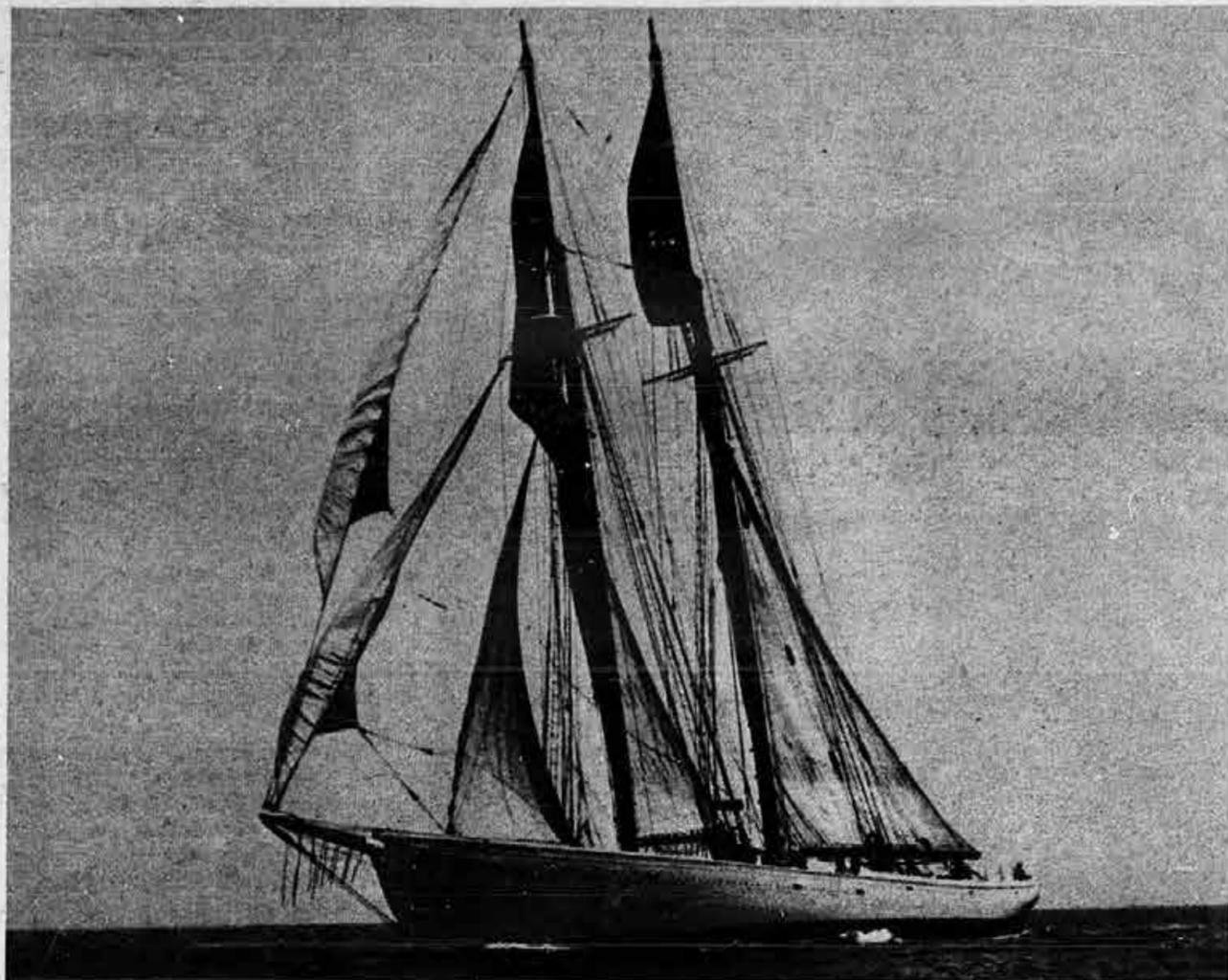
"Participation will be international. Companies of all nations will be invited to sail aboard, to participate in meetings, and to exhibit equipment or goods they produce which would be useful in other countries. Exhibit areas will be equitably limited to prevent domination and to show the interdependence of opportunity of mankind.

"The worldwide interest in the performing arts will be featured. In the large theaters on the new ships, local and international talent will present performances in ballet, drama, symphony, opera and sports events. These performances will be able to be televised worldwide via the improving system of space communication satellites.

"Diplomatic meetings of great magnitude can be held on the Fleet in an environment of international cooperation, serving as a highly visible factor in locally troubled areas. The United Nations could demonstrate its purpose to more of the world by meeting aboard in ports other than New York. The World Peace Fleet could be the first fleet to sail symbolically through the Suez Canal. Supply bases of the Fleet will be selected for historic visual impact, in the Mediterranean, Southeast Asia, and elsewhere in the world.

Student Volunteers

"The participation and support of youth and academia are encouraged by selecting disciplined student volunteers with multiple foreign language passagers and exhibitors, to engage in scheduled meetings in foreign ports with students discussing ecology, drugs, law and other relevant subjects; and with college professors aboard granting academic credit in courses in languages, political science, economics, sociology, and the differences in culture in destination countries. Adults abroad will find these courses useful, and a beneficial interchange will take place in the fields of education, youth, and business."



With topsails set and all 10,000 square feet of canvas drawing, the stately *Richard Henry Dana* brings back memories of a by-gone era as she sails up the Chesapeake on a broad reach. Trainees at the Harry Lundeberg

School spend their last week on a graduation cruise aboard the *Dana* or the *Captain James Cook*, the last of the proud salt-bankers which once fished and raced on the waters of the Grand Banks off Newfoundland.

A Proud Relic of Days Gone By

As many sailing men will testify, the salt bank schooners out of Nova Scotia were the real breed of wooden ships crewed by iron men. Although most of these great schooners are now gone, two of the last of these proud veterans remain a part of the living maritime museum maintained by the Harry Lundeberg School in Piney Point, Md.

The *Captain James Cook* and the *Richard Henry Dana*, of the Newfoundland Grand Banks, are at home as they sail out on the historic waters

of the Chesapeake Bay and Potomac River.

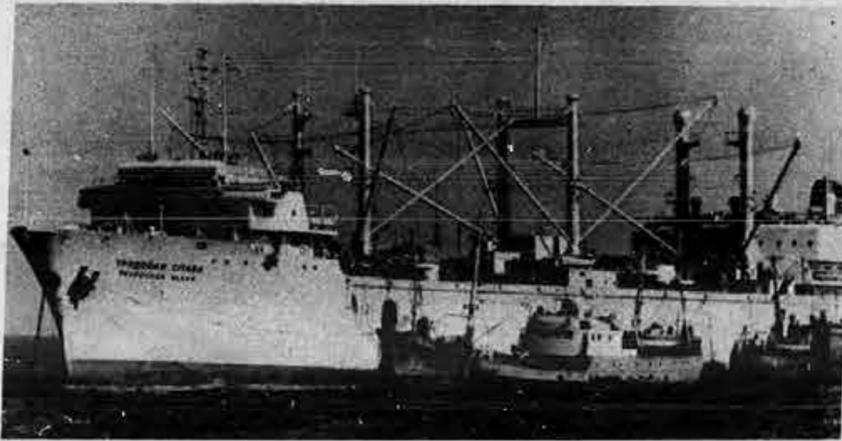
Named for the famous navigator and explorer, the *Captain James Cook* was originally the *E. Fred Zwicker*. Prior to her purchase by the Lundeberg School in 1967, she was actively engaged in search of haddock and cod off the Grand Banks.

Built in the 1930's at the Smith and Rhuland Shipyards in Lunenburg, Nova Scotia, the *Cook* has been fully restored and fitted with accommodations for carrying 20 trainees and a professional sailing crew.

During their last week of training at HLS, the future seamen take a graduation cruise aboard the *Cook* or the *Dana*. They also go up the Potomac River for a one-day visit to the nation's capital.

Like the *Dana* shown above, with her topsails set and all 6,000 square feet of canvas drawn—the *Cook* brings back memories of a by-gone era of sailing. This beautiful two-master is 128 feet long, and has a draft of 17 feet. Like many of the later salt banks, she had her topmasts removed when she was fitted with diesel auxiliary engines.





This Soviet "mother ship" is shown with several Communist country fishing trawlers riding at anchor about 50 miles off the coast of Norfolk, Va.



Three Russian fishing vessels are shown anchored off Moriches Inlet on Long Island. The vessels are allowed to work this close to the shore because of an agreement signed between the Americans and the Soviets concerning this particular fishing area.

Rep. O'Neill Urges Support Of U.S. Fishing Industry

Rep. Thomas P. O'Neill (D-Mass.) has called for an immediate remedy to reverse the unfortunate conditions under which the New England fishing fleets are suffering.

It is the government's responsibility to find some "answer" either in the form of tax credit to encourage installation of the necessary fishing gear or a subsidy, he added.

Without "some kind of help," the assistant majority leader of the House said, "the fleet must soon die." This would leave the United States "completely at the mercy of foreign fleets for the seafood we eat and the fish products that are used," Rep O'Neill said.

The Massachusetts congressman told an audience attending a luncheon sponsored by the eight-million member AFL-CIO Maritime Trades Department the important role the New England fishing industry played in American maritime industry. "It is, of all the nation's industries, perhaps the most traditional," he noted.

However, Congressman O'Neill continued, this industry "is being victimized by the 'hit and run' character of its foreign competition, which outnumber American boats by more than three to one.

"Appalling" Techniques

While the fishing practices used by the foreign operators net "remarkable" amounts of captured fish, Rep. O'Neill said the New Englanders describe the way their competitors nearly "rape" the area as "appalling."

"American fishermen don't want that kind of catch . . . morally and economically. They do not practice overkill," he said. But, he added there is little this country can do to alter the

free pillage and plunder of foreign fishing fleets outside the 12-mile limit.

Although there are international bodies that are supposed to control the fishing rights, he said one such organization, the U.S. State Department's International Conference on North Atlantic Fisheries, "gets bogged down in diplomacy to the point that it cannot protect the fish of the North Atlantic."

He continued: "In some cases it seems that, for diplomatic reasons of course, it would rather bow to the Russians, the Danes, and the Norwegians than acknowledge the existence of the New England fisherman."

One way to alter the unfair practice would be to declare lobsters and scallops "creatures of the shelf," O'Neill suggested. This would then give the U.S. jurisdiction over the lobsters and scallops because they belong to the Continental Shelf which this country maintains. Then the U.S. Coast Guard could keep a strict control on the fishing methods employed by all vessels.

Suggests Subsidy

The wreckage of New Englanders' lobster traps and other equipment by foreign fishing fleets during their plunder of the sea has also "distressed" Congress, Rep. O'Neill said.

As a result of these repeated attacks by the foreign operators, American insurance companies are reluctant to insure the New England fishermen, Rep. O'Neill said. He added that when the insurance companies did insure them, the policies they wrote were often "beyond the economic reach" of the fishermen.

Maritime Council Has Rochester Unity Day

April 25 was proclaimed National Maritime Council Day in Rochester, N.Y., in conjunction with a visit there of Eastern Region members of the Council, who held a seminar and dinner for 150 representatives of exporting and shipping companies.

Participating in the afternoon seminar were management, government and labor spokesmen, all of whom concentrated on the economic advantages to sending cargo on American-flag vessels.

The evening dinner heard three speakers: James Barker, president of Moore-McCormack Lines, the region chairman; Lewis Paine, director of the Office of Marketing and Development of the Maritime Administration and Leon Shapiro, secretary treasurer of MEBA-1.

The proclamation, read to the gathering by Stephen May, mayor of Rochester, is shown below.

Although the seminar and dinner was held in Rochester, representatives of industry in Buffalo and Syracuse also attended.

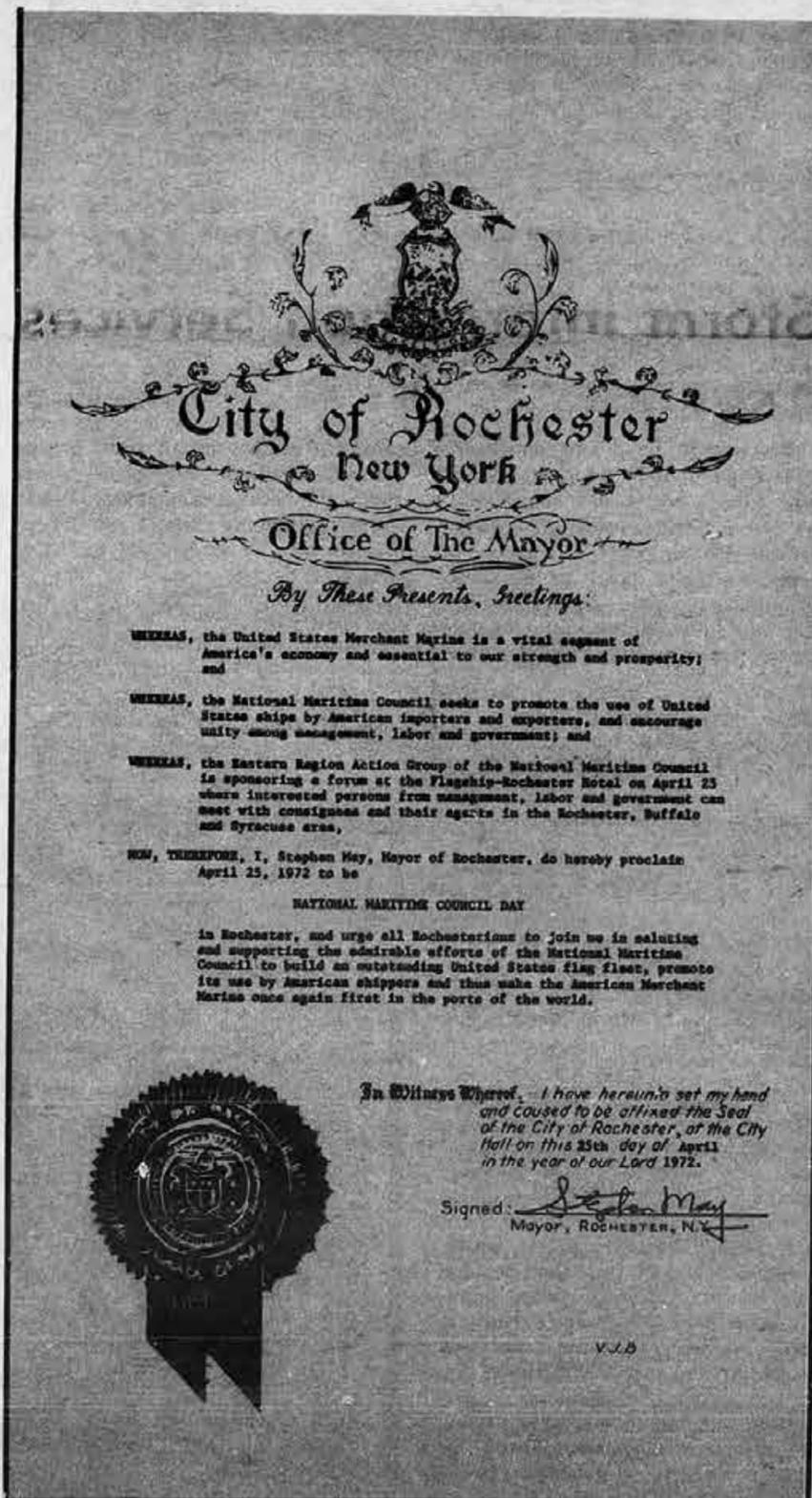
NMC sources said that the area is a major export and domestic shipping market that has been difficult for the U.S.-flag merchant marine to crack in recent years.

Cargo shippers represented at the program included Eastman Kodak, Xerox, Carrier Air Conditioning Gleason Iron Works, Spalding Brake, General Electric and Buffalo Forge.

In addition task force teams composed of management, labor and government spokesmen traveled to major firms in all three cities in an attempt to convince larger firms to use the American flag for a greater part of their shipping.

These teams reported excellent response to their arguments in behalf of the U.S. fleet, and were optimistic that progress had been made in obtaining a better share of the area's trade for U.S.-flag ships.

One of the members of the task force teams was SIU Vice President Frank Drozak, who represented the union during the seminar and dinner program of NMC.



SIU Man's Heroic Strength Prevents Death

A "once in a million" accident aboard the freighter *De Soto* would have surely taken the life of Seafarer Morris Montecino were it not for the cool headed, heroic action of his shipmate, Bosun Raymond Ferreira.

The accident occurred when the *De Soto*, completing a voyage from the West Coast to Saigon, was mooring to the anchor buoys at Cat Lai on the Saigon River. Montecino, who sails as ordinary sea-



Morris Montecino

man, was standing by the mooring lines waiting to assist.

As the 10,475 ton vessel slid closer to the buoys, she made an unexpected lurch to one side, which caused one of the mooring lines to slip a turn.

Within seconds, the line wrapped itself around Montecino, knocked him to the deck, and began dragging him rapidly towards the bow chock.

As he moved down the forward deck, Montecino struggled frantically to free himself of the snake-like line which seemed to have a mind of its own.

Despite his efforts, Montecino was unable to untangle the hold the line had upon him, and found it securely tied about his ankles.

The rapid action of the moving line now began to drag Montecino through the bow chock and the helpless Seafarer was within seconds of certain and painful death when he felt the arms of Bosun Raymond Ferreira encircle him about the waist and begin to pull in the opposite direction.

For an instant, the forward motion of the line was counter balanced by the strength of the Bosun, who was holding on to Montecino so tightly that several of the helpless Seafarer's ribs began to crack under the strain.

But Ferreira refused to let go of his shipmate.

The mooring line now began to slip, pulling Montecino's shoes off as it went. However, before the line completely gave up its hold upon Montecino, it broke his ankle.

Both Ferreira and Montecino fell free of the line, and it finally passed through the bow chock and over the side.

The two badly battered shipmates were now attended by others who came to their aid. The Bosun's arms, back and knees were severely bruised and

burned by the friction of the deck against his flesh. Brother Montecino's injuries included the broken ribs and ankle and bad bruises all over his body.

How do you repay a man who has just saved you from certain death by putting his own life in danger?

Before the terrible pain of his injuries caused Montecino to fall unconscious his words to his shipmate Ferreira were:

"Thank you, Brother."



Raymond Ferreira

Storm Information Services Expanded to Warn Seafarers

Seafarers in the Atlantic and Pacific who listen to radio programs aboard ship are finding that there is more storm information being broadcast than previously.

Started last summer, the storm information service, which is a joint

effort of the National Weather Service and the National Bureau of Standards, had been giving hourly broadcasts of about 45 seconds each.

The new, expanded service, which began April 1, consists of two 45-second broadcasts, one minute and 15 seconds apart.

The broadcasts are made around the clock. Station WWV carries information about storms in the Western North Atlantic and Gulf of Mexico. The beginning time for each broadcast for this area has been changed from 16 minutes after every hour to 10 minutes after on radio frequencies 2.5, 5, 10, 15, 20 and 25 megahertz.

Station WWVH lists storms in the eastern and central parts of the North Pacific. Beginning time continues to be 49 minutes after every hour on 2.5, 5, 10, 15 and 20 MHz.

Ocean areas involved are those for which the U.S. has warning responsibility under international agreements.

SIU Vacation Center Geared For Summer

Again this year the SIU will operate its summer Vacation Center located at the Harry Lundeberg School at Piney Point, Md.

Since it was first opened in 1970 to members of the union and their families, the vacation resort has proven to be most popular with all who have visited the complex.

The Center is just one other part in the overall effort of the SIU to secure the best possible life—both aboard ship and ashore—for the Seafarer and his family.

For further details on the Vacation Center see Page 32.

Money Due

The following Seafarers should contact SIU Headquarters, 675 Fourth Avenue, Brooklyn, New York 212-499-6600 immediately in order to claim checks being held for them.

Mushin A. All

Larry S. Moose

Louis Felonero

Maritime History Theme Urged for Bicentennial

Federal Maritime Commission Chairman Helen Delich Bentley has urged that America's maritime history should be the theme of the nation's 200th birthday celebration.

"The question most often asked about the Bicentennial is 'Where is the Bicentennial going to be?' Let's make the resounding response—'On The Waterfront!'" she said.

Because the programming of the celebration is viewed as a "Festival of Freedom" then "that certainly calls for a waterfront, seapower-oriented Bicentennial!" she told the National Association of Accountants in Washington, D.C.

Mrs. Bentley further explained her suggestion which would employ the *SS United States* as an ideal floating display of the colonnade of the states. Each state would be given space on the huge passenger ship that is now slated for the government's Reserve Fleet. Other inactive fleet ships of the Navy and the Maritime Administration, as well as some seven aircraft carriers could also be part of the flotillas, she added.

"A basic principle in the development of an economical Bicentennial is the comprehen-

sive planning of the site for maximum reuse at minimum cost. This factor could be incorporated in all plans and there are few waterfronts in the country that would not welcome and cooperate in the improvement.

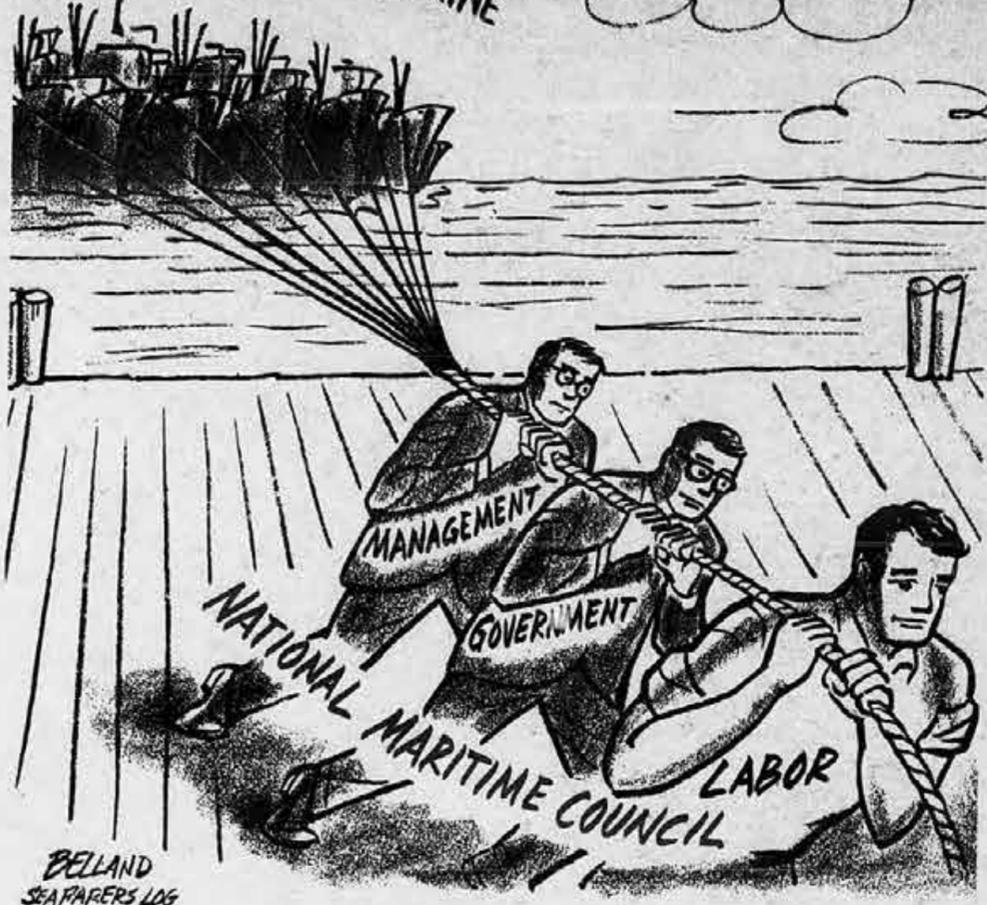
"I firmly believe that the central concept of a ship-oriented Bicentennial has numerous advantages and would benefit many people," Chairman Bentley noted.

The present surplus of obsolescent military ships in this country and "presumably in other countries as well" offers the possibility of suitable, refurbished pavilions for the floating celebration, projected Mrs. Bentley.

The natural mobility of the ships is "perhaps the most conspicuous advantage" to the plan she said. "This would allow the entire exposition to be moved either in a bloc, in smaller groups or individually to suitable locations with adequate port or anchorage could be an exposition site," she continued.

With numerous cities participating by hosting pavilions at their waterfronts, the Bicentennial could be "truly national," Mrs. Bentley said.

STRONGER MERCHANT MARINE



Unity in a Common Cause

They all stood and cheered when labor's representative at the recent National Maritime Council dinner in Rochester, N.Y., finished his impassioned plea for better use of American flag ships by cargo shipping companies in the area.

They all stood, representatives of the cargo senders, representatives of the steamship companies that have joined the NMC, representatives of concerned government agencies, and of course, the other maritime labor representatives who attended.

It proved dramatically that the National Maritime Council is making its presence known and is working hard to accomplish its twin goals of working for the development of a first-rate U.S. merchant marine, and of obtaining more cargo, the lifeblood of any fleet, for U.S. flag ships.

Unity dinners and seminar programs have been conducted from New York to San Francisco with stops in Boise, Idaho, New Orleans, La., Denver, Colo. and most recently in Rochester. Soon the Midwestern Region Council will hold its first event in Chicago.

In addition teams made up of representatives of all three branches of the Council—

management, government and labor—visit cargo company traffic managers and top level executives to plead the case for use of American-flag vessels on a face-to-face basis.

Their arguments are familiar to those of us who care about the merchant marine: it bolsters the American economy in general; it contributes mightily to the national security; it provides dependable service to all corners of the world; and, it costs no more.

Hearing those arguments come from these sectors of the industry, which in the past had divisions within themselves, and hearing of the new unity within the industry, many shippers have been impressed and reports are that some have been persuaded to send greater shares of their cargo under the U.S. flag.

Those are small victories, so far. But significant victories nonetheless. Because, as the old proverb puts it, "a journey of 1,000 miles begins with a single step."

The National Maritime Council has taken that first vital step, and with it has forged a foothold for itself among the nation's sea traders.

There is still a lot of treacherous road ahead, but the Council has started off on the right foot.

Some Words to Remember

The Boston Marine Guide recently published an editorial which bears repeating. Here are portions:

"No one has to be an expert on foreign affairs to realize that the present trend in U.S. foreign policy is moving steadily toward a philosophy of letting each nation stand on its own feet. This means working toward competitive equality in international trade and commerce—something that has been lacking so far as the U.S. is concerned.

"A highly important area in this respect has had to do with the merchant marine. After years of effort . . . this country has undertaken a program of shipbuilding that in 10 years should give the U.S. one of the finest merchant fleets in the world—a fleet of high-technology ships, that, if given a fair

opportunity, can compete with all comers in foreign trade.

"However, the question has arisen on whether cargoes will be available for these ships.

"Many nations have enacted laws that require a given percentage of their commercial trade to move in their own flag ships. Others have decrees, taxes, customs, duties, etc. that achieve the same effect. The net result of this overt and covert discrimination against American cargo vessels is that today American ships carry by volume only two percent of total U.S. commercial exports.

"An expanded U.S.-flag merchant fleet, along with cargoes for its ships, is one of the first requisites of recognizing the international realities of the 1970's."

Letters to the Editor



Concern for Hospitals

I've been reading with interest, concern and sadness the articles in the Log about the gaps in care of the Public Health Service hospitals. These reports of the Department of Health, Education and Welfare's plans to transfer or close the right hospitals and 30 clinics for many, many years for my husband and my family. One of these great hospitals was the deciding factor in allowing my husband to be treated without having our family into complete poverty.

When my husband contracted his disease in 1968, our first thoughts were about where could we get the money to pay for his necessary treatment. Then he was a new member of the SIU and we were still unfamiliar with all the benefits provided in the SIU hospitalization plan or of the PHS facility available within our area.

The thought of expensive doctor's bills halted our actions at first, until we requested information about the PHS hospital. My husband was immediately admitted and he received the proper care. Had he gone to another hospital, he probably would have had to wait for a bed and then I would have had to go to work to support our family during his convalescence. (We have three small children and it would have been very difficult.)

His months in the nearby PHS hospital were long and hard on all of us, but financially we were able to get through. The worries about the financial burden we might have had to face upon his return to work—had it not been for the PHS hospital—were alleviated. This helped his emotional recovery as well.

Many of the patients in his ward room were also familiar with the sea and they all shared many stories, concerns and exchanged words upon his return to work. The emotional uplift proved to be a needed therapy for his nerves and ours.

When my husband was finally released from the hospital, we were surprised and very relieved to know the cost of his hospital stay, treatment and doctor's care was within our means. As my other husband, we would have been forced to pay a higher cost for the same treatment. This fact made his homecoming more pleasant. Had it not been for the PHS hospital, my husband might not have consented to the extensive and vital treatment and hospital care because of the sacrifice our family would have had to make. But, the federally-financed PHS hospital was there to care for him.

We both feel that since we pay taxes, these hospitals and clinics are but one way the citizens are repaid. It would be a grave disaster to thousands of people if they are allowed to suffer needlessly in this great country of ours because of an HEW error.

Max Kenneth L. Williams

May, 1972

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SEAFARERS LOG

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Labor's Help Sought In Alcoholism Battle

Sen. Harold E. Hughes (D-Iowa) has called for increased union participation in company alcoholism-prevention programs.

Imported Oil Carriage

MEBA Asks At Least 50% On U.S. Ships

The Marine Engineers Beneficial Assn. (MEBA) called for immediate legislation requiring that at least 50 percent of U.S. oil imports be carried to this country's ports in ships under U.S. flag. MEBA, the 97-year-old organization which represents licensed marine engineers, issued the statement to rebuild and strengthen the American merchant marine at its 91st convention in Bal Harbour, Fla.

"It is unthinkable that this country can permit further deterioration of its once great merchant marine," said organization officials. The statement continued: "Our country has the economic resources, the technology, and the skills and manpower to rebuild a merchant marine which will bring fair returns to its managers and investors."

The union voiced "deep concern" for the "steady decline" of the U.S. merchant fleet and said that all government-financed cargoes should be carried in American-flag ships, provided that freight rates are equal to those charged by foreign ships.

In connection with foreign imports policy, the delegates endorsed the Furke-Hartke Foreign Trade and Investment Act of 1972 which adds measures to regulate imports and place "much needed" controls on multinational corporations.

The convention strongly voted its opposition to compulsory arbitration proposals which would effect various branches of the transportation industry and destroy collective bargaining.

"Many of the programs thus far have been operated by management with union support but only limited, if any union participation," Hughes told the annual AFL-CIO National Conference on Community Services here.

"As I see it, the optimum blueprint for success is one that provides for full participation and joint control by labor and management."

An admitted recovered alcoholic, Hughes asked labor and management for a joint effort to:

- eliminate existing alcoholism-related exclusions and limitations that unfairly restrict employee health and income benefits;
- provide comprehensive insurance-benefit protection for all aspects of physical or mental illness, including those relating to alcoholism;
- remove unfair exclusions of alcoholics from hospitals and other community-health facilities;
- improve community alcoholism-control programs.

Earlier, Dr. Morris E. Chafetz, director of the National Institute on Alcohol Abuse and Alcoholism, told the 500 conference delegates that "recent findings show that management is generally unaware of, or at least unconvinced, that five percent or more of their employees may be in trouble with alcohol."

Chafetz said that management must fully realize its responsibility to labor off the job as well as on "before we will have effective programs capable of reducing alcohol abuse in industry."

The four-day conference was highlighted by a review of price and rent controls led by Sen. William Proxmire (D-Wisc.). Leaders of local AFL-CIO price-monitoring watch-dog units across the country attended the sessions, later engaging in workshop discussions.

Also on the agenda was the Philip Murray-William Green Award dinner in honor of A. Philip Randolph, President-Emeritus of the Brotherhood of Sleeping Car Porters.

No-Fault Car Insurance Lowers Consumers' Costs

Organized labor's campaign for national legislation providing for "no-fault" auto insurance has received a major boost in Massachusetts.

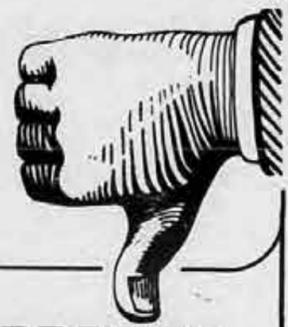
State officials have ordered a 27.6 percent reduction in the premium costs now and another 27.6 percent cut in one year. The industry was ordered to make cuts in premium costs for compulsory bodily injury auto insurance because of what Massachusetts officials term excess profits earned during 1971.

Savings under the law have proven greater than anticipated and Gov. Francis W. Sargent said, "We're going to try to get those excess charges back for motorists in the form of premium credits."

The insurance plan went into effect in that state Jan. 1, 1971. It provides out of court settlements for liability claims up to \$2,000 without regard to blame in the accident. It requires a motorist's own insurer to pay a claim of less than \$2,000 and prohibits suits for "pain and suffering" unless medical expenses exceed \$500. The "no-fault" concept was extended to property damage in the 1971 legislature but the rate structure is not yet established.

Meanwhile, in Washington, D.C., hearings have been completed on the legislation in both the House and Senate. Action is expected to be taken in the second session of the 92nd Congress.

Unfair to Labor



DO NOT BUY!!

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

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

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

CONTACT LENSES AND OPTICAL FRAMES—Dal-Tex Optical Co. Dal-Tex owns a firm known as Terminal-Hudson. They operate stores or dispense to consumers through Missouri State Optical Co.; Goldblatt Optical Services; King Optical; Douglas Optical, and Mesa Optical; Lee Optical Co.; and Capitol Optical Co.

COSMETICS—Shulton, Inc. (Old Spice, Nina Ricci, Desert Flower, Friendship Garden, Escapade, Vive le Bain, Man-Power, Burley, Corn Silk and Jacqueline Cochran). (Glass Bottle Blowers Association)

DINNERWARE—Metalox Manufacturing Co. (Int'l. Brotherhood of Pottery and Allied Workers)

FILTERS, HUMIDIFIERS—Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)

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

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

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

Holly Farms Poultry Industries, Inc.; Blue Star Label products (Amalgamated Meat Cutters and Butcher Workmen)

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

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

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

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

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

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

UAW Challenging Pay Raise Granted Texas Firm 'Scabs'

The United Automobile Workers is challenging a 17 percent pay raise to 87 scabs of the LTV Electrosystems of Greenville, Tex., in an effort by that company to break a strike of UAW Local 967.

"For its own self-serving ends, LTV instituted a huge wage increase in fighting its own workers and their legitimate and legal strike," said UAW President Leonard Woodcock.

The UAW has called on the In-

ternal Revenue Service, which enforces the Pay Board decisions, to forbid LTV's proposed increase in the scabs' wages.

"If the government stalls in acting against LTV, then it is saying in effect that certain wage increases are excessive and inflationary if negotiated across the bargaining table but are permissible if put into effect by a company to fight a strike," said Ken Worley, director of UAW's Region 5 which includes the Texas area.

Carrier Dove Again Bound for India

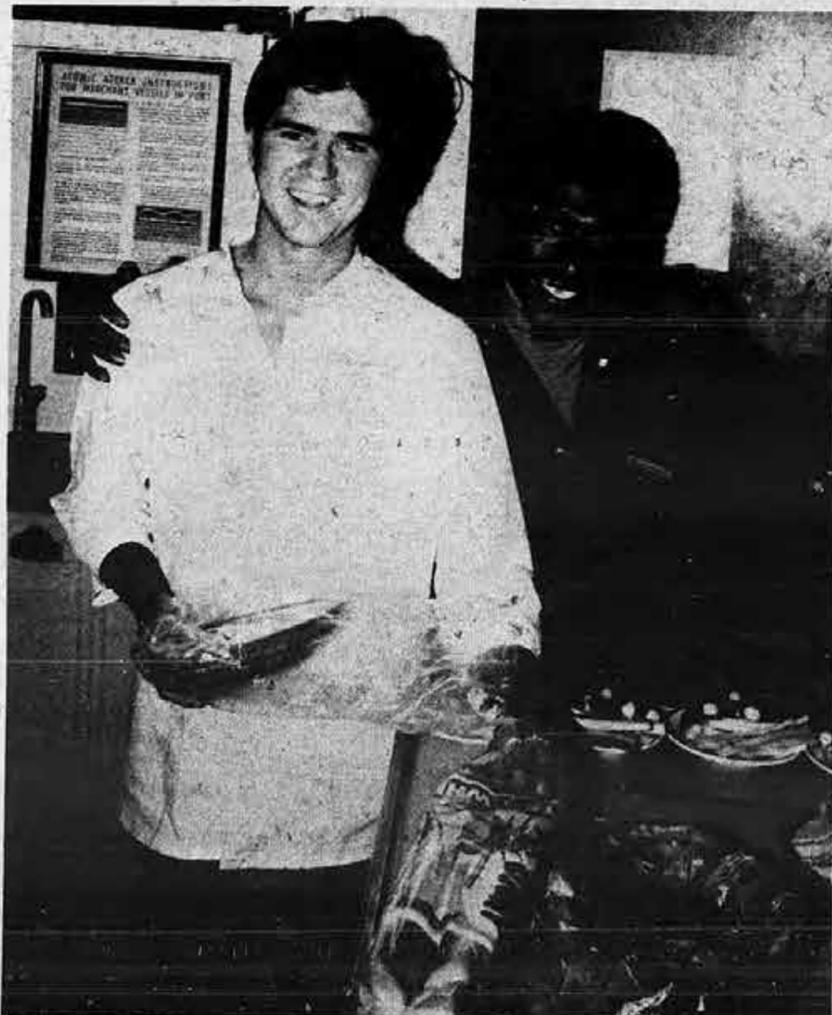
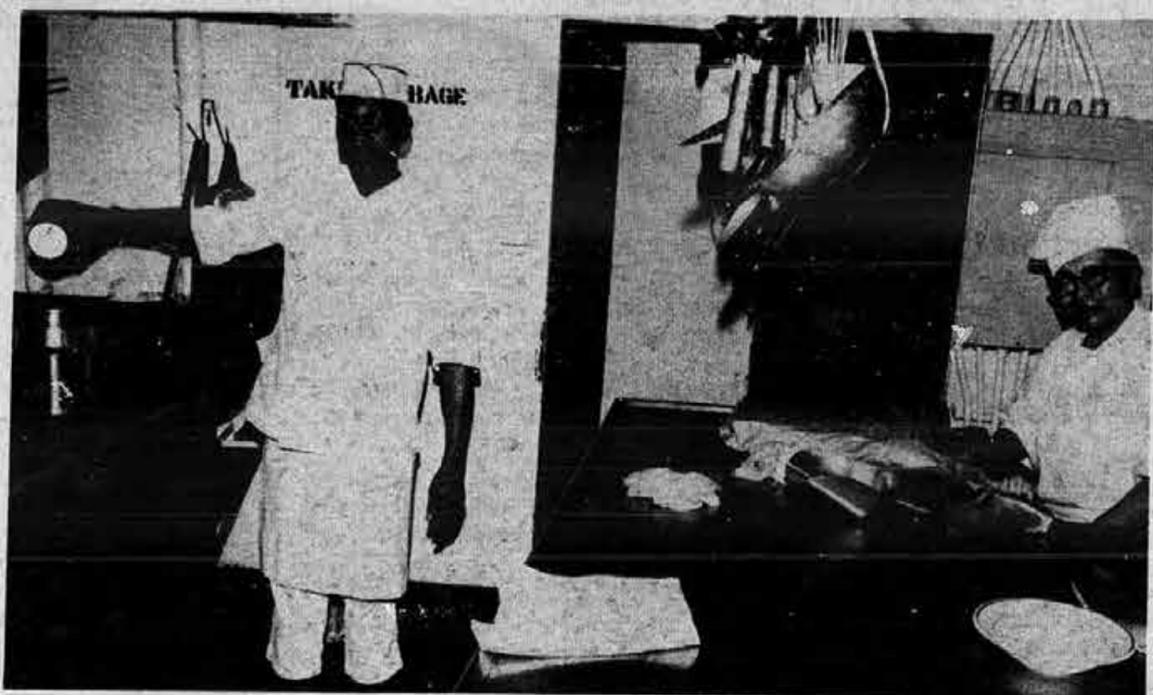
The most recent voyage of the SIU-contracted freightship Carrier Dove (Waterman) was a four-month trip that took her to ports in the Persian Gulf, Red Sea and India.

Built in 1944 in the port of San Francisco, the 8,027-ton ship is 491 feet long.

She dropped anchor in the port of Bayonne, New Jersey to take on a new cargo bound for India, and she won't be back in the port of New York again until August.

In the photo at right, J. Warfield, chief cook (left) and M. Mayor, night cook and baker go about chores in the galley aboard the Carrier Dove. Ship took on plenty of fresh stores for outboard voyage.

And in the photo below, SIU Representative Teddy Babkowski (seated, center) sits in on a decision between Carrier Dove crewmembers. Topics of conversation included the SIU contract and SIU's political activity in Washington.



Messman A. Klaneski and able seaman J. B. Clenton are looking forward to upcoming voyage to India.

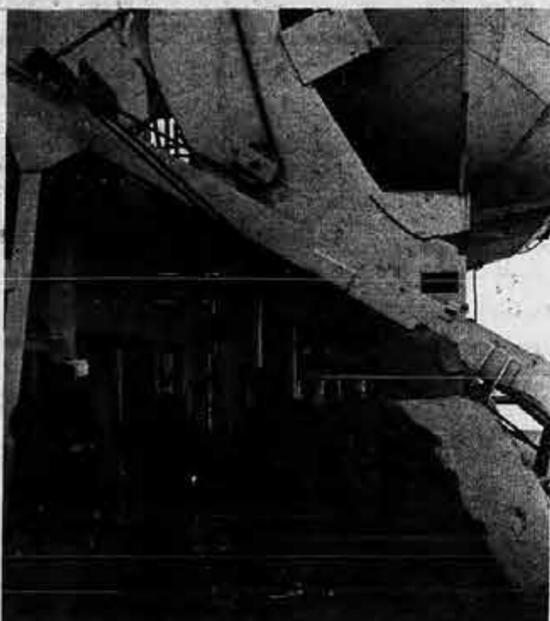


SIU Patrolman Gene Dakin (center) answers a question on the SIU contract for fireman-oiler R. Mahlich (right) as shipmate F. Grant lends an ear.



The Carrier Dove's third cook, V. Ferguson, not only helps turn out fine meals for shipmates—he's also handy with the necessary paperwork.

Lifeboats Away!



Charleston crewmembers, wearing life jackets, await order to begin lifeboat drill by releasing brake mechanism on gravity davit which will lower boat to boarding level.

A cool head in an emergency, especially an unexpected emergency at sea, can save not only one man's life, but the lives of an entire crew.

Today's Seafarers, more than ever before, are better prepared to handle emergencies at sea. This preparedness is in large part due to the SIU's Lifeboat Training Program, conducted by the union's Harry Lundeberg School at Piney Point, Md.

This vitally important program has enabled countless Seafarers, veterans and first trippers alike, to secure their lifeboat endorsements following passage of a Coast Guard conducted examination.

In addition, in order to maintain Seafarers' lifeboat skills at razor-sharp perfection, every SIU-manned lifeboat drill a minimum of once every seven days.

Crewmembers aboard the containership *Charleston* (Sea-Land), conducted one such drill in Port Newark Channel last month.

Their lifeboard was lowered and in mid channel within three minutes.



The coxswain's order is "Stand by to give way, give way together," and the *Charleston's* lifeboat moves out into open water to complete the emergency drill.



Lifeboat is in proper boarding position as last man prepares to join shipmates before coxswain (standing, extreme right) gives order to lower away.



Lifeboat angles away from alongside of the *Charleston* after oars were placed in upright position by crewmembers.

Domestic Shipping Conference Suggests Industry Reforms

(Continued from Page 3)

She decried the current state of the merchant marine in both its overseas and domestic branches.

She pointed to the Great Lakes fleet as a particularly sore point, but one that is getting government assistance now.

Labor's Share

She said she believed that to lift the domestic industry out of its doldrums, it ought to have the same consideration in construction aid as is presently given the deep sea portion of the industry.

McKay, representing the AFL-CIO Maritime Trades Department, with which the SIU is affiliated, told those attending that "labor expects its fair share" of the new wealth in domestic shipping and its cooperation with industry portends.

He indicated that labor would expect industrial help in organizing the large segment of the inland shipping industry that it currently not unionized.

McKay, if we are to protect ourselves against those who would build barriers against our futures, we will

have to do it as a team."

He said that time had come, "to end old prejudices and hates of the past in the interest of moving our industry forward."

Labor is helping to put an end to those practices, McKay said, by working in close association with management and government in the National Maritime Council and elsewhere.

He deemed that kind of cooperation a success, saying, "we see a new optimism in our labor-management-government campaign to bring vital cargo to the American flag fleet."

That same kind of effort can help build a better domestic fleet as well, he asserted.

An industry leader, George M. Steinbrenner of American Shipbuilding Co., agreed that unity would be needed.

He pointed to the Merchant Marine Act of 1970 as an example of "what can be accomplished for an industry through labor's willingness to work for its betterment."

Delegates will reassemble June 8 to hear the Maritime Administration report on the panel recommendations.

Constitutional Committee Makes Recommendations

(Continued from Page 4)

strike. The proposed amendment so provides, and we approve the same.

5) One of the qualifications for nomination to office in our District is that the candidate has at least one hundred (100) days of seetime between January 1st and the time of nomination in the election year. Such qualification, although easy to meet for one of our members sailing deep sea, is quite difficult for a Great Lakes member, since the Great Lakes are iced in from January through early April. Accordingly, the proposed amendment requires that a candidate who sails solely on the Great Lakes need have only sixty-five (65) days of seetime.

As previously stated, there are other amendments proposed which are more technical in nature. The amendment to Article X, Section 12(a) inserts previously omitted references to "jobs" and "job holders" who are delegates to the Seafarers International Union of North America Convention; the amendment to Article XI updates the next election year from 1971 to 1975; the amendment to Article XXIV changes the date of the last time our Constitution was amended from August 1968 to December 1971.

These amendments constitute part of the merger agreement, the whole of which, with the propositions constituting the amendments of our present Constitution, shall be available for our membership at Headquarters and Ports no later than May 27, 1972. We earnestly suggest that all of our members read the full text thereof to become familiar with all of its terms and provisions. We believe that our membership, based upon all the facts, will approve the merger agreement

and the Constitutional amendments, and we recommend such approval.

Your committee recommends that in connection with the ballot to be used by the membership in the vote on your Committee's recommendations, in accordance with the merger agreement, there be one proposition to be voted YES or NO, reading as follows:

Shall the merger agreement between Atlantic, Gulf, Lakes and Inland Waters District and Great Lakes District, including the proposed constitutional amendments, be approved?

YES

NO

If this Constitutional Committee's report and recommendation is concurred in by the membership at the May 1972 membership meetings, it is recommended, as provided in the merger agreement, that the ballot on the above proposition be held by referendum vote in accordance with Article XII, Sections 3, 4 and 7 of our Constitution, subject however to the following: The election shall be held commencing at all ports on June 1, 1972 and ending at midnight on June 30, 1972.

The Committee further recommends that the Royal National Bank 1212 Avenue of the Americas, New York, New York shall be the depository of all ballots.

In accordance with Article XXV of our Constitution, the Union Tallying Committee shall consist of six (6) full book members, two (2) from each of the three (3) departments of the Union, elected from Headquarters Port at the regular meeting to be held there on July 3, 1972 and shall begin their duties on July 5, 1972.

Requests for absentee ballots must be postmarked no later than 12:00 Midnight on June 15, 1972 and must be delivered to the Secretary-Treasurer at Headquarters no later than June 22, 1972. Absentee ballots shall be mailed by the Secretary-Treasurer no later than June 23, 1972. All ballots to be counted must be received by the depository no later than July 5, 1972 and must be postmarked no later than Midnight, June 30, 1972.

The Committee finally recommends, in accordance with the merger agreement, that this report and recommendations be read at Headquarters and all branches at the regular May 1972 Meetings for the purpose of acting on this report and recommendation in accordance with Article XXV of our Constitution.

Dated: April 14, 1972

John S. Sweeney (S-1147)

Edward A. Parr (P-1)

J. Prochownik (P-162)

Walter A. Karlak (K-447)

Otis Paschal (P-752)

Warren Cassidy (C-724)

SUPPORT SPAD

Activity—legislative and administrative—at the national level can, and does, affect every Seafarer every day of his working life. For ours is a federally regulated occupation, and progress must come through the legislation passed by Congress, and a favorable action by the executive branch of government.

It takes constant attention to assure continuing progress for Seafarers and for their industry. Like attention to the bills currently being considered by Congress. For instance:

- The bill to require that 50 percent of U.S. oil imports be carried on American-flag vessels.
- The bill that would fund construction of 40 liquefied natural gas ships.
- The bill that would close the Virgin Islands loophole in the Jones Act.

These are a few of the measures in Congress that bear directly on job opportunities for Seafarers, and thus bear on all facets of their lives.

And there are other matters that

must be pressed on behalf of Seafarers, such as the battle to keep the U.S. Public Health Service Hospitals open and the fight to improve the U.S. balance of trade situation.

And the plain fact of the matter is that no one will do our fighting for us. We either carry the freight ourselves, or the fight is lost.

And the Seafarers way of protecting their interests and winning the battles is through voluntary contributions to the Seafarers Political Activity Donation.

SPAD works on the fundamental

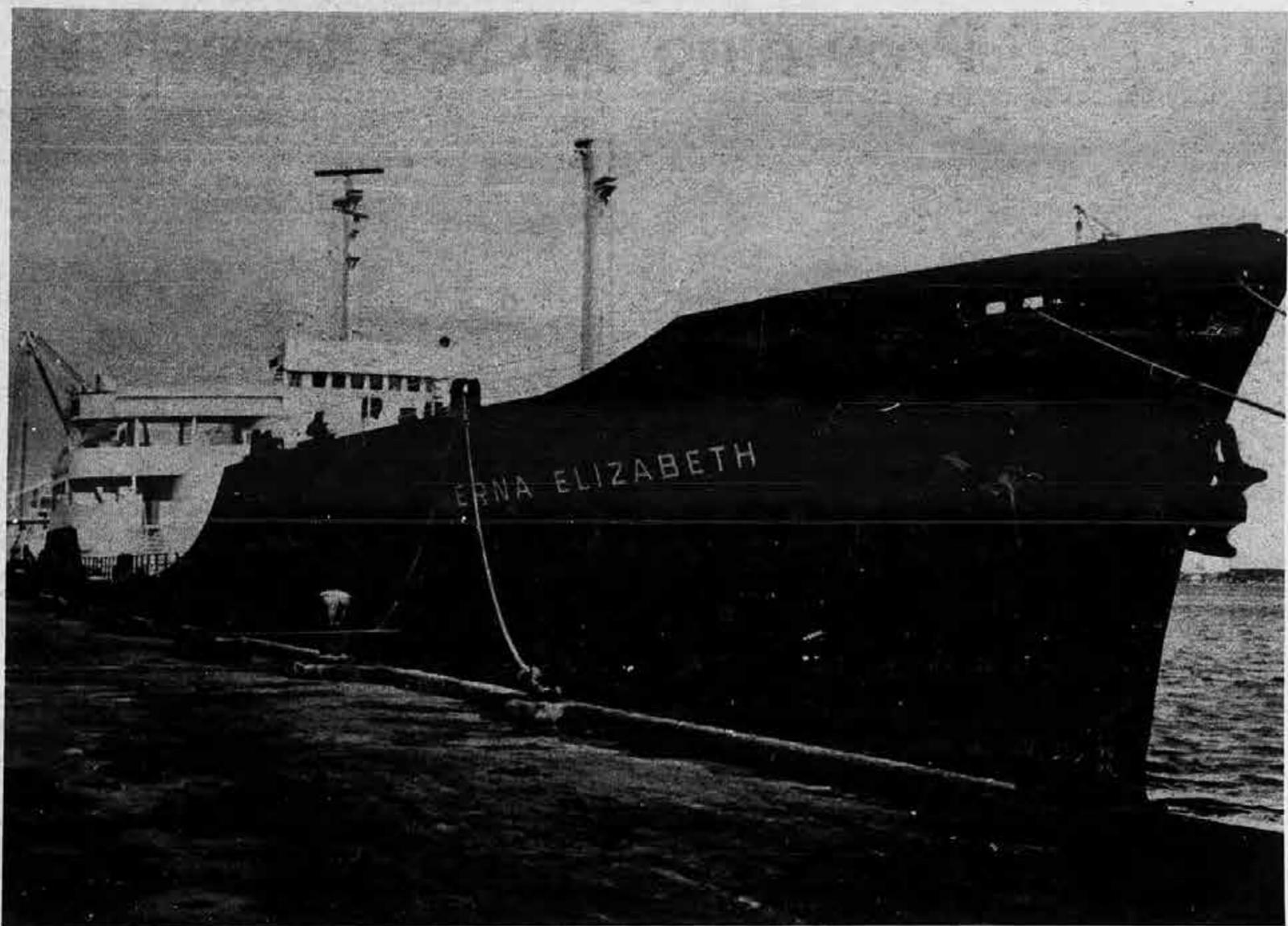
principle of labor's political action, first enunciated by Samuel Gompers, first president of the American Federation of Labor:

"Labor must reward its friends and defeat its enemies."

There is no substitute for the support of friends who have been tried and tested many times over on critical legislation. SPAD is our way of giving them that support.

It is our way of assuring continuing legislative progress which will, in turn, insure the continuation of the professional seamen's way of life.





Erna Elizabeth on Unique Mission....

The SIU-contracted *Erna Elizabeth* has successfully completed the initial phase of a first-ever experiment designed to evaluate the U.S. merchant fleet's capability to provide underway replenishment for U.S. Navy ships in operational conditions.

The experiment, generated during discussions between Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson and Chief of Naval Operations Adm. Elmo R. Zumwalt and called *Charger Log I*, involved the refueling of U.S. and Allied warships in simulated combat exercises

termed *Operation Springboard*, which were conducted in the Caribbean.

During the operation the *Erna Elizabeth* was responsible for supplying logistical support for the combat ships, as well as participating in the "mock warfare" games.

The *Erna Elizabeth* tests involved an evaluation of rigging procedures, fuel oil transfer rates, intership communications, speed and course stability, and safety measures.

In addition to U.S. Navy vessels, ships and aircraft from the Netherlands, Germany, Britain, Brazil, Venezuela, the Dominican Republic and Colombia participated in the exercise.

Favorable Reactions

The first reactions upon completion of the initial phase of the program were encouraging for supporters of the merchant fleet. Gibson drafted a letter (See Page 18) to the Master of the *Erna Elizabeth* praising the officers and crew for their exceptional performance.

Additional praise for the "professional seamanship" exhibited by the crew of the vessel came from U.S. Navy and Allied ship commanders who worked with the *Erna Elizabeth* during the exercise.

The *Erna Elizabeth* was chartered by the Navy Department according to Adm. John D. Chase, commander of the Navy's Military Sealift Command. The ship is owned and operated by Albatross Tanker Corp., a subsidiary of Seatrain Lines, Inc.

At the conclusion of the exercises in the Caribbean area, the *Erna Elizabeth* sailed to the Mediterranean where she will continue to operate with the U.S. Sixth Fleet before being released for normal duties with the MSC.

The SIU and other leading proponents of America's merchant marine have long sought increased merchant fleet participation in supplying military needs. This experiment was designed to test the feasibility of such participation.

The results of this experiment and the favorable reactions could mean a significant gain for the U.S. merchant fleet and those who man her ships. If the Navy begins to rely more heavily on merchant ships to provide logistical support in the absence of its own support ships, it will mean more U.S.-flag vessels in operation and, in turn, more Seafarers sailing.



SIU crew members aboard the *Erna Elizabeth* secure coupling between two hoses as the ship makes ready to pump oil to a U.S. Navy carrier.



Crew members and officers aboard the *Erna Elizabeth* check hose/pipe coupling before proceeding to replenish the *Franklin D. Roosevelt*.

... Providing At-Sea Logistical Support



As the *Erna Elizabeth* makes to come alongside a navy vessel for refueling operations, crew members break out the hoses which will be used to pump oil from the SIU-contracted ship to a waiting, 'thirsty' Navy ship.

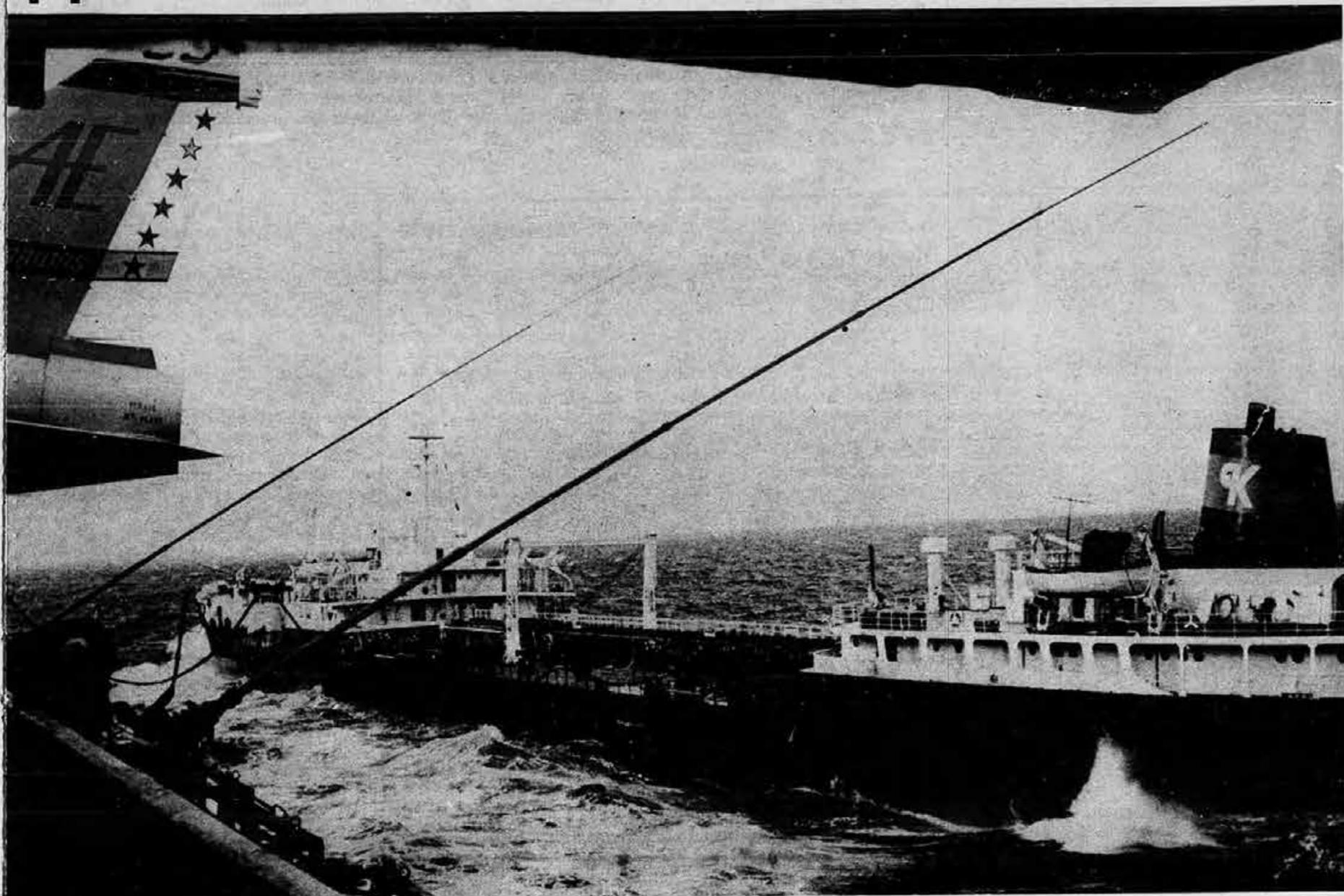


A photo taken from the deck of the Navy refueling operations between her and the

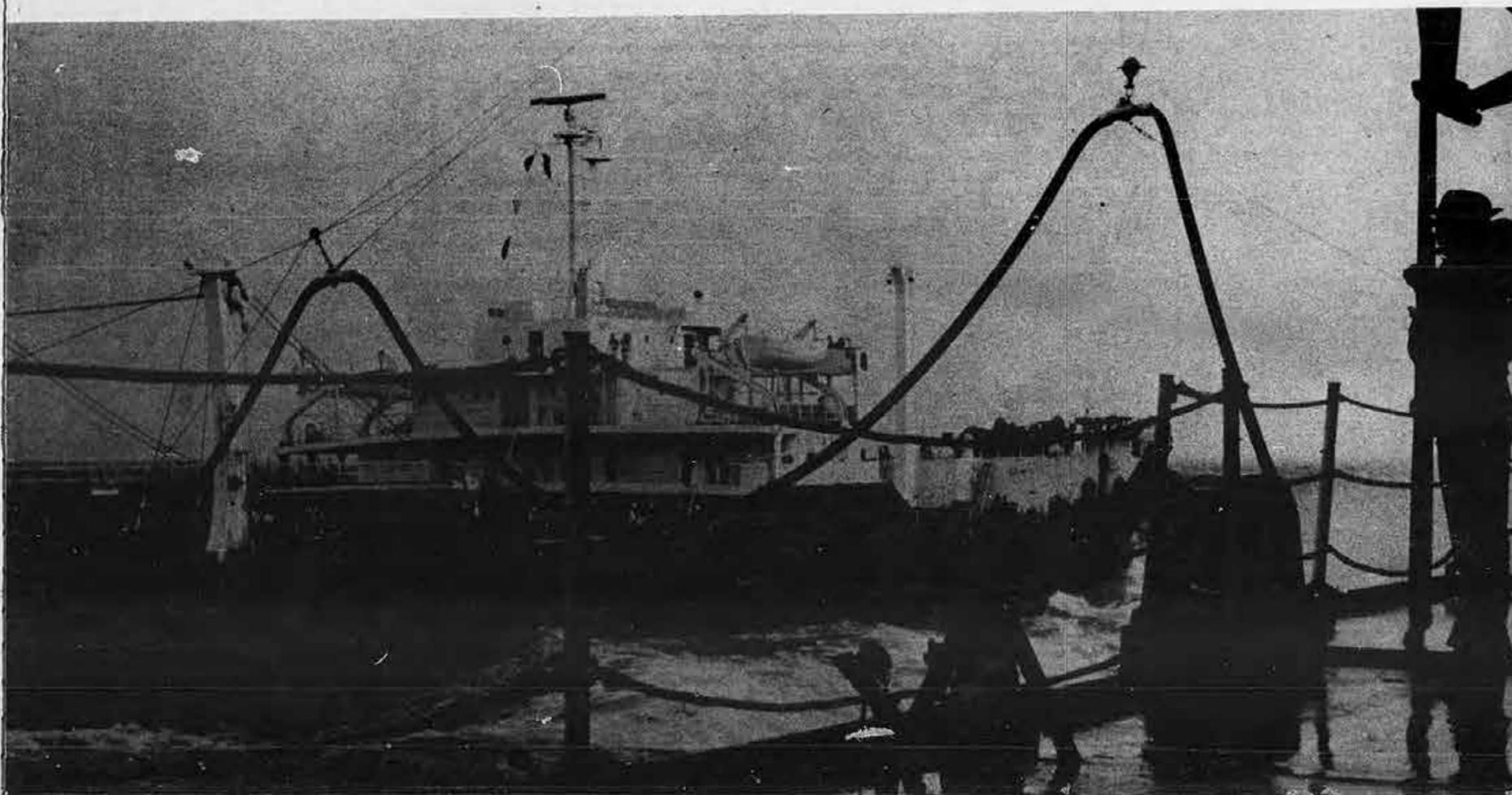


This close-up shot of refueling operations ship *Erna Elizabeth* won the praise of

Support for U.S. Navy Operations. . .



carrier, USS Franklin D. Roosevelt, gives a look-range view of the merchant ship Erna Elizabeth during the Navy's Atlantic operations. In addition to the U.S. Navy, the Erna Elizabeth also worked in conjunction with ships from the British, Dutch and German navies.



Operations was also taken from the deck of a Navy ship. The merchant ship Erna Elizabeth was used to test the feasibility of utilizing the U.S. merchant fleet to provide logistical support for the Navy and civilian personnel during this first-ever experiment conducted to test the feasibility of utilizing the U.S. merchant fleet to provide logistical support for the Navy in operational conditions.

...And Earning a Deserved 'Well Done'

The first part of the *Erna Elizabeth's* mission is over. The role she played in replenishing U.S. and Allied naval ships during operations in the Atlantic was an experimental and important one.

Words of praise were lavished upon the ship, its officers and crew. The commanders of U.S. Navy vessels and Allied vessels that had the opportunity to work with the *Erna Elizabeth* all said that she fulfilled her function well, exhibiting the best traditions of professional seamanship.

The ship is now in the Mediterranean providing logistical support for ships of

the U.S. Navy's Sixth Fleet. Upon completion of these tasks she will resume normal operations under charter to the Military Sealift Command.

The performance of her crew during the initial phase of these operations has drawn letters of praise from among others, Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson and the ship's Master, Capt. Harold G. Van Leuven. Gibson's original letter is reprinted below. Capt. Van Leuven's letter, addressed to SIU Headquarters, was similar in content and tone to the one reprinted here.

March 24, 1972

Captain Harold G. Van Leuven
Master
SS Erna Elizabeth

Dear Captain Van Leuven,

I have watched with keen interest as the SS *Erna Elizabeth* has demonstrated the superior resources and skills of the American merchant marine during the underway refueling of Naval ships in the course of Project Charger Log I.

This project was designed to test the hypothesis that a merchant tanker with no prior training or experience could effectively refuel Naval ships at sea. The voyage of the SS *Erna Elizabeth* has clearly proven the validity of that hypothesis and has also shown the skills of our merchant crews to be of the caliber needed to do the job in a highly professional manner. The praise heard from the Commanding Officers of many of the American and Allied naval vessels which you refueled expresses the great value given your efforts by the Naval forces.

When he sent his maritime program to the Congress in 1969, President Nixon stated that it was a program of "opportunity and challenge." The voyage of the SS *Erna Elizabeth* was both an "opportunity and challenge," she took the "opportunity" and met the "challenge."

My congratulations and thanks to you, your officers and your crewmembers on the completion of this most significant test.

Sincerely,
A. E. GIBSON
Assistant Secretary
for Maritime Affairs

SS Erna Elizabeth
March 9, 1972

Dear Sir,

Our refueling at sea with the U.S. Navy has, in my opinion, been a great success. We have accomplished almost every type of refueling and have been able to give what has been asked of us.

The crew has been exceptional and has worked hard at proving this project feasible and at making it a success. You can be proud of your men as I am. From all reports, the ships we have operated with have been sending nothing but good reports of outstanding performance by the *Erna Elizabeth*. I want to thank you and to thank the crew of the *Erna Elizabeth* for doing a well-done job.

If the results of this operation are what is needed to promote the prospect of more merchant ships being used to supply the Navy, then the men here have more than proven what can be done with so little to work with and in a very short time.

The first half of our project is over with and we are on our way to the Mediterranean and the second half. I see no reason why this part will not be as successful and add more prestige to the merchant marine and the SIU crew members.

Once again let me express my thanks to my crew for working with me and doing such a good job.

Sincerely yours,
Harold G. Van Leuven
Master

State Education Official Visits HLS

The educational programs of the Harry Lundeberg School won the praise of a top official of the Maryland State Department of Education who inspected the school's facilities recently.

Warren Smeltzer, Assistant Director of Vocational and Technical Education for the State Department of Education, made a special trip from Baltimore "to see this school that I had heard so much about."

Accompanying him on the tour were Dr. Robert E. King, Superintendent of Schools for St. Mary's County, and Will Dorman, Supervisor of Vocational Education for the county.

During their visit, they met and talked with Hazel Brown, HLS director of education, who personally conducted the visitors on their tour. They also met with the school's academic teachers, vocational instructors and other staff members, and they had an opportunity to talk with a number of the young men in training.

While he was visiting the school, Smeltzer watched as Coast Guard examiners from Baltimore were administering lifeboat examinations to a class of 20 trainees, and he expressed admiration for the manner in which the trainees launched and handled the lifeboats.

Smeltzer also witnessed the various "learning-by-doing" techniques used in the Lundeberg School's vocational program, and had the programs explained to him by vocational instructors Bernard Kasmierski, a veteran able seaman and Bosun; Victor Ard and Garrett Clark, deck instructors; and Hans Spiegel, a

chief cook and steward with more than 21 years experience at sea.

Smeltzer said he was particularly impressed with the practical aspects of the Lundeberg School's vocational program, and with the competence of the SIU instructors.

In the photo below, from left to right, Ace Aelick, HLS vocational instructor, explains to Smeltzer, Dr. King and Mr. Dorman the school's unique academic-vocational program. Looking on at the right is Miss Hazel Brown, HLS academic director.

In the photo at the right, Dr. King and Dorman inspect the handiwork of HLS trainee Charles Meeks during their tour of the facilities.



A \$25 Savings Bond

New Arrivals Share in Seafarers' Benefits Plan

Donald Franks, born Mar. 22, 1971, to Seafarer and Mrs. Larry J. Franks, Savannah, Tenn.

Kevin McGowan, born Nov. 3, 1971, to Seafarer and Mrs. Blanton L. McGowan, McCool, Miss.

James Hagner, born Sept. 25, 1971, to Seafarer and Mrs. James F. Hagner, Staten Island, N.Y.

Soledad Armada, born Mar. 12, 1972, to Seafarer and Mrs. Alfonso A. Armada, Baltimore, Md.

Eric Robinson, born Mar. 4, 1972, to Seafarer and Mrs. Richard O. Robinson, Chesapeake, Va.

Felix Carrion, born Mar. 27, 1972,

to Seafarer and Mrs. Samuel Carrion, Rio Piedras, P.R.

Michael Johnson, born Oct. 10, 1971, to Seafarer and Mrs. Mickal Johnson, New Orleans, La.

Melisha Delaune, born Jan. 3, 1972, to Seafarer and Mrs. Larry A. Delaune, Avondale, La.

Anna Hilburn, born Dec. 15, 1971, to Seafarer and Mrs. Daniel A. Hilburn, Gulf Shores, Ala.

Catrina Holland, born Sept. 2, 1971, to Seafarer and Mrs. William M. Holland, Maco, Tex.

Jessie Jordan, born Mar. 8, 1972, to Seafarer and Mrs. John E. Jordan,

Plateau, Ala.

Michelle Vincent, born Jan. 1, 1972, to Seafarer and Mrs. Whitney Vincent, Jr., New Orleans, La.

Joseph Ferras, born Feb. 11, 1972, to Seafarer and Mrs. Daniel Ferras, New Orleans, La.

Lydia Ortiz, born Feb. 12, 1972, to Seafarer and Mrs. Raul G. Ortiz, Galveston, Tex.

Anthony Miles, born Mar. 11, 1972, to Seafarer and Mrs. Charles J. Miles, Bronx, N.Y.

Minerva Torres, born Jan. 30, 1972, to Seafarer and Mrs. Jose J. Torres, Hitchcock, Tex.

Joan Fontaine, born Mar. 30, 1972, to Seafarer and Mrs. Arthur J. Fontaine, Providence, R.I.

William Hudson, born Feb. 19, 1972, to Seafarer and Mrs. William M. Hudson, Mobile, Ala.

Stacy Hood, born Feb. 9, 1972, to Seafarer and Mrs. Charles H. Hood, Jr., Memphis, Tenn.

Meredith Senn, born Feb. 17, 1972, to Seafarer and Mrs. Donald Senn, Jr., Elberta, Mich.

Christopher Gibbs, born Feb. 14, 1972, to Seafarer and Mrs. Leslie W. Gibbs, Galveston, Tex.



Seafarer and Mrs. E. Cuenca and their two-month old daughter Marina recently paid a visit to SIU headquarters in New York. Child received a \$25 U.S. Savings Bond from the SIU.



Seafarer and Mrs. Ralph Stahl are shown with their son Ralph Stahl III after child received a \$25 U.S. Savings Bond from the SIU in the Port of Toledo. Tiny tot catches forty winks.

SIU Ships' Committees

A Seafarer's work is unique in that he is separated for long periods of time from what happens on shore. For any Union organization to function effectively it is important that there be constant communications between Union headquarters and the members at sea and ashore.

There are many methods of communications when the membership is ashore, but the bulk of our members must be away at sea to earn their living.

Since very important things happen on shore, it is vital that there be ships' committees to act as a bridge from vessel to shore.

No matter how long the voyage or how far away the vessel may sail, the ship's committee provides the solid bridge of communication that keeps working Seafarers constantly aware of vital issues.

To strengthen this bridge of communication from ship to shore is the goal of the ship's committee. That is why each ship's member who is on the committee does his job with the knowledge that he is helping not only his Union and his fellow Seafarer but also himself.

The ship's committee has been in operation long enough to gauge its

work. Everyone agrees that it has had a unique and outstanding success.

The operation of the ship's committee is in line with the firm principle

established within the SIU—the principle of democracy.

When the meeting is called each Sunday aboard ship every Seafarer

knows that he can speak up freely and without hesitation and bring up any matter important to his union, his ship and his job.

His right to speak out is one of the rights which the ship's committee protects for every member of the unlicensed crew.

There are six members of the ship's committee—chairman, secretary-reporter, education director and three delegates, one from each of the three departments aboard ship.

The chairman calls and directs the meeting. The secretary-treasurer is responsible for all of the committee's correspondence with union headquarters and must keep the minutes of the meeting and report actions taken to headquarters.

The education director is in charge of maintaining and distributing all publications, films and mechanical equipment to Seafarers wishing to study upgrading, safety, health and sanitation.

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

All these men are part of that bridge between ship and shore.



TRANSINDIANA (Hudson Waterways)—The *Transindiana* has just returned from Puerto Rico. From left around recreation room table are: J. Fanoli, steward delegate; R. Prater, engine delegate; A. Hanstvedt, ship's chairman; S. Zielewski, educational director; E. Heimila, deck delegate, and K. Hatgismios, secretary-reporter.



PHILADELPHIA (Sea-Land)—From left are members of ship's committee: H. Filder, secretary-reporter; E. Kamm, deck delegate; B. Speegles, engine delegate; E. Walker, educational director, and T. Trainor, ship's chairman.



STEEL ADMIRAL (Isthmian)—Members of ship's committee from left are: K. Amat, ship's chairman; N. Zervos, deck delegate; E. AVECILLA, secretary-reporter, and D. Bronstein, steward delegate.



CHARLESTON (Sea-Land)—Seated around crew's mess table are: R. Hernandez, secretary-reporter; F. Munoz, steward delegate; J. Pasko, engine delegate; P. Shaughnessey, educational director; A. Kobsis, deck delegate.



CATIGNEY (Cities Service)—Up from Florida run are, from left: H. Williamson, engine delegate; A. Witherington, educational director; K. Marston, deck delegate; R. Meffert, ship's chairman, and R. Gonzalez, steward delegate.

SIU Ships' Committees



OVERSEAS VIVIAN (Maritime Overseas)—Ship's committee from left are: J. Rivera, steward delegate; B. Tyarbrough, deck delegate; F. Mitchell, educational director; B. Brewer, engine delegate; M. Masanueva, ship's chairman, and W. Oliver, secretary-reporter.



NEWARK (Sea-Land)—Assigned to the Puerto Rican run, the *Newark* made a stop in Port Elizabeth, N.J. From left, seated are: C. Dammeyer, ship's chairman; R. Hinojosa, engine delegate; B. Feleciano, deck delegate. Standing are: V. Silva (right), steward delegate and J. Utz, secretary-reporter.



CARRIER DOVE (Waterman)—Preparing to leave for India aboard the *Carrier Dove* are, from left: D. Ransome, ship's chairman; S. Wright, secretary-reporter; R. Carroll, engine delegate; F. Grant, deck delegate; J. Dodd, steward delegate; J. Dodd, steward delegate, and O. Guerrero, educational director.

Digest of SIU



Ships Meetings

OVERSEAS ULLA (Maritime), Mar. 5—Chairman G. Harding; Secretary J. Doyle. \$29 in ship's fund. Some disputed OT in each department.

COLUMBIA (United States Steel), Feb. 13—Chairman C. Iannoli; Secretary M. S. Sospina; Deck Delegate J. S. Rogers; Engine Delegate W. B. Addison; Steward Delegate C. W. Hall. Everything is running smoothly with no beefs. Vote of thanks was extended to the steward department for a job well done.

DETROIT (Sea-Land), Mar. 12—Chairman Felix Aponte; Secretary V. Perez; Deck Delegates J. McLaughlin; Engine Delegate James T. Cochran; Steward Delegate G. H. Hiers. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

SPITFIRE (American Bulk Carriers),

Jan. 30—Chairman Walter Butterson; Secretary Marvin Deloatch; Deck Delegate Gerald Edwards; Engine Delegate Lester Carver; Steward Delegate William E. Grimes. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

ACHILLES (Newport Tankers), Feb. 29 Chairman W. Mitchell; Secretary W. Goff. Disputed OT in Deck and Engine Departments. Safety meeting held on February 22, 1972.

SEATRAN FLORIDA (Hudson Waterways), Feb. 13—Chairman B. R. Scott; Secretary P. S. Holt; Deck Delegate N. Williams; Engine Delegate George E. Zukos; Steward Delegate J. E. Ward. Captain is very pleased with the conduct of the crew in all foreign ports. \$9 in ship's

fund. Some disputed OT in deck department.

SAN FRANCISCO (Sea-Land), Feb. 19—Chairman M. Woods; Secretary H. Galicki. \$80 in movie fund. Few hours disputed OT in engine department.

CONNECTICUT (Ogden Marine), Jan. 31—Chairman Carl Linebery; Secretary Ed Kaznowsky. Few hours disputed OT in deck department to be settled at payoff. Discussion held regarding no launch service in New Haven, Connecticut.

ANCHORAGE (Sea-Land), Mar. 5—Chairman B. Gillain; Secretary R. Spencer; Deck Delegate H. A. Bjerring; Engine Delegate Sol Vecchione; Steward Delegate Armando Frissora. \$30 in ship's fund. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.



YELLOWSTONE (Ogden Marine), Jan. 16—Chairman Danny Merrill; Secretary George W. Luke; Deck Delegate Joe Cave; Engine Delegate Joe Scaramutz; Steward Delegate William Gonzalez. \$15 in ship's fund. Few hours disputed OT in deck and engine departments.

SPITFIRE (American Bulk Carriers), Jan. 26—Chairman Walter Butterton; Secretary Marvin Deloatch; Deck Delegate G. L. Edwards; Engine Delegate Lester J. Carver. No beefs were reported. Vote of thanks to the steward department for a job well done.

SEATRAN DELAWARE (Hudson Waterways), Jan. 9—Chairman Walter Nash; Secretary C. DeJesus. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

MONTPELIER VICTORY (Victory Carriers), January 30—Chairman Carl C. Olsen; Secretary R. DeBoissiere; Deck Delegate William J. Thompson; Engine Delegate Edward Terrazzi; Steward Delegate Thomas E. Harris. Disputed OT in deck and engine departments. Vote of thanks was extended to all departments for a job well done.

CHICAGO (Sea-Land), Jan. 31—Chairman Dan Butts; Secretary J. M. Davis. \$112 in ship's fund. No beefs were reported.

WESTERN CLIPPER (Western Agency), Jan. 9—Chairman H. Libby; Secretary J. T. Myers. \$42 in ship's fund. Some disputed OT in deck and steward departments. New repair list to be made up.

YELLOWSTONE (Ogden Marine), Feb. 27—Chairman Danny Merrill; Secretary George William Luke; Deck Delegate Drew H. Dowd; Engine Delegate Claude D. Berry; Steward Delegate J. A. Naylar. \$15.15 in ship's fund. Everything is running smoothly with no beefs and no disputed OT.

SL 181 (Sea-Land), Feb. 27—Chairman John Davies; Secretary G. Walter; Deck Delegate Fred Jensen; Engine Delegate M.F. Lopez; Steward Delegate Stonewall Jackson. \$15 in ship's fund. No beefs. Everything is running smoothly.

ERNA ELIZABETH (Albatross Tankers), Feb. 27—Chairman L. R. Smith; Secretary P. L. Shauger; Deck Delegate A. W. Mann; Engine Delegate W. L. Smith; Steward Delegate Walter Cutter. Some disputed OT in engine department. Vote of thanks was extended to the steward department for a job well done.

OGDEN WABASH (Ogden Marine), Feb. 10—Chairman Walter W. LeClair; Secretary F. Mitchell; Deck Delegate Charles W. Marshall; Steward Delegate H. G. Cracknell. \$32 in ship's fund. Few hours disputed OT in deck department.

TRANSINDIANA (Hudson Waterways), Mar. 19—Chairman A. Rivera; Secretary W. Datko. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

THETIS (Rye Marine), Mar. 12—Chairman J. Northcutt; Secretary S. J. Davis. \$20 in ship's fund. No beefs were reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

PITTSBURGH (Sea-Land), Feb. 6—Chairman Al Oromaner; Secretary S. McDonald; Deck Delegate W. Kruszewski; Engine Delegate J. Sanchez; Steward Delegate H. Pressley. \$58 in ship's fund. Some disputed OT in deck department.

COMMANDER (Marine), Mar. 1—Chairman A. Hovde; Secretary A. Morales. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

TRANSIDAHO (Hudson Waterways), Feb. 26—Chairman Frank Gaspar; Secretary Aussie Shrimpton. \$139 in ship's fund. No beefs were reported. Good Crew on board. The steward department extended a vote of thanks to the 4-8 watch for good cooperation in cleaning messhall and pantry. Vote of thanks was also extended to the steward department for a job well done.

STEEL APPRENTICE (Isthmian), Oct. 17—Chairman Karl A. Hellman; Secretary Paul P. Lopez; Deck Delegate Charles E. Baggett; Engine Delegate Robert C. Arnold; Steward Delegate Joseph Simpson. \$10 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

BEAUREGARD (Sea-Land), Feb. 20—Chairman James Tanner; Secretary E. Har-

ris; Deck Delegate B. Hager; Engine Delegate Richard F. Feddern; Steward Delegate John Silva. \$45 in ship's fund. No beefs were reported. Vote of thanks to the steward department for a job well done.

PENN CHAMPION (Penn), Oct. 31—Chairman James Mann; Secretary Francis Burley; Deck Delegate Willy Fontenat; Engine Delegate W. Guillory; Steward Delegate Cleo Jones. Some disputed OT in each department. Vote of thanks to the steward department for a job well done.

AZALEA CITY (Sea-Land), Jan. 30—Chairman E. J. Jordan; Secretary S. Segree. Everything is running smoothly with no beefs. Few hours disputed OT in deck department. Vote of thanks to the steward department for a job well done.

WACOSTA (Sea-Land), Feb. 4—Chairman D. C. Gray; Secretary K. Hayes. Some disputed OT in each department. Vote of thanks was extended to the Captain for taking care of the repairs. Vote of thanks to the steward department for a job well done.

PITTSBURGH (Sea-Land), Feb. 6—Chairman Al Oromaner; Secretary S. McDonald; Deck Delegate W. Kruszewski; Engine Delegate J. Sanchez; Steward Delegate H. Pressley. \$58 in ship's fund. Some disputed OT in deck department.

OVERSEAS VIVIAN (Maritime Overseas), Feb. 8—Chairman M. Casanueva; Secretary W. E. Oliver. \$15 in ship's fund. Small amount of disputed OT in deck department, otherwise everything else is okay.

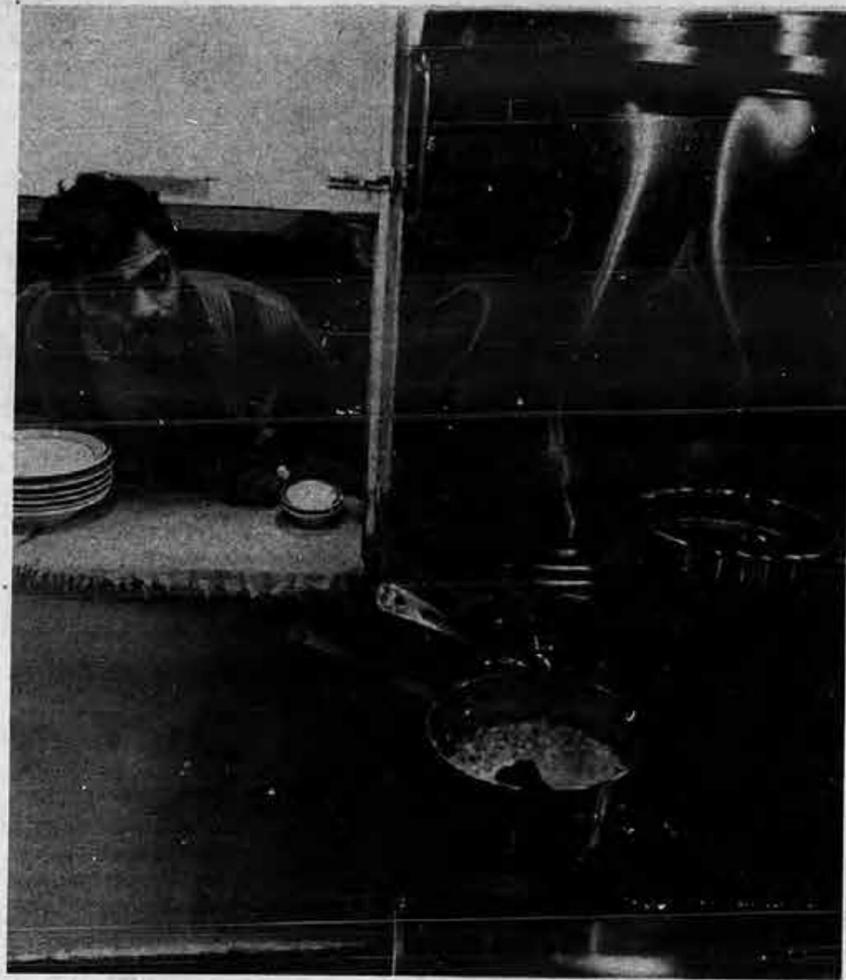
TRANCOLUMBIA (Hudson Waterways), Feb. 13—Chairman H. Braunstein; Secretary F. Hall. \$12 in ship's fund. Some disputed OT in deck department and some minor beefs in engine department. Vote of thanks to the steward department for a job well done.

JEFFERSON CITY VICTORY (Victory Carriers), Jan. 30—Chairman Leo Gillikin; Secretary Paul Franco; Deck Delegate Richard C. Mason; Engine Delegate James B. O'Keefe. Some disputed OT in deck department. Vote of thanks to all departments for a job well done.

OVERSEAS ALASKA (Maritime Overseas), Mar. 6—Chairman E. W. Nicholson; Secretary John H. Ratliff. No beefs were reported. Vote of thanks was extended to the steward department for a job well done.

PORTLAND (Sea-Land), Mar. 12—Chairman N. Bechliwanis; Secretary Ange M. Panagopoulos. Everything is running smoothly. Some disputed OT in deck department to be taken up with boarding patrolman.

STEEL EXECUTIVE (Isthmian), Feb. 21—Chairman None; Secretary John C. Reed; Deck Delegate C. Blake. Some dis-



One Order Comin' Up

Messman J. Mattos would ask "What's Cooking," but he already knows. He's busy taking orders of food from galley to waiting crewmembers aboard the Stonewall Jackson. Vessel was outbound for Saigon and ports in the Far East.

puted OT in deck department, otherwise everything is running smoothly.

TRENTON (Sea-Land), Mar. 5—Chairman J. A. Shortell; Secretary Gus Siendelas; Deck Delegate E. Steward. \$37 in ship's fund. Everything is running smoothly with no beefs.

TRENTON (Sea-Land), Mar. 5—Chairman J. A. Shortell; Secretary Gus Siendelas; Deck Delegate E. Steward. \$37 in ship's fund. Everything is running smoothly with no beefs.

DELTA BRASIL (Delta), Feb. 27—Chairman James F. Cunningham; Secretary Thomas Liles Jr.; Deck Delegate Ali Angelo; Engine Delegate John Brolenok; Steward Delegate Joseph C. Busch. Some disputed OT in steward department.

JACKSONVILLE (Sea-Land), Mar. 6—Chairman V. T. Nielsen; Secretary I. Buckley; Deck Delegate D. DeJesus; Steward Delegate Frank LaRosa. \$11 in ship's fund. Some disputed OT in deck and engine departments.



Seafarers' Ingenuity Gets Vessel Underway

Just as the SIU-contracted *Western Clipper* made ready to leave Yokosuka Harbor, Japan recently, her windlass winch took an unexplained "holiday" that threatened to delay sailing because the anchor couldn't be raised. The good seamanship and ingenuity of Alex Pulles (left) and Robert

Gustafson (right) saved the day when they rigged another winch with lines so that the anchor could be heaved and the ship put on its way. Captain Demie Papas (center) master of the vessel, extended a "job well done" to Pulles and Gustafson for their quick solution to the problem.

The 'Sparkling' Mediterranean Is 'Filthy'

To many Seafarers, bathers, visitors and residents the serene and picturesque waters of the Mediterranean Sea are a familiar sight. But, their knowledge of the famous sea is only a surface evaluation, for hidden beneath the blue dwells dangerous pollutants and unimaginable filth.

According to scientists who have made numerous ecological and biological studies of the area, the cradle of western civilization is dying. It is a grave situation for the 16 surrounding nations which are now engaged in a race against time to keep the Mediterranean alive.

"The health of millions will be in danger . . . the quality of life will be diminished," unless a common policy or conservation and heritage is developed by these nations, said British scientist Lord Ritchie-Calder. He expects "things will get worse" before they get better because of increases in industrial activities and the lack of "adequate services to deal with the wastes."

The future of the Med focuses upon whether programs can be established to fight pollution and if governments will accept them, he added. Thus, the Pacem in Maribus studies were organized by the Center for the Study of Democratic Institutions.

Beaches Closed

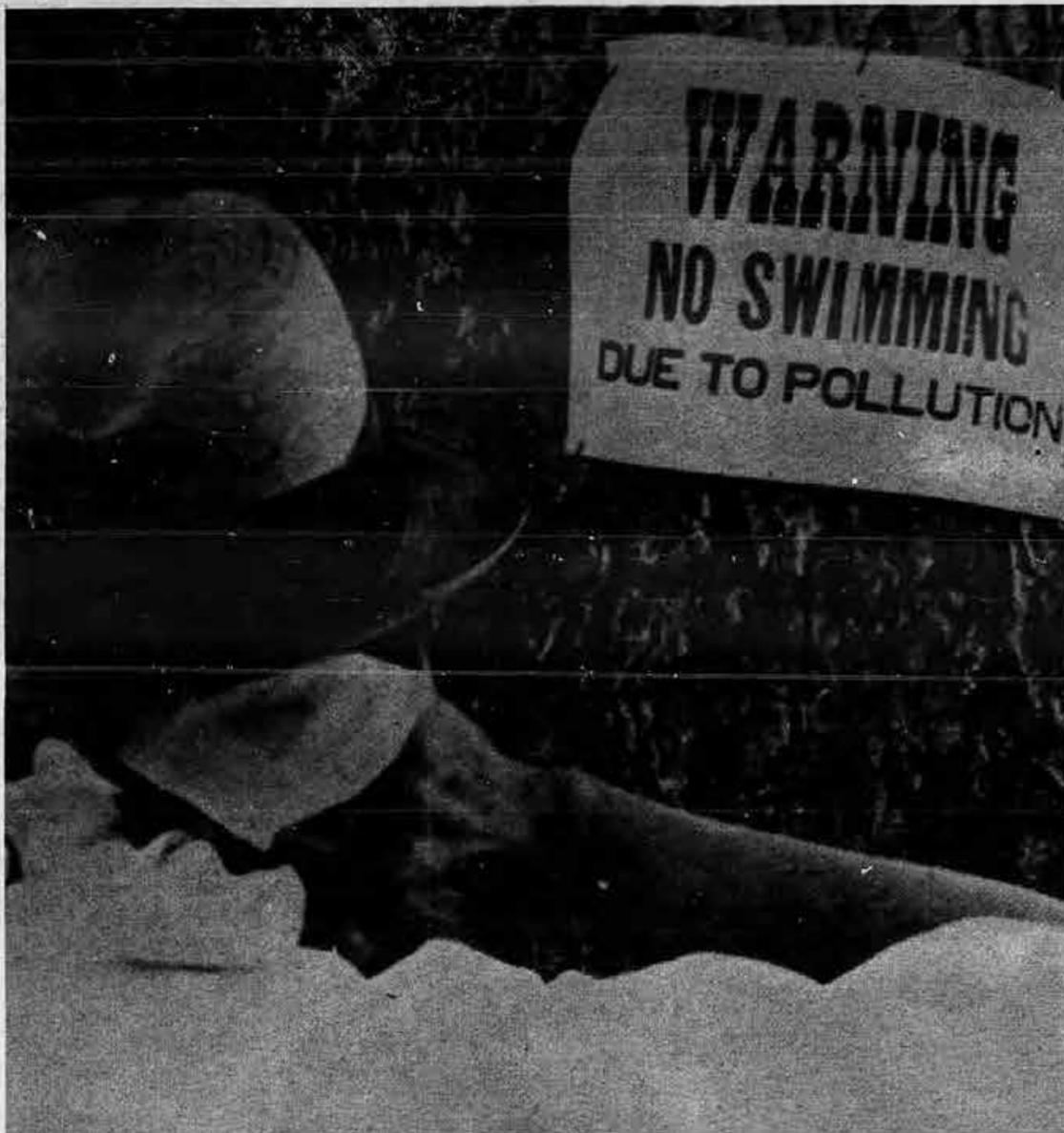
Already, many sandy beaches that encircle the waterways have been closed to the public for health reasons. Animals, fish, trees and marine plant life have been the victim of poisonous pollutants that cause a continued dwindling of their species.

French underseas explorer Jacques Costeau, who has been diving in this area for 25 years, said "You can hardly see a fish three inches long." He estimates the vitality of the Med has declined between 30 and 50 percent in the last two decades.

Swiss marine scientist Jacques Piccard predicts that within 25 years, life in the Sea will be dead unless society acts immediately.

The abnormal or excessive growth of single plants or animals, such as algae, are encouraged by other pollutants. Algae gives off an obnoxious smell and kills other forms of life as it deoxygenates water thus producing a "sea desert." Still other forms of DDT and pesticides concentrate on similar species without harming themselves and are often passed up the food chain in increasing dosages to other species, including humans.

Beneath the quiet waters of the Med are also explosive storages of some three million tons of



allied shipping that were sunk during World War II. Live ammunition, chemical weapons and bunkers full of oil from these ships rest on the bottom of the sea.

The major rivers that feed into the Med continue to defile the coastal waters with the sewage of the hinterlands population. One Italian science writer claims the saturation point has been reached and, in fact exceeded, as some 70 percent of the state's coasts are now polluted.

The in-flowing Atlantic waters along with Spain's Ebor, France's Rhone, Italy's Po and Egypt's Nile rivers are the main sources of replenishing the Mediterranean Sea. Cool continental air masses that flow across the Provençal Basin, the upper Adriatic Sea

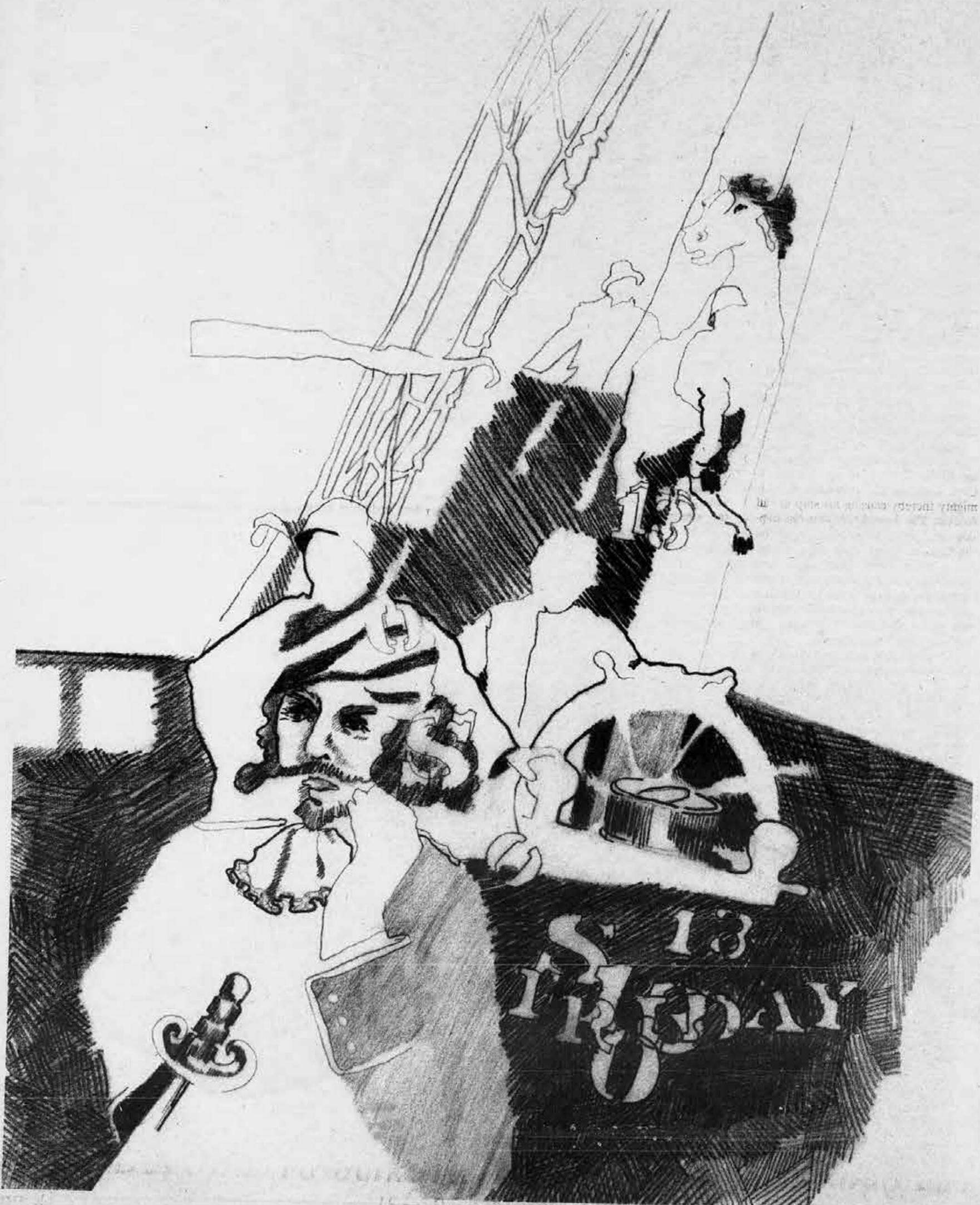
and the Aegean Sea act as lungs for the sea by providing the needed oxygen to sustain sea life in the water—but they are competing with pollutants.

The current malady of the Med is not new. Man-made pollution dates back to the copper workings of Cyprus, the iron mines of Asia Minor and the tin diggings of the Phoenicians. Today, the "romantic" canals of Venice overflow with waste and garbage.

As the surrounding Mediterranean nations become more aware of the unfortunate conditions of their sea, and as plans are implemented via informational, comprehensive conferences, then a further degeneration of this famous sea will not be allowed to exist.



Simply Superstitious ?



Little children have grown up yelling such superstitions as "Step on a crack, you'll break your mother's back!" and carried these myths over into adulthood when they get chills as a black cat crosses their path, which only goes to prove that superstitions are a part of our daily life. You don't have to be the seventh son of a Seafarer to know the mysteries surrounding the sea and the perils of the deep.

Many superstitions are so old that their origins have been lost but Seafarers treasure them just out of habit. Some legends have washed ashore and been accepted by landlubbers while others remain the private collection of the men of the sea.

From the early days mariners believed the world was flat with wild sea monsters waiting at the water's edge to devour all ships which dare venture near. Man's imagination has added to the history of superstitions. While the ancient sailors were perched on top the crow's nest, the clouds and vast stretches of open sea would take control of the lookout's mind, helping him conjure up phantoms and spirits. Wherever the superstitions were invented . . . they continued to make interesting reading.

The Flying Dutchman

Probably the most popular legend known to the Seafarer is the story of the *Flying Dutchman*, whose skipper, Capt. Barnard Fokke, cursed the Almighty thereby causing his ship to sail forever. The legend tells that the captain was desperately trying to round the Cape of Good Hope with a cargo of aromatic spices from India, but torrential rains and adverse winds prevented the passage. Shaking his fists at the heavens, the cantankerous captain pledged he would round the Cape if it took till "Judgment Day."

Another account says the *Flying Dutchman's* cargo was bullion, and blames a murder committed aboard that closed all ports to the ship.

And, still another version says the aimless wanderings of the *Flying Dutchman* were the fault of the master, Herr von Falkenberg. He was condemned to sail around the North Sea in a ship without a helm or steerman playing dice with the devil for his soul.

Many an old-timer claim that "with my own eyes, mind you, I swear by the bones of Cap'n Kidd, I've seen the *Flying Dutchman*, clear as day!" They describe the ghostly wooden ship with all its sails aloft.

Whether the crew of the *Flying Dutchman* is still sailing or has gone to Davy Jones' locker brings up another familiar legend. Mythology has it that Davy presides over all that is evil and dwells beneath the sea. His domain is the final resting place of every ship that has sunk beneath the waves. He is also responsible for every soul that sails the sea.

During the 17th Century, Caribbean natives warned sailors of a spirit known as "Davy" who would rise from the sea at night to carry away anyone foolish enough to walk the beaches. The surname "Jones" is believed to refer to Jonah, the indigestible Biblical character who spent three days in the stomach of a whale.

Of course, a seaman's standard explanation for the sinking of certain ships was, "After all, her name does begin with an 'S.'" Much like the landlubber's warnings of Friday the 13th, so too does the letter "S" connote bad luck. In fact, in the 18th Century, maritime insurers hesitated to insure even cargoes put aboard vessels whose names began with the letter "S"

Names and Coins

A book published in 1855 claims that one-eighth of all ships whose names started with an "S", i.e.; *Suwanee*, *Saranac*, *Sacramento* and *San Jacinto*, had been lost at sea.

Ship owners should also ponder well the naming of a ship with the letter "O" the book warns.

However, to assure good fortune on a ship with the letters "S" or "O", a coin should be nailed to the bottom of the mast. This tradition comes from the Roman custom of placing coins in the mouths of the dead to pay Charon for transportation across the River Styx. With the coins nailed on the ship, in case of a mishap, all hands were prepaid.

As recently as 1934 when the *USS New Orleans* was commissioned there were 10 pennies placed beneath the foremast were 10 pennies at the heel of the main mast. All coins were "heads up," of course.

With coins in place, the next important superstition appeared—the christening. Ships which failed to remember the champagne—failed. In 1878, a ship was launched without the champagne bottle broken over her bow. The vessel was to sail from Norfolk to New York but was never seen again.



A Grand Banks fisherman gave his vessel, the *Paid For*, a dry launching. It ran aground twice, stove her garboards and broke off the rudder within a year. With this "luck," the owner hauled her out of the water for repairs and gave her another name and an appropriate christening.

The famed frigate *Constitution* was christened twice with a bottle of water in 1797. But, in each case the ship refused to slide into the waiting waters.

Finally, on the third time, according to Rear Admiral George H. Preble's history of the Boston Navy Yard, the *Constitution* was launched "with a bottle of choice old Madeira from the cellar of the Honorable Thomas Russell, a leading Boston merchant."

Friday Fears

As many a seaman has heard no one in his right mind sails out on a Friday, and some British mariners still appear to respect this legend. In the early 1930s, two large sailing vessels were scheduled to leave from Southampton on a Friday, but even the passengers refused to sail. Whether or not the Friday was the 13th of the month is not known.

The Spanish also had a custom which left its mark on maps, the "Horse Latitudes." During their early sailing ventures, the Spanish sailors took animals with them in case an unexplored area was found. It was the custom of every Spanish adventurer to take his horse aboard with him.

However, the slow moving galleons often had problems of an adequate supply of fresh water. When the water was nearly exhausted, the horses onboard the ship became crazed with thirst and many broke loose in revolt, plunging into the sea. Legend has it that the horses' owners also often were dying of thirst and disease would ride the backs of the horses into the water. And, to this day, the latitudes near the West Indies where the Spanish riders and their horses allegedly disappeared are known as the "Horse Latitudes."

The wind has always played an important part of the sailors life and has left a few superstitions such as



mighty breath fill the sails and move the ship. While many a stern sailing captain would not allow his crew to talk, much less whistle, no objections were made when the breeze was slight and the sails were motionless.

Another story tells that at the turn of the century, a superstitious skipper tossed a 50 cent piece into the water to conjure up a wind. Before the coin sank, a 110 mph hurricane sprang up and dashed his ship on the rocks. To this the drenched skipper muttered, "By God, if I'd known His wind was so cheap, I wouldn't have ordered so much!"

Multiple Myths

However Seafarers refer to these superstitions, myths, folklore, legend, tradition or coincidence, there is an abundance of them. A few short superstitions without stories are:

- If a sailor meets a minister going in the same direction as he is, bad luck follows.
- Anything furry onboard is unlucky, while feathers are lucky—parrots were a favorite of many pirates.
- Don't knock a swab or bucket overboard.
- Never hand a shipmate anything through the open steps of a ladder.
- Never let a piece of rope hang loose over a beam or plank or wood—it is a reminder of a hangman's noose.
- If the hatch cover is left bottom side up, it is a guaranteed sign of bad luck.
- Never go onboard a ship carrying a black suitcase or an umbrella. If either items is spotted in someone's hand, pitch it over the side immediately—but first be sure to let go of the handle, otherwise double trouble!

Not all seafaring legends are harmful, but those that add mystery and stir the imagination are more fun to read about, simply superstitiously speaking, of course!

Wandering the Seas

Belying the common image, Seafarers are men of great appreciation of the arts. We know that, and in an effort to bring it to public view the Log is interested in receiving contributions of poetry from all Seafarers who have a poem waiting to be published. Address contributions to the Seafarers Log, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Only For A Season

Again,
I sit in the darkness,
And grow cold with waiting.
A hundred lights
line the horizon.
I watch each one,
And as the doves herald dawn,
A few begin to move.
Now I hear her mournful arrival,
And see her at last.
Cold, dark and lonely,
Slowly slipping up the channel,
Home to her berth.
And still I wait,
for mooring lines, safety nets,
Customs, and other incidental
nonsense.
As sun's first rays
touch the mast,
the yellow flag descends.
All is clear.
Now he is mine,
but only for a season—
Till again he heeds the call
of the ship and the sea.

Lila Scheer

Life As It Is

Back to the beautiful mountains.
Down to the troubled crystal sea.
Encamped by throbbing fountains.
Amidst are kind ones with me.
Over the trails, unto the scamps.
Up to midway festival spring.
I enjoy rejoicers of the camps.
For here tramp and prince are both the king.

Roy Lee Hinson

The Moloch's Stone Men

Hail conquerors—
Hail silent men.
Relic of the ages,
Hewed effigies of fame,
You stand stones
Deaf to the whispered vows.
Giants carved for eternity,
Dead to the grinding century—
Cold and terrible is your scorn
Of the cry for life.
Garlands lie at your feet—
Tribute from the Moloch
For the rivers of blood
For the mountains of gold.
Hail conquerors of time
Heartless idols—
The marching people
Will topple your caste.

Henri Percikow

Questions Answered About Social Security

Q. I was reviewing my insurance coverage recently. In considering disability protection under Social Security, I know there is a six-month waiting period. Can you tell me how long it would take after a disabled worker files an application to get his first monthly cash payment?

A. It normally takes from 75 to 80 days to get all the medical reports together and for a decision to be made on an application for Social Security disability benefits.

However, many things are involved in making a disability determination and a delay in any one step could mean a delay of a number of weeks in getting the first monthly benefit check.

That is why it is most important for a worker to apply as soon as he knows that his disability is severe and he might be disabled for a year or longer.

Q. I have been getting monthly Social Security disability benefits for nearly six months. Now I find I'm also eligible for benefits under a private plan from my employer. Will my disability payments from Social Security stop?

A. No. Disability benefits from your employer will not affect your monthly benefits from Social Security. However, workmen's compensation benefits could affect your Social Security disability payments, and if you become entitled to workmen's compensation, you should report it to the Social Security Administration right away.

Q. My mother is 67 and gets monthly Social Security retirement checks. She is healthy and wants to work. Why won't she get all of her benefits if she earns over a certain amount?

A. Monthly benefits are not intended as an annuity to be paid to a person regardless of the amount of earned income he or she may have. They are intended to partially replace the income your mother or any other worker loses when he or she retires. According to the law, a person under 72 receives monthly payments only if he has fully retired or has limited earnings (usually she will not get all of her benefits if she earns more than \$1,680 per year). However, many people work part time and still receive all or most of their Social Security retirement benefits. Of course, your mother is eligible for Medicare protection no matter how much she earns.

Q. I get monthly Social Security retirement benefits on my husband's record, even though we aren't living together anymore. If we get divorced, will I still get my checks?

A. If you and he were married 20 years or longer, you will continue to get monthly benefits on his work record after the divorce. You should report the divorce to any Social Security office when it becomes final.

Q. When I became 65 recently, I signed up for Medicare. Can I use this coverage for all doctors and hospitals?

A. You can of course go to any physician of your choice. Most hospitals participate in Medicare, but not all. Any Social Security office can tell you whether a hospital participates in Medicare.

Q. I will be 72 next month and I am still working. I know that I can collect my full Social Security benefits and still keep on working after my

Social Security Booklets Available In Spanish

The Social Security Administration now has 23 pamphlets available in Spanish to explain the rights and responsibilities under Social Security. Spanish is the primary language for about seven million people living in the U.S.

These pamphlets inform workers and their families how they are protected by the four major programs—retirement, disability, survivors and Medicare.

For your individual copy check your local Social Security office or write to the U.S. Department of Health, Education and Welfare, Social Security Administration, Washington, D.C.

Pamphlets available include *Si Se Incapacita (If You Become Disabled)*, *Informacion sobre el Seguro Social para Jefes de Cuadrilla y Agricultores (Information about Social Security for Crew Leaders and Farmers)*, *El Seguro Social y las Propinas (Social Security and Cash Tips)*, and *Cuando Ingresa al Hospital, Como Le Ayuda Medicare? (When You Enter a Hospital, How Does Medicare Help?)*.

72nd birthday. But will my employer also stop deducting Social Security contributions out of my weekly pay checks then?

A. No. Regardless of your age, as long as you continue to work in employment covered by Social Security you pay Social Security contributions.

Q. I am 66 and enrolled in Medicare. After spending a week in a hospital, I was told that I must transfer to a nursing home for the skilled nursing care I need, and Medicare would still help pay my bills. How much of my bills will Medicare pay?

A. If you are found eligible for Medicare benefits while you are in a specially qualified kind of skilled nursing home that is called an extended care facility, the program will pay for all covered services for the first 20 days. For the next 80 days, Medicare will pay for all the covered services except \$8.50 a day.

Work Stoppages Reach Lowest Level in 3 Years

The number of workers engaged in work stoppages is currently at the lowest level in more than three years.

J. Curtis Counts, director of the Federal Mediation and Conciliation Service, reported that as of the end of February, Federal mediators were involved in 161 strike situations involving 30,463 idled workers. The lowest previous such figure was the 120 disputes involving 27,079 workers as of December 27, 1968. The Agency's highest recent work stoppage total involved 407 disputes with 499,723 workers during the week of July 21, 1971.

FHA Housing Program Scandal Affects Poor

By Sidney Margolius
Consumer Expert

Another FHA program which was supposed to help moderate-income families obtain livable houses has erupted into a scandal involving large mortgage companies, real estate speculators and brokers, banks, lawyers and even FHA employees. The government itself stands to lose millions of dollars, while many families who were victimized by the program already have lost or soon may lose their homes.

The latest corruption involves the government's housing subsidy program. Under Section 235 of the 1968 Housing Act, families with incomes not more than 135 percent of the limits necessary to qualify for public housing in their localities, can get mortgage subsidies. Depending on family size and income, the subsidy can reduce the mortgage rate to as

little as 1 percent, with the government paying the balance of the regular FHA rate. The required down payment can be as little as \$200 and the mortgage can run as long as 40 years to cut monthly payments further.

Other government programs provide help for families with a little higher income but still below average for their areas; for example, the mortgage subsidies available under the Housing Opportunity Allowance Program of 1970.

Dubious Practices

However, in a number of large cities speculators seized on the subsidy programs to buy substandard houses and resell them to low-income families at inflated prices. With the aid of the mortgage companies, and the alleged connivance of some FHA appraisers, the houses were approved for the subsidized mortgages.

The first results of this exploitation were exposed last year by Rep. Wright Patman (D., Tex.). In some reported cases speculators would buy substandard houses for \$3,000 to \$4,000 or so (in one case as little as \$1,500), paint the houses and make a few repairs, and then sell them for as much as \$10,000 to \$12,000 and more.

In Detroit, government authorities reported last year that FHA already has had to repossess several thousand such homes financed with subsidized mortgages. Some families were unable to meet the payments on the inflated mortgages. Some abandoned the dwellings because they were basically in bad condition despite superficial repairs made by the speculators. The chief inspector of the Detroit fire department last winter charged that some of the homes were burned down by investment companies to collect the fire insurance.

More recently in New York City, 10 corporations and some 40 individuals, including a number of FHA employees, have been indicted by a Federal grand jury for arranging in-

Seafarers Welfare, Pension and Vacation Plans		
CASH BENEFITS PAID		
For Month of April 1972		
FOR PERIOD DECEMBER 1, 1971 thru APRIL 30, 1972		
	NUMBER OF BENEFITS	AMOUNT PAID
SEAFARERS WELFARE PLAN		
Scholarship	24	\$ 4,800.00
Hospital Benefits	8	1,714.86
Death Benefits	1,556	39,974.54
Medicare Benefits	32	88,440.26
Maternity Benefits	97	546.50
Medical Examination Program	641	19,160.00
Dependents Benefits (Average \$436.16)	2,760	120,380.85
Optical Benefits	390	5,525.82
Meal Book Benefits	245	2,453.60
Out-Patients Benefits	4,283	32,678.00
Summary of Welfare Benefits Paid	10,036	315,674.43
Seafarers Pension Plan—Benefits Paid	1,919	468,821.70
Seafarers Vacation Plan—Benefits Paid (Average \$530.43)	888	471,027.23
Total Welfare, Pension & Vacation Benefits Paid This Period	12,843	\$1,255,523.36

flated appraisals of subsidized houses. Almost 2,000 dwellings already are involved, with additional suspect transactions under investigation. Among the indicted firms are Eastern Service Corp., a big mortgage broker, and the well-known Dun & Bradstreet credit-rating company.

Worst Part

Perhaps the cruelest irony is that the government has said it expects the victim home buyers to continue the payment without any reduction on their inflated mortgages.

In New York City alone, the government's Housing and Urban Development department is now the reluctant owner of 2-672 FHA-insured homes it has had to take over because of mortgage default or abandonment. To add to the government's problems, squatters have moved into some of the abandoned houses and refuse to move out.

The problem of government repossession of houses bought by moderate-income families under Section 235 and other programs, is by no means confined to Detroit and New York, but has occurred in Philadelphia, Chicago,

St. Louis, Washington State and many other areas. The existence of hundreds of thousands abandoned homes is especially ironic in a time of critical housing shortage. While not all of the abandoned homes in the large cities today stem from corruption of the subsidy programs, government officials themselves estimate that there are, for example, 100,000 abandoned dwelling units in New York City; some 20,000 in Philadelphia; 10,000 in St. Louis, and 5,000 in Chicago.

The Section 235 and other government mortgage subsidy programs are continuing although on a more limited, careful basis. Ironically, the National Assn. of Real Estate Boards is pressuring FHA to speed up approvals and to reduce safeguards requiring that technical experts must certify that the roof won't leak in a few years, that the water heater won't break down or the furnace fail. Apparently not concerned about the harm already done to many low-income home buyers, and the millions the government has lost, the realtors now complain that FHA is making "excessive demands for repairs."

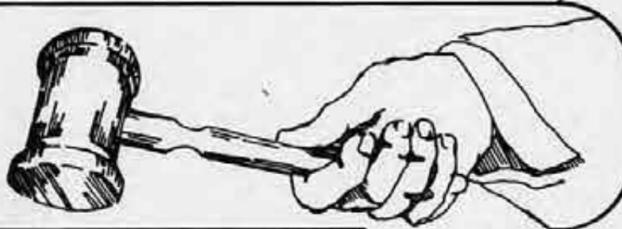
Form Agency To Promote Waterway Use

The states of Arkansas and Oklahoma have formed a bi-state agency to promote use of the Arkansas-Verdigris river waterway in domestic and international shipping.

Officials of the agency reported that the waterway handled five million tons of cargo in inbound and outbound ships last year. They hope to double that figure in the next five years.

The riverway system includes the ports of Catoosa, Muskogee, Carl Albert in Oklahoma, and Van Buren, Fort Smith, Dardanelle, Little Rock and Pine Bluff in Arkansas.

Know Your Rights



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

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

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

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

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS.

The SIU publishes every six months in the Seafarers Log a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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



SIU Pensioners



Emil G. Gaare, 71, is a native of Perley, Minn. and now makes his home in Gretna, La. He joined the union in 1951 and sailed in the steward department. Brother Gaare retired after sailing 26 years.



William Alvaro, 55, is a native of Hawaii and now resides in Center- each, N.Y. He joined the union in 1944 in the Port of New York and sailed in the steward department.



John L. Liknes, 53, is a native of Norway and now lives in the Bronx, N.Y. He joined the union in 1942 in the Port of New York and sailed in the deck department. Brother Liknes was issued picket duty cards in 1961 and 1962. He has been sailing for 38 years.



William E. Peterson, 65, joined the union in the Port of Baltimore in 1957 and sailed in the deck department. A native of Baltimore, Md., Seafarer Peterson continues to make his home there.



Joseph Gagliano, 55, joined the union in 1956 in the Port of New Orleans and sailed in the deck department. A native of New Orleans, Brother Gagliano continues to make his home there. His retirement ended a sailing career of 26 years.



Joseph E. Wilazak, 59, joined the union in 1944 in the Port of Boston and sailed in the steward department. A native of Massachusetts, Brother Wilazak now resides in San Francisco, Calif.



Andrew Robbins, 66, is a native of Aucock, N.C. and now resides in Norfolk, Va. He joined the union in the Port of Norfolk and sailed in the deck department.



Floyd L. White, 62, is a native of Matthews, Va. and continues to make his home there. He joined the union in the Port of Norfolk and sailed in the deck department.



Roland Herbert, 55, is one of the early members of the union having joined in 1939 in the Port of New Orleans. He sailed in the steward department. A native of Jeanerette, La., Brother Herbert now makes his home in New Orleans.



Hugo Loorents, 65, is a native of Estonia and now makes his home in Miami, Fla. He joined the union in 1942 in the Port of Tampa and sailed in the engine department. Brother Loorents was issued a picket duty card in 1962 during the Moore McCormack-Robin Line Beef. He served as department delegate while sailing. Loorents' retirement ends a sailing career of 40 years.



Adolf T. Anderson, 65, joined the union in 1944 in the Port of New York and sailed in the deck department. A native of Ohio, Brother Anderson now lives in Santa Rosa, Calif.

Veteran SIU Members Receive Pension Checks



Brother Joseph DiGrazia (left) receives his first monthly SIU pension check from San Francisco Port Agent Steve Troy. Di Grazia sailed in the deck department.



New SIU pensioners Arcadio Macapagal (left) and John Baliday (right), received their first pension checks from Steve Troy, port agent in San Francisco, during a membership meeting.



Three veteran Seafarers received their first monthly SIU pension checks in the Port of New York in April. From left: Foo Hsing Tung, deck; John Liknes, deck, and Sixto Rodriguez, engine.

Pensioners also received best wishes for smooth sailing ahead from shipmates at port's monthly membership meeting.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District

April 1-30, 1972

DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	6	6	5	0	19	8
New York	109	57	56	35	1	223	121
Philadelphia	14	9	8	5	0	40	28
Baltimore	40	11	18	7	0	111	62
Norfolk	16	8	14	8	0	29	17
Jacksonville	14	8	17	9	0	43	28
Tampa	10	14	6	2	0	9	14
Mobile	17	8	22	2	0	86	37
New Orleans	91	41	38	12	0	200	130
Houston	85	57	48	41	2	155	118
Wilmington	14	8	15	8	0	40	56
San Francisco	97	56	56	42	0	173	172
Seattle	54	37	37	33	0	47	25
Totals	572	320	341	209	3	1175	816

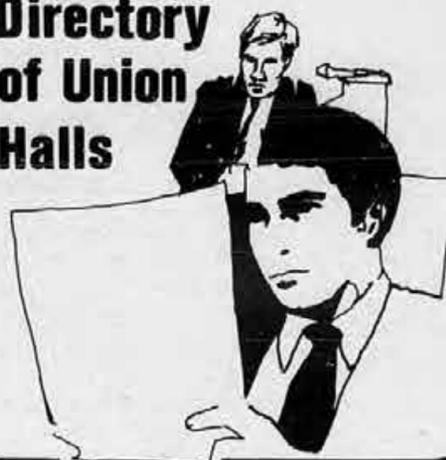
ENGINE DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	5	2	3	0	9	6
New York	73	58	69	40	3	143	157
Philadelphia	8	8	5	7	0	19	26
Baltimore	23	10	6	12	0	74	45
Norfolk	17	9	11	9	1	29	26
Jacksonville	7	25	14	14	0	21	37
Tampa	13	11	4	0	0	10	9
Mobile	17	17	10	6	0	64	43
New Orleans	55	49	41	16	0	160	163
Houston	71	53	37	35	1	140	107
Wilmington	4	13	3	10	0	19	49
San Francisco	70	99	49	57	0	116	182
Seattle	27	40	19	30	0	21	27
Totals	392	397	270	239	5	825	877

STEWARD DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	2	3	0	0	2
New York	69	44	35	34	7	137	95
Philadelphia	2	8	5	6	0	21	13
Baltimore	32	9	9	4	0	76	38
Norfolk	17	9	7	9	0	22	14
Jacksonville	14	9	11	5	0	23	17
Tampa	16	6	1	2	0	16	4
Mobile	7	4	6	3	0	68	32
New Orleans	77	38	32	12	0	175	82
Houston	57	38	24	23	7	110	110
Wilmington	10	6	11	7	0	26	26
San Francisco	55	68	41	32	0	97	95
Seattle	31	11	16	14	2	35	11
Totals	389	252	200	154	16	806	539

Directory of Union Halls



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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS

Earl Shepard Lindsey Williams

Al Tanner Robert Matthews

HEADQUARTERS675 4th Ave., Blyn. 11232

(212) HY 9-6600

ALPENA, Mich.800 N. Second Ave. 49707

(517) EL 4-3616

BALTIMORE, Md.1216 E. Baltimore St. 21202

(301) EA 7-4900

BOSTON, Mass.215 Essex St. 02111

(617) 482-4716

BUFFALO, N.Y.290 Franklin St. 14202

SIU (716) TL 3-9259

IBU (716) TL 3-9259

CHICAGO, Ill.9383 Ewing Ave. 60617

SIU (312) SA 1-0733

IBU (312) ES 5-9570

CLEVELAND, Ohio1420 W. 25th St. 44113

(216) MA 1-5450

DETROIT, Mich. ...10225 W. Jefferson Ave. 48218

(313) VI 3-4741

DULUTH, Minn.2014 W. 3d St. 55806

(218) RA 2-4110

FRANKFORT, Mich.P.O. Box 287,

415 Main St. 49635

(616) EL 7-2441

HOUSTON, Tex.5804 Canal St. 77011

(713) WA 8-3207

JACKSONVILLE, Fla.2608 Pearl St. 32233

(904) EL 3-0987

JERSEY CITY, N.J.99 Montgomery St. 07302

(201) HE 5-9424

MOBILE, Ala.1 South Lawrence St. 36602

(205) HE 2-1754

NEW ORLEANS, La.630 Jackson Ave. 70130

(504) 529-7546

NORFOLK, Va.115 3d St. 23510

(703) 622-1892

PHILADELPHIA, Pa.2604 S. 4th St. 19148

(215) DE 6-3818

PORT ARTHUR, Tex.534 Ninth Ave. 77640

(713) 983-1679

SAN FRANCISCO, Calif. ...1321 Mission St. 94103

(415) 626-6793

SANTURCE, P.R.1313 Fernandez Juncos,

Stop 20 00908

(809) 724-0267

SEATTLE, Wash.2505 First Ave. 98121

(206) MA 3-4334

ST. LOUIS, Mo.4577 Gravois Ave. 63116

(314) 752-6500

TAMPA, Fla.312 Harrison St. 33602

(813) 229-2788

TOLEDO, Ohio935 Summit St. 43604

(419) 248-3691

WILMINGTON, Calif.450 Seaside Ave.

Terminal Island, Calif. 90744

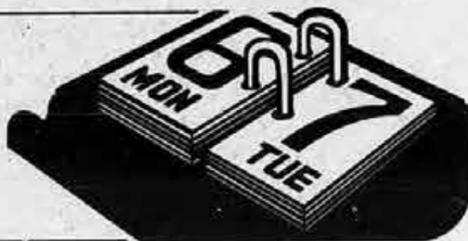
(213) 832-7285

YOKOHAMA, JapanIseya Bldg., Room 810

1-2 Kaigan-Dori-Nakaku

2014971 Ext. 281

MEMBERSHIP MEETINGS' SCHEDULE



SIU-AGLIWD Meetings

New Orleans	June 13—2:30 p.m.
Mobile	June 14—2:30 p.m.
Wilmington	June 19—2:30 p.m.
San Francisco	June 15—2:30 p.m.
Seattle	June 23—2:30 p.m.
New York	June 5—2:30 p.m.
Philadelphia	June 6—2:30 p.m.
Baltimore	June 7—2:30 p.m.
Detroit	June 16—2:30 p.m.
†Houston	June 12—2:30 p.m.

United Industrial Workers

New Orleans	June 13—7:00 p.m.
Mobile	June 14—7:00 p.m.
New York	June 5—7:00 p.m.
Philadelphia	June 6—7:00 p.m.
Baltimore	June 7—7:00 p.m.
Houston	June 12—7:00 p.m.

Great Lakes SIU Meetings

Detroit	June 5—2:00 p.m.
Buffalo	June 5—7:00 p.m.
Alpena	June 5—7:00 p.m.
Chicago	June 5—7:00 p.m.
Duluth	June 5—7:00 p.m.
Frankfort	June 5—7:30 p.m.

Great Lakes Tug and Dredge Section

†Sault Ste. Marie	June 15—7:30 p.m.
Chicago	June 13—7:30 p.m.

Buffalo	June 14—7:30 p.m.
Duluth	June 16—7:30 p.m.
Cleveland	June 16—7:30 p.m.
Toledo	June 16—7:30 p.m.
Detroit	June 12—7:30 p.m.
Milwaukee	June 12—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans	June 13—5:00 p.m.
Mobile	June 14—5:00 p.m.
Philadelphia	June 6—5:00 p.m.
Baltimore (licensed and unlicensed)	June 7—5:00 p.m.
Norfolk	June 8—5:00 p.m.
Houston	June 12—5:00 p.m.

Railway Marine Region

Philadelphia	June 13—10 a.m. & 8 p.m.
Baltimore	June 14—10 a.m. & 8 p.m.
*Norfolk	June 15—10 a.m. & 8 p.m.
Jersey City	June 12—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.

Final Departures



John Dovak, 60, was an SIU pensioner who passed away Jan. 31 of heart trouble in USPHS Hospital in New Orleans, La. Dovak joined the union in 1955 in the Port of New York and sailed in the engine department. Brother Dovak had been sailing 23 years when he retired in 1968. A native of Wilkesbarre, Pa., he was a resident of New Orleans when he died. Among his survivors is his sister, Mary Dovak of Philadelphia, Pa. Seafarer Dovak's body was removed to Philadelphia.



George Martin, 49, passed away Mar. 18 in the University of Maryland Hospital, Baltimore, Md. A native of Cleveland, O., Seafarer Martin was a resident of Baltimore when he died. He was an Army veteran of World War II. Martin joined the union in 1956 in the Port of Baltimore and sailed in the engine department. Among his survivors is his wife, Kay. Burial was in Lake View Memorial Park, Carroll County, Md.



Jack Chattin, 67, was an SIU pensioner who passed away Jan. 12 of heart disease in New Orleans, La. A native of Alabama, Chattin was a resident of New Orleans when he died. He joined the union in 1949 in the Port of New York and sailed in the engine department. Chattin was issued a picket duty card in 1961. Seafarer Chattin had been sailing 44 years when he retired in 1969. Among his survivors is his sister, Flora M. Schorr of Jacksonville Beach, Fla. Cremation was in Metairie Crematory in New Orleans.



William E. Lane, 62, was an SIU pensioner who passed away February 27 of heart disease in Summers County Hospital, Hinton, W. Va. Brother Lane joined the union in 1947 in the Port of New York and sailed in the engine department. A native of Raleigh, W. Va., Brother Lane was a resident of Hinton when he died. He served in the Army from 1926 to 1932. Among his survivors is his wife, Elva. Burial was in Crickmer Cemetery in Rainelle, W. Va.



Ben G. Ladd, 65, passed away Jan. 18, 1972 after an illness of two months in USPHS Hospital in Galveston, Tex. Brother Ladd joined the union in 1951 in the Port of Mobile and sailed in the steward department. Ladd had been sailing 33 years when he died. He served in the Army for a number of years. A native of Kentucky, Seafarer Ladd was a resident of Houston, Tex. when he died. Among his survivors is his grandson, Peter Katsaras, Jr. of Houston. Cremation was in Brookside Cemetery in Houston.



William J. Hearn, Sr., 61, passed away Feb. 14 in Mt. Sinai Hospital, Cleveland, O. Brother Hearn was serving the SIU as Cleveland Tug Agent when he died. He had been in that post for more than 10 years. Hearn began sailing on the Great Lakes in 1947 as a tug fireman. A native of Ohio, Brother Hearn was a resident of Cleveland when he died. Among his survivors is his wife, Winifred. Burial was in Holy Cross Cemetery in Cleveland.



John E. Stone, 71, was an SIU pensioner who passed away Mar. 4 of heart disease in Riverside Hospital, Newport News, Va. Stone joined the union in the Port of Norfolk and sailed in the Railway Marine Region as a barge captain. A native of Mathews County, Va., Seafarer Stone was a resident of Blakes, Va. when he died. Stone had been sailing 44 years when he retired in 1964. Among his survivors is his wife, Joyce. Burial was in Mathews Chapel Cemetery in Cobbs Creek, Va.



Edward Richardson, 21, passed away Mar. 11 in Burlington County Memorial Hospital, Mt. Holly Township, N.J. as the result of injuries received in an accident. A native of Passaic, N.J., Brother Richardson was a resident of Willingboro Township, N.J. when he died. He joined the union in 1971 and graduated that same year from the Harry Lundberg School of Seamanship. Brother Richardson sailed in the engine department. Among his survivors is his mother, Mrs. Sandra Richardson of Willingboro. Burial was in Odd Fellows Cemetery in Burlington.



Joseph W. Coe, 68, was an SIU pensioner who passed away Jan. 20 after an illness of a month in Touro Infirmary, New Orleans, La. Brother Coe joined the union in 1946 in the Port of Norfolk and sailed in the deck department. When he retired in 1970, Seafarer Coe had been sailing 37 years. He was given a personal safety award for his part in making the *Steel Surveyor* an accident-free ship for the first half of 1961. A native of Honduras, Brother Coe was a resident of New Orleans when he died. Among his survivors is his mother, Leonella Coe of New Orleans. Burial was in Garden of Memories Cemetery in Jefferson Parish, La.



Morris M. Schapiro, 84, was an SIU pensioner who passed away Feb. 24 of pneumonia in Central Islip State Hospital, Central Islip, N.Y. A native of Lithuania, Brother Schapiro was a resident of Manhattan, N.Y. when he died. One of the first members of the union, Schapiro had joined in 1938 in the Port of New Orleans. He sailed in the steward department. In 1961 Schapiro was issued a picket duty card. He began his retirement in 1956. Among his survivors is his sister, Mrs. Sylvia Katell of Bronx, N.Y. Burial was in the United Hebrew Cemetery, Staten Island, N.Y.



Donald A. Trafethen, 58, passed away Feb. 3 of possible heart disease aboard the *Ogden Yukon* in Pearl Harbor, Hawaii. One of the first members of the union, Brother Trafethen joined in 1939 in the Port of Boston. He sailed in the deck department. Trafethen was issued two picket duty cards in 1961. A native of Exeter, N.H., Trafethen was a resident of Epping, N.H. when he died. Among his survivors is his wife, Ann. Trafethen's body was removed to Exeter, N.H.



Julius Quinn, Jr., 33, passed away Feb. 15 in New Orleans, La. A native of New Orleans, Quinn was a resident there when he died. He joined the union in 1963 in the Port of New Orleans and graduated that same year from the Andrew Furuseth Training School. Quinn sailed in the steward department. Among his survivors is his wife, Yvonne. Burial was in Providence Park, Metairie, La.



James R. Purcell, 74, was an SIU pensioner who passed away Mar. 6 of illness in Veterans Administration Center, Bay Pines, Fla. A native of New York, Purcell was a resident of St. Petersburg, Fla. when he died. Brother Purcell was an Army veteran of World War I. He joined the union in 1943 in the Port of Boston and sailed in the engine department. Purcell had been sailing 43 years when he retired in 1963. Among his survivors is his wife, Johanna. Purcell's body was removed to Long Island National Cemetery in Pine Lawn, N.Y.



James H. Childress, 40, passed away Feb. 28 of heart disease in New Orleans, La. He joined the union in the Port of Baltimore in 1956 and sailed in the engine department. A native of Maryland, Brother Childress was a resident of New Orleans when he died. Among his survivors is his wife, Ruth. Burial was in Virginia.



Frank B. Vortkamp, 79, was an SIU pensioner who passed away Feb. 3 in St. Rita's Hospital, Lima, O. A native of Ohio, Vortkamp was a resident of Fort Shawnee, O. when he died. One of the first members of the union, Seafarer Vortkamp joined in 1939 in the Port of New York. He sailed in the steward department. He was issued a picket duty card in 1961. Among his survivors is his sister, Mrs. Spyker of Lima. Burial was in Gethsemani Cemetery in Allen County, O.



Walter J. Robinson, 30, passed away Nov. 26, 1971 in Oakland, Calif. A native of New Orleans, La., Brother Robinson was a resident of San Francisco when he died. He joined the union in 1965 in the Port of New Orleans and graduated that same year from the Andrew Furuseth Training School. Robinson served in the Army from 1968 to 1969. Among his survivors is his daughter, Angela Robinson of New Orleans. Burial was in New Orleans.



Joseph A. Konkell, 68, passed away Aug. 30, 1971 of heart trouble in St. Luke's Hospital, Milwaukee, Wis. A native of Wisconsin, Brother Konkell was a resident of Greenfield, Wis. when he died. He joined the union in 1961 in the Port of Milwaukee and sailed in the deck department on the Great Lakes. Among his survivors is his wife, Angeline. Burial was in Mt. Olivet Cemetery, Milwaukee.



Bowman P. McNulty, 49, passed away Mar. 6 in Mobile, Ala. Brother McNulty joined the union in 1943 in the Port of Mobile and sailed in the engine department. Brother McNulty was a resident of Mobile when he died. He was a Navy veteran of World War II. Among Bowman's survivors is his wife, Helen. Burial was in Pine Crest Cemetery in Mobile.



Amiel A. Mitchke, 75, was an SIU pensioner who passed away Feb. 20 of heart disease in New Orleans, La. A native of Michigan, Mitchke was a resident of New Orleans, La. when he died. He joined the union in 1944 in the Port of New York and sailed in the deck department. Brother Mitchke had been sailing 46 years when he retired in 1963. He was an Army veteran of World War I. Burial was in St. Bernard Memorial Gardens in Chalmette, La.

Daniel F. Bartlett, 19, passed away May 8, 1970 in Central Luzon General Hospital, San Fernando, the Philippine Islands as a result of injuries received in an accident. Brother Bartlett lived in Olongapo, Philippine Islands. Among his survivors is his wife, Cleo. Burial was in Olongapo City, Philippine Islands.

Majorie Moore Mohun passed away Feb. 9, 1972 in Cowlesville, N.Y. Mrs. Mohun served as the director of the Oyster Bay Rehabilitation Center during World War II. Through the years she was active in many philanthropic and charity functions which benefitted many members of the SIU. She was the wife of Capt. Philip Meredith Mohun, a former skipper of the *Sea Train Florida*, who retired two years ago. Sympathies may be sent c/o Capt. Mohun, Cowlesville, N.Y. 14037.

Narcotics:

The 'Grim Reaper'



When it comes to problems that affect the American people and their society, it's quite obvious that this nation's No. 1 concern is with the question of narcotics.

That word "narcotics" covers the entire range of drugs. It includes everything from marijuana to heroin. It includes barbiturates and amphetamines—the so-called "uppers" and "downers"—and everything in between.

The government has mounted a full-scale campaign against narcotics. In this fight, it has enlisted the press, radio and television, the medical profession, the churches, the schools—everybody.

The attack is based on three key points:

- The use of narcotics is illegal.
- The use of narcotics is dangerous to the health—even the life—of the user.
- The use of narcotics involves a serious "moral issue."

These are legitimate points. But for the Seafarer, the question of narcotics comes down to an even more basic issue:

Any Seafarer using narcotics—ashore or asea—loses his seaman's papers forever! A man who gets "busted" once on a narcotics charge gets busted economically, too—because he loses his right to go to sea—not just for awhile, but for the rest of his life!

That's a tough rap—losing your passport to life—but that's the way it is. A single "stick" of marijuana . . . just a couple of grains of the hard stuff . . . and a man is through in the maritime industry!

It's almost as tough on the shipmates of the man who uses—or even possesses—narcotics.

Any Seafarer caught with narcotics in his possession makes his ship—and his shipmates—"hot." It subjects the men and their vessel to constant surveillance by narcotics agents in this country and abroad.

And, of course, any Seafarer who is an addict—who uses any drug that affects his mind and his ability to function normally—endangers the lives of his shipmates. The possibility of an emergency is always present aboard ship—and only alert minds can react to an emergency.

Talk to Seafarers about the "grim reaper" and they'll tell you about accidents or storms at sea . . . or about the hazards of combat service.

They should put narcotics at the top of the list—because it can claim more lives, or it can threaten more livelihoods, than any other peril.

Narcotics. The "grim reaper." It's sure something to think about.

For SIU Members and Their Families:

Piney Point Vacation Center



The Seafarers International Union has long worked to attain improved benefits—both on and off the job—for its members and their families. This is part of the union's continuing effort to help achieve a "better life" for its members.

In keeping with that tradition, the SIU again this year will provide another vital service for Seafarers and their families: The SIU Vacation Center located at the Harry Lundberg School in Piney Point, Md.

Since its inception in 1970, this vacation resort, situated on the shores of the Chesapeake Bay, has proven most popular with members of the union. Each year more and more Seafarers, their wives and children are discovering the advantages of a vacation here in the heart of Maryland's "Land of Pleasant Living."

Seafarers are often away from their families for long periods of time because of the very nature of their work. The vacation center at Piney Point affords these men and

their families a real opportunity to escape the pressures of every day life, to "get to know one another again."

Here, the Seafarer and his family can enjoy anything and everything they could possibly find at the top commercial resorts—and for considerably less price.

The rooms are spacious and air-conditioned. For recreation there is sailing, swimming, tennis, horseback riding and just about anything else you can think of. The food is outstanding and priced right.

It is all there for the benefit of the SIU members and their families. It is yours. Take advantage of it.

Because of the increasing popularity of the Vacation Center, it would be wise to submit a reservation request as soon as possible. The accompanying coupon may be filled out and mailed to the Center. Since accommodations are limited, they will be made available on a first-come, first-served basis.

Seafarers Vacation Center
Harry Lundberg School of Seamanship
St. Mary's County
Piney Point, Maryland 20674

I am interested in availing myself of the opportunity of using the facilities of the Seafarers Vacation Center.

First choice: From to

Second choice: From to

My party will consist of adults and children.

Please send confirmation.

Signature

Print Name

Book Number

Street Address

City State ZIP