

Maritime Bill Sails Through House

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5 Win College Scholarships

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"Ship American" promotion of AFL-CIO Maritime Trades Department and the Maritime Administration, U.S. Department of Commerce, was an integral part of silver anniversary AFL-CIO Union Label show, held this year in New Orleans, La. Shown with displays at SIU Fishermen and Cannery Workers booth are, from left: MTD Executive Secretary-Treasurer Peter M. McGavin; SIU Vice Presidents Lindsey Williams and Steve Edney, Union Label Department President Richard J. Walsh and AFL-CIO Secretary-Treasurer Lane Kirkland.

'Ship American'

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Ships Used as Factories?

Washington

The Maritime Administration soon may be taking a hand to help alleviate the nation's housing crisis.

In the works is a feasibility study that could turn the nation's mothballed fleet into floating factories capable of manufacturing low-cost housing units.

The idea originated during a discussion between Andrew E. Gibson, Maritime Administrator, and Alfred Perry, head of the Department of Housing and Urban Development's Project Breakthrough, which is seeking to provide low-cost housing for city residents.

Gibson and Perry are asking industry for \$100,000 to finance a research project to determine the economic feasibility of the idea. While both men concede they were not certain the idea would work, neither were they willing to accept the "hair-brained" label for the ship-factory theory that one official applied to it.

Due to Be Scrapped

Gibson pointed out:

"We have about 600 ships in the National Defense Reserve Fleet which we have to scrap in the next few years. I thought we ought to take another look to see if they can

help solve a major national problem."

He added that the ships to be scrapped usually bring the government \$50,000, when any bidding interest is generated at all.

If adopted, the floating factory idea could solve the two major problems confronting low-cost housing construction—transportation costs and the contractor's expense of setting up costly facilities in an area for a one-time job only.

Tow to Site

Since the ship-factory unit is mobile, it could be towed to the construction site, and when the work is completed the contractor just moves it on to the next site. Perry also noted that virtually all metropolitan areas in need of low-cost housing projects are located near a major waterway, which lends credence to the floating factory idea.

Perry said the ships also could be used as training centers for the hard-core unemployed of ghetto communities, which frequently line the waterfronts.

Gibson said he hopes to have the study completed by the end of the year. If the results indicate it is feasible to rip the insides out of the old ships and reconstruct them to accommodate manufacturing processes, the government would take over a number of the ships and place them in operation as prototypes before 1972.

Perry said, "\$100,000 isn't very much when you consider the potential of turning 400 to 500 ships into manufacturing plants."



Auto Containers in Use

The first of more than 100 specially-designed automobile containers goes aboard one of Sea-Land's trailerships on the New York to Puerto Rico run. The containers, capable of carrying five standard-size cars, are 35 feet long, 8 feet wide and 13 feet 6 inches high. The containers are designed for stowage above or below deck. Using the car-carrying containers, Sea-Land expects delivery of 1971 cars from the manufacturer's assembly line to dealers' showrooms on the island will take under seven days.

New Owner Bound By Union Contract

The long-held contention of organized labor that when a firm is sold the new owner is responsible for carrying out existing labor-management contracts has been upheld by the National Labor Relations Board.

In a historic decision cover-

ing four cases, the board voted 3 to 1 that unless there is an essential change in the new operations "the collective bargaining contract remains in force and is applicable equally to the new employer and to the union which negotiated it with the predecessor employer."

USPHS Asks Seamen To Fill Out New Cards

Seafarers are asked to fill out special information cards which will aid them in receiving all benefits due them when they are hospitalized in U.S. Public Health Service hospitals, the Department of Health, Education and Welfare announced.

The cards are available at SIU medical clinics, along with the regular medical card issued when a Seafarer is examined, said SIU Medical Director Dr. Joseph Logue.

Both cards explain that if a Seafarer is unable to get to a USPHS hospital because he is too ill or badly injured, he, or someone acting in his behalf, must contact the nearest USPHS facility by telegram or phone and inform USPHS that

it was necessary for the man to go to another hospital.

For definite confirmation of receipt of the information by USPHS, Dr. Logue urged Seafarers to immediately telegraph the same information.

According to the U.S. Health Department, the location of the nearest USPHS hospital, outpatient clinic or contract physician may be obtained through local police or fire departments or by looking in the telephone directory under U.S. Government.

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

Start in Right Direction

EVERY Seafarer can take pride in the action by the House of Representatives in approving legislation designed to put new life into the American merchant marine—because this is the legislation that our Union has fought so doggedly for, and for so many years.

Seafarers can be particularly pleased with the vote on the bill—307-1—because seldom, if ever, does any major legislation pass the House by so lopsided a vote.

In its simplest terms, this vote means that the members of the House of Representatives were united in their desire to provide America with a first-class merchant marine. It means that they were united in their willingness to provide the tools needed to get the job done.

HOUSE passage, of course, is only the first step. The bill still faces a tough fight in the Senate and it must be signed into law by President Nixon. These are our next areas of concentration, so that we can end the slide which has been taking place in our maritime affairs since the end of World War II.

The legislation means a great deal to all Seafarers:

- It means jobs—and job security.
- It means opportunity—the chance to advance our skills on swift, modern ships.
- It means a fair shake for the bulk-carrier segment of the industry—the one with which we're primarily interested—and the one that has gotten

virtually no attention from the government over the past 34 years.

- It means some long-overdue help for the Great Lakes fleet—not enough help, to be sure, but at least a recognition that this fleet has been dying of old age and financial starvation.

- It means aid for American-flag shippers who serve those parts of the United States separated from the mainland by water—Alaska, Hawaii, Puerto Rico and Guam—to lessen the possibility of any breach in the Jones Act, which reserves this noncontiguous trade to American-flag ships.

- It means the eventual end to the runaway fleet that has had such disastrous effects on American-flag shipping, that has left us with too few jobs on too few vessels, many of which are too old for the job.

- And it means the start of assistance to the American-flag fishing fleet, which has taken such a beating from our foreign competition, so that there will be new job opportunities in this segment of the industry, too.

THE SIU and the AFL-CIO Maritime Trades Department supported this bill and worked hard for its passage. Not that we think this is perfect legislation, because it isn't. But we do think that it heads the United States in the right direction—and that's important, after so many years of inaction, inattention, and inadequate funding of our maritime efforts.

THE PRESIDENT'S REPORT

by PAUL HALL



We were joined in this battle by virtually all of the maritime industry—again, not because this was the best legislation ever proposed, but because it made a meaningful start toward correcting the ills that have afflicted our merchant fleet for many years.

The ultimate success of this legislation will depend, of course, on how fully it is implemented. And it will depend on one other thing: On the effectiveness of government effort to put more cargo aboard U.S.-flag vessels.

THE government is involved in a "Ship American" promotion, and we are lending this program our full support. We hope that American industry, at which this program is directed, will realize the wisdom of relying more and more on U.S.-flag ships, and less and less on foreign-flag ships. We also hope that the government will show its own good faith on the need for shipping American, by putting military, agricultural surplus and foreign aid cargoes on ships manned by American Seafarers, instead of continuing to use foreign-flag carriers as it has done in the past.

With respect to the Maritime Act of 1970, we still have a long way to go before it becomes law, and its benefits become available to the merchant marine. We have a major hurdle ahead in the Senate before we are assured of victory. We in the SIU mean to see this job through—because we have more challenges to meet ahead.

Maritime Bill Approved by House

307-1 Vote Sends Measure to Senate

Washington

By an overwhelming 307-1 vote, the House has passed and sent to the Senate legislation overhauling the nation's 34-year-old maritime program in a major move to shore up the sagging U.S.-flag fleet, particularly in the bulk trades.

Introduced by the Nixon Administration late last year and strongly supported by the 7.5-million-member AFL-CIO Maritime Trades Department, with which the SIU is affiliated, the bill cleared its first major hurdle on Capitol Hill without difficulty.

The bill now goes to the Senate, where maritime legislation has faced tough sledding in the past. The Merchant Marine Subcommittee of the Senate Commerce Committee had already completed its hearing on the Administration's legislative proposals, but has been waiting for House action before proceeding further on the bill.

Main goal of the legislation—H.R. 15424—is to extend the benefits of federal maritime programs to segments of the industry which had been systematically denied such assistance for more than three decades. The House Merchant Marine and Fisheries Committee, under the chairmanship of Rep. Edward A. Garmatz (D-Md.) had strengthened the Administration proposal in several key areas before the measure reached the House floor.

Vote Hailed

SIU President Paul Hall, who also heads the MTD, hailed the near-unanimous vote on the measure as fresh evidence of Congressional conviction that "the expansion of

American-flag shipping and shipbuilding was long overdue."

Hall declared:

"Maritime management and labor have long sought legislation that would assure fair and equitable treatment for all segments of the maritime industry, and that would provide a mechanism for the revitalization of our merchant fleet. We believe that (this legislation) is an important first step in this direction."

Here are the key elements of the House-passed bill:

Ship Construction—The measure calls for building at least 300 new American-flag vessels in U.S. yards over the next 10 years. It would pave the way for block-building of U.S. cargo ships as a way of reducing construction costs and bringing them more nearly into line with foreign shipbuilding.

Tax-Deferred Funds—The bill extends to presently unsubsidized operators the right to greater capital reserve funds for new ship construction—a privilege previously reserved exclusively for the 14 subsidized berth-line operators.

The Nixon proposal would have permitted these tax-deferred construction reserve funds only in the foreign trade, but the Merchant Marine Committee broadened this provision to include the Great Lakes and fishing fleets, and ships engaged in the noncontiguous trades, as well.

During the course of the floor debate on the measure, Garmatz declared that "this provision, more than any other, will induce ship operators not presently subsidized to build their ships in U.S. shipyards

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REP. EDWARD A. GARMATZ



REP. GERALD R. FORD



REP. WILLIAM S. MAILLIARD



REP. EMANUEL CELLER

Played key roles in House passage of the maritime bill.

Strong Bi-Partisan Support Given Plan to Rebuild Fleet

Washington

A number of key Congressmen spoke out in strong support of the SIU-backed maritime bill during House debate preceding passage of the legislation by a lopsided 307-1 vote.

Leading roles in the presentation of the bill were played by Rep. Edward A. Garmatz (D-Md.) and Rep. William S. Mailliard (R-Calif.), chairman and ranking Republican, respectively, on the House Merchant Marine and Fisheries Committee. The highlights of their remarks are contained in the accompanying story on the legislative action.

Joining with Congressmen Garmatz and Mailliard were other members of the Merchant Marine Committee plus House members with long records of active support of the nation's maritime interests. Here are excerpts of what they had to say:

Rep. Gerald R. Ford (R-Mich.), minority leader in the House, said that the measure enjoyed "a heartening unanimity of endorsement by all segments of the (maritime) industry." He added:

"I believe that the provisions of this bill will make it possible to rebuild our fleet, to lower government costs by making our ships more productive, and by providing incentives to ship-owners and shipbuilders to improve their efficiency."

Rep. Emanuel D. Celler (D-N.Y.), dean of the House, was sharply critical of the fact that the government had ignored the U.S.-flag fleet since the end of World War II "despite the fact that in war and peace, our merchant marine has been a bulwark for our nation." He added:

"With this legislation, we are at last recognizing one of the basic facts of our national life: To have a merchant fleet in being in time of danger, we have to have a fleet in existence in peacetime, carrying our cargo and our flag to all the ports of the world."

Rep. Lenore K. Sullivan (D-Mo.) praised the bill for laying the groundwork for maritime revival, declaring that "this country has come to

greatness through sea power, and it will remain great only as long as we maintain a strong and virile fleet. We, in the Merchant Marine Committee, have every confidence that this bill will provide the mechanism by which our merchant marine will witness a new and dramatic advance in strength and vitality."

Rep. Benjamin S. Rosenthal (D-N.Y.) cited the vital role which the merchant marine has played in the nation's development since the middle of the 17th century, and criticized the neglect to which the industry has been subjected in the past 20 years. He expressed optimism about the future of maritime, declaring that the legislation "recognizes this long and proud history, and is specifically designed to remedy the many wrongs and defects" in the nation's maritime policy.

Rep. Patsy T. Mink (D-Hawaii) zeroed in on the bill's provision for extending tax-deferred construction reserve privileges for the building of vessels to serve the noncontiguous trade, declaring that this would "reduce shipping costs" between the mainland and Hawaii.

Inclusion of this provision in the bill, she said, was the first fruit of a conference of government, industry and labor officials held recently in Washington under joint sponsorship of the MTD and the Transportation Institute.

Rep. Joseph E. Karth (D-Minn.) spoke of the contribution made by the merchant marine to the nation's defense posture, adding: "The Merchant Marine Act of 1970 has been designed to accomplish many goals. One of these is to insure that our nation has an effective, modern, reliable shipping capability available for meeting our national defense needs."

Rep. Leonard Farbstein (D-N.Y.) voiced his strong support for the long-range revitalization of the U.S.-flag fleet, declaring that "there has been in the past a deterioration of American shipping, and this is something a great nation like ours cannot permit."

(Continued on page 19)



Aboard the Penn Champion

Deck department Seafarers Jon Stringer (left) and William McKinnon flake the lines aboard the *Penn Champion* after their ship docked in New York following a five-day trip from Corpus Christi, Texas. She was carrying heating oil.

'Ship American' Program Starts

New Orleans

Two major departments of the national AFL-CIO, in cooperation with the federal government, joined forces here in the kickoff of a massive campaign to stimulate greater use of U.S.-flag ships in international trade.

Participating in the start of the "Ship American" effort were the AFL-CIO's Maritime Trades Department and the Union Label and Service Trades Department, and the Maritime Administration of the U.S. Department of Commerce.

The occasion was the opening of the 25th Union Industries Show—an annual event which seeks to focus attention on products bearing the union label, symbol of the working partnership between America's free labor and free management.

Because the opening of this year's Union Industries Show coincided with the annual observance of Maritime Day—which salutes the merchant marine's contribution to the national economy and national defense—it provided a unique vehicle for launching the nationwide "Ship American" effort.

Opened Maritime Day

AFL-CIO Sec.-Treas. Lane Kirkland, principal speaker at ceremonies opening the week-long show, said it was "particularly appropriate" that the labor-management display should fall on Maritime Day, and that this year's show site was New Orleans, which Kirkland described as "this great port city."

He had high praise for the cooperative effort by the MTD and the Maritime Administration in promoting the use of U.S. ships to carry the cargo shipped abroad by American agriculture and industry.

To call attention to the need for stimulating American-flag carriage of cargo, the estimated 250,000 show visitors received bumper stickers bearing the message: "Use U.S. Ships—They Serve You and U.S."

Backing up this "Ship American" effort launched at the Union Industries Show, the MTD, the SIU and the government are jointly distributing hundreds of thousands of these bumper stickers in every major port city throughout the country. Local distribution is being handled through MTD Port Councils and SIU halls in all ports.

House Passed Bill

Kirkland said that the "Ship American" effort was a natural

Safety-Health Law Urged by Group

Washington

It is "imperative" that Congress pass comprehensive safety-health legislation this year, a committee of labor, management and public representatives has declared.

out-growth of current efforts to enact legislation which would lead to the revitalization of the American-flag fleet. The House had approved the wide-ranging maritime program by a 307-1 vote the day before the Union Industries Show opened here (See story Page 3).

The federation official declared:

"Presently before Congress is a comprehensive program to rebuild the U.S. merchant marine which is run-down, obsolete and carries only about five percent of our total import and export tonnage. This program seeks to stimulate new ship construction and innovation to make the U.S. merchant fleet competitive in the world market. Hopefully this program will be enacted in this session of Congress.

"The AFL-CIO Maritime Trades Department and the Maritime Administration are concerned about this program in terms of cargoes—because if we don't have cargoes we are likely to find ourselves building ships that go from the shipyards to the boneyards."

Dual Responsibility

"It is therefore important that maritime labor and management cooperate to the fullest extent to guarantee to the American shipper the prompt, efficient and reliable movement of his cargoes. It is incumbent then on the shipper to see to it that the products of American farms and factories go to sea in American ships.

"The AFL-CIO fully supports this program."

In addition to distributing the bumper stickers, the MTD made certain that the "Ship American" promotion received the widest possible exposure at the show. Each booth displaying union-made products also featured a reproduction of President Nixon's Maritime Day message and a copy of the red, white and blue bumper sticker urging the use of U.S.-flag vessels.

Notice for All Blue-Ticket ABs

All able seamen holding blue-ticket endorsements (12 months—any waters) are advised that they should apply for their green-ticket endorsements (unlimited) as soon as they have accumulated the required 36 months seetime in the deck department.

Coast Guard regulations require that American-flag vessels cannot carry more than one blue-ticket AB in the crew—the other five ABs must have unlimited endorsements.

Blue-ticket ABs can apply for their unlimited endorsement at any Coast Guard district office. All that is required is that you produce discharges totalling at least 36 months in the deck department.

No examination is given.

It is important that 12-month ABs get their unlimited endorsements as soon as they are qualified in order to insure that the SIU can continue to abide by its contractual obligation to supply qualified rated personnel on all SIU-contracted vessels.



Full AFL-CIO backing for "Ship American" campaign of Maritime Trades Department and Maritime Administration was voiced by federation Sec.-Treas. Lane Kirkland (at podium) in ceremonies launching 25th anniversary Union Industries Show of AFL-CIO Union Label and Service Trades Department. Flanking Kirkland are Union Label Sec.-Treas. Joseph Lewis (left) and Retail Clerk's President-emeritus James A. Suffridge.

Attended Deck Officers' School

Myrick Passes Second Mate's Exam

Corbert Ray Myrick has become the 63rd Seafarer to receive a license after completing training at the Deck Officers' School jointly sponsored by the SIU and the Associated Maritime Officers Union.

Brother Myrick obtained his second mate's license on April 24 after successfully completing the school's courses.

A graduate of the Harry Lundeberg School of Seamanship, Brother Myrick joined the SIU in the Port of Baltimore in 1963 and a year later graduated from the seniority upgrading program.

A man who served the union as a ship's delegate, Brother Myrick shipped as a boatswain before enrolling in the school.

He is a native and resident of Reidsville, N.C., and a Navy veteran of World War II.



Corbert Myrick

... Gets Mate's License

The school, which opened in February 1966, was the first of its type in the industry and offers upgrading opportunities

to young and old Seafarers alike.

Seafarers wishing to participate in the program can begin training at any time. There is no set length for the course, but rather it is geared to the man's ability and knowledge, and the degree of his preparation for the examination.

The Deck Officer's School, like the engineer's upgrading program, was begun in line with the SIU's objective of encouraging and assisting unlicensed Seafarers in upgrading themselves to better paying jobs.

There is no expense involved for Seafarers. They are provided with meals, lodging and subsistence payments of \$110 a week while in the program.

Deck department Seafarers who are interested in taking advantage of this training program may apply at any SIU hall; write directly to SIU headquarters at 675 Fourth Ave., Brooklyn, N.Y. 11232, or telephone the school at (212) 768-0561.

Union Members Should Work To Help Beneficial Programs

Washington

Union members work hard to elect the right kind of candidate to public office to enact the right kind of legislation, and they should work just as hard

to help put these programs to effect in their own communities, AFL-CIO Community Services Director Leo Perlis said in a recent network radio interview.

Speaking on the program, Labor News Conference, Perlis said:

"Perhaps the most crucial welfare problem now facing most of the people in this country is the need for more adequate and readily available medical care."

He pointed out that there is a broad and growing public demand for a national health insurance program. (See story Page 11.)

"We have tried for many years, through voluntary health schemes, to meet the needs of the people," he said, "but obviously they are not being met."

He called on local union members to help educate their fellow citizens to the need for "real overhaul of our medical delivery system," and urged them to take leading roles in public service programs in their communities.

SEAFARERS LOG

June, 1970 • Vol. XXXII, No. 6

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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Published monthly at \$10 Rhode Island Avenue N.E., Washington, D.C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Washington, D.C.

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

Congressmen Discuss Maritime Issues

Frank Thompson
U.S. Representative
From New Jersey



'Drop in the Bucket'

America needs to look forward to future maritime planning to keep pace with projected expansion in world trade, Rep. Frank Thompson Jr., (D-N.J.) said in his luncheon speech.

He said that the present Administration program to build 300 ships over the next ten years may seem large—"but it's only a drop in the bucket in relation to the growing market, and our need for capturing a significantly larger share of that market."

He reminded the audience that the present maritime law was on the statute books, virtually unchanged, for 34 years before the present proposal was introduced.

"Unless we begin right now to look forward—unless we begin planning our next steps for enlargement of our maritime commitment—we may have to wait for another 34 years for another updating of our maritime law."

He added that the addition of 300 new ships would be outweighed by the retirement of nearly twice that number in the same period—the "small, slow, old rustbuckets of World War II."

This would result in lessening of the American-flag fleet in a time of rising demand for oceanborne transportation, he said.

"Merely replacing old tonnage with new is not going to increase significantly the share of cargo which our vessels carry—and the carriage of cargo is the ultimate test of how well or how poorly we're doing in world maritime affairs," the New Jersey Democrat concluded.

Speeches to MTD Hit All Problems

Washington

The stunning 307-1 vote by which the House has approved the maritime bill is still only half the battle—the measure which revamps the 1936 Maritime Act still must be voted on by the Senate.

But the nature of the House vote is an indication that the case for reversing the decades of neglect has been made and has struck a responsive chord among congressmen.

Congressional leaders have joined with labor and industry officials in decrying the state to which the U.S. maritime fortunes have fallen. One of the platforms used for explaining maritime problems to the public has been the weekly luncheons in Washington sponsored by the AFL-CIO Maritime Trades Department.

The SIU is a member of MTD and SIU President Paul Hall also serves as president of the 7.5-million-member MTD. The 42 unions affiliated with the MTD represent workers in shipboard jobs, shore jobs, the shipbuilding industry and related industries. The MTD strongly supported the maritime bill.

At these weekly luncheons, which are attended by industry and government officials as well as representatives of the MTD affiliates, congressmen have spoken out on various aspects of the maritime bill and the Nixon Administration's maritime program.

The congressmen have used the forum to point out weaknesses as well as strengths in the legislation. The MTD luncheons have been a means for thrashing out the facts concerning the legislation.

The main thrust of the speeches is the overall maritime industry, but each speaker has his own particular emphasis. For example, in four recent speeches, the congressmen touched on four different aspects of the legislation:

- Rep. Frank Thompson Jr. (D-N.J.) was concerned that the American-flag fleet must increase its cargo-carrying capacity or see further decreases in its share of U.S. foreign trade.

"The need is great to begin working on improvement of (our) maritime program—and the time is short, in terms of what needs to be done if we are to become, and remain, competitive with the other maritime powers around the globe.

- Rep. William D. Hathaway (D-Me.) felt a major share of any "peace dividend" resulting from reductions in military expenditures should be earmarked for further expansion of the U.S. merchant marine.

"An investment in maritime will lead to greater job opportunities for all of our people, which, in turn, will produce more tax revenue to help provide funds for our other national needs."

- Rep. Thomas S. Foley (D-Wash.) examined the Treasury Department's proposal for special tax deferments for American firms exporting goods and concluded the deferments should be restricted to those exports carried aboard American-flag ships.

"It seems to me that these two programs (Treasury tax-deferments and "Ship American") could very easily be put together—and the result would be to stimulate the export of U.S. goods and their carriage on American vessels."

- Rep. Robert O. Tiernan (D-R.I.) told his audience that foreign-flag shippers are crying that the U.S. will "over-traffic" ocean trade routes because of the program to construct 300 new ships over the next 10 years. He said that cry is "hollow and selfish" because foreign-flag vessels now carry 94 percent of America's oceanborne foreign trade and these foreign shippers don't like the thought of competition.

"They see us shaking off the neglect, the lethargy, the stagnation that has caused our merchant fleet to deteriorate in numbers and efficiency. Yes, they are worried. They know what a competitive American-flag merchant fleet can do."

Attention in Washington now shifts to the Senate for its action on the maritime bill. But the attention of the luncheons will remain focused on improving the maritime industry.



Thomas S. Foley
U.S. Representative
From Washington

Tax Aid for Cargo

The key to development of the full potential of the Administration's maritime proposal is cargo, Rep. Thomas S. Foley (D-Wash.) said.

"Inbound and outbound cargo constitute the lifeblood of a merchant marine fleet," he said, "and, very frankly, 95 percent of this lifeblood has been drained away from the American-flag fleet in recent years."

"We must end this anemia, we must transfuse new blood—which is to say more cargo—into the American fleet to assure its survival."

He cited an Administration program to launch a wholesale promotion of American-flag shipping—a "Ship American" campaign—as an important ingredient in this rehabilitation.

Rep. Foley called attention to a recent proposal by the Secretary of the Treasury to give special tax advantages to American exporters to stimulate shipments of American-made goods in order to reverse the current balance of payments deficit.

"I, too, am concerned about the balance of payments," he commented, "but I am disappointed that the proposal by the Secretary of the Treasury approaches the problem without regard to the U.S. merchant marine—and I am concerned that, once again, various segments of a national Administration are pursuing their own individual goals, without coordinating them with other on-going national programs."

Rep. Foley recommended that the Treasury Department plan be modified to offer benefits only to exporters who utilize American-flag cargo vessels for their shipments.

R. O. Tiernan
U.S. Representative
From Rhode Island



End Maritime Sleep

Rhode Island Congressman Robert O. Tiernan called for a three-point program—over and above the Administration's Maritime proposal to build 300 ships in the next decade—which should be implemented to further increase America's oceanborne trade.

He called for:

"Larger, faster ships, utilizing the technological advances created largely by American merchant marine architects.

"Aid in the form of subsidies—or competitive incentives—to the entire U.S.-flag fleet in the foreign trade.

"Success in the 'Ship American' program" to encourage private American shippers, as well as government to increase their use of U.S. ships to carry American goods.

Rep. Tiernan cited charges by foreign shipping competitors that the United States is about to "overbuild" our merchant fleet and "over-traffic" U.S. foreign trade routes.

"Now just how a nation that is carrying less than six percent of its international cargo in its own vessels can 'over-traffic' itself is a perplexity in itself.

"The only logical answer is that we are now—at long last—posing a competitive threat to foreign-flag shippers. They should be concerned. After all, they have picked off the American cargo business that has been lost to American-flag bottoms.

"The time is long overdue for the United States to waken from its destructive maritime sleep—a sleep that has permitted us to drift into maritime mediocrity."



W. D. Hathaway
U.S. Representative
From Maine

Future Investment

"There is an old Chinese proverb, to the effect that a thousand mile journey begins with a single step," Rep. William D. Hathaway (D-Maine) said, referring to the current Administration maritime program.

"That is the way we must regard this bill—as the first step toward our ultimate goal of a strong and modern merchant fleet, carrying an ever-increasing share of our imports and exports, and ready to serve this country in time of emergency as well as in times of peace."

Rep. Hathaway referred to one objective of the maritime proposal, that of increasing the percentage of American cargoes from the present 5 percent to 30 percent in the next 10 years and said:

"That's a six-fold increase in cargo, even assuming that we merely hold at today's level of imports and exports—and since our international commerce has been growing steadily, and since we must assume that it will continue to grow, then we are talking about a staggering increase in cargo tonnage in order to achieve the 30 percent goal.

"Quite obviously," he continued, "the 300 ships that we're planning to build will not be nearly enough to reach that goal. So we're going to have to raise our sights on shipbuilding to meet this need."

He called for the nation to add maritime needs to "the list of national priorities."

"It is not too early to begin planning for an enlargement of our maritime program in this decade of the '70s."

Winners of SIU Scholarships Selected

New York

Four high school seniors—the children of Seafarers—and one Seafarer have been awarded \$6,000 four-year college scholarships under the scholarship program sponsored and financed by the SIU.

The five 1970 winners selected by the Seafarers Scholarship Award Committee are:

Ferdinand Greeff, son of Seafarer Ferdinand C. Greeff, Baltimore, Md.

Lynn Marie Karpiak, daughter of Seafarer Joseph Karpiak, Jersey City, N. J.

Ransom Simmons, son of Seafarer William Simmons, Ellisville, Miss.

Derryl Wheeler, son of Seafarer Orien Wheeler, Toombs, Miss.

Seafarer Lewis A. Smith Jr., New York City.

This is the 17th year of the SIU Scholarship Awards program. To date the program has opened

the doors of higher education to a total of 88 students—26 Seafarers and 62 children of Seafarers.

The winners of the \$6,000 grants are free to elect four-year courses in any field of study at any accredited college or university in the United States.

Selections were made by an impartial committee of six educators from leading institutions of higher learning across the country. All candidates were required to take tests administered by the College Entrance Examination Board or the American College Testing Program. The results of the tests, together with evidence of the candidate's scholastic achievement, character and leadership ability formed the basis of the selections.

Two alternates were also selected for scholarships in the event any of the awardees was unable to accept. They are: Miriam Eddins, daughter of Seafarer John Eddins, Norwood, N.C., and David Holbrook, son of William Holbrook, of Portland, Me.

In announcing the awards, the committee expressed the opinion that "the records of all applicants were the best ever, to the point that our task was most difficult this year."

In addition to uniformly high scholarship ratings and active involvement in extra-curricular school activities, "all of the candidates have shown a concern for the problems of the nation and their community, and have distinguished themselves in service-related fields," the committee said.

Typical of the awareness and concern of all of the candidates toward the problems of today is this expression from award-winner Lynn Marie Karpiak:

"As a normal American teen, I love life and enjoy living it. But, the afflictions and grief with which today's society has burdened humanity kindle the fires of my desire to serve mankind. To be a doctor and to help my fellow man is my true goal in life."



Ransom Simmons



Seafarer Simmons

Ransom Simmons, 18, is attending the University of Mississippi where he achieved four A's and one B in his first semester's work and earned the highest recommendations of university officials. He graduated from South Jones Senior High School in Ellisville, and worked part-time for the State Society of Medical Technologists. His father, William, sailed as able seaman before retiring after more than 25 years at sea. Ransom plans to continue his studies after graduation. "My interests lie strongly in the field of biochemistry," he said. "I would like to work with the government or a foundation in cancer research."



Seafarer Wheeler



Derryl Wheeler

Derryl Wheeler, 18, is graduating from Northwest Lauderdale High School in Meridan, Miss. In his first three years, Derryl maintained a straight A average. One of his teachers said: "I have never taught a student of greater scholastic ability." Derryl has wanted to study medicine since childhood. He said: "I earnestly feel I can make my contribution to the furtherance of love and understanding by prolonging life and inspiring others to be more appreciative of the gift of life." He plans to do pre-medical work at Mississippi State University, and complete studies at the University of Mississippi Medical Center.



Seafarer Greeff



Ferdinand Greeff

Ferdinand Greeff, 18, is the son of veteran Seafarer Ferdinand C. Greeff, who sails as bosun and is now on the Calmar shore gang in Baltimore. But, young Greeff also has seetime. He attended the Harry Lundeberg School of Seamanship last August, and shipped on the *Bienville* and the *Marymar*. A graduate of Baltimore Polytechnic Institute, Greeff was president of the senior class, a member of the student council, and a contributor to the yearbook. He was also on the school's wrestling team. Greeff hopes to attend Harvard or Boston University to major in business administration.

Doctor, Lawyer Past Winners

The real value of a scholarship program is not computed in dollars spent but in the effect on people. The careers of two former winners clearly demonstrate this point.

Seymour Wallace went from AB to MD, while Lemhard G. Howell became an attorney at law.

Dr. Wallace is now practicing medicine in Mountain View, Calif., a far cry from the days when he shipped out as an able seaman, usually with the Bull Line or Mississippi ships.

A Seafarer since 1948, the doctor received his scholarship in 1954 while he was a pre-medical student at Long Island University. He continued to sail with the SIU during his first two summers at Columbia University's College of Physicians and Surgeons.

When he graduated from Columbia in 1959, Wallace became the first Seafarer to put "doctor" before his name under the scholarship program.

The career opened up for Lem Howell as a result of the SIU scholarship also led to the West Coast. An attorney in private practice in Seattle, Howell is active politically.

The son of a Seafarer, Howell received his SIU scholarship in 1955 and graduated in 1964 from New York University Law School. He attended Lafayette College in Easton, Pa.

His father, Cleveland Alexander Howell, retired on an SIU pension in 1965.

Howell first went to the State of Washington on a Ford Foundation grant; was appointed an assistant Attorney General in 1966; was elected state president of the Young Democrats in 1966-67, and opened his own law firm, Miller, Howell and Watson in 1969.



Lewis A. Smith Jr.

Able Seaman Lewis A. Smith, Jr., is the 27th Seafarer to be awarded a grant under the SIU program. Smith, 28, is studying now at the New School for Social Research in New York City, and plans to continue his studies there or at New York University for a degree in Sociology. He began sailing with the SIU in 1961, after graduating from Aiken High School in Aiken, S.C. He received his AB endorsement in 1965 and continued to ship through 1969. His last ship was the *Steel Director*. Commenting on the SIU financial grant, Smith said: "I think it is wonderful for all those that are being helped through school, that the SIU has this concern for the improvement of society and this confidence in the young people of today."



Seafarer Karpiak



Lynn Marie Karpiak

Lynn Marie Karpiak, 18, is graduating from William L. Dickinson High School in Jersey City, N.J., ranking ninth in a class of 657 students. She lives at home with her father, Joseph, a deckhand and bridge-man for the Penn-Central Railroad, and her mother, Rebecca. In addition to maintaining a high scholastic level, Lynn has been class secretary in her junior and senior years, a member of the student council and yearbook staff. She plans to begin premedical studies at St. Peter's College or Jersey City State.



The Seafarers Scholarship Awards Committee examines the scholastic records of candidates as they prepare to select winners for the \$6,000 college scholarship grants awarded each year to Seafarers and the children of Seafarers. Seated from left are: Richard Keefe, St. Louis University; Dr. Ber-

nard Ireland, College Entrance Examination Board; Chairman Edna Newby, Douglass College; Dr. Charles A. Lyons Jr., Fayetteville State University, and Dr. Elwood C. Kastner, New York University. Standing is Price Spivey, administrator of the Seafarers' Plans.



Back to Vietnam

STILL ACTIVE as a part of the United States' "Fourth Arm of Defense" is the SIU-contracted *Robin Trent* (Moore-MacCormack). Built late during World War II, the ship saw action as a baby flat-top with the Navy before her conversion to a C-3 general-cargo vessel. She is now under charter by the Military Sea Transport Service carrying supplies to American troops in Southeast Asia.



Some lucky young lady is going to receive this statuette of a South Seas headhunter from Ordinary Seaman Joni Johnson. At right is Danny Burnett, 17, who had just completed his first trip as messman after graduating in February from the Harry Lundeberg School of Seamanship at Piney Point.



Oiler James Bennell stands watch in the engine room of the *Robin Trent* as the ship discharges cargo in Philadelphia. Bennell, who has been going to sea for many years, said this was a good trip.

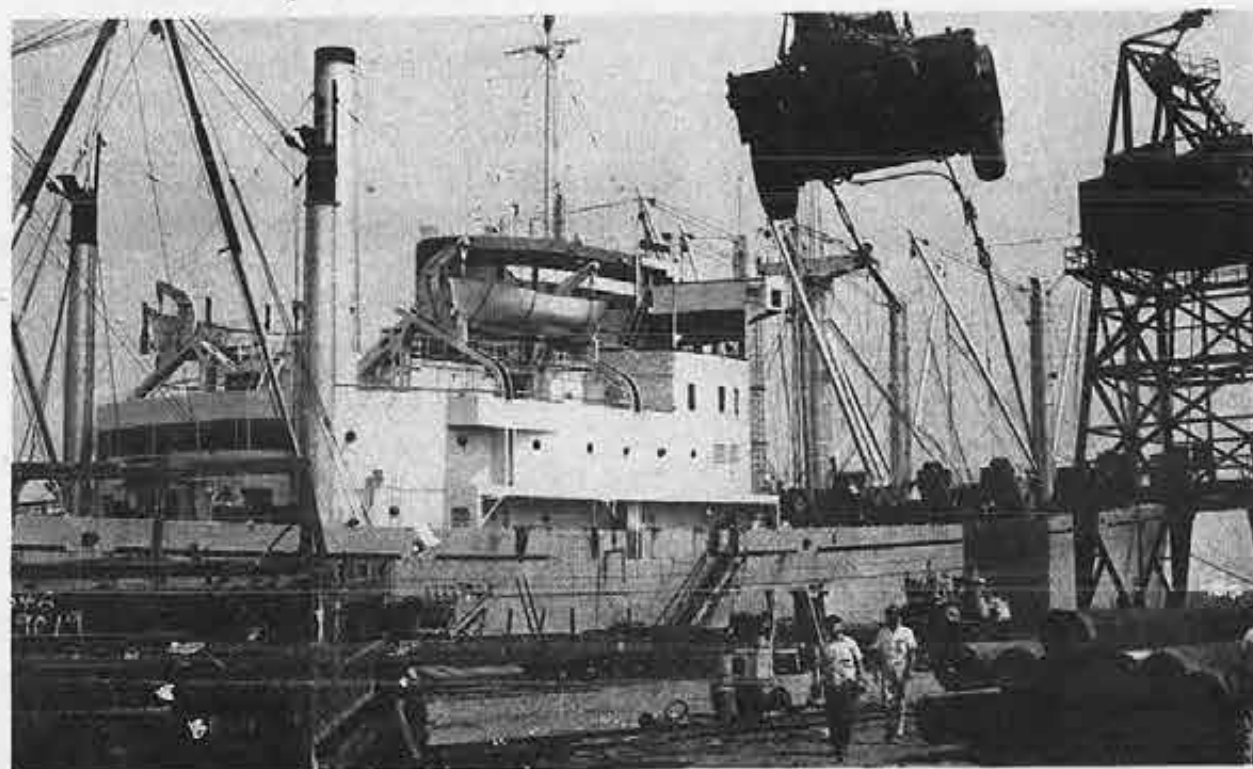
Francis Thompson is a homesteader. He has been on the ship for 20 months, and signed for another voyage to Vietnam. When he is home, Seafarer Thompson lives with his wife, Laura Bess, and seven children, in Port Arthur, Tex.

The crew had high praise for the tasty menus prepared during the three-month voyage of the *Robin Trent* to the Far East, and these two professionals had a lot to do with it. At left is Billy Wilkerson, third cook, and Willie Harris, chief cook.

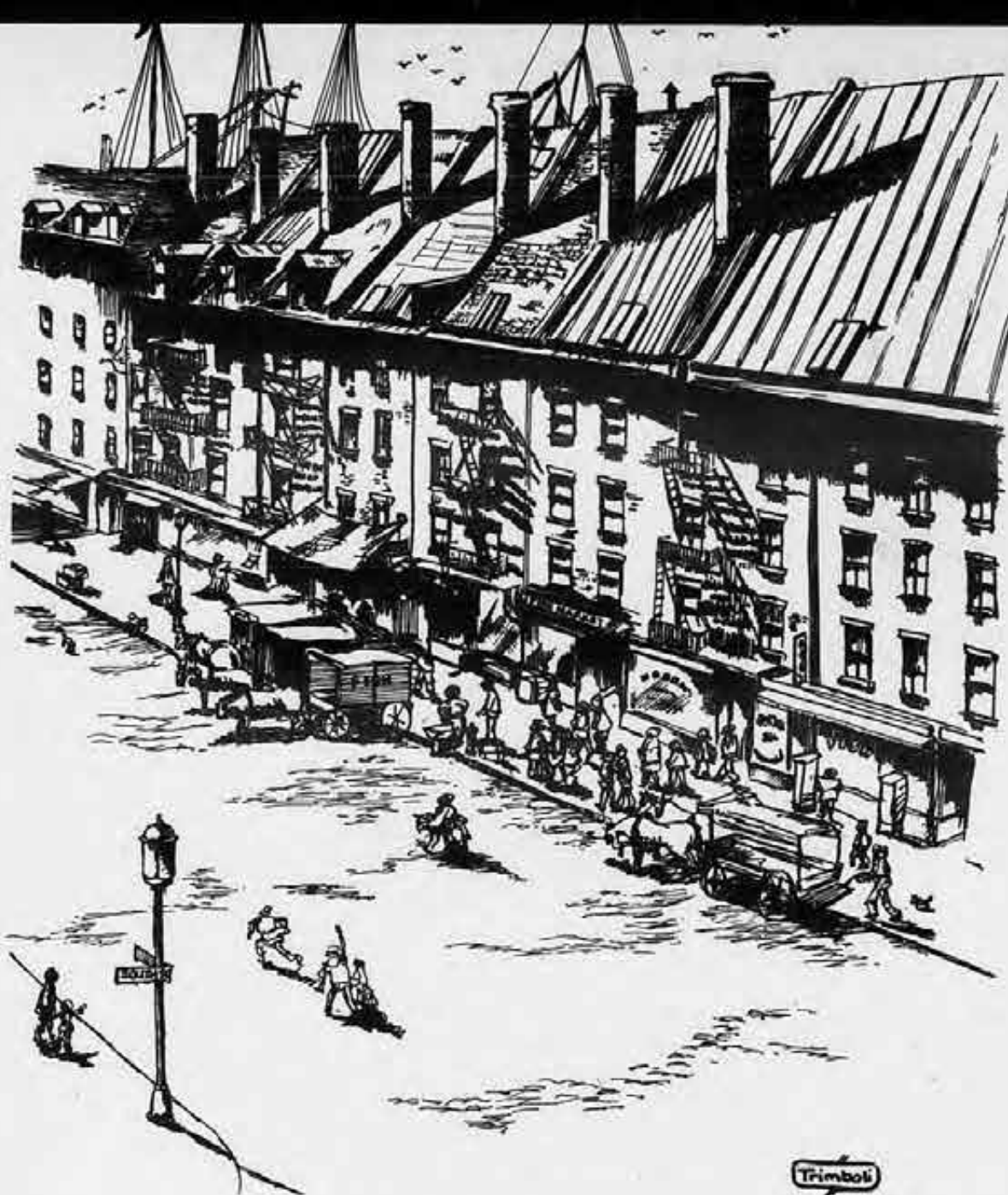


Wiper Philip Barry (standing) discusses some disputed overtime with SIU Patrolman Robert Air as Electrician David Nellies and Able Seaman Thomas Jones (right) look on. All disputes and beefs were settled.

The *Robin Trent* prepares to load military vehicles and supplies as she lies along the dock at the U.S. Army terminal in Philadelphia. Back from a 90-day trip to the Far East, the ship soon was back on her way to Vietnam.



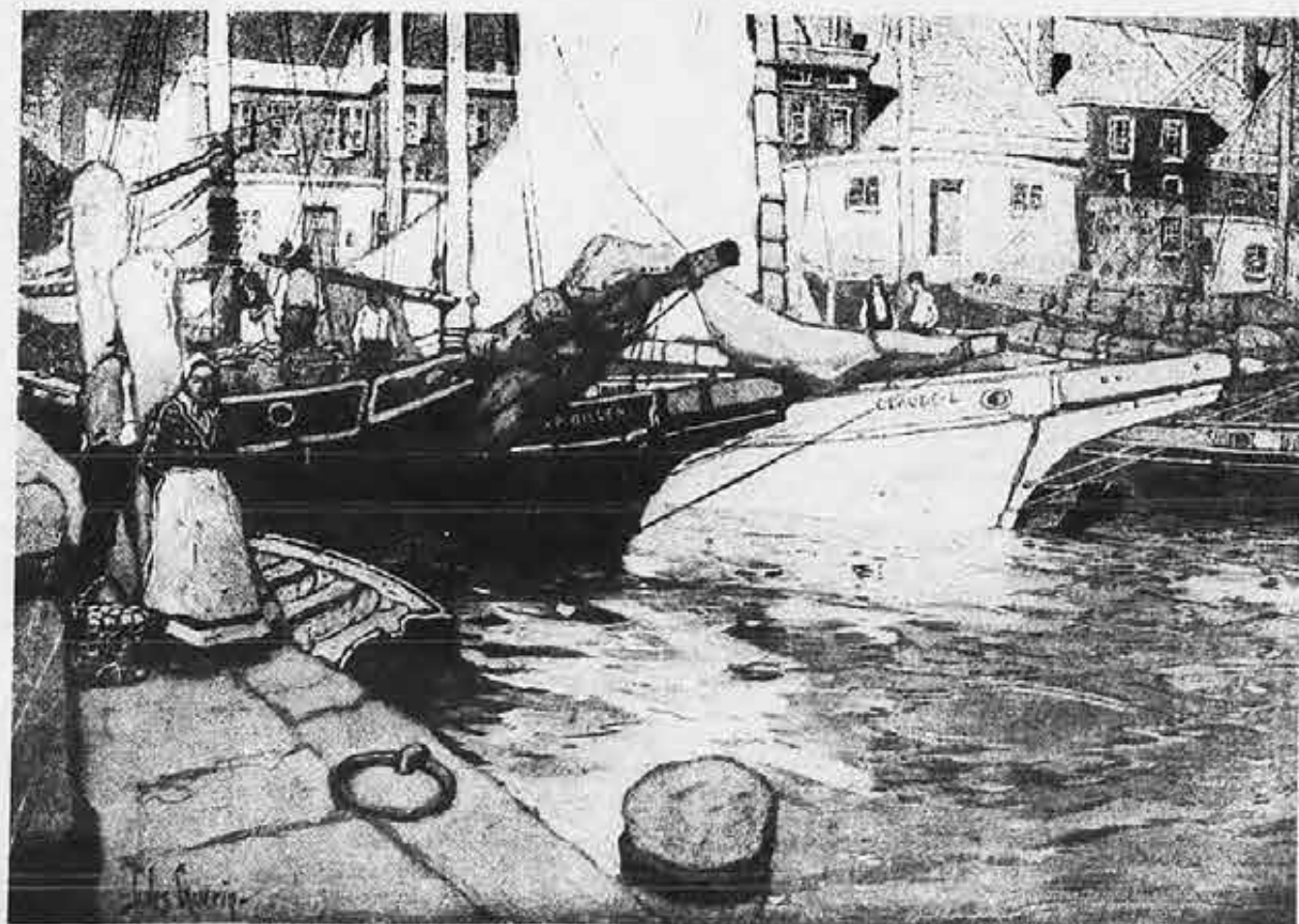
Bosun William D. Crawford (center) swapped sea stories with Philadelphia Port Agent John Fay (left) and Headquarters Representative E. B. McAuley as the crew was being paid off after the long Vietnam voyage. Crawford, the ship's chairman, said it was a good trip with few beefs.



Trimboli



Aboard the *Ambrose* lightship, the vessel's heavy brass bell is now silent. She was retired several years ago and replaced by a Texas tower.



This oil painting depicts the South Street waterfront lined with oyster boats, once a booming industry in the waters around New York City, until pollution ruined the oyster beds.



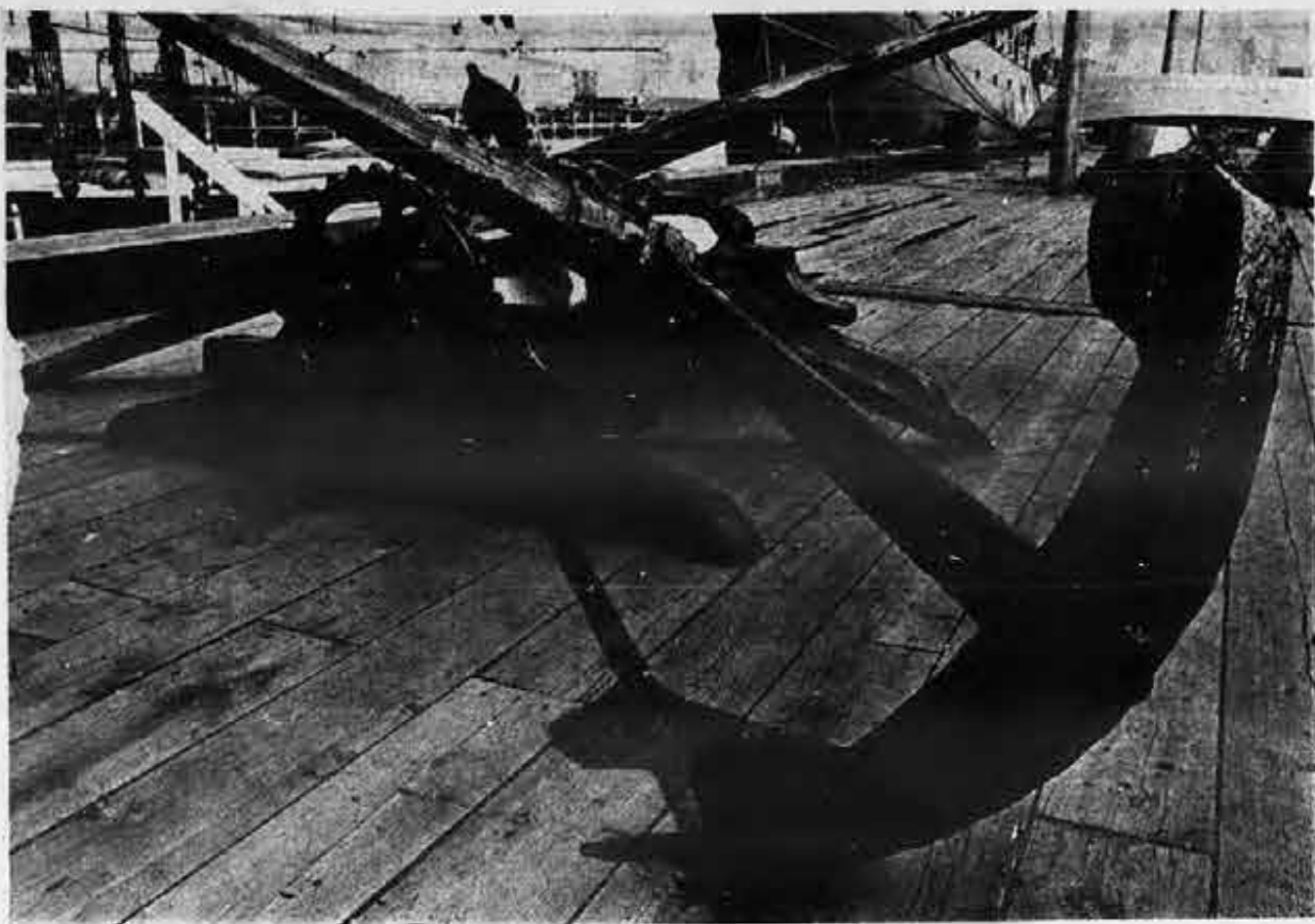
This hand-carved figure of an Arabian pirate rested beneath the bowsprit of the *Algerine*, an 18th Century tea clipper on the China-England run, until the vessel sprang a leak and was wrecked.

'The Street of Ships'

DURING THE 1850s, a 5½-block area along the East River just below the Brooklyn Bridge in New York City was called the "street of ships" by seafarers of that era. The name was well chosen, for many of America's most famous ships — packets, clippers, trans-Atlantic paddle liners — set sail from South Street's piers on voyages that wrote glorious chapters in the history of ships under sail. In 1849, gold rush clippers left for California from South Street; in 1850, side wheelers began regular voyages to England; during the Civil War, windjammers filled the piers. It was the heyday of America's maritime history. The restoration of some of that history and its transformation into a "living history" with present-day meaning is the objective of the South Street Seaport Museum of New York. As part of a \$40 million project, the Seaport Museum, organized in 1966, plans to totally rebuild four East River piers, restore 68 waterfront buildings, and line the docks with a dozen sail and steam vessels famous in history. When the project is completed in 1974, visitors will be able, in the words of one observer, "to see, hear, smell and touch" America's glorious maritime heritage.

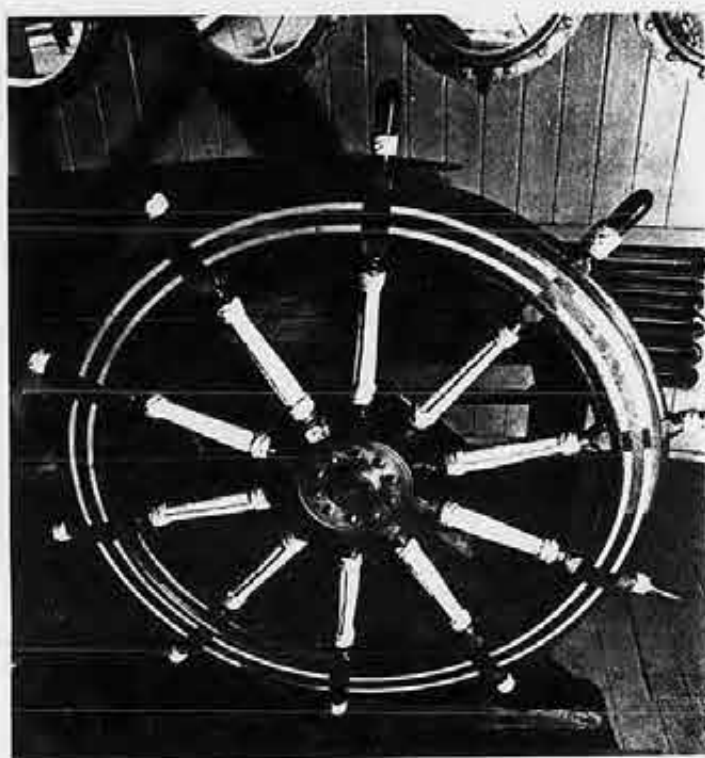
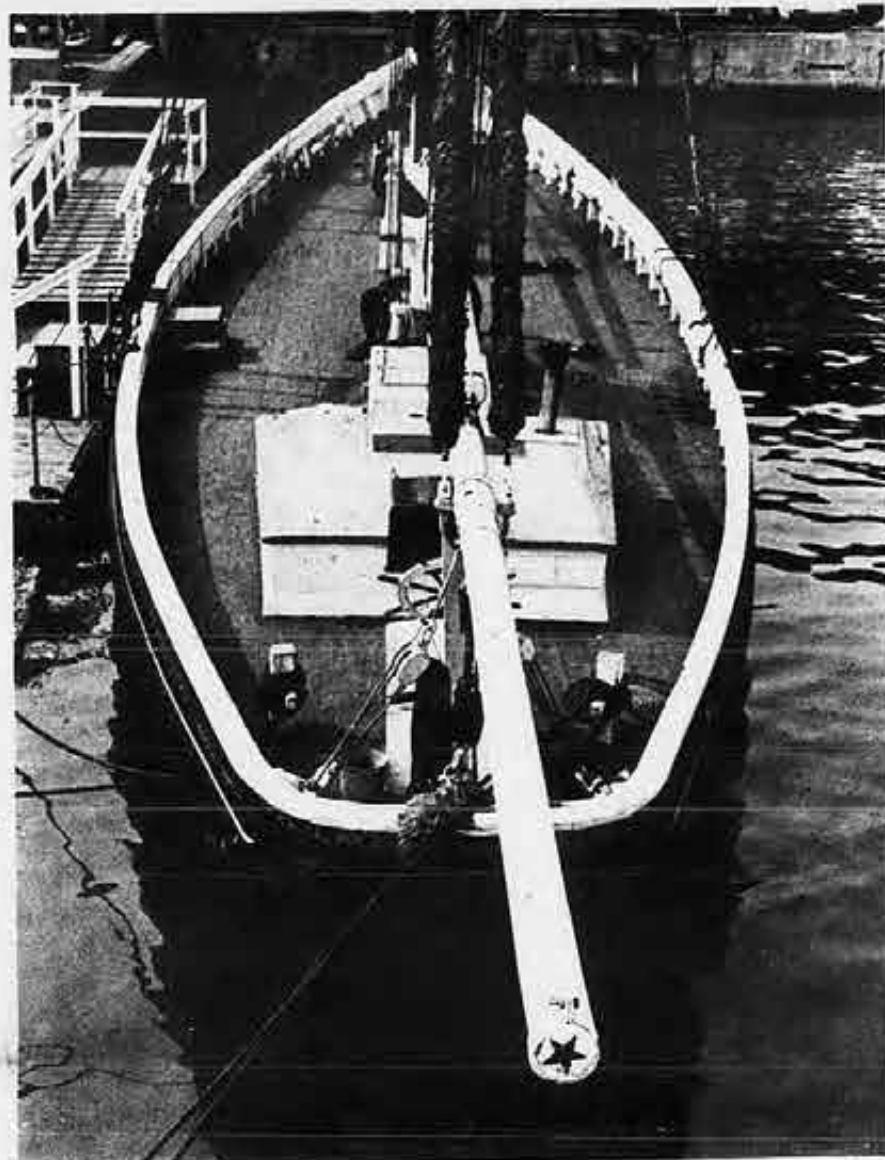


The *Titanic* Memorial Lighthouse, built atop New York's Seaman's Institute Church in 1913 in memory of those who lost their lives in the disaster, was saved when the church was demolished in 1968. It is now on display at the Seaport.



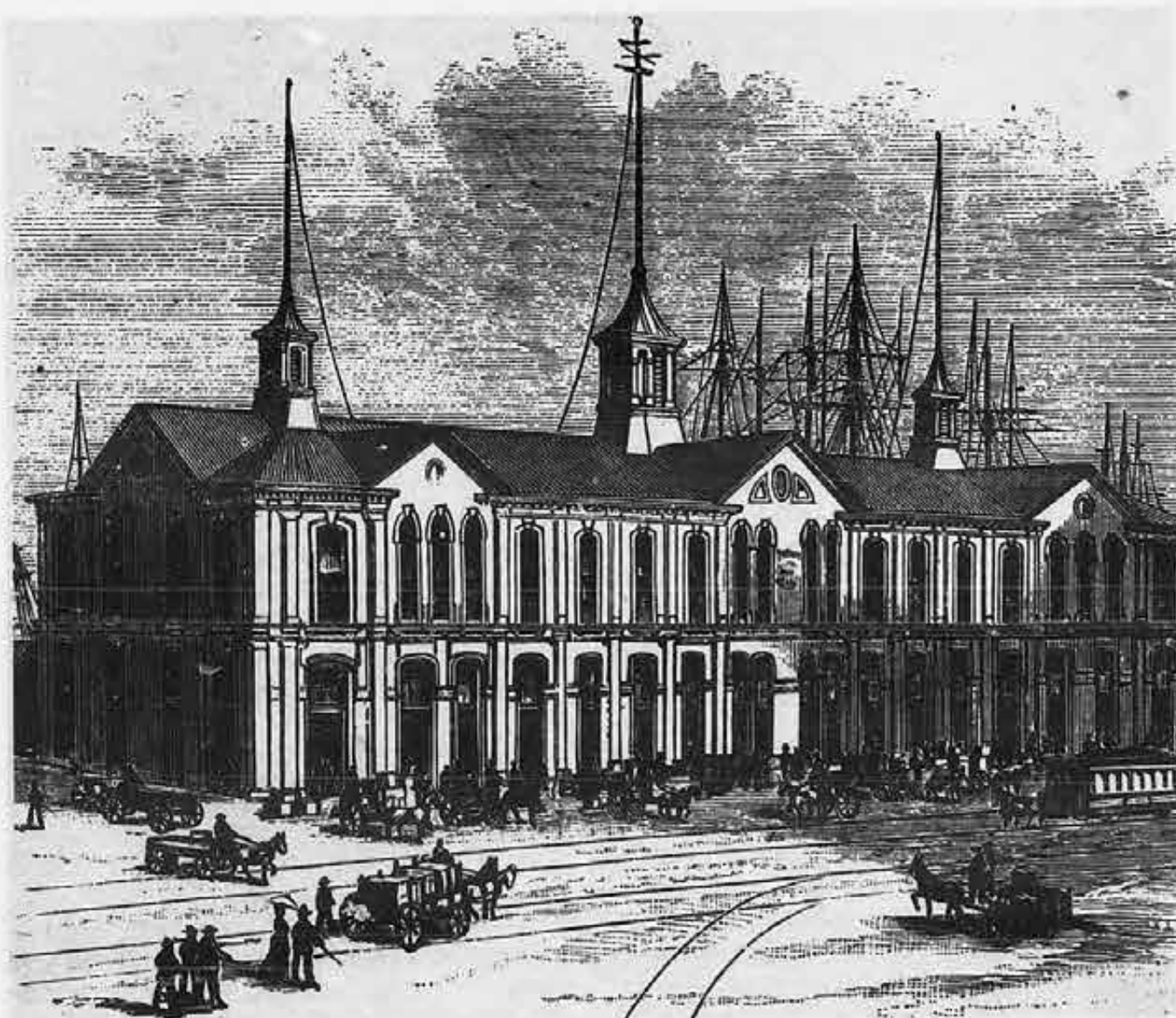
An 18th Century ship's anchor rests on a Seaport Museum pier at the foot of South Street.

A view of the stern of the *Caviare* shows the hand-hewn planks of her deck and her white boom. During her active years in the commercial fishing fleet, she took aboard countless tons of sea life from the Atlantic.



The helm in the wheelhouse of the *Ambrose* lightship is shown at left. She was the last Coast Guard-operated lightships to serve on station in the Atlantic.

The *Caviare*, an 80-year-old Gloucester fishing schooner, is open for public tours. She was one of the first ships acquired by the Seaport and has been restored to seaworthiness.



As this copperplate etching shows, the South Street waterfront was a busy center of maritime commerce during the days of ships under sail. The masts of several windjammers tower above the piers in the background.

Letters to the Editor

Widow Expresses Thanks to SIU

To the Editor:

I would like to express my sincerest thanks for the Seafarers Welfare Fund check and the nice letter I received on the loss of my beloved husband August A. Brosig.

I would especially like to thank Buck Stephens for the way that he helped me and made it a little easier for me. Thanks again.

Mrs. Sara Brosig
New Orleans, La.

Sick Engineer Likes SIU Help

To the Editor:

On April 22 I entered the Bluff Hospital in Yokohama, Japan, a very sick man. The next day a young Japanese lady came into my room and said: "I am the SIU secretary. Is there anything I can do for you?"

I told her that I was not a member but an engineer from the M.E.B.A. My answer did not make any difference to her. I was just a sick person in the hospital. The question was repeated: "Is there anything I can do for you?"

The next day or so Mr. Frank Boyne, SIU Port Agent, came to see me. Again I was asked what can we do for you? I asked for some toothpaste and it was brought to me in less than an hour.

After two days of trying to send a telegram to my wife (no one would help me) I telephoned the SIU. The secretary, Keito Nakategawa, came to the hospital and then sent my telegram. If I would not have been able to pay for it, I believe she would have used her own money.

Yours truly,
Earl A. Russell
Seattle, Wash.

Costa Rican Appreciates Log

To the Editor:

I received your package containing the *Seafarers Log*, which I appreciate very much. In fact I have no words to express to you my gratitude. I thank you ever so much for such valuable information. Be sure that I enjoy very much reading the *Seafarers Log*.

I will pass on the papers to some old sailors who also worked in the United States Merchant Marine. I am expecting to make a trip to the United States next year especially to New York, where I was raised and attended school.

I have many friends there still. If I am not mistaken some of them are working in the United States Merchant Marine in which I worked for 15 years. With no more particulars for the present time, I am sincerely yours,
Neftali Vargas Villalobos
Pital de San Carlos,
Costa Rica

Seafarer Offers Thanks for Care

To the Editor:

I was very ill recently, and all I can say is thanks to Walter Reidy and the others at the San Francisco hall who helped me and thanks to the wonderful treatment from the doctors and nurses—and all of their helpers

in the Marine Hospital.

I guess many of us, especially oldtimers, are fools for we do not want to go to hospitals unless we are forced to do so. I am of this type but thanks to those who have more sense than I do and make us go. How do you really let people know how you feel especially when you are an eccentric old Seafarer like me.

David J. Barry
Bridgewater, Mass.

Check Reminder Of Past Struggle

To the Editor:

I thank you all for the approval of my pension application and my first check.

It was indeed a relief to me, in more than one way. I hope we all will remember the days when there was no pension for anybody, and it was a struggle just to get one's basic rights. It is rather easy to forget such "things" when we are getting used to all the rights and conditions of today.

Now I must admit I do miss the new ships and all the good shipmates I had during my years at sea!

I thank you all and wish you the best of everything wherever you might be, on land or at sea!

Yours sincerely,
Sigurd Halvorsen
New Orleans, La.

Prompt Attention Draws Thanks

To the Editor:

I would like to thank the Seafarers Welfare Plan for the prompt attention given me on the claim for my treatments.

Sincerely,
Joe Penner
Seattle, Wash.

Welfare Plan Eases His Mind

To the Editor:

I just want to say how much I appreciate all that has been done for me by the SIU and its wonderful Welfare Plan. Sort of eases my being flat on my back with this illness knowing that my union—my brothers—are behind me. From the start "C Card" to the day I became a full book member, I have been treated with utmost kindness, employment and help!

With rest, medications and God's help—I'll again be back with you all. So thank you all again!

Yours truly,
Matt Goldfinger
Buffalo, N.Y.

Seafarer Visits Family Home

To the Editor:

Just to let you know that I caught a ship called the *Choctaw* and it was going to Naples. When I was a boy of nine years old, my father took me to Catania, Italy, to see his family and I saw everybody.

I got the biggest break. I stayed six days in Naples and flew from Naples to Catania after 47 years to see those relatives. The only one alive was my father's sister. I want to thank the captain, mate and the crew for letting me go.

Yours truly,
James DiPietro
Brooklyn, N.Y.

Seafarers Log



'Ship American' Program

Seafarers have a vital stake in the "Ship American" campaign that has been kicked off nationally through the combined efforts of the AFL-CIO Maritime Trades Department, the AFL-CIO Union Label and Service Trades Department and the U.S. Department of Commerce.

(Details of the "Ship American" program appear on page 4).

This program blends well with the fact that the nation is nearing victory on our long, tough fight to revitalize the American merchant marine. Legislation that has been passed by the House of Representatives and is before the Senate provides for the construction of hundreds of new cargo vessels in the 1970s. The "Ship American" campaign is geared toward filling the holds and decks of those ships with cargo.

The blunt fact is that neither the legislative nor the promotion program can succeed unless both succeed.

Cargo Figures Drop

Just 20 years ago, American-flag ships carried 42.3 percent of our nation's oceanborne foreign trade. Today that figure is under 6 percent.

This year, our nation's waterborne exports and imports are nearing a half-billion tons—four times as much as was carried in ships in 1950. Maritime Administrator Andrew E. Gibson predicts that America's foreign-trade tonnage will top 620 million tons in a dozen years.

So the cargo is there. The trick is to get it on American-flag bottoms.

That is what "Ship American" is all about. The program is aimed at showing U.S. industrialists that it is good business to use American-flag ships. Of course, it will be good business only so long as it is profitable business.

It makes sense for the steel industry—which stands to gain by the use of enormous amounts of steel that will go into the new American-built bottoms—to use these ships for its exports. By using U.S.-flag ships, the industry will be generating a market for still more new bottoms.

Foreign-flag Competition

And it makes sense that the newer vessels utilizing the technological advances that have been developed in recent years will be better able to compete with foreign-flag vessels in bidding for America's export trade. Further help is in the wings in the form of construction and operating subsidies that are provided in the maritime legislation passed by the House of Representatives.

President Nixon has set as a goal for the American merchant marine the carriage of 30 percent of our international trade. Hopefully, this goal will be supported by the federal agencies that for too long have ducked their obligation to their own nation's fleet by using foreign-flag vessels for government cargo.

"Ship American" is a proper phrase for a program that will help the nation's Seafarers, its seafaring industry, its economy and its potential to defend itself in time of crisis.

Recipe to Help Industry

Unions have obligations, as well, to preserve and promote the industries they are associated with, be it shipping or bagel baking.

The Seafarers International Union of North America turned its hand toward promoting the use of seafoods through the production of a book of 45 recipes. The publication was widely distributed at the 25th Union Industries Show and is available to SIU members through a

coupon appearing on Page 19 of this issue of the *Seafarers Log*.

Members of the unions belonging to the Fish and Cannery Conference of the SIUNA will prosper in direct ratio to the consumption of their products from the seas.

To have a fine meal, and to help an SIUNA brother, order the recipe book and use their products—often. You'll be glad you did.

National Health Insurance Needed

Good Health Care For All '70s Goal

Washington

A proposal that will reduce the cost of medical care for all Americans—the National Health Insurance bill—is being pushed by labor as one of the major issues of the 1970s.

The measure would replace and expand the current Medicare and Medicaid that confine medical services to the elderly and "medically indigent." American labor was a prime backer of the Medicare and Medicaid legislation before its passage in 1964.

Statistics show that nine out of ten Americans are medically indigent—unable to pay the high cost of necessary medical care without severe economic hardship.

The bill's sponsor, Rep. Martha W. Griffiths (D-Mich.) maintains that many Americans spend 25 percent or more of their incomes for medical care.

Care Deteriorating

Despite rising costs, statistics show that medical care is deteriorating rather than improving. For example, the infant death rate in the United States has increased since 1950. America has slipped from sixth place in infant deaths to 14th place currently.

Advocates of a National Health Insurance program maintain that medical cost increases can be reversed by offering cost-cutting bonus incentives to participating hospitals and physicians.

NHI would provide unlimited hospitalization, comprehensive dental and eye care, including glasses, and prescription services for every person who has resided in the United States for more than one year.

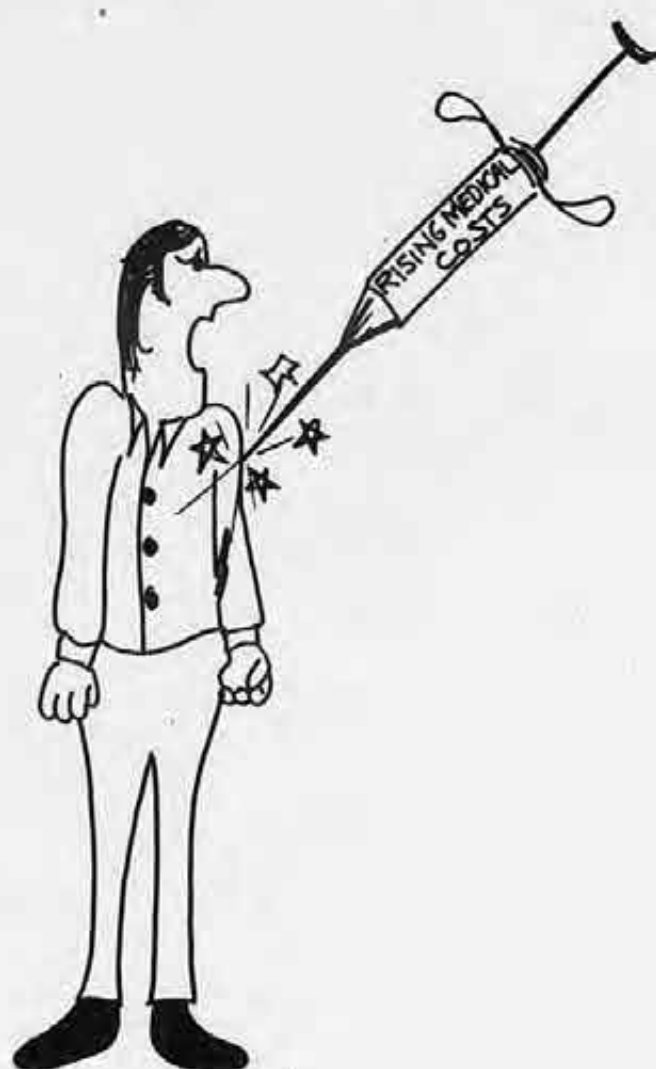
\$100 a Day Seen

Statistics show that hospitalization will soon reach a cost of more than \$100 per day—much more than the average worker can afford.

"Health care should be provided on the basis of need, not money," Rep. Griffiths says.

The cost of a heart attack is \$16,000 in medical fees. This in itself is a heart stopper.

Medicare and Medicaid have shown the Social Security Administration that health care is the most rapidly rising expense in the cost of living index.



NHI would offer incentive bonuses to health organizations to cut costs while extending services. It earmarks 6.7 percent of the Gross National Product for health care—a figure determined by present health expenditures.

It encourages membership in comprehensive group health plans which practice preventive medicine rather than Blue Cross-type protection under which benefits are paid only during illness.

Doctors Profit by Illness

Under the present system, the physician is financially rewarded in proportion to the illness of his patient. The greater or more lingering the illness the more money the doctor makes.

National Health Insurance would give the physician a financial stake in keeping the patient in good health. Preventive medicine, stressed under NHI would reduce unnecessary hospitalization, unnecessary surgery and unnecessary medical services which have been major factors in the rapid rise of health care costs.

The bill would encourage expansion of present pre-paid comprehensive health insurance plans, such as the Kaiser Foundation Health Plan. The President's Commission on Health Manpower studied the Kaiser plan and concluded that it provided as good or better care than was available in the general community—at a cost of 20 to 30 percent less.

Studies by the Federal Employees Health Benefits Program revealed that pre-paid comprehensive health care plans reduce both hospitalization time and the number of surgical procedures.

Hospital Time Reduced

Exclusive of maternity benefits, the study indicated that the duration of hospitalization is reduced by more than 50 percent and the incidence of surgery is reduced by 42 percent among government employees subscribing to comprehensive health insurance.

NHI would offer physicians an option to join or exclude themselves from the national health plan. Participation could also be full or part-time.

Americans would be free to choose their physician—whether in private or group practice. They would also be encouraged to avail themselves of periodic physical examinations and preventive care under the plan.

Urging passage of such a national health plan, AFL-CIO President George Meany said: "Our members are being priced out of the medical care market by the sky-high, ever mounting charges of doctors, hospitals and other providers of medical care."

National Health Insurance is, indeed, an issue of the '70s.

Full Benefits Seen Under NHI Plan

Washington

National Health Insurance, sponsored by Rep. Martha W. Griffiths (D-Mich.) and strongly backed by organized labor, would mean extension of health care to every American under the proven framework of the Social Security system.

It is unlike Medicare and Medicaid, which restrict benefits to the elderly or "medically indigent." For all Americans, National Health Insurance would mean:

Options that would allow Americans to retain private physicians or join pre-paid comprehensive group health care plans. It would earmark 6.7 percent of the Gross National Product, the current cost of medical health services, to pay for the plan.

Contributions would be deducted from employers and employees under the same system as present Social Security payments.

Unlimited hospital and nursing care, physicians services including surgery, prescription drugs and eye care, including eyeglasses.

Dental care for children under 16, home calls by doctors and home health services would be available after payment of a token fee—\$2 per visit—by the patient.

Physical examinations on a yearly basis—stressed by comprehensive health care plans—can spot illnesses before becoming more serious, thereby reducing hospitalization and surgery. These examinations would be encouraged by NHI.

Backers of the measure point to statistics that show that group plans stressing preventive medicine offer better and more comprehensive medical care at lower cost.

The figures show that non-maternity hospitalization and surgery are reduced by more than 50 percent for members of group plans, in comparison with standard Blue Cross and Blue Shield coverage.

Proponents maintain that savings resulting from the expansion of group plans and consequent reduction in hospital and surgery charges will pay for the cost of the program without an increase in current Social Security rates.

"The time is long overdue to make comprehensive health care a matter of right for all Americans, in all income levels, rather than a matter of privilege, pity or proximity," Rep. Griffiths said.

Only Rich Can Afford Illness

Americans are learning that illness is becoming so expensive that only the wealthy can afford to get sick.

Hospital charges will rise to over \$100 per day within three years. Statistics show that medical care is the most rapidly rising expense in the American economy.

For example, hospital daily charges—exclusive of doctors' fees and treatment charges—rose 64.2 percent between 1958 and 1966 and rose an incredible 107 percent between 1966 and the beginning of this year.

Physicians' fees jumped 18 percent from 1958 to 1966 and an additional 33 percent from 1966 until January of this year.

Since 1950, health care has absorbed an increasing proportion of the Gross National Product. In 1950 it stood at 4.6 percent of the GNP. By 1960 it had risen to 5.3 percent and by 1968 it stood at 6.7 percent of our total economy.

In dollars, health care costs Americans more than \$60 billion per year.

Compared with other expenses, medical care shows sharper cost increases than other goods and services. Overall medical care costs rose 4.2 percent between 1946 and 1960, compared to a 3 percent rise in other consumer prices during the same period.

During the five years from 1960 until 1965 medical costs rose 2.5 percent, almost twice as much as other prices. From 1965 until 1968 medical care spiraled by 5.8 percent.

Private Health Plans Failing

At a time when medical expenses are rising faster than any other item, many Americans are learning that private health insurance plans are inadequate.

- About 99.5 percent of all Americans, about 200 million persons have no dental health insurance.

- There is no nursing home coverage for 90.4 percent of our population, 186 million persons.

- 126 million persons—60 percent of our population—have no out-of-hospital prescription coverage.

- Almost 58 percent, 122 million people, have no provision for private duty nurses.

- 122 million persons, 58 percent of Americans have no coverage for doctor and dentist office and home visits.

- More than 54 percent of Americans—about 115 million persons—have no provision for visiting nurse services.

- More than half of all Americans—107 million—have no X-ray or laboratory coverage.

- 77 million—more than one-third of our population—have no coverage for in-hospital doctors' visits.

- 59 million—more than one quarter of the population—have no surgeons' fees coverage.

- Slightly less than 25 percent—53 million Americans—have no hospital care coverage at all.

Workers Really Feeling Economic Pinch

Washington

What is the human toll of increasing unemployment, continuing inflation and the general economic slowdown the Administration hoped would halt inflation?

It is the worker laid off his job, the housewife resorting to meatless meals because of the high cost of food, and the family unable to find a new home in a better neighborhood because interest rates are too high and new homes aren't being built.

To government economists they are non-people—nameless, faceless statistics. But who are these very real people?

They are the 13 workers out of every 1,000 who had jobs on Jan. 1 but don't have a job today.

House Not Built

They are homemakers who can't fill their grocery carts because the paychecks of breadwinners have been shrunk due to production cutbacks and reductions in working hours despite a continuing increase in living costs of 6 percent annually.

They are the families who

hoped to occupy the nearly 1.2 million housing units not built last year but still needed.

Instead of getting better, the picture looks worse. Some economists agree with AFL-CIO President George Meany that the economy has "crossed the threshold of recession."

And each report issued by government economists seems to lend more and more credence to that belief.

Unemployment soared to 4.8 percent in April—the increase over March of 0.4 percent was one of the sharpest since the 1960 recession.

Unemployment Jump

Since Jan. 1, unemployment has risen from 3.5 to 4.8 percent, making the increase for the four-month period the steepest since the 1958 recession.

Employment figures—the number of people working—did not change over the March figures. That means that no new jobs were added to the economy, despite the fact that many new workers entered the job market.

As if inflation wasn't wiping out enough of the pay increases

gained by workers, government figures showed that workers were working fewer hours and less overtime and bringing home less money with which to purchase the goods and services needed by their families.

The housing industry has virtually ground to a halt pushing the housing shortage into crisis proportions. Latest government statistics show that a total of 1,432,900 new housing units were completed last year—far less than the goal of 2.6 million units for 1969.

Housing Starts Behind

To make matters more serious, housing starts this year are running at a yearly rate of 1.2 million.

Private and public housing both are affected by the strangulation of the housing industry. Middle class housing has virtually vanished from the scene, with luxury housing and publicly-assisted construction the main areas of current building.

Oppressively high interest rates and a shortage of mortgage money have boosted housing prices, driving from the housing market most workers

except those earning up to \$12,000 a year.

Increasingly, workers and their families are forced to rely on mobile homes to fill their housing needs. This has been criticized by labor officials who point out:

No Base for Family

"Clusters of these flimsy habitations would only become breeding grounds for the slums of the future. Besides, in a mobile home the family lacks a firm base necessary for the proper rearing of children and essential for the building of sound and stable communities."

What could be done to alleviate these conditions?

The AFL-CIO has reminded the President that he has failed to use the authority voted him by Congress to curb the specific causes of inflation while expanding credit for needed facilities and business operations.

Labor also suggested these four steps:

Credit Controls

1—Congress should direct the Federal Reserve System "to establish selective credit controls, maximum interest rates on specific types of loans and the allocation of available credit where it will do the most good for America."

2—A portion of tax-exempt funds, such as pension, college endowment, bank reserves and

On Schedule?

Washington

It all depends on how you look at it.

After Paul W. McCracken, chairman of the Council of Economic Advisers, assured the nation that things are "on schedule," *Washington Post* financial editor Hobart Rowan quoted another Administration official who said privately:

"Sure we're on schedule—we're a head of schedule getting to high unemployment and behind schedule in reducing excessive inflation. Just average those two things out and you can see we're on schedule."

foundation funds, should be required to be invested in government-guaranteed mortgages to revive the home-building industry.

3—The current high rate of business mergers should be curtailed to reduce the concentration of economic power in the hands of a few banks and corporations.

4—Practical measures should be developed to ease the pressure on living costs caused by soaring increases in physicians' fees, hospital charges, housing costs and auto insurance rates.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

May 1, 1970 to May 31, 1970

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	7	4	4	1	1	8	7
New York	125	109	86	60	31	200	149
Philadelphia	25	16	12	9	3	39	17
Baltimore	45	49	43	31	6	95	20
Norfolk	32	25	15	29	5	41	20
Jacksonville	28	10	20	19	7	34	34
Tampa	9	10	6	11	0	11	16
Mobile	49	31	17	17	3	94	41
New Orleans	86	53	59	53	11	131	76
Houston	65	74	41	47	9	177	58
Wilmington	40	53	50	47	19	40	39
San Francisco	99	98	68	73	38	104	33
Seattle	37	34	9	6	4	23	11
Totals	647	566	430	403	137	997	521

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	4	7	2	4	1	4	5
New York	91	113	61	69	30	145	157
Philadelphia	11	19	7	8	2	15	26
Baltimore	44	40	36	29	11	58	25
Norfolk	23	15	12	20	10	23	22
Jacksonville	28	40	18	31	11	25	43
Tampa	11	11	10	6	0	7	15
Mobile	27	39	14	12	1	56	64
New Orleans	63	93	53	66	7	94	99
Houston	45	58	33	41	5	93	145
Wilmington	11	30	23	30	21	13	9
San Francisco	63	76	45	73	35	62	34
Seattle	35	31	9	10	8	23	8
Totals	456	572	323	399	142	618	652

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	3	2	2	3	1	4	3
New York	64	39	38	38	25	129	63
Philadelphia	6	9	7	6	1	16	19
Baltimore	26	13	33	19	3	70	33
Norfolk	16	14	13	17	17	22	16
Jacksonville	22	15	9	16	7	22	22
Tampa	16	15	7	2	0	14	5
Mobile	28	29	10	13	2	70	37
New Orleans	62	41	50	35	8	118	55
Houston	29	39	32	23	10	154	64
Wilmington	14	20	11	17	15	11	9
San Francisco	80	61	57	43	44	74	38
Seattle	49	14	6	1	6	28	6
Totals	415	312	275	235	139	732	370

Personals

Thomas P. Anderson

Your wife asks that you contact her as soon as possible at 78, Darogahat Road, Chittagong, East Pakistan.

Edmund Pacheco

Your sister, Mrs. Jeanette Bermudez, would like you to get in touch with her as soon as possible in care of Chase Manhattan Bank, P.O. Box 335, Bayamon, P.R. 00619.

John Edmund Funk

Your father, John W. Funk, asks that you get in touch with him as soon as possible at 643 West 43rd St., Room 842, New York, N.Y. 10036.

Ernest John Byers

Your parents ask that you contact them as soon as possible at 614 Alvarez Ave., Whistler, Ala.

David Douglas

Your step-daughter, Gayle McDonald, requests you call her: area code 212, AL-5-6010.

Juan Hopkins

Your Seaman's papers are on file in the Records Department of union headquarters in Brooklyn.

Haskell Moore

Please get in touch with your attorney, John M. Joye, in regard to money due you. His address is 7920 Orangethorpe Ave., Buena Park, Calif.

Maynard H. Farshetter

Mrs. Judy Farshetter asks that you contact her as soon as possible at 1428 Orizaba Ave., Long Beach, Calif. 90804.

Pedro Eliot

Your wife, Heather, is anxious to hear from you. Please contact her as soon as possible at Rue-de Carnot (Bye Lane), Bura Bazar, Chandannagar, Dist. Hooghly, W B, India.

Robert Orion Smith

Your nephew, Sam Smith, asks that you get in touch with him as soon as possible at 301 4th Ave., Asbury Park, N.J. 07712.

Leo Garabedian

Please contact your wife, Dorothy, as soon as possible at 601 21 St., Aliquippa, Pa. 15001.

James Joseph Connors

George E. Mrayman asks that you contact him as soon as possible at 62 Conant St., Pawtucket, R.I.

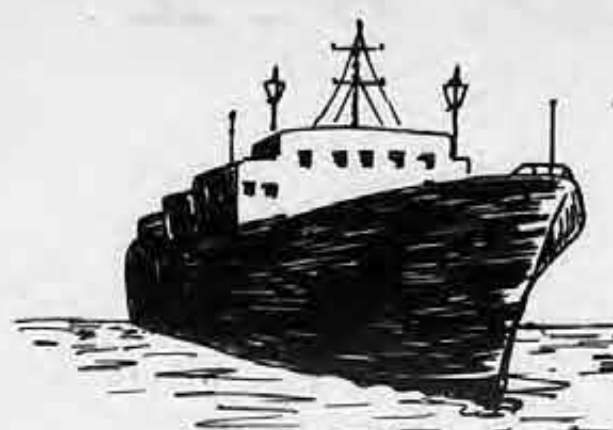
Norman Edward Griffin

Your daughter, Mrs. Gale Wellman, asks that you get in touch with her as soon as possible at 6040 Graceland Ave., Cincinnati, O. 45237. She is anxious to hear from you.

New Address

Port Arthur, Tex.

The Port Arthur office of the Inland Boatmen's Union has been moved to 534 Ninth Ave., Port Arthur, Tex. 77640. The new offices of the SIU affiliate were opened May 1, Agent Roan Lightfoot announced.



from the ships at sea



Ship's Chairman Robert Byrd said the crew of the *Seatrain Florida* (Seatrains Lines) wanted to go a little further than the usual vote of thanks to the steward department for a job well done. In a resolution commending Chief

Steward Wilbur Sink, Steward Delegate James Johnson and the rest of the department, Byrd said: "We have been very fortunate in having meals well-prepared and of excellent quality, served in very clean surroundings by congenial messmen. Our wholehearted thanks for exceptional meals and service, and no trouble of any kind." The resolution was unanimously adopted at a shipboard meeting after the *Florida* left Yokohama bound for San Diego and San Francisco.

The *Erna Elizabeth* (Albatross Tankers) will be paying off on the West Coast after a six-month voyage, according to a report received from ship's Secretary-Reporter Ernest Bryant. "We crewed up in November for a

trip to Spain and England," he said. "In addition to Spain and England, we made two runs from the Caribbean and then went to the Persian Gulf. From there we are heading for St. Johns, New Brunswick." Ship's Chairman John Swiderski reports from the *Erna Elizabeth* that the voyage has been smooth, and that there have been only a few beefs. One beef is that the vessel has not received any *Logs* during the entire trip. G. Hernandez is the deck delegate; C. W. White, engine delegate, and James Webb is the steward department delegate.



Aboard the Steel Apprentice

"We are glad to relate to our Union Brothers that the present set-up of the SIU Ship's Committee works 100 percent for the harmony and welfare of the membership," reports Ship's Secretary-Reporter Paul Lopez. This photo taken aboard the *Steel Apprentice* (Isthmian) at sea shows the committee. From left are: Lester Broderick, engine delegate; P. Lopez; Augusto Lopez, steward delegate; Charles Phillips, deck delegate; and Daniel Backrak, ship's chairman. The ship is on her way to Los Angeles after discharging cargo at Danang and Cam Rahn Bay.

A surprise anniversary party took place April 16 aboard the *Robin Trent* (Moore-MacCormack) to honor Mate Jim Vining who had just completed his 40th year at sea, reports Ship's Chairman Willie D. Crawford. A

special anniversary cake was prepared by Harrison "Buck" Burnsed, baker, and was presented to Vining by the captain and Chief Steward Jack O'Steen on behalf of the entire crew. The chief mate said: "These have been a rewarding 40 years of service, beginning in the fo'c'sie during the years I sailed as member of the SIU. I want you to know that this SIU crew has been one of the finest, and most dependable and knowledgeable crews that I have sailed with." (See pictures of the *Trent* on page 7.)

Administration Policies Hurt Consumers

Business lobbyists are waging a strong fight in Congress to prevent passage of a "class action" consumer redress bill; food prices have reached a record high, and the Administration has told Congress that the easiest way for moderate-income families to get into their own house is to buy a mobile home (see story page 12).

The consumer "class action" bill, sponsored by Democratic Senator Joseph Tydings of Maryland and Rep. Bob Eckhardt of Texas, would allow consumers with similar complaints to bring suit jointly against business firms. Introducing the bill, Eckhardt said:

"We must decide whether we intend to make the courts as accessible to the poor as we do for the rich. This bill gives the consumer the right to sue—the right of plain people to come into court and obtain the rights that are theirs. Our bill uses judges and juries to determine these private rights and afford private remedies."

Would Solve Common Problem

The Tydings-Eckhardt legislation, for which the Administration has offered a modified substitute, would help solve one of the most persistent problems moderate-income buyers have to face: That often losses suffered at the hands of deceptive or high-pressure sellers are not large enough to make it worthwhile for a lawyer to handle the case.

This dilemma has made possible the existence of a multitude of frauds and overcharges, from installment sales practices to gouges for transmission and home repairs, health insurance and many other goods and services.

Usually the aggrieved consumer takes his financial beating in bitter silence with no place to turn. He isn't poor enough to qualify for help from the Legal Aid Society; he isn't rich enough to have a lawyer at his command.

Can End Bad Practices

But when a community group or local government agency can bring a suit, refunds can be gained for all the consumers who suffered from the same malpractice, and the practice itself usually can be ended.

In essence this bill would allow a group of, say 100, consumers with similar complaints against a business firm to sue that firm for redress. Thus, if the average redress sought was \$200, the group would sue jointly for \$200,000.

Class actions have already shown their value in

wining a \$100,000 settlement for overcharges for tetracycline drugs between 1954-66, and by ending the use of prejudgment wage garnishees in 17 states.

In Rhode Island, the Consumers Council used class actions to stop several deceptive practices of transmission repair and home improvement services. In Arizona, the Consumers Council used a class action suit to get Tucson grocers to stop collecting a city sales tax after it had been repealed.

Differing Restrictions

Various states have their own laws permitting class actions with differing restrictions. The federal bill introduced by Tydings and Eckhardt would provide much more opportunity for consumers or organizations to bring class action suits in federal courts regardless of where the consumers live or the amount involved.

Presently, federal courts can take only suits involving parties in two or more states and separate claims of at least \$10,000.

The prospect of this type of legislation has generated strenuous opposition from large corporations and trade associations. The bill is being fought by the American Retail Federation, the Retail Merchants Association, the Canners Association, the Association of National Advertisers, the Chamber of Commerce, Procter and Gamble and other business giants.

Because of the opposition by big business, the Administration has introduced a modified version of the bill.

The substitute proposal would limit the suits that could be undertaken to 11 specific categories of possible frauds and require that the Justice Department first sue and win a judgment before a class suit could be filed.

Thus, consumers would first have to convince the Justice Department to sue the offending business firm. If the department was successful, then the consumer or group could sue. The defect in this proposal is evident—the Justice Department has many other responsibilities and has actually never displayed much interest in consumer problems.

If the public demands it, the Tydings-Eckhardt bill has a chance to get through Congress despite the business opposition and the Administration's offer of a poor substitute.

Boosting Food Prices

Another area of serious concern to the consumer is the record high cost of living. While the Administration tries to fight inflation by slowing production

and creating unemployment, the U.S. Agriculture Department works to boost food prices.

Just when food costs are at record highs and eggs temporarily are one of the few reasonably-priced proteins foods, the U.S.D.A. has warned farmers to reduce their egg-laying flocks to keep up prices. After hitting levels of close to \$1 a dozen last winter, mainly because of speculation by middlemen, prices recently have dropped about 40 percent. Egg production currently is running about 3 percent ahead of last year.

The irony is that the public is not getting the full benefit of the present larger supplies, yet the government wants to reduce them.

No Help for Farmers

Nor have the farmers been getting much benefit from the higher retail food prices. Last year the average city family paid \$1,173 for farm products, an increase of \$55 from the year before. But farmers got only \$447 of that expenditure, or \$12 more. Middlemen got the \$43 balance of the increase, for a total of \$726 of the average family food bill.

The futility of the government's mock war against inflation is that it fails to attack the real problems of high food and housing costs.

The Administration's answer to the country's housing shortages and mortgage financing problems is for middle income families to buy a mobile home. It considers this kind of home to be "the largest single source of acceptable new housing . . . at prices which moderate income families can afford."

Mobile homes are cheaper! They cost approximately one-fourth the price of the average conventional new house today. But they do have their drawbacks.

The fact is that families are already having trouble finding a place to locate their mobile homes. Many towns have zoning restrictions forbidding this type house; some trailer parks don't want families with children, and others charge exorbitant rates for families with young children. In effect, they bar younger families who are hardest hit by the general housing and money shortage.

Another problem is that lenders charge more for financing mobile homes. Rates generally run close to 12 percent.

If you're thinking of buying a mobile home to get around the housing shortage, better see first where you can locate it, and find out the standards and rules of local trailer courts. A good reference book is *Woddall's Mobile Home Park Directory*. It is available in libraries and local courts.

Maritime Program Passed by House

(Continued from page 3)

and to operate those ships under the U.S. flag."

Construction Subsidies—For the first time since 1936, the bill extends to all ship operators the right to qualify for construction differential subsidies. Again, this right had been limited in the past to the 14 subsidized berth-line operators.

Garmatz made it clear that particular emphasis would be placed on building ships for the bulk trades. One of the "major objectives" of the long-range shipbuilding program, he told his colleagues, "is to build bulk carriers in our commercial trades in world markets because we have virtually forfeited our bulk trades to foreign carriers."

Operating Subsidies—As in the case of construction subsidies, the measure extends operating differential assistance beyond the liner trade, including bulk carriers under this phase of the program for the first time.

Garmatz told the House that the combination of construction and operating subsidy aid for the bulk trades would encourage American ship operators to "build and operate U.S. ships to give us a bulk carrying capability."

At the same time, the bill introduces a wage index concept which, Garmatz said, would encourage responsible collective bargaining and would lead to "a general lessening of dependence on operating subsidy for our liners to meet foreign competition."

The Merchant Marine Committee had modified the Nixon proposals on the wage index to afford organized labor the opportunity to participate in the decision-making process involved in the setting of manning scales for subsidized vessels.

Foreign-Flag Phaseout—The bill provides an orderly method by which presently unsubsidized companies could qualify for benefits under the program while disposing of their foreign-flag holdings over a 20-year period. Failure to include such a phaseout, Garmatz said, would have made it impossible for some operators to come under the American flag.

Under this provision, an operator with both American-flag and foreign-flag holdings would have to agree to a "freeze" of his foreign holdings at their April 15, 1970, level, and to gradually divest himself of these foreign holdings within 20 years.

Commenting on this provision in the course of the floor debate, Garmatz declared:

"This has the potential of reducing, if not eliminating, the so-called 'runaway' fleet, about which our seafaring unions and others have complained so bitterly over the years."

"To the extent operators with foreign-flag ships are in-

duced by this program to build their ships in U.S. yards and operate them under our flag, we will have strengthened our commerce and provided for our national security. Further, we will have created more jobs than are presently available for our seafaring personnel."

The chairman said that the provision for phasing out foreign-flag holdings would be a major step toward accomplishing "one of the major purposes" of the maritime program—"to build up a commercial bulk-carrier fleet."

Long Years of Neglect

Rep. William S. Mailliard (R-Calif.), ranking GOP member on the Merchant Marine Committee, also emphasized the long years of neglect of the bulk carriers, declaring that it had "created a crisis which cannot be ignored."

Mailliard declared:

"While our liner trade has grown steadily over the years, its importance in terms of our economic well-being has been overshadowed in recent years by the growth of the bulk trades."

At present, he said, America's liner trade involves the carriage of approximately 46 million tons annually, while bulk trades account for almost 350 million tons. At the end of the 10-year ship construction program called for in the legislation, he went on, liner trade will have increased to some 60 million tons annually, while the bulk trades will have soared to between 550 million and 600 million tons.

'Can't Afford Dependence'

"If American-flag ships are not built to transport a reasonable percentage of our expanding foreign trade," Mailliard said, "we will be totally dependent upon foreign shipping interests to move these goods. We cannot afford that dependence."

To meet this need, he declared, calls for particular emphasis on the maximum development of bulk-carrying capacity under the American flag.

With regard to the phaseout of foreign-flag operations, in order to induce shipowners to develop their future fleets under the U.S. flag, the California Republican said:

"This provision recognizes the fact that a number of highly qualified, non-subsidized operators have been compelled to build and operate ships under foreign flags because of the static nature of our maritime programs, particularly in the field of bulk carriage."

"These operators can make a substantial contribution to our maritime posture. . . . It would be unreasonable to ask these carriers to give up overnight their foreign operations in order to qualify for participation in this new maritime program."



(Detroit News photo)

Coast Guard "speed cop" uses a stopwatch to clock Great Lakes freighters as they pass through the St. Clair River. Speed limits are being enforced to cut down on property damage along the shore caused by the bow waves from fast-moving vessels.

Coast Guard 'Cops' Clocking Speeding Lakes Freighters

Detroit

A new kind of speed cop—lurking behind boathouses and hiding in bushes along the riverbank—will be clocking Great Lakes freighters this season as the ships move along the St. Clair River, connecting Lake Huron and Lake St. Clair.

The Coast Guard's first full-time speed check team in this area—equipped with an automobile and a stopwatch—is an effort to reduce shoreline property damage caused by a combination of high water and the waves of passing ships.

Owners of cottages and docks along the 35 miles of shoreline estimated damage last year at \$100,000, and they complain that "hot-rod" ore carriers are the cause.

Speed limits along the waterway are established by the Corps of Engineers, but the Coast Guard is the only law enforcer. Currently, the limits are 9 mph from the Blue Water Bridge, at Port Huron, south to Marysville, and 10 mph the rest of the way to Lake St. Clair. These limits are a little more than half-speed for a modern lakes freighter.

Times and places that Coast Guard teams will observe freighters are a secret, according to Lt. Cmdr. Kenneth F. Franke of the Belle Isle Coast Guard Station.

"Our team will be checking mornings, afternoons, midnights, moving from place-to-place,"

he said. "We're not hiding, but we're not waving a flag to show where we are."

Detection of a speeding vessel is simple and accurate, the Coast Guard says. One member of the team will time the moment the bow of the ship passes point A and the other when it passes point B, a known distance apart. Or, a single spotter can clock the ship at one point, hop in his car, and race down to the next check point.

The equipment is simple. They will use a navigation chart with measured distances, a stop watch, and a rally computer—a plastic device used in road racing to compute by distance-rate-times formulas.

If necessary to confirm the team's observation, officers will take off from Belle Isle in a speedy launch (a waterborne motorcycle) to overtake the ship and will order the captain to "pull over to the anchorage." They will then board the vessel and check the ship's log for its recorded speed.

Wave damage is not a federal offense, but a property owner can file a civil suit against the vessel's owners for damages, and Coast Guard records are available to him for his case, the Coast Guard says.

Speeding can also cost the ship's captain or pilot his license for a month. This amounts to a fine of \$2,500 to \$3,000 for the man in charge of a propeller-driven hot rod.

Sparkman Urges Maritime Program Approval

Washington

The United States should be a "maritime-oriented nation" but unfortunately this is not the case, Senator John Sparkman (D-Ala.) said recently.

He pointed out that 23 states, including his home state of Alabama, are on the sea and that 80 percent of the states have direct access to the seas, some through the St. Lawrence Seaway, the Mississippi River and other waterways.

The chairman of the Joint Committee on Defense Production said the construction of new merchant ships is "all-important" to the U.S. foreign trade as well as to national defense.

Sen. Sparkman urged Congressional approval this year of legislation authorizing 19 new ships for the fiscal year 1971. Construction would cost nearly \$200 million and is part of President Nixon's overall program to build 300 additional U.S.-flag vessels in the next decade.

"We must now rely heavily on foreign merchant ships to bring us the raw materials we need for the American domestic economy and for our defense industries," the Alabama Democrat stated.

The U.S. merchant marine is in a "deplorable state," he continued. He cited statistics which show U.S.-flag ships today carry less than 6 percent of the total U.S. foreign trade. Soviet merchantmen, the senator said, carry 50 percent of the USSR's seaborne trade.

POLITICAL ACTION:

The elections of 1970 are just five months away.

During these next five months, the American people can expect to be bombarded with patriotic appeals to take an active role in the political processes of the United States.

Americans will be asked to contribute funds to the candidates of their choice . . . and to work for their election.

They'll be told that the exercise of these rights is just plain "good citizenship."

There's something else the American people can look forward to between now and election time.

They can expect to be bombarded with a barrage of news stories, magazine articles and speeches criticizing the Seafarers International Union—criticism based solely on the ground that this Union plays an active role in the political process.

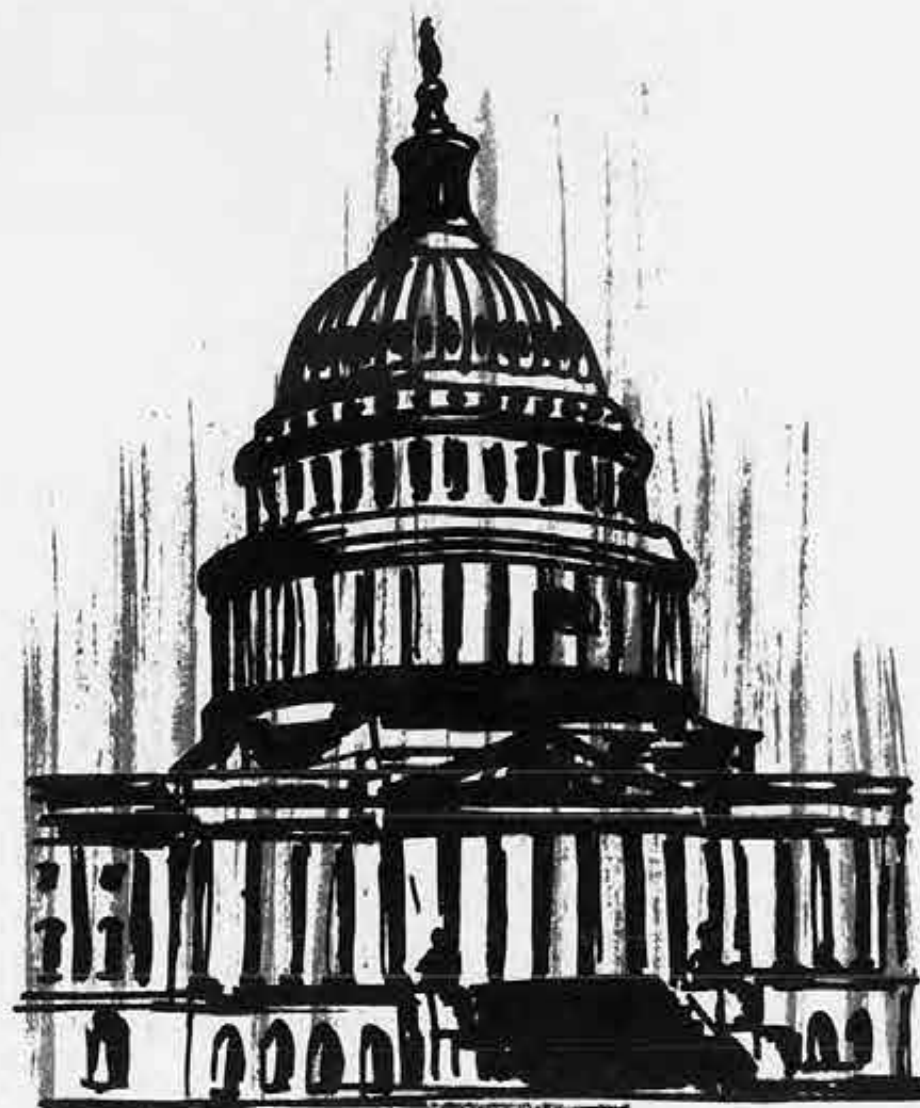
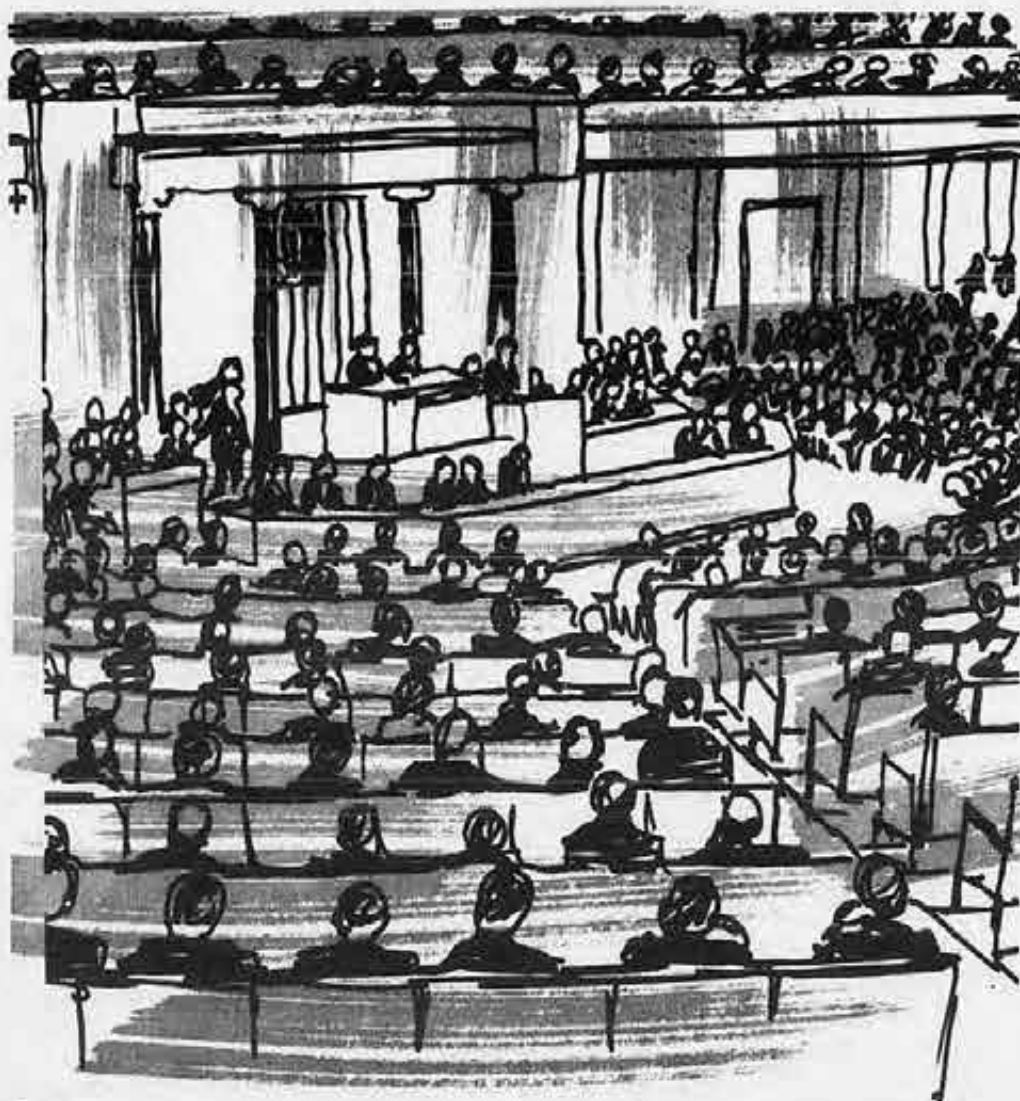
The SIU will be attacked for contributing funds to the candidates who support our efforts to revitalize the American merchant marine . . . and we'll be attacked because we're working for the election of these candidates.

Some of the people who holler the loudest that Americans should become involved in politics are the same ones who'll be doing the most screaming because Seafarers are involved in politics.

This is known as trying to carry water on both shoulders: Telling the public that politics is "good citizenship"—except when it's practiced by Seafarers.

This kind of criticism is nothing new for the SIU.

As the following pages of this Supplement make clear, we've been under fire regularly because we choose to exercise our right, as citizens, to be active in politics—and this criticism is certain to intensify, the closer we get to election time.



We've been attacked by everybody from right-wing, anti-labor politicians to muckraking "investigative reporters" from the daily press.

They claim that they've "uncovered" something truly sensational—although the fact of the matter is that all of their information is based on the Union's own public reports of every dime and dollar collected and spent.

The SIU and its political arm, the Seafarers' Political Activities Donations, operate in full view of the members and the public:

- Contributions are made voluntarily by SIU members.
- They are transmitted openly to the candidates we support.
- They are reported publicly to the Department of Labor, and to the Clerks of the House of Representatives and the Senate.

These political contributions support the candidates who support us . . . the politicians who share our dedication to the revitalization of the U.S.-flag merchant marine.

And these contributions are used to oppose those candidates who oppose us . . . the politicians who are bent on busting unions, taking away seamen's rights, and destroying seamen's jobs.

The SIU intends to continue to fight the seamen's battles . . . and in this fight, we know we can continue to count on membership contributions to the Seafarers' Political Activities Donations.

We don't intend to be scared out of politics.

We think it's our right . . . and our responsibility to remain active in this field.

A Right . . . A Responsibility

from the

Wall Street Journal Special-Interest Groups Pay Big Speaking Fees To Many in Congress

Maritime Labor Body Holds Regular Lunches; Savings Group Pays Dirksen \$3,500

Using Ghost-Written Texts

By JERRY LANDAUER

Staff Reporter of THE WALL STREET JOURNAL

WASHINGTON — Just before noon almost every Wednesday, one Congressman or another takes a short trip downtown to make some extra money the easy way.

Flagging a cab on Capitol Hill, the Congressman goes to the Transportation Institute, a year-old organization devoted to promoting the "citizen-owned, citizen-managed" U.S. merchant marine. In the institute's paneled auditorium, he hoists a cocktail or two and downs a brief lunch. Afterward he reaches for a ghost-written speech and proceeds to address leaders of the AFL-CIO's Maritime Trades Department, a group of 39 independent unions.

His text is short, running no more than six or eight double-spaced pages. Yet some in the audience of perhaps 75 labor leaders plus guests seem inattentive, perhaps because the same group has heard the same speaker drum similar themes several times before.

But the Congressman doesn't seem annoyed. By 2 p.m., he'll be back in his office, richer by \$500 or even \$1,000. And he can almost surely count on banking another \$3,500 sum for another speech three or six months hence.

The Congressman's "honorarium" is a form of extra income that scores of colleagues are gladly accepting, though doubts have arisen about the propriety of certain fees.

A \$3,500 Fee

Some of the nation's most prestigious legislators, including Senate Democratic Leader Mike Mansfield and Senate Republican Leader Everett Dirksen, are fattening their incomes by speechmaking outside the halls of Congress. During the past year or so, the reported fees have ranged from a modest \$41.90 received by Michigan GOP Sen. Robert Griffin for a speech to the Colorado Jaycees up to \$3,500 paid to Sen. Dirksen for an appearance before the U.S. Savings & Loan League; the big Congressional names frequently draw \$1,000 or more. The payments come from universities and political, religious, farm and civic groups, as well as from labor and business organizations.

During the second half of 1968, according to reports recently filed with the Senate, no fewer than 61 Senators received a total of \$303,000 for speaking, writing, appearing on television and the like. Some Senators regularly arranged speaking dates through booking agencies and kept quite busy; for the whole year top-earner Edward Brooke of Massachusetts found time to deliver 17 speeches, netting \$21,556.

The House requires no disclosure of speech-making income; hence it's not possible to compile any totals for Congress as a whole.

At least some of the House members who draw speechmaking fees see no need for revealing them. Democrat Charles Wilson of California contends his income from speeches doesn't concern outsiders. "It's my business," he says. Democrat Thomas O'Neill of Massachusetts fears publicly about any one honorarium he has received might offend donors of others; "I'm certainly not going to divulge that one group paid me more than another," he says.

House Action

Clearly, there's increased sensitivity in Congress about this sort of outside income. Last year, in an effort to prevent possible impropriety, the Senate adopted rules requiring disclosure of the amounts and sources of these fees. And though the House declined to go as far, it did order members to "accept no honorarium for a speech, writing for publication of other similar activity . . . in excess of the usual and customary value for such services."

There can hardly be any serious challenge to the propriety of many of the fees paid—particularly such sums as the \$150 that Republican Sen. John Sherman Cooper of Kentucky got last year for a speech at the Brookings Institution here or the \$400 that Maine's Democratic Sen. Edmund Muskie received for speaking at the Bread Loaf Writers' Conference in Vermont.

But questions may arise when fatter fees go to a lawmaker who wields influence in an area of special interest to the group making the payment. Undoubtedly the U.S. Savings & Loan League was aware that its big payment to Sen. Dirksen was going to a member of the tax-writing Finance Committee as well as the Senate Republican leader. It's noteworthy, too, that Alabama Democrat John Sparkman, chairman of the Senate Banking Committee, received \$1,000 for addressing the National League of Insured Savings Associations. And Republican Wallace Bennett of Utah received \$1,200 from the National Mortgage Banking Association; he sits on the Senate Finance and Banking Committees.

(Civil service regulations prohibit Executive-branch officials from receiving any pay at all for comparable speeches; the Secretary of Agriculture, for example, can't take money for addressing a meeting of the American Farm Bureau Federation.)

Eager Listeners

But few business groups or unions desire or can afford to hear a political speaker more than once a year—and then generally at an annual convention. Only the leaders of maritime labor pay so frequently for first-hand enlightenment from Congress.

In one recent 12-month period, legislators picked up 55 fees for speaking to Maritime Trades Department lunches, breakfasts and seminars. The payments ranged up to \$1,250 for a speech by Maryland Democrat Edward Garmatz, chairman of the House Merchant Marine Committee, which fixes the annual ceiling for maritime subsidies.

Senate speakers, too, have found the maritime labor leaders pay well—usually better than other groups do. According to the Senate disclosures, Democrat Frank Moss of Utah

gave two paid speeches last year, receiving \$100 from the University of Missouri and \$1,000 for addressing the Maritime Trades Department. Democrat Stephen Young of Ohio spoke for pay three times, to a bar association in Cleveland for \$500, to the American Jewish Congress in Miami Beach for \$500 and the Maritime Trades Department in Washington for \$1,000. Democrat William Spong of Virginia collected four fees—\$100, \$250, \$500 and, in his only paid appearance, not requiring an out-of-town trip, \$1,000 for talking to the maritime group. Republican Norris Cotton of New Hampshire didn't speak at all for pay in 1968; this year, though, a six-page speech to the maritime union men brought him a check for \$1,000.

But members of the House speak more often than Senators to the maritime labor group, and some come back several times. Pennsylvania Democrat John Dent, collecting three fees totaling \$2,000 in 10 months, sounded almost apologetic on one occasion. "I'm happy that you don't feel I've worn out my welcome by my long speeches," said Mr. Dent, chairman of a key House Labor subcommittee.

For attending the group's Wednesday luncheons, \$500 went on March 5 to Democrat Frank Thompson of New Jersey ("It's a pleasure for me to be back at another of these MTD lunches"); \$500 on April 2 to Democrat Fred Rooney of Pennsylvania ("This is the third occasion that you of the MTD have given me the opportunity to discuss maritime issues"); \$500 on April 10 to Democrat James Hanley of New York ("It's a pleasure for me to come back to another of these MTD luncheons"); and \$500 on April 17 to Republican Seymour Halpern of New York ("I appreciate your very kind invitation to come back to another of these MTD lunches").

Union Ghosts

The list goes on and on. There was a \$500 payment on April 30 to Republican Howard Pollock of Alaska ("I'm happy to be back among my friends in maritime labor and management"); \$500 on May 7 to Democrat Joseph Addabbo of New York ("I appreciate your very kind invitation to come back and talk with you once again"); and \$500 on May 21 to Democrat William Hathaway of Maine ("I'm delighted to be back at another of these MTD discussion sessions").

The luncheon hosts are always ready to provide their Congressional guests with a unique service—a service explaining why opening speech lines sometimes sound similar. Without asking, scheduled speakers receive suggested texts written by union ghosts. And if the lawmaker chooses to speak his own words, the union may nonetheless release to the press the words it wanted him to say. On occasion, news tickers inadvertently carry excerpts from undelivered, union-ghosted speeches.

Democratic Rep. Robert Leggett of California, for one, scrapped a canned speech sent to his office in advance of a speaking date set for March 28. He wanted to talk in his own way about Soviet sea power. Nonetheless, the luncheon hosts passed out their version of the "Leggett speech."

Conceivably, of course, the speech-buying may be intended to serve educational purposes, keeping the union leaders informed about events in Congress. But a closer look at those

who pay the tab suggests more political motives.

To begin with, the freely flowing honorariums are paid not by the Maritime Trades Department but by just one of its 39 member unions, the Seafarers International Union. The Seafarers Union is relatively small, counting possibly 40,000 members. Yet this union gladly writes all the honorarium checks because it has found a way to recover the expense from the crews of those "citizen-managed" U.S. merchant ships.

One example is the tanker St. Lawrence, flying the Stars and Stripes and carrying fuel to Vietnam under Pentagon charter. Part of the crew is Japanese, picked by union agents in the Seafarers' Yokohama-hiring hall. The foreigners must kick back much of their pay to the union for the right to keep working. According to secret union records, two paydays on the St. Lawrence netted the Seafarers \$7,000 from noncitizens; some handed over as much as \$500 each.

A Political Fund

Significantly, these collections aren't deposited in the union's general treasury, which is subject to public accounting and Federal policing under the Landrum-Griffin labor reform act. Instead, the money goes into a separate union-controlled political campaign fund that's governed only by the looser Federal election laws. Last year this fund ladled out \$883,493 for campaign contributions, other political expenses and speaking fees; that was tops for any union. It's from this fund that the Seafarers pay the Maritime Trade Department's fees to its Congressional guests.

By drawing honorariums from a political fund (it is so registered with the clerk of the House of Representatives), the union appears to be conceding that its purpose in paying for speeches is less educational than political.

The Seafarers assert that the income of their political fund consists of voluntary contributions, as the law requires. "For years our members have voluntarily contributed to our political activity funds and have thus expressed their right to participate in the American political process," a union statement explains.

However, collection records show that much of the money comes from noncitizens like those working aboard the St. Lawrence, and few such donations seem to be freely given. Thus, from foreign crew members on the tanker Western Planet, carrying Navy oil from the Persian Gulf to the Far East, the political fund received 14 gifts of \$100 each; four other aliens gave \$200 each and one parted with \$300.

Though some Americans do donate, their contributions appear to be much less liberal than the foreign seamen's. On one occasion, the collections aboard the Transglobe, a vehicle and container carrier sailing to Vietnam, ranged between \$5 and \$20 each among the American crewmen; the Japanese, Filipinos and Scandinavians in the crew gave from \$350 to \$500 each. The total take from Americans was \$399 and from foreigners \$3,850.

from the

San Francisco Examiner

Seafarer Funds Probe

Funds collected by the AFL-CIO Seafarers International Union from its members for political action are being investigated by the U.S. Department of Justice. The probe shifted from New York to San Francisco with 26 SIU members testifying before the Federal Grand Jury here yesterday.

They were crewmen aboard the SeaLand freighter Fairland and subpoenaed Tuesday after the ship docked at Alameda.

They were ordered to take with them records relating to dues and assessments.

Several seamen said they were questioned about political contributions collected by the SIU.

One said: "The members are behind this investigation. Class B seamen, who don't have (union) voting rights, and foreign seamen, who also can't vote, really get hit for contributions to SPAD."

the SIU political action organization.

Union officials, a SIU attorney and Assistant U.S. Attorney Raymond Grunewald, chief of the civil division in New York who was with the Grand Jury, declined to discuss the case.

Newspaper Reports

New York newspaper reports—neither denied or confirmed by SIU officials—said the union has been taking political contributions from foreign seamen for candidates in U.S. elections.

According to these reports, Japanese and Filipino seamen, who are not U.S. citizens and cannot vote in this country, have been contributing as much as one-third of their wages to American political candidates. These seamen were said to be working on U.S. flag ships in the Vietnam trade.

The Fairland came here from Vietnam.

The seamen do not know to whom they are contributing and political candidates don't know where the money comes from, except that it is paid through the union, according to the reports.

Contribution Laws

Labor laws prohibit contributions of union funds to federal political candidates but permit unions to collect "voluntary contributions" from members for political purposes.

Funds collected in this way must be reported to the Labor Department's Office of Labor-Management and Welfare-Pension Reports.

The Justice Department's investigation has been under way for several months, it was learned.

Before heading the civil department, Grunewald was in charge of the New York organized crime section.

from the

News-Pilot, San Pedro, Calif.

Seafarers un collections e

SAN FRANCISCO (UPI) — The San Francisco Examiner reports that Department of Justice officials here are investigating the collection of funds by the AFL-CIO Seafarers International Union from its members.

A federal grand jury here has subpoenaed 26 crewmen from the Sea-Land freighter Fairland. The crewmen, all members of the SIU, testified before the jury last week.

New York newspaper reports—neither denied or confirmed by SIU officials—said the union has been collecting political contributions from foreign seamen for candidates in U.S. elections.

The seamen here were ordered to bring records concerning dues and assessments to court. Several said they were questioned about these records and one said he was asked about political contributions, the Examiner reported.

The Justice Department has been investigating several months, York. Newspapers stated Japanese men who are and cannot vote have been contributing as one-third of American political reports said the aware of where tions go, and po do not know w butions come fr are paid through

Labor laws p tions of union political candida can collect volun from members f poses.

Funds collect must be reporte Department.

Union offici comment on the

from the

San Francisco

Seafarers Union Is Under Probe

Raymond Grunewald, Assistant U.S. Attorney from New York, investigation, ment further.

But the investigation involves uncovering that foreign seamen, American-owned, been forced to as one-third of into the union's campaign chest.

According to the money then candidates w men, as non-cit vote for or again The seamen not even know t "donations" we politicians do p source of the con

The Federal Grand Jury here has been questioning sailors about possible shakedowns by their union for political contributions.

The investigation, which so far has brought 26 sailors before the jury, is part of a probe into the practices of the Seafarers International Union by a Federal Grand Jury in New York.

Neither union officials nor

Why Seafarers are in Politics

Why are the SIU and its members so active in American politics?

The delegates to the international's convention last year spelled this out pretty clearly in a resolution dealing with political action.

Here's what they said on this subject:

Political action is a responsibility of American citizenship, because we live in a society whose democratic institutions depend on the participation of all of the people.

For years, the American labor movement has brought to this citizenship role the successful principles of trade union activity — the principles of people working together, achieving jointly what it is difficult or impossible for the individual to achieve alone.

The political activities of the Seafarers International Union of North America, AFL-CIO, are in keeping with the American trade union tradition.

As a trade union, we are first of all concerned about the enactment of legislation that will enhance the economic and social gains which are won at the bargaining table, and the defeat of legislation that would inhibit these gains.

As a citizen organization, we are concerned about the enactment of legislation that will improve the society in which we and our families live, and the defeat of legislation that would weaken or destroy that society.

To be effective, political action must be a total program.

Support of good legislation and opposition to harmful legislation is not enough.

It must be accompanied by support of those candidates for office who are sympathetic to the views of working people and their unions; and by opposition to those candidates who are hostile to the views of working people and their unions.

This is the reason why, more than 60 years ago, Samuel Gompers called upon the members of the trade union movement to "reward your friends and punish your enemies."

It is a principle that still holds true today, and it guides the political activities of the Seafarers International Union of North America in the same manner that it guides the entire trade union movement.



Now, therefore, be it

RESOLVED: That this 14th biennial convention of the Seafarers International Union of North America, AFL-CIO, reaffirm the commitment of this Union to active participation in the political processes of this country, for the betterment of the members whom we represent; and be it further

RESOLVED: That we call upon all of the members to make this political action as effective as possible by their voluntary financial contributions through their trade union structure; by making sure that they and their families are registered voters; and by making certain that they exercise their right and duty to vote in all local, state and national elections.



Democrats, Republicans Hail Merits of Shipping Program

(Continued from page 3)

Rep. Mario Biaggi (D-N.Y.) emphasized the growth in American foreign trade, which last year hit the \$74-billion mark, adding that the "modern U.S.-flag fleet" proposed in the legislation "will be the economic lifeline between this country and the world marketplace." The result, he said, will be a strengthening of the U.S. balance-of-payments position.

Rep. James A. Burke (D-Mass.) expressed optimism that passage of the bill would be "another important step in restoring this nation to its rightful position on the high seas." He said he was "particularly encouraged" by the fact that the program would "encourage the building of vessels in American shipyards, the registering of these vessels under the American flag and the manning of these ships with American crews."

Rep. Thomas N. Downing (D-Va.) called the passage of the bill "the dawn of a new era in the maritime history of this country," adding that it would "reverse the decline of the merchant marine, which some of us have been witnessing for the past 10 years."

With respect to the phaseout of foreign-flag holdings by American companies, the Congressman said that to require "the complete divestiture of all foreign-flag interests" immediately would mean that "the program would be doomed to failure."

Rep. G. William Whitehurst (R-Va.) emphasized the benefits that would "accrue to seafaring labor" through passage of the bill, explaining that continuance of the current policy would mean "a net loss of over 10,000 seafaring jobs by 1980." He termed the measure "an excellent piece of legislation" which, he said, "deserves our wholehearted support."

Rep. Edith Green (D-Ore.) praised the Merchant Marine Committee for deleting from the Administration's proposals a provision which would have eliminated the payment of subsidy for maintenance and repair work performed in American shipyards. Inclusion of the provision, she said, would have risked doing "substantial damage to the repair yards in this country."

Rep. Alton Lennon (D-N.C.) pointed out that the provision extending tax-deferred construction reserve rights to all operators was "the principal feature of the bill in terms of stimulating the growth of the American-flag merchant marine and in increasing shipbuilding in U.S. shipyards."

Rep. Speedy O. Long (D-La.) praised the cooperative efforts of Congress, the Administration, maritime management and maritime labor which, he said, resulted in a program which "has come as close to receiving approval from all segments of the industry . . . as any maritime program in the past 35 years."

Rep. Michael A. Feighan (D-O.) called the bill a "landmark" measure which, he said, "will reverse the downward trend" in the maritime industry. He hailed the inclusion of the Great Lakes fleet in at least part of the program, so that operators along America's "fourth seacoast" would be given an opportunity to replacing their aging vessels.

Rep. Thomas M. Pelly (R-Wash.) called the bill a fulfillment of the commitment made by President Nixon, in a speech in Seattle, Wash., in September 1968, pledging a revitalization of the U.S.-flag fleet. He said that the legislation was both a "challenge" and an "opportunity" for the maritime industry that can lead to development of a fleet able to move "a significantly higher share of our commerce than we are capable of today."

Rep. Charles A. Mosher (R-O.) said the inclusion of the Great Lakes fleet in the bill would lead to "a substantial building program" in that area. "Without the enactment of this legislation," he said, "it is unlikely that more than five or six new vessels could be built for Lakes service during the next decade. Only two have been built in the last 10 years, and only two are today being built."

Rep. Henry C. Schadeberg (R-Wis.) termed the legislation "a turning of the corner in the effort to provide our nation with a merchant marine of which we can truly be proud."

Rep. John D. Dingell (D-Mich.) said that the Great Lakes fleet was "desperately in need of the kind of help afforded it" by the maritime legislation, adding that this particular stride forward "can be accomplished with virtually minimal costs to the Treasury."

Rep. Hastings Keith (R-Mass.) expressed appreciation that the fishing fleet was included in the tax-deferred construction reserve fund section of the bill, declaring this to be a recognition of "the impact of foreign competition on our fishing fleet"—competition, he said, which was just as serious as that faced by cargo vessels competing with foreign-flag operations.

Rep. Robert O. Tiernan (D-R.I.) called the bill the first "comprehensive and constructive measure" to aid the merchant marine in 34 years, adding that it would be of major assistance to shipping and shipbuilding which constitute major elements of the national defense picture.

Rep. Robert Taft Jr. (R-O.) said that the measure would help in the replacement and modernization of shipping on the Great Lakes, adding that "the needed expansion of our aging merchant marine in those waters has long been a cause for concern."

Rep. Hugh Carey (D-N.Y.) called the legislation the beginning of "a new era for the American merchant fleet—an era that will make it possible for us to compete on a more equal basis with the ships of other nations in carrying the huge amounts of goods being shipped to and from this country."

Rep. Frank Annunzio (D-Ill.) said that, under the new program, "we have the opportunity to reverse the trend in our maritime fortunes and begin a slow, steady climb to a position of leadership among the maritime nations of the world."

Rep. Joseph P. Addabbo (D-N.Y.) said that the bill "provides for the wholesale modernization" of the nation's maritime laws, and "at long last provides equal treatment for all segments of the maritime industry." In short, he said, "it puts our maritime laws in step with the times, and makes it possible for these laws to stay in step with any changes which may take place in world maritime affairs in the years ahead."

Rep. Samuel N. Friedel (D-Md.) said the measure would enable the U.S. to meet the Soviet challenge on the high seas—a challenge, he said, which has seen the Soviet Union move "from 21st position among the merchant fleets of the world in 1950 to fifth place today."

Rep. William E. Minshall (R-O.) praised the inclusion of the Great Lakes in the legislation, declaring that such action was "absolutely essential to an equitable program" of U.S. shipbuilding expansion.

Rep. John H. Dent (D-Pa.) said that the major significance of the legislation lay in its extension of major benefits to the bulk trades which had not previously been included in the federal maritime program. The result of the broadening of the program, he said, will be the development of "a viable, well-balanced merchant fleet."

Rep. Thomas P. O'Neill (D-Mass.) called the bill "a framework for the restoration of the United States as a first-class maritime power." He said that the measure provided for "a reasonable, workable and logical program."

Rep. Jacob H. Gilbert (D-N.Y.) said that the significance of the legislation "lies in the fact that we are making a start toward correcting the deficiencies of the last several decades; we are beginning to make up for our neglect of the merchant fleet, which has served America so well in the past, and which is being given the opportunity to continue to serve our nation in the future."



A quick check of the new "Seafood Time" cookbook shows a need for more salt. The 32-page booklet, prepared by the Fish and Cannery Conference of the SIUNA for the AFL-CIO Union Industries Show in New Orleans, is available to Seafarers and their families. The booklet, containing 45 ways to prepare delicious seafood meals, can be obtained by filling out the coupon below.

Fish and Cannery Conference
Seafarers International Union
675 Fourth Ave.
Brooklyn, N.Y. 11232

Please send a copy of the "Seafood Time" cook book to:

Name

Address

City State Zip

Book Number

'Bank of Last Resort' Pushed

Funds Raised to Build, Manage New Housing

Washington

Two federal programs designed to spur construction of low-cost housing and provide employment for idle American construction workers are being supported by the AFL-CIO.

One program, already authorized by Congress, is mobilizing private investment, and supplying business and technical skills, to develop and manage low and moderate income housing.

The other, now before the House Banking Committee, would establish a "bank of last resort" to finance the purchase of low and middle income housing.

The National Corporation for Housing Partnerships has already raised \$41,750,000—exceeding its goal by more than \$4 million—for construction and management of low-cost units.

Meany on Board

A major investor in NCHP is the International Brotherhood of Electrical Workers. AFL-CIO President George Meany is one of the 15 members of the original board of

directors appointed by President Johnson.

John Evans, director of the AFL-CIO Department of Urban Affairs, said he is "pleased with the response from the business community," and noted that NCHP has "provided the fullest cooperation with organized labor on the national level."

"The Redevelopment Bank concept is a unique and much-needed alternative for families desperate for shelter and in need of a bank of last resort," AFL-CIO Legislative Director Andrew J. Biemiller told Chairman Wright Patman of the House Banking and Currency Committee.

New Concept

He said: "The time has come for a new concept to deal realistically with the money needs of our housing crisis," and the Redevelopment Bank concept "is far superior" to any other plan currently before Congress.

Biemiller pointed out that funds for the bank, which would come in part from pension funds, would be fully guaranteed by the government and would earn at current government security rates.

3 More Seafarers Receive Licenses

Engineer's licenses have been received by three more Seafarers who completed the course of study at the School of Marine Engineering, co-sponsored by the SIU and the Marine Engineers Beneficial Association District 2.

There are now 379 Seafarers who have received their licenses after finishing the comprehensive training program at the school.

Paul Eugene Hayes, 45, received his third assistant engineer's license on May 5. He joined the union in the Port of Baltimore in 1962 and sailed as a qualified member of the engine department before entering the school. A native of West Virginia, Brother Hayes now makes his home in Baltimore. He is a Navy veteran of World War II.

Ralph Edward Snider, 23, joined the SIU in the Port of New York in 1966 and graduated from the Harry Lunde-



Ralph Snider

Arthur Backstrom

berg School of Seamanship in 1967. He sailed as a fireman-oiler before entering the school, and graduated on April 28 with a temporary third assistant engineer's license. A native of Parkersburg, W.Va., Seafarer Snider now is living in Parsons, W.Va.

Arthur Frederick Backstrom Jr., 22, is a native of Staten Island, N.Y., and continues to make his home there. He joined the union in the Port of New York in 1966 and graduated the same year from the Harry Lundeberg School of Seamanship. Brother Backstrom sailed as a fireman-oiler before enrolling in the school and graduated April 21 with a temporary third assistant engineer's license.



Nine more Seafarers received endorsements as qualified lifeboatmen on April 30, after attending the SIU's Harry Lundeberg School of Seamanship in New York. Seated, from left, are Alvin Hanna, Robert Garcia, Pierangelo Poletti and Pedro Lucca. Standing are SIU Instructor Lenny Decker, Richard Mansfield, David Edwards, Marco Galliano, William Nayllor and Gregory Rios.

Qualified Lifeboatmen

Medical Value Studied

Scientists Probe Oceans for Drugs

Current research indicates that the oceans might be the most promising new source of life-saving medicines.

While therapeutic medicines have been extracted from the seas in the past—iodine from

seaweed and cod liver oil—recent discoveries show that much more complex substances are available from the waters, if man can learn to extract them properly.

A medical publication notes:

"In the last few years, biologists, chemists, and pharmacologists have discovered that many marine organisms and even sea water itself contain a large supply of antibiotics, polysaccharides, steroids, toxins and other important substances that may play an important role in the management of disease."

Scientists have found that antibiotics—substances that weaken or kill disease-causing organisms—are produced by algae, shellfish, sponges and certain species of fish as part of their normal life cycles.

Some of these antibiotics have shown promise in fighting dangerous strains of bacteria. Others have shown value in countering viruses, most of which are unaffected by present drugs. Some aquatic life produces toxins which might be valuable in fields such as cancer research.

These discoveries and continuing research are making it apparent that the seas—traditionally provider of man's food—will expand its benefits to include drugs and other substances to preserve and restore man's health.

Public Favors Right to Strike

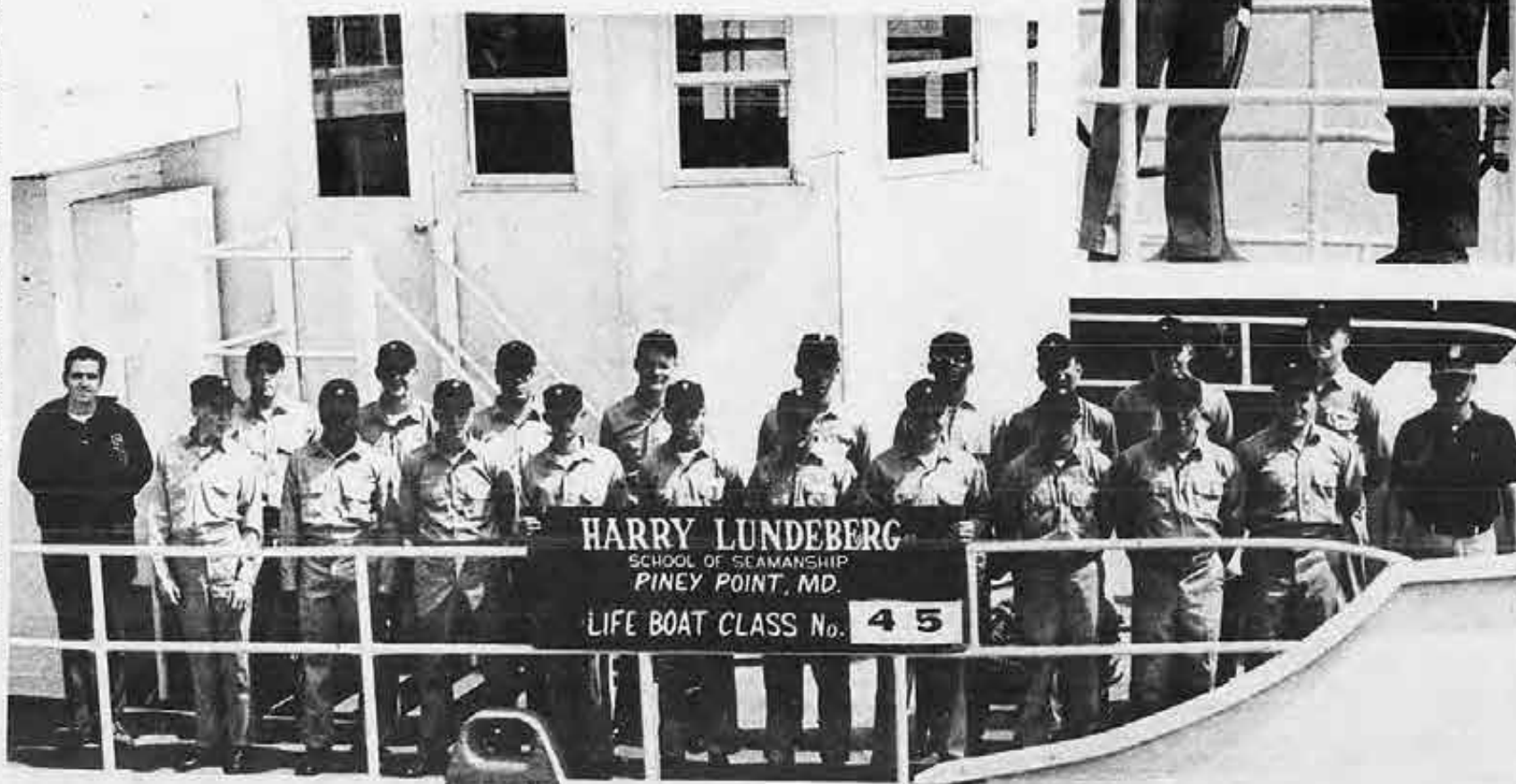
A recent Louis Harris Survey indicates that most Americans favor the right of workers to strike and think the right should be extended to federal and public employees.

The survey was taken among a cross-section of households between April 20-24 and showed 65 percent in favor of the right to strike. Only 25 percent registered a negative view.

Asked about the recent postal strikes, 61 percent "sympathized" with the postal employees, while 25 percent sided with the government. The recent "sickout" by the air controllers showed 46 percent in sympathy, with 31 percent favoring the government.

Lifeboat Class 45 Graduates

Michael Darst (left) is presented with a wristwatch by Lifeboat Instructor Paul McGaharn after he was named outstanding trainee graduate of Lifeboat Class 45.



Graduates of Lifeboat Class 45 line up on the deck of the Claude "Sonny" Simmons for their class photo after passing their Coast Guard examinations at the Harry Lundeberg School of Seamanship at Piney Point. Front row from left are: SIU Instructor Paul McGaharn, Charles Haller, Gregory Henderson, Jim Hobbs, Peter

Webb, Gerald Wilkerson, Jerome Marino, Edward Bilarski, James Peterson, Ed Garrett, David Green, and Instructor Paul Veralopulo. Second row: Thomas McCabe, James Allen, Stan Krystosiak, Peter Bean, Gregory Johnson, John Mann, Leon Domingo, Michael Darst, and Robert Hess.

Collective Bargaining Called Best for Labor, Management

New York

Labor and management leaders agreed—following a searching and enlightening three-day conference—that collective bargaining is still the best method of resolving differences between employers and employees, and that the outlook for the 1970s is hopeful.

Summing up the theme of the Second Annual Collective Bargaining Forum, AFL-CIO President George Meany said that "collective bargaining, as it has grown and evolved in this country, is the most effective instrument the mind of man has so far devised for reaching mutually agreeable solutions of conflicts of interest of concern to employers and employees."

He predicted that during the next 10 years labor and management will continue to engage in collective bargaining and that "they will continue to build and extend and improve the collective bargaining process."

Economic Disagreement

Management leaders were in sharp disagreement with labor representatives on basic economic issues but they strongly agreed that the bargaining table was the best place to resolve their differences.

Republic Steel Vice President Harold C. Lumb, speaking for the National Association of Manufacturers, complained that unions are using "record wage agreements last year as a plateau from which to demand even higher settlements." But he also said:

"Collective bargaining is a very resilient instrument. It has already met a host of new challenges as they have arisen—supplemental unemployment benefits, automation funds and the like—and I am confident it is equal to future problems."

'First and Foremost'

Speaking earlier, AFL-CIO Secretary-Treasurer Lane Kirkland told the 500 union and management officials, media-

tors, university professors and other labor relations experts attending the forum that unions "will continue to represent their members, first and foremost, and to pursue wage increases which compensate for past and expected increases in living costs. They will do it better if they can."

The forum was sponsored by the Institute of Collective Bargaining & Group Relations, which includes labor, management and public participation. Kirkland is president of the institute and Deputy Postmaster General E. T. Klassen, former president of the American Can Company, is board chairman. Theodore W. Kheel, one of the nation's leading arbitrators, is adviser to the institute.

Kheel won general agreement from management participants with his assertion that "collective bargaining cannot take place without the possibility of a strike." It is not just a right of labor, he said, but it is "essential to the collective bargaining process."

New Techniques

Taking a look at the relatively new use of bargaining techniques in civil service, Kirkland said that despite remarkable strides, collective bargaining in the public sector "is still in a primitive state." He said there is "no more important a task" than in achieving the maturity reached in private industry.

Participants at several of the many panel sessions questioned whether some of the techniques of collective bargaining could be applied to social, political and community disputes as an alternative to the tactics of confrontation.

Bayard Rustin, director of the A. Philip Randolph Foundation, said that community disputes are not exactly comparable to labor-management issues but the concept is "worth exploring." He said the foundation plans to examine the possibilities.

Meany told the forum that collective bargaining "won't work for campus revolutionaries . . . or for anyone who is more interested in aggravating or perpetuating conflict than resolving it. Neither, he said, will it work for anyone who says 'take it or leave it,' or who submits 'non-negotiable demands.'"

Role of Mediators

Meany cited the improvement and the growing respect for the skills of mediators and arbitrators in helping to resolve difficult impasses, but he stressed the distinction between voluntary arbitration, entered into freely by both sides, and compulsory arbitration which he termed "the antithesis of collective bargaining" and "tyranny."

Collective bargaining is a tool, Meany stressed, "for reasonable people who believe in democracy . . . who are willing to make and keep firm agreements for specific periods of time and then re-examine their goals, modify their agreement and move forward for another period of time."

'Loop' Current Source Sought

San Diego

One of the largest group of oceanographers ever assembled has completed a 10-day search for the source of a mysterious ocean current known as the "loop."

The loop current, scientists believe, enters the Gulf of Mexico through the Yucatan Straits and travels around the coastline in a clockwise direction, finally entering the Gulf Stream through the Florida Straits.

According to the oceanographers, verifying the existence and pattern of the loop is the key to gaining insight about the distribution of effluent from the Mississippi River, which pushes silt and other pollution 150 miles into the Gulf.

To find the loop current, eight universities, two state agencies, three federal agencies and an international group teamed together to form Operation EGMEX (Eastern Gulf of Mexico).

During the search, eight research vessels combed the Gulf, using special salinity, temperature and depth measuring instruments.

These extremely sensitive instruments can detect very slight discontinuities in salinity and temperature. The changes in these two ocean factors are definite clues that a separate water current exists within the flow of a larger body of ocean.

The scientific team is now analyzing the wealth of data collected during the 10 days of research, and the mysterious source of the loop current may soon be pinpointed.



SIU Vice-President Earl Shepard (left) and AFL-CIO Secretary-Treasurer Lane Kirkland discuss proceedings during a lull at the Second Annual Collective Bargaining Forum

Unfair
to
Labor

Do Not
Buy

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This list carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

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

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

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

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

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

Rite, Western Provincial and Smithtown Maple (Upholsters)

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

GYPSUM WALLBOARD—American Gypsum Co., Albuquerque, N.M. (Cement, Lime and Gypsum Workers)

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

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

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

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

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

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

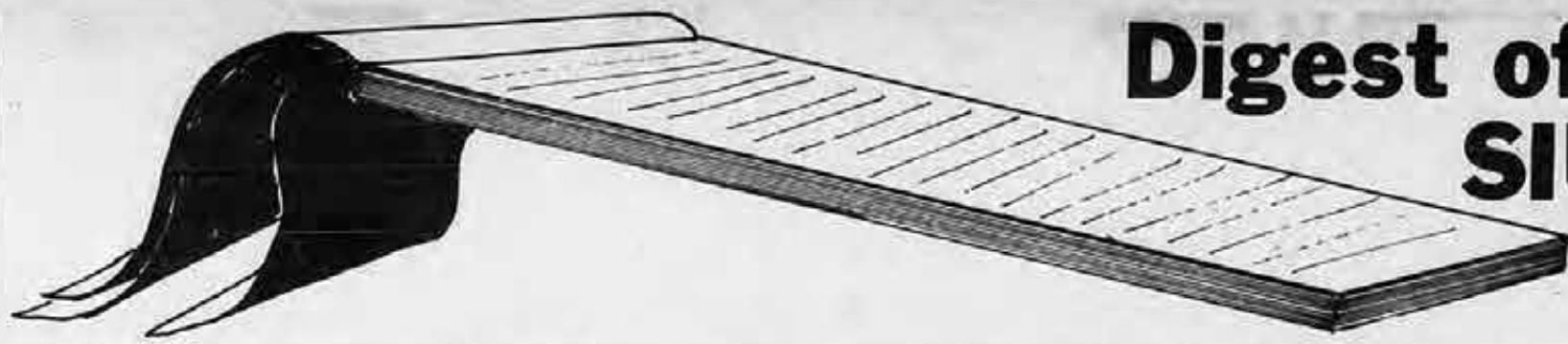
TOYS—Fisher-Price toys. (Doll and Toy Workers)

SIU Welfare, Pension and Vacation Plans

CASH BENEFITS PAID

REPORT PERIOD APRIL 1, 1970 TO APRIL 30, 1970

SEAFARERS' WELFARE PLAN	NUMBER OF BENEFITS	AMOUNT PAID
Scholarship	15	\$ 5,075.50
Hospital Benefits	2685	64,720.65
Death Benefits	29	69,150.04
Medicare Benefits	533	2,135.00
Maternity Benefits	47	9,500.00
Medical Examination Program	1267	38,042.85
Dependent Benefits (Average \$484.43)	2788	132,895.67
Optical Benefits	664	9,984.23
Meal Book Benefits	394	3,942.50
Out-Patients Benefits	6072	47,496.00
Summary of Welfare Benefits Paid	14,494	382,942.44
Seafarers' Pension Plan—		
Benefits Paid	1,554	376,129.00
Seafarers' Vacation Plan—		
Benefits Paid (Average \$479.14) ..	1,369	739,192.43
Total Welfare, Pension & Vacation		
Benefits Paid This Period	17,417	1,498,263.87



Digest of SIU Ships Meetings

OVERSEAS EXPLORER (Maritime), April 26—Chairman, J. Lattal; Secretary, R. M. Kennedy; Deck Delegate, Stephen Fulford; Engine Delegate, Jimmy L. Dimmett; Steward Delegate, David Jones. Repair list submitted. No disputed OT.

OVERSEAS VIVIAN (Maritime Overseas), May 3—Chairman, Robert A. Yeager; Secretary, Troy Savage; Deck Delegate, Richard D. Schaeffer; Engine Delegate, John A. Sullivan; Steward Delegate, F. J. Johnson. No beefs reported by department delegates.

COUNCIL GROVE (Cities Service), Feb. 1—Chairman, A. Hebert; Secretary, N. Scott; Deck Delegate, William Hunter; Engine Delegate, Emmett A. Connell; Steward Delegate, Joseph Hall. Some disputed OT; otherwise everything running smoothly. Vote of thanks to steward department for job well done.

WESTERN CLIPPER (Western Agency), April 26—Chairman, M. Olson; Secretary, John W. Givens; Deck Delegate, W. L. Stewart; Engine Delegate, J. P. Arpino; Steward Delegate, C. M. Ayala. Motion made that SIU members retire after 20 years in the union and 15 years seetime. No beefs and no disputed OT.

AFONDRIA (Sea-Land), Nov. 9—Chairman, Gerald Corelli; Secretary, F. R. Kaziukewicz; Deck Delegate, Harold Moody; Engine Delegate, B. Rivera; Steward Delegate, Michael Berin. \$52.69 in ship's fund. No beefs and no disputed OT.

AFONDRIA (Sea-Land), Feb. 15—Chairman, B. Vinn; Secretary, F. R. Kaziukewicz; Steward Delegate, M. Boris. \$15.69 in ship's fund. Everything running smoothly with no beefs.

AFONDRIA (Sea-Land), March 8—Chairman, B. Vinn; Secretary, F. R. Kaziukewicz; Deck Delegate, Gerald Corelli; Steward Delegate, M. Boris. \$315 in movie fund and \$15.69 in ship's fund. No beefs reported by department delegates.

PENN CHAMPION (Penn), May 3—Chairman, Charles Boyle; Secretary, Z. A. Markris; Deck Delegate, C. R. Danyer; Engine Delegate, R. E. Nickerson; Steward Delegate, R. G. Martinez. Discussion held regarding pension plan. Vote of thanks extended to steward department for fine food and service. \$12 in ship's fund. No beefs and no disputed OT. Everything running smoothly.

HURRICANE (Waterman), April 19—Chairman, C. L. Englund; Secretary, James T. Myers; Deck Delegate, George Nying; Engine Delegate, Nick Maltagliese; Steward Delegate, Stephen Knapp. Everything running smoothly with only a few hours disputed OT in deck department.

CHARLESTON (Sea-Land), May 3—Chairman, Vincent Ratcliff; Secretary, Guy Walter; Deck Delegate, A. Kotes; Engine Delegate, Fred Lamber; Steward Delegate, Edward Presnich. \$5 in ship's fund. No beefs and no disputed OT. Everything running smoothly.

STEEL ENGINEER (Isthmian), April 20—Chairman, Harry Wong; Secretary, Angel Seda; Deck Delegate, Michael H. Curry; Engine Delegate, Richard Cookman; Steward Delegate, Martin Horner. \$9.50 in ship's fund. No beefs reported by department delegates. Everything running smoothly.

VANTAGE VENTURE (Vancouver), May 3—Chairman, Billy J. Brewer; Secretary, James B. Jayang; Deck Delegate, James M. Edmonds; Engine Delegate, John J. Kulas; Steward Delegate, Earl Whatley. Some disputed OT in engine department. \$160 in movie fund. Everything running smoothly with

no beefs. Vote of thanks extended to steward department for job well done. Crew commended for their cooperation. Fine bunch of fellows aboard.

FAIRISLE (Panoeceanic Tankers), April 26—Chairman, A. H. Anderson; Secretary, S. J. Davis; Deck Delegate, Robert W. Smith; Steward Delegate, Rayfield E. Cranford. No beefs reported. Vote of thanks to steward department.

JEFFERSON CITY VICTORY (Victory Carriers), April 12—Chairman and Deck Delegate, Robert H. Bell Sr.; Secretary, Robert H. Pitcher Sr.; Engine Delegate, Benjamin R. Higgins; Steward Delegate, James Carter. Some disputed OT in engine department, otherwise everything running smoothly.

PENN CHAMPION (Penn), April 5—Chairman, Charles Boyle; Secretary, Z. A. Markris; Deck Delegate, C. R. Danyer; Engine Delegate, Raymond E. Nickerson; Steward Delegate, R. G. Martinez. Discussion held regarding pension plan. Vote of thanks extended to steward department for good food and service. No beefs and no disputed OT. Everything running smoothly. Fine crew aboard.

OVERSEAS TRAVELER (Maritime Overseas), April 12—Chairman, Frank M. McKeown; Secretary, A. Belcher; Deck Delegate, Chuck Demers; Engine Delegate, A. D. Simmons; Steward Delegate, Fred N. Lindsey. No beefs and no disputed OT.

DELTA MEXICO (Delta), April 14—Chairman, S. M. McCown; Secretary, L. Nicholas; Deck Delegate, M. C. Casper; Engine Delegate, Henry Lang; Steward Delegate, C. Riches. \$272.45 in movie fund. No beefs. Everything running smoothly.

NEWARK (Sea-Land), May 10—Chairman, L. A. Ramirez; Secretary, J. Utz; Deck Delegate, Norman Okray; Engine Delegate, S. Hornville; Steward Delegate, Daniel Seda. Motion submitted to headquarters regarding relief gang for crews at San Juan, Puerto Rico.

COLUMBIA OWL (Columbia), May 9—Chairman, T. Hilburn; Secretary, J. Thomas; Deck Delegate, George A. Nuss; Engine Delegate, W. H. Harnes; Steward Delegate, Thurston J. Lewis. Discussion held regarding repairs which have not been completed. Everything running smoothly with no beefs.

OVERSEAS EXPLORER (Maritime Overseas), April 12—Chairman, Bobby J. Butts; Secretary, S. A. Solomon Sr.; Deck Delegate, Stephen H. Fulford; Steward Delegate, Joseph Bennett Jr. Few beefs to be taken up with boarding patrolman. Vote of thanks extended to steward department for job well done.

STEEL SCIENTIST (Isthmian), May 3—Chairman, James D. Parker; Secretary, J. D. Forster; Deck Delegate, D. B. Wasson; Engine Delegate, Anthony P. Philippello; Steward Delegate, Angelo Furo. Everything running smoothly with no beefs. Vote of thanks extended to steward department for job well done.

COLUMBIA HAWK (Columbia), May 6—Chairman, Raymond Nicholson; Secretary, Louis Pepper; Engine Delegate, C. E. Masters; Steward Delegate, H. McAllen. Some disputed OT in deck and steward department. Vote of thanks extended to chief cook for job well done while vessel passed through several storms during voyage.

COLUMBIA MARINER (Columbia), May 4—Chairman, Vertis C. Smith; Secretary, Woody W. Perkins. Some disputed OT in deck and steward departments. No major beefs. Discussion on various

matters. Vote of thanks to steward department for job well done.

DE SOTO (Waterman), April 19—Chairman, E. A. Rihn; Secretary, J. F. Castronover; Engine Delegate, R. L. Welch; Steward Delegate, Hubert G. Weeks. No beefs and no disputed OT. \$5.70 in ship's fund.

WARRIOR (Sea-Land), April 22—Chairman, J. Giller; Secretary, A. Aragon; Deck Delegate, C. Bortz; Steward Delegate, Jose R. Colls. No disputed OT and no beefs reported by department delegates.

SAN FRANCISCO (Sea-Land), April 11—Chairman, Al Ringuette; Secretary, H. A. Galiski; Deck Delegate, Arvo Antilla; Engine Delegate, Henry W. Miller; Steward Delegate, Howard Backford. \$43.69 in movie fund. Everything running smoothly with no beefs and no disputed OT.

HALCYON TIGER (Halcyon), April 18—Chairman and Deck Delegate, A. H. Schwartz; Secretary, James B. Morton; Engine Delegate, William D. Cooper; Steward Delegate, H. W. Nace Jr. Few hours disputed OT in deck and engine departments to be brought to attention of boarding patrolman.

TRANSMALAYA (Hudson Waterways), April 20—Chairman, John M. Crews; Secretary, Candido Delacruz; Deck Delegate, Monta L. Garber; Engine Delegate, P. A. Laroda; Steward Delegate, John P. Cox. Discussion held regarding draws. No beefs reported by department delegates.

PENN SAILOR (Penn), April 4—Chairman, George Annis; Secretary, Joseph E. Hannon. Few hours disputed OT in deck department, otherwise everything running smoothly. Vote of thanks extended to steward department for job well done.

MAIDEN CREEK (Sea-Land), April 4—Chairman, George Annis; Secretary, Joseph E. Hannon; Deck Delegate, Roy A. Wattford; Steward Delegate, James L. McIlmore. Few hours disputed OT in deck department. Everything running smoothly. Vote of thanks extended to steward department.

DEL SUD (Delta), April 21—Chairman, N. Pizzuto; Secretary, S. Rothschild; Deck Delegate, Joseph Collins; Engine Delegate, William D. Walker; Steward Delegate, LeRoy Rinker. Everything running smoothly with no beefs and no disputed OT. Vote of thanks extended to steward department for job well done.

DEL ORO (Delta), April 24—Chairman, Jack M. Dalton; Secretary, Robert Callahan; Deck Delegate, Leonard Bailey; Engine Delegate, A. S. DeAgro; Steward Delegate, Joseph Warfield. No beefs and no disputed OT.

PINEDALE (Pinedale Shipping), Dec. 21—Chairman, Burt T. Hamback; Secretary, Ed Kaznowsky; Engine Delegate, A. O. Krogly; Steward Delegate, Fred Louis. Ship sailed short one utilityman in steward department. No beefs reported by department delegates.

PINEDALE (Pinedale Shipping), Feb. 2—Chairman, A. O. Krogly; Secretary, Ed Kaznowsky; Steward Delegate, Fred Louis. No beefs and no disputed OT reported by department delegates. Ship to be scrapped in Formosa and arrangements made to fly crew back to port of embarkation.

ROBIN TRENT (Moore-McCormack), April 19—Chairman, W. D. Crawford; Secretary, Jack C. O'Steen; Deck Delegate, Melvin O. Moore; Engine Delegate, Herbert P. Calloe; Steward Delegate, Harrison Burned. Some disputed OT in deck and engine departments; otherwise everything running smoothly.

MOBILIAN (Waterman), May 10—Chairman, J. Cisiecki; Secretary, Roscoe L. Alford; Deck Delegate, Robert S. Wagner; Engine Delegate, D. F. Madruk; Steward Delegate, Richard P. Gralicki. Everything running smoothly. Vote of thanks extended to steward department for job well done.

TRANSCOLORADO (Hudson), May 3—Chairman, P. Whitlow; Secretary, O. Frezza; Deck Delegate, Lee Snodgrass; Engine Delegate, George Quinones; Steward Delegate, Martin Iterrino. \$31 in ship's fund. Few hours disputed OT in deck and engine departments. Matter of securing ship before sailing and posting of sailing board time to be taken up with patrolman. Vote of thanks extended to baker for job well done.

SEATRAN FLORIDA (Seatrains), May 3—Chairman, Robert Byrd; Secretary, Wilbur Sink; Deck Delegate, Carlos H. Canales; Engine Delegate, James C. Winston; Steward Delegate, James Jameston. Some disputed OT in deck department. Few repairs done, others to be completed in shipyard. Vote of thanks to steward department for job well done.

STEEL APPRENTICE (Isthmian), May 3—Chairman, Daniel D. Backrak; Secretary and Steward Delegate, A. P. Lopez; Deck Delegate, C. D. Phillips; Engine Delegate, L. B. Broderick. \$30 in ship's fund. Some disputed OT in deck department. Vote of thanks extended to steward department for job well done.

BEAUREGARD (Sea-Land), May 11—Chairman, B. Hager; Secretary, A. H. Reasko; Deck Delegate, T. J. Henry; Engine Delegate, Alfred R. Fry. \$120 in ship's fund. Discussion held regarding pension plan. Vote of thanks extended all departments for job well done. Pleasant voyage with good crew on board.

INGER (Reynolds Metals), May 10—Chairman, J. Mann; Secretary, P. L. Shauger; Deck Delegate, Pete Scroggins; Engine Delegate, John G. Dellinger; Steward Delegate, Walter Cutter. Some disputed OT in deck and engine departments.

Motion made that vacation pay checks be sent to address designated by member instead of member having to report to union hall, as many members live several miles from nearest hall.

COMMANDER (Marine Carriers), May 2—Chairman, A. R. Sawyer; Secretary, F. R. Hicks. Discussion held regarding pension plan. Motion made to have union negotiate for washing machine in steward department on all SIU ships. Some disputed OT in deck department to be taken up with patrolman. No major beefs reported.

ERICKSON (Crest Overseas), May 17—Chairman, John Hoggie; Secretary, C. H. Jones; Deck Delegate, Elbert D. Winston; Engine Delegate, Louis F. Gream; Steward Delegate, L. S. Decker. Vote of thanks extended to steward department for job well done. OT beef in engine department.

STEEL DIRECTOR (Isthmian), April 4—Chairman, Leroy Temple; Secretary, J. P. Baliday; Deck Delegate, J. Long; Engine Delegate, Douglas McLeod; Steward Delegate, Philip Swing. Discussion held regarding rusty water. Everything else running smoothly. \$122.55 in ship's fund.

TRANSHAWAII (Hudson Waterways), May 10—Chairman, T. E. Yablonsky; Secretary, James Temple; Deck Delegate, A. Fase; Engine Delegate, Earl S. Rogers; Steward Delegate, Edward Dale. \$12.50 in ship's fund. Everything running smoothly with no beefs. Vote of thanks to steward department for job well done.

CANTIGNY (Cities Service), May 9—Chairman, J. O. Thomas; Secretary and Deck Delegate, Luther Roberts. \$5 in ship's fund. Some disputed OT in deck department. Vote of thanks to steward department for fine food and service.

PANAMA (Sea-Land), May 3—Chairman, Ray Schrum; Secretary, James R. McPhaul. Very smooth voyage this trip with no beefs. Some disputed OT in engine department to be squared away. Vote of thanks to steward department for job well done.



Mayor Proclaims Maritime Day

Boston Mayor, Kevin H. White (seated, center) called for the "restoration of our merchant marine" in a special proclamation issued on Maritime Day, May 22. Also present at the signing of the proclamation were: Edward Riley, SIU port agent in Boston and secretary-treasurer of the Greater Boston and New England Maritime Trades Council, and Pat Boncanfuso (seated, right), the Council's president. Standing from left are: John O'Brien, Local 103 of the Electrical Workers; Lawrence Sullivan, Greater Labor Council, and James Martin, port agent for the SIUNA-affiliated Atlantic Fishermen's Union.



NEW JERSEY (Seatrains Lines)—Some disputes on overtime were reported and taken care of by the boarding patrolmen when the vessel came in to the terminal in Port Elizabeth, N.J. The ship's committee (from left): Emanuel Rapis, engine delegate; Emanuel Lowe, steward delegate; Peter Morris, ship's chairman; Herbert Atkinson, secretary-reporter, and Henry McCue, deck department delegate.



SUMMIT (Sea-Land)—No beefs were reported on the coastwise trip to Puerto Rico, according to the ship's department delegates. The ship's committee on the *Summit* (from left): Andy Fletchko, chairman; Joe Miller, steward department delegate; Emil Wagner, deck delegate; Ola Stronas, engine delegate, and Bernard Mace, secretary-treasurer.

Ships' Committees

THE SHIP'S COMMITTEE on all SIU-contracted vessels throughout the world make it possible for all members of the Union to keep informed and to take part in the programs of the SIU. The ship's chairman has the responsibility of calling a shipboard meeting each Sunday while the vessel is at sea to discuss any and all matters affecting the Seafarers.

The ship's secretary-reporter has the important responsibility of keeping in close communication with the SIU headquarters ashore. He should make certain that crew lists are sent to headquarters as

early as possible, and that minutes of all shipboard meetings are complete and accurate.

BECAUSE THERE is no ship's delegate, the three elected department delegates should make certain that crewmembers in their department keep accurate overtime records. They also have the responsibility of settling all beefs that can be taken care of at sea, and of reporting those beefs that cannot be settled to the patrolmen when the ship pays off.



TRANSHURON (Hudson Waterways)—The ship's committee reported a smooth voyage on the *Transhuron's* run to North Europe. After discharging her boxes, the ship was scheduled to go to the shipyard for work on the engine room. The ship's committee are, (standing from left): Walter Butterton, ship's chairman, and Elkin Kent, engine delegate. Seated: Jose Salinas, deck delegate, and George Malone, steward delegate. The ship's secretary was not available for the photograph.



DETROIT (Sea-Land)—Just returned from Puerto Rico, the ship's committee reports that everything has been running smoothly. Seated (from left) are: Jose Espanol, engine delegate; Louis Cevette, ship's secretary-reporter, and Dario Rios, steward delegate. Standing are: Adolph Demarco, deck delegate, and Peter Sernyk, chairman.



ROBIN TRENT (Moore-MacCormack)—At the dock in Philadelphia with general cargo from the Far East, the *Robin Trent* paid off after a two-month voyage. The ship's committee posed on deck for their photo. From left are: Bayard Heimer, engine delegate; Harrison Burnsed, steward delegate; William D. Crawford, ship's chairman; Henry Lanier, deck delegate, and Thomas Jones, able seaman.

Mystery Fish Puzzle Science

New Bedford, Mass.

Marine scientists are puzzling over two tropical fish, of different species, that were caught by a New Bedford scalloper off Nantucket Shoals, in the same place, at the same time.

The fish, identified by marine biologists as a trumpetfish and a filefish, would normally be at home in the warm waters off the coast of Brazil or the West Indies.

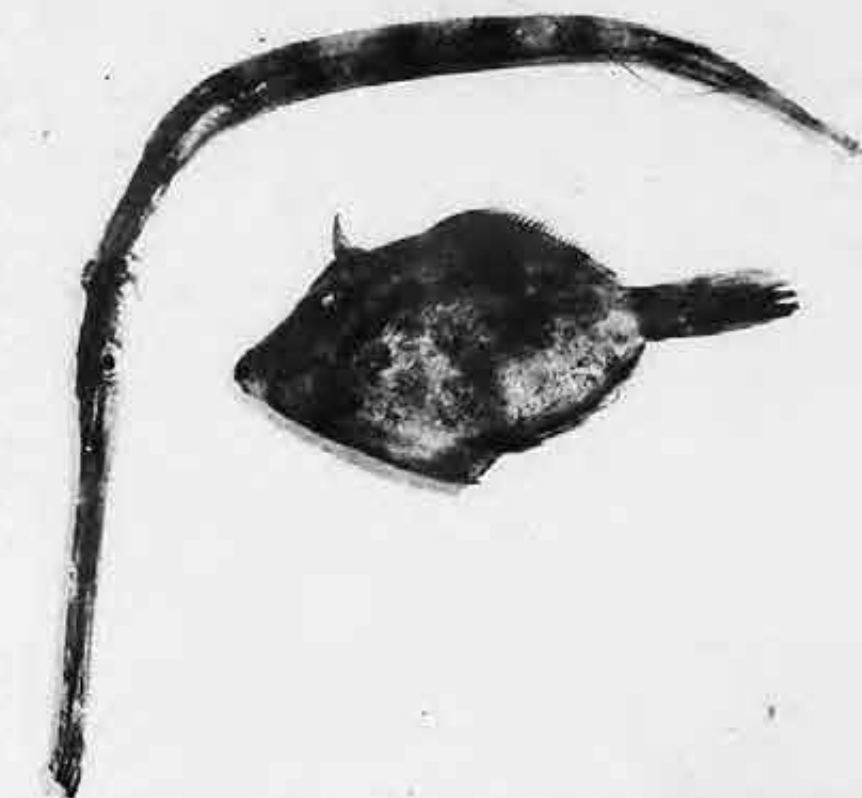
They were caught in waters 35 fathoms deep by the *Laura A.*, manned by a New Bedford Fishermen's Union crew, an SIUNA affiliate.

Snake-Like

U.S. Fish and Wildlife Service oceanographers described the snake-like trumpetfish as 15 inches long with a translucent brown body. Some species grow up to six feet in length. The ugly creature has two dark eyes set back from a long "nose" that looks like a trumpet.

The marine scientists said that the filefish is flat like a flounder and five inches long. It is olive green in color and has a single horn at the top of its head, forward of the eyes. Larger members of the species grow to a length of 10 inches.

The oceanographers and marine biologists who are studying



The trumpetfish (top) and the filefish were caught off the Nantucket Shoals by an SIUNA fishing boat. Scientists are puzzled as to how these tropical fish, native to the warm waters off Brazil, were found in such northerly waters.

ing the mystery of these strange visitors to northern waters have advanced different theories on how they journeyed so far from their natural habitats.

Simple Explanation

The simplest explanation states that they were released from an aquarium into the

Atlantic near where they were caught.

Other scientists, unwilling to dismiss the mystery so easily, believe that the two fish may have followed the warm waters of the gulf stream and were able to adjust to the gradually cooling environment. This is supported by reports of other tropical species found as far north as the coast of Maine.

While the scientists argued their theories, a veteran New Bedford fisherman summed up the situation by saying:

"I don't see what all the fuss is about. I don't imagine these fish would make good eating."

SIU Arrivals

David Derry, born Feb. 24, 1970, to Seafarer and Mrs. Leo M. Derry Jr., Alpena, Mich.

Lonnie Arnaud, born Feb. 28, 1970, to Seafarer and Mrs. Joseph L. Arnaud, Arnaudville, La.

Thomas Bazor, born March 10, 1970, to Seafarer and Mrs. Albert T. Bazor, Goden, Ala.

Axel Torres, born Jan. 25, 1970, to Seafarer and Mrs. Ivan Torres, Ponce, P.R.

Mark Merlino, born Feb. 22, 1970, to Seafarer and Mrs. Thomas H. Merlino, Lorain, O.

Tammie Angle, born Oct. 27, 1969, to Seafarer and Mrs. James Angle, Chicago, Ill.

Beatrice Sierra, born to Seafarer and Mrs. Efrain R. Sierra, Jayuya, P.R.

Karen Cordes, born Feb. 20, 1970, to Seafarer and Mrs. Alfred Cordes, Bronx, N.Y.

Ivan Bonfont, born Dec. 24, 1969, to Seafarer and Mrs. Gabriel Bonfont Jr., Brooklyn, N.Y.

Robert Bell, born March 16, 1970 to Seafarer and Mrs. Robert H. Bell Jr., Pensacola, Fla.

Lassie Gregory, born March 5, 1970 to Seafarer and Mrs. James A. Gregory, Hitchcock, Tex.

Jeanine Southard, born March 28, 1970, to Seafarer and Mrs. John E. Southard, Edgewater Park, N.J.

Edward Gonzales, born Feb. 18, 1970, to Seafarer and Mrs.

Tommy R. Gonzales, Seattle, Wash.

Jeffrey Gonzales, born May 22, 1967, to Seafarer and Mrs. Tommy Gonzales, Seattle, Wash.

Anthony Tippen, born Dec. 24, 1969, to Seafarer and Mrs. David C. Tippen, Fisk, Mo.

Vivian Schutz, born March 27, 1970, to Seafarer and Mrs. Valdir Schutz, New Orleans, La.

Rebecca Fisher, born Feb. 10, 1970, to Seafarer and Mrs. Alvin L. Fisher, Houston, Tex.

Sonja Ballard, born April 7, 1970, to Seafarer and Mrs. Herbert J. Ballard, Houston, Tex.

Melanie Moore, born Jan. 15, 1970, to Seafarer and Mrs. Joseph W. Moore, Amite, La.

Emely Flores, born April 10, 1970, to Seafarer and Mrs. Paulino Flores Jr., Puerto Nuevo, P.R.

Doris Irula, born March 26, 1970, to Seafarer and Mrs. Ramon Irula, New Orleans, La.

Thrace White, born Jan. 14, 1970, to Seafarer and Mrs. Larry R. White, Norfolk, Va.

Joseph Vain, born March 27, 1970, to Seafarer and Mrs. Joseph E. Vain, Baltimore, Md.

Wendy Merkle, born March 28, 1970, to Seafarer and Mrs. Richard E. Merkle, Paulsboro, N.J.

Julie Marie Picado, born Feb. 4, 1970, to Seafarer and Mrs. Rafael Picado, New Orleans, La.

Marisol Ortiz, born March 4, 1970, to Seafarer and Mrs. Gregorio Ortiz, New Orleans, La.

seafarers



ACTION LINE

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

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

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

Question:

Why do ships no longer carry a "night cook-baker"?

Answer:

The elimination of the classification "night cook-baker" was negotiated as part of the New Standard Freightship Agreement in June 1969, to more evenly distribute the work load in the galley.

The classification came into being during World War II, when merchant ships began carrying gun crews, and it remained after as most freightships carried up to 12 passengers. In those days, galleys were equipped with coal-burning ovens, and all breads and pastries were prepared and baked by hand. Most ships had only two ovens and the baking, therefore, had to be done at night when the ovens were not being used for preparing meals.

Today, ships' galleys are semi-automated, and very few carry passengers. (When passengers or extra men are carried, provision is made for increasing the manning scale, Article V, Section 5.)

Special electric baking ovens, thermostatically-controlled, make it more practical and efficient to have the baking done during the day, rather than at night.

Today's cook and baker also has available a wide variety of pre-mixed cakes and pastries, and frozen ready-to-bake breads and muffins, which cuts down on the time involved in preparing baked goods.

A final consideration in doing away with the night baking, particularly in ports, was to allow for a more fair distribution of port time for members of the steward department.

Office Employees Organizing Banks

Chicago

The Office and Professional Employees Union has launched a major organizing drive of Chicago area banks. The immediate targets are eight banks,

which employ some 29,000 persons.

Some 100 OPEIU regional directors, international representatives and organizers are joining in the campaign, headed by President Howard Coughlin.

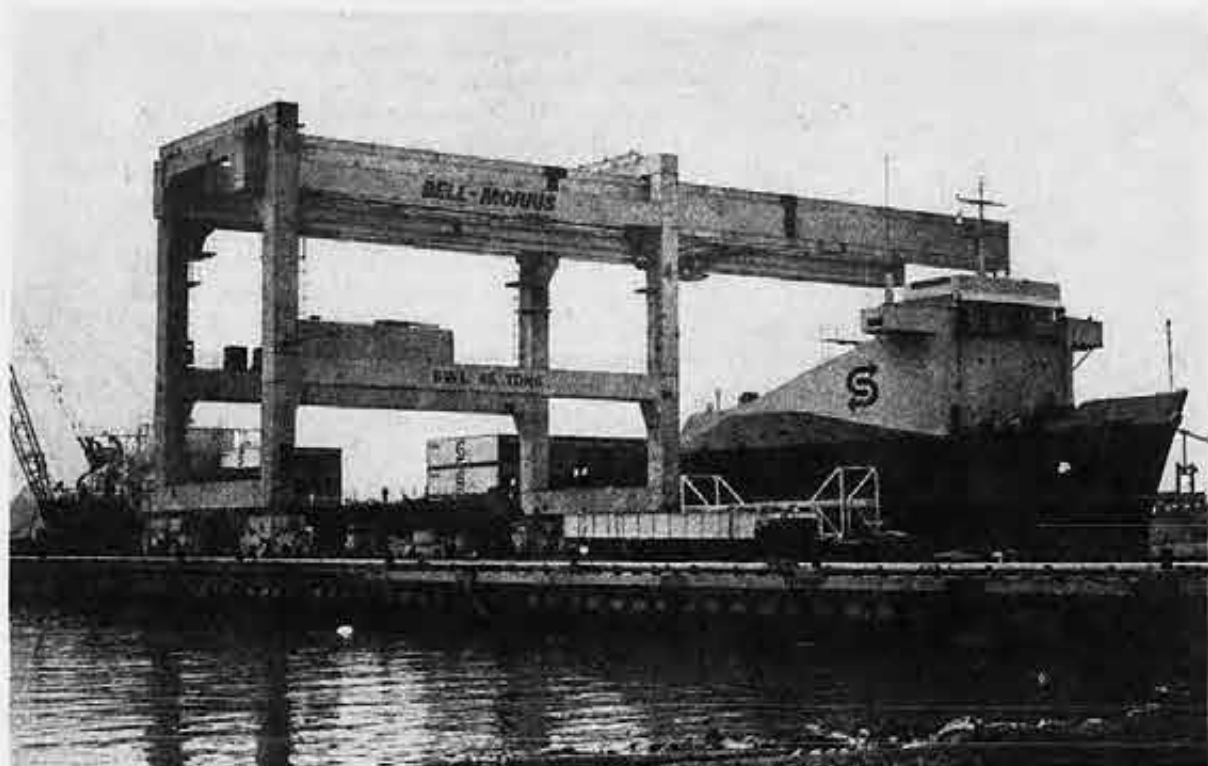


New SIU Pensioners

Six more Seafarers closed out long sailing careers at the May membership meeting in the New York hall. Shown as they received their first pension checks from SIU Vice President Earl Shepard are (clockwise) Stanislaw Pelikse, Ramon Galarza, George Alexander, Solon Pateras, Demetrios Grivas and Charles Slanina. Shepard wished them a long and happy retirement after their years at sea.

Converted Transoregon Home from Europe

A 45-TON English-made crane recently put into operation at the Seatrain terminal in Weehauken, N.J., was used to unload the *Transoregon* (see picture below). The *Transoregon* is a converted C-4, with a new midsection added and a house mounted forward. There are two of the huge cranes at the Seatrain terminal. The ship is in service on Seatrain's run to Northern Europe.



Ordinary Seaman Lawrence Morris prepares to lower the colors on the *Transoregon* as the sun sets on the ship tied up at Seatrain's Weehauken terminal after the one-month voyage.



Third Cook Christopher Ratcliff (left) and B.R. Utility Henry Oakes (center), both graduates of the Harry Lundberg School of Seamanship at Piney Point, Md., have benefited from the experience of Chief Cook Jan Rooms, who has been going to sea for many years. Rooms had high praise for the work of the two young Seafarers.



Veteran Seafarer John Clark sails as pantryman, but refers to himself as the "maitre d'hotel" aboard the *Transoregon*. He is seen here as he prepares a salad.



Mike Doherty, deck delegate on the *Transoregon*, goes over the overtime records of the deck crew with SIU Patrolman "Red" Campbell. Doherty reported a smooth voyage with no beefs.



Oiler Jose Valle (left) talks with SIU Patrolman Luigi Iovino at the payoff of the *Transoregon*. There were no beefs during the voyage and only a few disputed overtime hours, according to department delegates.



Don Gifford (left), oiler, and Mike Bigley, wiper, pick up their copies of *Maritime* and the *Seafarers Log* which were brought to the ship by the boarding patrolmen. Gifford and Bigley, like most Seafarers, keep fully-informed on what's happening in their union and in the maritime industry by reading the two publications.

Steel Admiral's Long Voyage

AFTER RETURNING from a long voyage to the Far East, the *Steel Admiral* (Isthmian) berthed in Erie Basin in the Port of New York. A return to Far East ports began following the unloading of cargo, signing on crew replacements, and taking on of new cargo aboard the C-3. Military supplies were included in the cargo. In the May edition of the *Log*, the *Steel Admiral* was featured in two pictures showing a jury-rigged galley.



Richard Burkhardt completed training at the Harry Lundeberg School of Seamanship's upgrading school, passed his Coast Guard examination and received his fireman-watertender endorsement April 1. The following day he signed on the *Steel Admiral* for a voyage to the Far East. Here he stands his first watch.



Ship's Secretary-Reporter I. Avecilla gives pictures and a story to a *Log* photographer about how the steward department had to prepare meals on deck after the ship's plant went dead six days out of Hong Kong.

Able Seaman Ramon Quiles (center) operates the winch as stores are lifted aboard the *Steel Admiral*. He is assisted by Ordinary Seaman John Albano (left) and Wiper Hyman Kompel.



Able Seaman Lars Nielson is an accomplished photographer and likes to look for unusual and artistic scenes to capture on film. He is also a good on-the-spot news photographer, and sent in the pictures which appeared in the May issue.



Roy B. Knight, fireman-watertender, stands watch in the engine room as the *Steel Flyer* discharges cargo. Knight likes the India-Africa run and signed on for the return voyage.

The crew agreed that the *Steel Flyer* is a good feeder, and here are two reasons for the well-deserved compliment—Joseph Cuelles, (left), chief cook and Daniel Herrra, third cook. That's roast fresh ham they're getting ready to carve, and it's typical of the good menus served up during the voyage.



Ronnie Simkins was making his first trip after completing training at the Harry Lundeberg School of Seamanship. Sailing as pantryman, Simkins said he liked the voyage and plans to continue making a career as a professional seaman.



First-trippers William Moore (left) and Clarence King catch up on the news after the ship came in from her long voyage. Both are graduates of the Harry Lundeberg School of Seamanship. Moore sailed as ordinary seaman and King shipped as pantryman on the *Steel Flyer*.



Steel Flyer's Smooth Voyage

BACK HOME was the *Steel Flyer* (Isthmian) after a voyage of three months and 21 days. The C-3 also tied up at Erie Basin in New York after touching at ports in India and South Africa. The Ship's Committee reported a smooth voyage with few beefs. Then, like her sister ship the *Steel Admiral*, the *Steel Flyer* turned around for the return voyage to India and South Africa.

18 More Veteran Seafarers Added to Pension Roster

Added to the SIU pension roster last month were 18 Seafarers who retired to shore after many years at sea.

Stanislaw Peliksze, 65, joined the union in the Port of Boston in 1943 and sailed in the deck department. A native of Poland, Brother Peliksze now lives in Brooklyn. When he retired, Seafarer Peliksze ended a sailing career of 40 years.

Andreas Vacantios, 63, a native of Greece, now lives in Houston, Tex. He joined the SIU in the Port of New York and sailed in the engine department.



Stanislaw Peliksze



Andreas Vacantios

Leonard Willis Paradeau, 64, joined the union in the Port of Norfolk in 1938 and sailed in the engine department. A native of Minnesota, Brother Paradeau now makes his home in New Orleans. When he retired, Seafarer Paradeau ended a sailing career of 44 years.

Cecile Glenn Young, 42, joined the SIU in the Port of New Orleans and sailed in the engine department. A native of Bogalusa, La., he is now spending his retirement in Houston, Tex. Brother Young served in the Army from 1948 until 1952.



Leonard Paradeau



Cecile Young

Earl H. Fain, 65, a native of Texas and now lives in Louisville, Ala. He joined the union in the Port of Norfolk in 1938 and sailed in the engine department. Seafarer Fain was an Army veteran of World War II.

Willie Berry Toomer, 75, joined the SIU in the Port of Philadelphia in 1939 and sailed in the steward department. A native of Georgia, he now makes his home in San Francisco. When he retired, Brother Toomer ended a sailing career of 48 years.



Earl Fain



Willie Toomer

Solon Pateras, 65, a native of Cyprus, now lives in Jamaica, N.Y. He joined the union in the Port of Baltimore in 1943 and sailed in the deck department as an AB. He had been sailing 48 years when he retired.

Charles Slanina, 72, joined the

SIU in the Port of Philadelphia and sailed in the engine department. A native of Czechoslovakia, Brother Slanina now lives in New York City. On board ship he served as department delegate and ship's delegate. He retired after sailing 48 years.



Solon Pateras



Charles Slanina

Harvey Charles Hill, 57, a native of Missouri, is now spending his retirement in Buckley, Wash. He joined the union in the Port of Baltimore in 1940 and sailed in the deck department. When he retired, Brother Hill had 38 years of sailing behind him.

Dimitrios Grivas, 63, joined the SIU in the Port of New York and sailed in the engine department as a fireman-oiler and deck engineer. A native of Greece, Seafarer Dimitrios now makes his home in New York. He is an Army veteran of World War II.



Harvey Hill



Dimitrios Grivas

James William Barnes, 58, is a native of North Carolina where he now lives in the city of Vandemere. He joined the union in the Port of Norfolk and sailed in the engine department as a fireman-oiler.

Ramon Galarza, 51, joined the union in the Port of Galveston in 1943 and sailed in the steward department as a messman. A native of Puerto Rico, Seafarer Galarza now makes his home in New York City.



James Barnes



Ramon Galarza

Francisco Miranda Mateo, 60, is a native of Puerto Rico where he now lives in Ponce. He joined the union in the Port of New York in 1942 and sailed in the engine department as a fireman-oiler and deck engineer. He has served as department delegate aboard ship and was issued a picket duty card in 1961.

James William Corcoran, 66, joined the SIU in the Port of Norfolk in 1943 and sailed in the deck department as a boatswain. A native of Concord, N.H., he now lives in Daytona Beach, Fla. Brother Corcoran

served in the Navy from 1919 to 1921.



James Corcoran



Francisco Mateo

Ioannis Nick Loukas, 50, a native of Greece, now lives in Haverstraw, N.Y. He joined the union in the Port of Galveston and sailed in the engine department.

Gerald Eugene Pettipas, 45, joined the SIU in the Port of New York in 1945 and sailed in the deck department. A native of Canada, Brother Pettipas now makes his home in Riverdale, Md.



Gerald Pettipas



Ioannis Loukas

Joseph Henri Robin Jr., 57, a native of Annapolis, Md., now lives in Virginia Beach, Va. He joined the union in the Port of Baltimore in 1945 and sailed in the steward department. Brother Robin served in the Navy from 1930 to 1936. When he retired, he ended a sailing career of 40 years.

Gerald K. Lima, 57, joined the SIU in the Port of Tampa in 1940 and sailed in the steward department. A native of Tampa, Fla., Brother Lima continues to make his home there.



Henry Robin



Gerald Lima

Mergers Now More Frequent

Washington

Federal Trade Commission statistics for 1969 bear out complaints of organized labor that business mergers are becoming more frequent. Some 4,550 firms were absorbed through purchase by other firms.

This total was up 16 percent over 1968. Acquisitions by manufacturing firms in 1969 represented the largest group, accounting for 57 percent of the total. Acquisition of service firms, however, shot up more than 48 percent from 1968 and more than triple the rate for 1967.



Seven Earn Full Books

Seven Seafarers received their full books at the May membership meeting in the New York hall from SIU Vice President Earl Shepard. The men earned their books after completing Advanced Seamanship Training conducted by the Harry Lundberg School of Seamanship. Seated are Richard Worzel, Elias Limon and Frank Costanzo. Standing Bill Pasquini, William Card, Abraham Alfaro and Patrick Golden.

Tidal Wave Warnings Device Used in Alaska

Kodiak, Alaska

A new electronic system to provide advance warning to Pacific Ocean areas threatened by tidal waves has been developed by scientists from the U.S. Coast and Geodetic Survey of the Department of Commerce.

These tidal waves, called by the Japanese word *tsunami*, are caused by earthquakes under the ocean floor. The earthquake

shock waves cause the waters to erupt with a series of huge walls of water.

When the Alaskan coast was devastated by tidal waves following an offshore quake in 1964, such a system was not available and little warning was given before disaster struck. As a consequence life and property was lost that could have been saved with proper preparation.

One of the largest *tsunami* disasters in modern history occurred on the coast of Japan in 1896 when 27,000 persons died from the flood waters.

The new system will constantly monitor earthquake activity from an electronic nerve center. The sensitive instruments will pinpoint the occurrence and origin of earthquakes and predict if and where a *tsunami* will strike, giving residents more time to protect life and property.

Workers Must Exercise Right to Vote

Denver

Working people can lose out on the many advances labor has made over the years unless they take the time to register to vote and then exercise that right, an official of the Oil, Chemical and Atomic Workers has warned.

Addressing a meeting of OCAW members here, Secretary-Treasurer Ben J. Schafer said:

"Working people who have the most to lose are the most indifferent about registering to vote and about turning out to cast their ballots on election day, and by not voting they are failing to exercise one of their basic rights of citizenship."

"Just as important is that many of the advances the labor movement has made over the years can be wiped out almost overnight if liberal, pro-union officeholders are not reelected."

He also said "because of the policies of the Nixon Administration the U.S. work force is losing jobs at the rate of 3,000 a week. There are 17 million hardship cases in this country today—people living on incomes below the poverty level."

U.S. Ranks 12th In Shipbuilding

London

Official statistics released by Lloyds Register of Ships rank the United States 12th among shipbuilding nations of the world.

Japan is listed as the world's shipbuilding leader, with Sweden holding second place.

The register's figures indicate that Denmark is engaged in an impressive shipbuilding boom, showing the largest increase in tonnage of any shipbuilding nation.

Great Britain, with a steady program of shipbuilding, maintains a strong third place in the shipbuilding standings.

Final Departures

William E. Burns

William E. Burns, 66, passed away Jan. 28 in Buffalo, N.Y., as a result of a heart attack. He joined the union in the Port of Buffalo in 1961 and sailed as a linesman. A native of New York, Mr. Burns was a resident of West Seneca, N.Y. Among his survivors are his wife, Ruth. Burial was in Holy Cross Cemetery in Lackawanna, N.Y.



Gust B. Xenophon

Gust B. Xenophon, 49, died Feb. 28 in Berwyn, Ill., from a heart attack. A native and resident of Chicago, Mr. Xenophon joined the SIU there in 1967. He was an Army veteran of World War II. Among Mr. Xenophon's survivors are his wife, Eda. Burial was in Evergreen Cemetery in Evergreen Park, Ill.



Bever Waits

Bever Waits, 58, died April 6 in Hospital Santa Casa in Sao Paulo, Brazil. He was a native of Alabama and joined the union in the Port of New York in 1954. Mr. Waits sailed in the engine department. Among his survivors are his wife, Norma. Burial was in the Cemetery of Alabama.



Curtis McDaniel

Curtis McDaniel, 52, died March 3 in USPHS Hospital in San Francisco from pneumonia. He joined the SIU in the Port of New York in 1964 and sailed in the steward department. A native of England, Ark., Mr. McDaniel was a resident of Wilmington, Calif. He was a Navy veteran of World War II. His body was taken to Chicago for burial.



Glendyn L. Brooks

Glendyn L. Brooks, 54, died Dec. 1, 1969, on board the *Long Lines*. A native of North Berwick, Me., Mr. Brooks was a resident of Baltimore. He joined the SIU in the Port of Baltimore in 1969 and sailed in the steward department. He was an Army veteran of World War II. Among his survivors are his sister, Mrs. Virginia F. Horne.



Alphonse Loguidis

Alphonse Loguidis, 60, died Nov. 20, 1969, near Naha, Okinawa. A native of Illinois, he was a resident of Newark, O. Mr. Loguidis joined the SIU in the Port of Norfolk in 1943 and sailed in the engine department as a fireman-oiler, deck engineer and pumpman. Among his survivors are his sister, Mrs. Rose M. Benson of Newark, O.



Charles Lark Johnson

Charles Lark Johnson, 67, an SIU pensioner, died April 5 of a heart attack in Paul Oliver Memorial Hospital in Frankfort, Mich. A native of Missouri, Mr. Johnson was a resident of Benzonia Township, Mich. He joined the union in Michigan and sailed in the engine department as an oiler. Among his survivors are his wife, Adelle. Burial was in Benzonia Township Cemetery.



George Binnemans

George Binnemans, 62, passed away March 11 in Veterans Administration Hospital, Little Rock, Ark., after a six-month illness. He joined the SIU in the Port of New York in 1945 and sailed in the engine department as a deck engineer. A native of Belgium, Mr. Binnemans was a resident of Little Rock. He was a Navy veteran of World War II. Among his survivors are his wife, Mercella. Burial was in National Cemetery in Little Rock.



William F. Crowl

William F. Crowl, 37, passed away April 24 in Veterans Research Hospital in Chicago. A native and resident of Bay City, Mich., Mr. Crowl joined the SIU in 1964 in the Port of Detroit and sailed in the deck department. Mr. Crowl served in the Army from 1950 to 1954. Among his survivors are his wife, Donna. Burial was in Calvary Cemetery in Kawkawlin, Mich.



John H. East

John H. East, 74, was an SIU pensioner who passed away April 21 in Mercy Hospital in New Orleans. He joined the union in the Port of New Orleans and sailed in the engine department. He was issued picket duty cards in 1961 and 1962. Mr. East was a Navy veteran of



both World Wars having served from 1917 to 1945. A native of Mississippi, Mr. East was a resident of New Orleans. Burial was in St. Bernard Memorial Cemetery, Chalmette, La.

Walter Johnson

Walter Johnson, 63, was an SIU pensioner who passed away March 24 in Mobile, Ala., from a heart attack. He joined the union in the Port of Mobile and sailed in the steward department as a cook. A native of Daphne, Ala., Mr. Johnson was a resident of Mobile. He served in the Coast Guard from 1927 to 1933, and when he retired in 1969 he had been sailing 42 years. Among his survivors are his wife, Amelia. Burial was in Catholic Cemetery in Mobile.



Witold Wieromiej

Witold Wieromiej, 56, was an SIU pensioner who died April 21 in the USPHS Hospital on Staten Island, a native of Poland. Mr. Wieromiej was a resident of Flemington, N.J. He joined the SIU in the Port of New York and sailed in the deck department. He served as department delegate while sailing and was issued a picket duty card in 1962. Among his survivors are his wife, Antonette. Burial was in St. Magdalen's Cemetery in Flemington.



Edwin E. O'Sullivan

Edwin E. O'Sullivan, 64, died May 2 in Portland, Ore., from heart disease. He was a native and resident of St. Louis, Mo., and had joined the SIU in the Port of Baltimore in 1951. Mr. O'Sullivan sailed in the engine department. He served in the Navy from 1923 to 1930



and was also a Navy veteran of World War II. Burial was in Lincoln Memorial Park in Portland.

Daniel S. Lucas

Daniel Steven Lucas, 19, passed away April 1 in Episcopal Hospital, Philadelphia. He joined the union in 1969 and graduated the same year from the Harry Lundeberg School of Seamanship. Mr. Lucas was a native and resident of Philadelphia. Among his survivors are his mother, Mrs. Dorothy Armstrong of Philadelphia. Burial was in Greenmount Cemetery in Philadelphia.



Glenn G. Noffsinger

Glenn G. Noffsinger, 47, was an SIU pensioner who died May 3 in Paul Oliver Memorial Hospital, Frankfort, Mich., after a long illness. A native of Michigan, Mr. Noffsinger was a resident of Elberta, Mich. He joined the union in Michigan and sailed in the deck department. Mr. Noffsinger was an Army veteran of World War II. Among his survivors are his wife, Barbara. Burial was in Gilmore Township Cemetery in Benzie County, Mich.



Stephen J. Overton

Stephen John Overton, 28, passed away Feb. 12 in Carlsbad, Calif. He joined the union in the Port of San Francisco in 1967 and sailed in the deck department. A native of Hornell, N.Y., Mr. Overton was a resident of West Palm Beach, Fla., when he died. He served in the Air Force from 1958 to 1964. Among his survivors are his father, William J. Overton of West Palm Beach. Memorial services were held in Del Rey Crematory.



'Prepare for Accommodation,' Labor Tells Campus Activists

Washington

Campus activists have received some advice on pursuing dissent from the labor movement.

Students must prepare for

accommodation at the same time they pursue a course of dissent, AFL-CIO Secretary-Treasurer Lane Kirkland said in a speech to the AFL-CIO Community Services' 15th Annual Conference.

"The labor movement grew out of conflict with the employer and we engaged in it with enthusiasm," Kirkland said.

"But we knew that there must be accommodation and agreement and found it through the collective bargaining table."

Kirkland continued that the "labor movement, to be effective, must be as skillful in pressing settlement as in pressing conflict. Conflict without end can only lead to the disintegration of a society."

He added that labor has a role in helping "find the path of reconciliation" for students, but warned that the "restoration of order cannot be achieved by laws, by the courts or the National Guard. It must be a recognition of the larger interest in which all of us have a stake and which brings rewards to all." (PAI)



Settling Beefs on the Georgia

Bosun Bill Wallace (right), ship's chairman on the *Seatrain Georgia*, discusses a contractual beef with SIU Patrolman Red Campbell after the ship came in to the Seatrain terminal at Port Newark from North Europe. Wallace is a veteran Seafarer with more than 20 years seetime.



First Morning Launch

With their ship at outside anchorage in the background, crewmembers of the *Buckeye Victory* return aboard on the first launch after spending a night ashore in Yokosuka, Japan. From left are: Clarence Willey, chief cook; Robert French, wiper, and James F. Lee, third assistant engineer.

America's merchant marine history is dotted by many periods of neglect followed by crash programs of construction necessitated by a national emergency.

Three times in America's history this has been most pronounced—1812, World War I and World War II. Each time the neglect of the merchant marine had been so great and the reliance on foreign vessels so extensive that the country was forced to spend exorbitant amounts of money to build up the merchant fleet.

No instance better explains the fallacy of such a practice than World War I and the controversial construction of wooden vessels—built with green timber and powered by engines designed for steel ships. But the country needed ships fast and wood construction was easier.

Difficult to Build

So little thought was given to the wooden ships that officials approved a design that was "merely a copy of a steel ship, and gave little regard to the material from which it was built." They were difficult ships to build, necessitating the expensive shipment of large timber from the Pacific Coast to Gulf and East Coast shipbuilders.

The planking was so green that one authority on the ships noted "it would not stand still after it was in frame, and their seams could throw oakum nearly as fast as they could be caulked." The shipwrights were labeled "cowshed carpenters" and the structural weaknesses of the ships were further aggravated by engines designed for steel hulls—not wood.

John J. Sinnott, writing in the March issue of *Navy Magazine*, said: "The wooden ships were a \$73 million failure—no small sum for those days." He noted that the average ship spent about half of its time in port under repair.

Useless After War

More than 300 of the wooden steamships were built, he stated, but the ships were practically useless after the war for commercial use because of low speed, high fuel consumption and an uneconomical deadweight capacity requiring more than 30 percent of the space for fuel and stores.

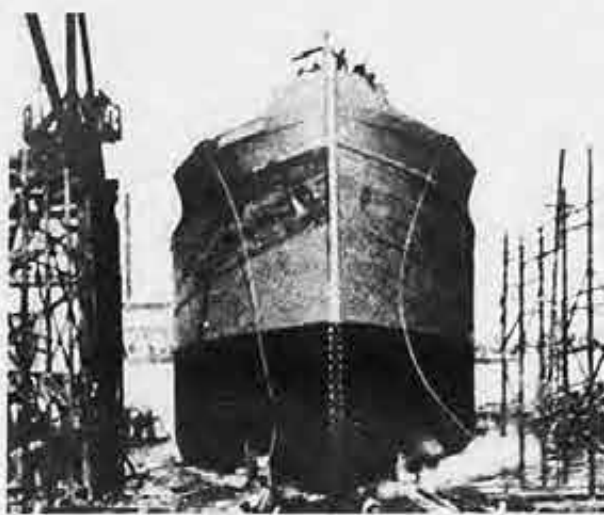
W. C. Mattox, in his 1920 book, *Building the Emergency Fleet*, noted the vessels were useful in coastwise trade and freed steel tonnage for other purposes. Mattox was an official of the Emergency Fleet Corp., the organization responsible for the construction. More than \$2.5 million was spent in 1917-1918 building a total of 2,382 ships in 18 months.

Wood was not the only unsatisfactory material used, Warren T. explained in his 1962 book, *Atlantic Conquest*. Composite materials and even concrete were used. "Anybody, it was said, built anything that somebody would brand a ship—of green wood and brittle concrete and baling wire and store bolts—a hasty fleet of monstrosities."

If history teaches any lesson it is that America cannot afford the luxury of neglecting her merchant marine because in times of national emergency the fleet is needed and crash programs are often very costly and misdirected.

(Photos at right courtesy of Navy Magazine.)

World War I's Wooden Fleet



A Ferris-class wooden freightship is launched from one of the many primitive shipyards that sprung up almost overnight to produce the vessels. The speed of shipbuilding was enviable. One yard laid a new keel 90 seconds after launching a ship. But many of these vessels spent half their time being repaired.



A Hough-class ship underway and headed for the shipyard for repairs. Green timber, inexperienced shipbuilders, overpowered plants all contributed to the problems of the ships. The 3,500-ton cargo capacity of these coal-burning ships was drastically reduced by the enormous amount of bunkers they had to carry.



These wooden sub-chasers tried to clear shipping lanes of German U-boats.

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 CPA audit every three months by a rank-and-file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York, N.Y. 10004

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know

your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

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

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

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

trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

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

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

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

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

New Log Feature Answers Questions on Social Security

By A. A. BERNSTEIN
SIU Social Security Director

As a new service to SIU members and their families, the *Seafarers Log* each month will provide answers to questions about Social Security benefits.

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

The new feature also will contain questions received frequently by the Social Security Administration concerning benefits available to widows and children, disabled workers and retirees.

The basic idea of Social Security is a simple one. During working years (including time in military service) you, your employers and self-employed persons pay Social Security contributions which are pooled in special trust funds.

When earnings stop or are reduced by retirement, disability or death, monthly cash benefits are available through Social Security to replace part of the lost earnings for the worker or his survivors. More than 90 percent of all American workers are enrolled under the Social Security program.

In addition, a health insurance program (Medicare) is provided for people who are over 65.

Q: I'll be 65 in a couple of months. My wife thinks I may be able to sign up for retirement benefits before my birthday instead of waiting until the last minute. Is that correct?

A: It is. It is a good idea to apply two or three months before you reach 65. This way you will be sure of getting all the benefits you are due, including full Medicare protection. You can start early in assembling the information and documents you will need when

you do apply, such as proof of age. The best proof is a birth certificate, or record of baptism recorded early in life. But, if you don't have either, don't worry. The people at your Social Security office can tell you about other proofs that can be used.

Q: Has there always been a limit to how much you could earn after retirement without losing Social Security benefits?

A: Yes. But this has been changed by Congress nine times to keep pace with increased benefits and higher earning levels. The last change was voted in 1967. Presently, if you earn \$1,680 or less a year, you get full benefits for all months of the year. If you earn more than \$1,680, the general rule is that \$1 in benefits is withheld for each \$2 you earn from \$1,680 to \$2,880. An additional \$1 will be withheld for all earnings over \$2,880. Earnings after you reach 72 will not cause any deductions from your benefits.

Q: When I became 65 last year, I neglected to sign up for the medical insurance part of Medicare. Is it too late for me to enroll now?

A: It is not too late. You have another chance during what is called a general enrollment period—the first three months of each year. March 31 is the deadline each year. Remember, if you do not sign up within three years after your first opportunity, you will not be able to sign up at all.

Q: A friend of mine who has changed jobs a lot says he checks his Social Security record frequently to make sure it is correct. Can he really do that whenever he wants to?

A: Yes, your friend is wise to do so since he changes jobs frequently. It is a good idea to ask the Social Security Administration to send you a state-

ment of earnings every three years or so. The statement shows your total earnings under Social Security, including any self-employment you may have had, and basic pay for active duty in the armed forces. Your Social Security office can give you a postcard form (Request for Statement of Earnings) to use in asking for the earnings statement.

Q: I know Social Security helps older people, but what about young workers like me? I'm 28 and see nothing ahead but contributions until I'm 65.

A: Social Security provides protection for you and other young workers long before you reach retirement age. You and your family are protected against loss of income resulting from disability or death. If you should die, your dependents may receive a lump sum payment and monthly cash benefits.

Q: As a college student, I work part-time during school and full-time during vacations. The Social Security contributions coming out of my pay could help me meet expenses. Why deduct from my earnings now, considering the number of full-time years I will have to pay in future? Will I really get my money's worth over the long run?

A: You and other young workers—part-time and full-time—are earning valuable Social Security retirement, survivors and disability insurance protection worth more than the Social Security contributions paid in. If you have 18 months or more of recent work in the Social Security record, you and your family may count on monthly benefits if you become disabled. Your family would get monthly benefits if you died. Earnings of as little as \$50 in any three-month calendar will assure you of credit toward this valuable insurance protection.



At the SIU Clinic

Mrs. Floerfida G. Motus has her blood pressure checked by Dr. Joseph Peluso at the SIU clinic in New York. Her husband, Seafarer Felizardo Motus, sails in the steward department. At all SIU clinics, Seafarers and their dependents are entitled to medical care.

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans July 14—2:30 p.m.
Mobile July 15—2:30 p.m.
Wilmington July 20—2:00 p.m.
San Fran..... July 22—2:00 p.m.

Seattle July 24—2:00 p.m.
New York July 6—2:30 p.m.
Philadelphia July 7—2:30 p.m.
Baltimore July 8—2:30 p.m.
Detroit July 6—2:30 p.m.
Houston July 13—2:30 p.m.

United Industrial Workers

New Orleans July 14—7:00 p.m.
Mobile July 15—7:00 p.m.
New York July 6—7:00 p.m.
Philadelphia July 7—7:00 p.m.
Baltimore July 8—7:00 p.m.
Houston July 13—7:00 p.m.

Great Lakes SIU Meetings

Detroit July 6—2:00 p.m.
Buffalo July 6—7:00 p.m.
Alpena July 6—7:00 p.m.
Chicago July 6—7:30 p.m.
Duluth July 6—7:00 p.m.
Frankfort July 6—7:00 p.m.

Great Lakes Tug and Dredge Section

Chicago July 14—7:30 p.m.
†Sault
Ste. Marie July 14—7:30 p.m.
Buffalo July 15—7:30 p.m.
Duluth July 17—7:30 p.m.
Cleveland July 17—7:30 p.m.
Toledo July 17—7:30 p.m.
Detroit July 13—7:30 p.m.
Milwaukee July 13—7:30 p.m.

SIU Inland Boatmen's Union
New Orleans July 14—5:00 p.m.
Mobile July 15—5:00 p.m.
Philadelphia July 7—5:00 p.m.
Baltimore (licensed and un-licensed) July 8—5:00 p.m.
Norfolk July 9—5:00 p.m.
Houston July 13—5:00 p.m.

Railway Marine Region

Philadelphia
July 14—10 a.m. & 8 p.m.
Baltimore
July 15—10 a.m. & 8 p.m.
*Norfolk
July 16—10 a.m. & 8 p.m.
Jersey City
July 13—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.

Firms Must Deal With Union Stewards

Unions have an absolute right to appoint department or shop stewards, and employers must deal with them in discussing employee grievances, the National Labor Relations Board has ruled in a case involving the Allied Industrial Workers.



Overseas Vivian Crew in Bombay

When the *Overseas Vivian* (Maritime Overseas) docked in the port of Bombay after a voyage from Kalama, Wash., Seafarers took time out in port to relax. From left are George Arnold, John Rode, Scottie MacDonald, Freddie Hunt and Bosun Bob Yeager.

Seagoing Termites Invade Lighthouse

Norfolk

The Coast Guard motto is to be prepared for anything, but it was somewhat taken aback when they discovered that termites had invaded one of their lighthouses.

Thousands of the voracious wood-eating pests were discovered recently thriving on the salt-flavored upper structure of the Smith Point Lighthouse on Chesapeake Bay.

Entomologists were at a loss to explain how termites, which are landlubbers, managed to navigate to the lighthouse or how they can survive, since they need fresh water to live.

The Coast Guard called in the exterminators and the salty termites were quickly sunk.

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union United Industrial Workers

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Rep. Thomas S. Foley (D-Wash.), right, and Vince Promuto, Washington Red-skin guard, meet trainees.



During an open house on the *Dana*, docked on the Potomac, visitors were given a guided tour of the 130-foot schooner by the Lundeberg School trainees.



Trainees are greeted by Rep. Frank Thompson Jr. (D-N.J.)

Piney Point Trainees Visit Washington

GROUPS OF Harry Lundeberg School of Seamanship trainees journey to Washington as part of their training cruises aboard the school's two full-rigged training schooners, the *Captain James Cook* and the *Richard Henry Dana*. While in the capitol, they attend luncheon conferences, sponsored by the AFL-CIO Maritime Trades Department, and have an opportunity to meet and listen to Congressmen and other dignitaries interested in the American merchant marine.



Rep. William D. Hathaway (D-Me.) greets a group of future Seafarers.



Rep. Robert O. Tiernan (D-R.I.) and Piney Point visitors.



Piney Point trainee Frank Gibilaro, 18, of Brooklyn, N.Y., scans the Potomac River from the deck of the *Dana*, with the Washington Monument in the background.

NARCOTICS: They'll Cost You Your Job...



Television. Radio. Newspapers. News magazines. Movies. Records.

No matter what you read, where you look, what you hear—the subject of narcotics is there. Usually in the form of a debate. Are drugs bad for the health? Do they lead to immorality? Aren't alcoholic beverages just as bad?

To Seafarer, these aren't the questions that really count. What counts is this:

- Any Seafarer using narcotics—anytime, on shore or at sea—loses his papers—his right to go to sea.
- Any Seafarer using any drug that affects his mind risks the lives of others. The possibility of an emergency is *always* present aboard ship. Only alert minds can help. Dope is deadly.
- Any Seafarer caught using narcotics tags his ship and his shipmates for constant watch.
- Rewards are paid, in some foreign lands, to those who turn in anyone possessing narcotics. Some people in those countries have been known to sell narcotics to Americans—and then turn them in for a reward. Possessing narcotics—anytime, on shore or at sea—ends a Seafarer's career.
- Marijuana is legally a narcotic. Marijuana affects the mind. The use of marijuana or any other narcotic strips a Seafarer of his life at sea.
- Men who want careers at sea don't possess drugs, don't use drugs—and don't allow others to do what they don't do. Because they know that any Seafarer using or possessing narcotics—anytime, on shore or at sea—loses his papers—his right to go to sea.

... **Forever!**