



Paul Hall addresses ILO session

ILO Session Aids Seamen

See Page 3

Nixon Signs '70 Maritime Act

See Page 3



President Nixon Signs Merchant Marine Act '70

AFL-CIO's Kirkland Sees Bill As 'Maritime Miracle'

See Page 2

SIU Scholarship Applications Open

See Page 32

SIU Has 32d Birthday

See Page 6

Kirkland Sees 'Miracle' In Merchant Marine Act

Washington, D.C.

AFL-CIO Secretary-Treasurer Lane Kirkland proclaimed the Merchant Marine Act of 1970 to be the "miracle of the 91st Congress."

Kirkland said the miracle was that the bill was passed in a year when Congress and the Administration had curtailed defense spending, grounded the SST and cut back federal construction.

Despite all that, "Congress decided overwhelmingly to salvage an entire industry—your maritime industry," he told a luncheon of the 7.5-million member AFL-CIO Maritime Trades Department.

He said the bill "means jobs for thousands of unemployed men and women, and it provides a solid base for training the unskilled in the multitude of crafts required in the construction of ships."

Moreover, Kirkland said, "ships that would have been built in foreign yards and manned by foreign crews will now be constructed in Ameri-

can yards and will be crewed by American Seafarers."

Economic Benefits

The bill will also benefit America's "precarious international balance of payments position," the union leader said, in that "the millions of dollars that would have been spent abroad will now be invested on our own shores."

He added, "those millions of dollars in expenditures by private industry and government will bring us a first-class merchant marine. And the full utilization of that fleet will, in turn, produce decent wages, fair profits and federal, state and local taxes to help pay for the urgent needs of a progressive society."

Kirkland noted that the signing of the Merchant Marine Act "may have come just in time," and urged speedy implementation of the new maritime program in the face of a Russian challenge to U.S. foreign trade.

He said that Far East Shipping Co., headquartered in Vladivostok "is starting to serv-

ice those who ship from Japan to the West Coast of the United States.

Russian Challenge

"The Russian entry on the United States trade scene means that your industry will face even stiffer competition than it has in the past. For that reason, we cannot afford any delay in implementing all of the programs of progress contained in the Merchant Marine Act of 1970."

Kirkland said the "overwhelming acceptance by both houses of Congress of the Merchant Marine Act of 1970, indicated to him that there is 'enormous momentum' for curing the maritime industry's ills."

"Let me suggest that you use it to the fullest," he said. "Because your work is not yet complete."

Kirkland said, "unless the new ships are accompanied by increased cargo, the American-flag merchant fleet may slip into a condition of decay beyond redemption."



Lane Kirkland, secretary-treasurer of the AFL-CIO, greets young trainees from the Harry Lundeberg School of Seamanship as school instructor Warb Matthews looks on. The trainees heard Kirkland deliver an address to a luncheon gathering sponsored by the AFL-CIO Maritime Trades Department praising passage of the Merchant Marine Act of 1970.

The miracle wrought by the act, according to Kirkland, will have far wider implications. He praised the mechanism to lure the 'runaway' fleet back to the U.S. flag.

Cheap Labor

And, Kirkland said, "other American industries also suffer from the competition of runaways and of imports produced by cheap labor. Their problems must also be overcome without lowering American standards."

Kirkland pointed to the textile industry, the shoe industry, the electronics industry, and others "hurt by foreign imports produced by men and women who are forced to work under conditions that were abolished in our nation a century ago."

These industries, he said, are in desperate need of help. "They, like the maritime industry, are rapidly approaching the point where they will die unless we develop for them a means of survival," he asserted.

"We must do our best to develop a system of international trade, based on some other advantage than that of the cheapest labor. We must not permit jobs that pay decent wages, under fair conditions, to be driven out of existence by the world-wide search for profits at the expense of people."

"Every American worker has a stake in the outcome of that issue—and it is our job to see that that stake is defended as strongly as we know how."

ILO Teamwork

THE PRESIDENT'S REPORT

by PAUL HALL



American seafarers, in addition to fighting their own battle for just and decent treatment, have a tradition of giving a strong helping hand to lifting the standards of the less fortunate seamen of the world.

Much of our work, and many of our accomplishments in meeting this self-imposed obligation have developed through our active participation in the International Labor Organization. The strong link between the ILO and seafarers is a natural combination because among all of the world's workers, seafarers are the only true citizens of the world. We are a community of men. We have a code of loyalty that is our own, a code that has existed since man first went down to the sea in ships.

The ILO's commitment to the seafarer was ingrained in its founding. Samuel Gompers, first president of the American Federation of Labor and an intimate of President Woodrow Wilson, was instrumental in nurturing the idea of a government-labor-management institution devoted to aiding workers throughout the world.

We can thank Andrew Furuseth for the fact that maritime holds a special and honored place within the ILO structure. This Norwegian immigrant who is the father of the SIU, devoted his life to emancipating the seafarer—a dedication that caused him to be known as the "Abraham Lincoln of the Sea."

Furuseth's greatest triumph for the sailor came in 1915 when, with the help of the late Sen. Robert LaFollette, Sr., he pushed through passage of the Seamen's Act. This legislation, known over the decades since as the "Seamen's Bill of Rights"—brought an end to the conditions verging on slavery under which American seamen were forced to exist.

Furuseth and Gompers were a natural and close team. In many respects, Furuseth was the philosophical mentor of the great Gompers.

It followed that Furuseth, having gained victory in passage of the Seamen's Act, would urge Gompers to give the seafarer a special place in the structure of the International Labor Organization.

For both men knew that seafarers around the globe would be in dire need of all the free collective bargaining strength they could muster for decades to come to make their lives bearable. And while no absolute contracts are signed between labor and management in the halls of ILO headquarters, the agreements reached by the representatives of government, labor and management carry the weight of world opinion—and those who refuse to abide by the agreements are rightfully considered out of step.

Most of the actions taken at last month's ILO Maritime Conference will have little direct effect on the American seafarer. He has, through his unions, pulled far to the front over the past 40 years.

But to thousands of our brothers, the implementation of the agreements reached by the official representatives of 66 nations will bring a far better life.

By raising the acceptable worldwide minimum base wage from \$70 to \$100 a month, the conference gave hope to many seamen who now work at near starvation wages.

By placing strong emphasis on the investigation, reporting and prevention of accidents, all seafarers will have better odds against the physical damage that all too often strikes our men down through no fault of their own.

Living conditions aboard ship will be universally improved as the ILO's recommendations are placed in effect. Minimum space requirements for each sailor were adopted. And the delegates found that no more than two men should share a room on any freighter. The world's shipowners were a part of the ILO assemblage that called for the installation of air conditioning for crews' quarters on all ships of 1,000 tons or more.

All of these benefits were agreed to by a body of men chosen by their governments, their unions and their companies to work together through the ILO to develop the machinery to improve the life of the seafarer.

Much more was done. Detailed reports of the actions of the conference, the history of the ILO and the unfortunate single attempt to turn the conference into an arena for the exchange of political attacks, are reported in this issue of the *Seafarers Log*.

The complete teamwork that was exhibited by the entire United States' contingent contributed heavily to the success of the conference.

While we have had bitter battles among ourselves over the years, we stood together in unity with a determination to do our best not only for our own, but for all men of the sea everywhere.

Assistant Secretary of Commerce for Maritime Affairs Andrew Gibson, in addition to being a U.S. government delegate, was chairman of the U.S. team. He did his job well, bringing credit to our nation.

Joseph Goldberg, special assistant to the commissioner of labor statistics of the U.S. Department of Labor, provided facts coupled with wisdom and made a major contribution.

Managements' man, James Reynolds, president of the American Institute of Merchant Shipping, consistently showed his deep concern for the welfare of the world's seamen and made an outstanding contribution to our team effort.

None of the four official delegates from labor, management and government, however, could have functioned effectively had it not been for the dedicated work of the teams of advisers who laid the foundation for the conference and followed through with help on a multitude of problems that cropped up during the two weeks that the conference was in session.

I am confident that the world's community of seafarers will have the collective strength of the entire American team working with them as we open our campaign to bring into being the recommendations adopted by the conference and in continuing the never-ending effort toward bringing a better life to seafarers throughout the world.

ILO Calls for New Seafarer Benefits



SIU President Paul Hall, U.S. workers' delegate to the recent International Labor Organization Conference in Geneva, Switzerland, takes the podium to defend AFL-CIO President George Meany after an attack by delegates from Cuba. The 55th ILO Conference made recommendations for the betterment of conditions of the world's seafarers.

SIU's Paul Hall Leads U.S. Workers' Group

Geneva, Switzerland

The world's maritime community made major strides toward bettering the lives of its Seafarers during the Eighth Maritime Conference and 55th Session of the International Labor Organization (ILO).

Some 534 representatives of government, labor and management directly involved in maritime affairs came from 66 nations to study, debate and reach conclusions on an agenda of actions that will result in improved wages, working conditions and standards of life for seamen.

Each nation was eligible to send two government delegates, plus one each from labor and management, as well as teams of advisors and observers.

The official United States delegation was headed by Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson, Joseph Goldberg, special assistant to the commissioner of labor statistics of the U.S. Department of Labor, was the second U.S. government delegate.

SIU President Paul Hall led the nation's Seafarers delegation, and served as vice chairman of the Maritime Conference's Workers Group.

James Reynolds, president of the American Institute of Merchant Shipping, led the management delegation.

Achievement Noted

Hall noted that the U.S. Seafarer has achieved many of the advances proposed in the actions adopted by the delegates.

"But as we move forward continually in improving the living and working standards of

the American seafaring worker, we do not for one moment lose sight of the common bond and interest which we, the American workers, have with other maritime workers of the world," he told the delegates.

"We are ever-conscious of the unique ties which unite us with brother seafaring workers of all flags," Hall said.

To that end, the delegates passed conventions, recommendations and resolutions targeted at improving the lot of the world's seamen.

The differences between the three actions—conventions, recommendations and resolutions—are significant. Conventions of the ILO are submitted to the governments of member states for ratification in the form of law. Recommendations are submitted to governments in the hope that they will lead to legislation. Resolutions communicate the intent of the ILO.

Accident Prevention

✓ The first convention adopted by the Maritime Session obligates the ratifying states to take necessary steps to ensure adequate reporting and investigation of accidents, and to adopt laws that will aid in preventing them. The session also adopted a recommendation for research and analysis of accidents, together with the development of a method to

(Continued on page 9)

Nixon Signs Merchant Marine Act Into Law

Washington, D.C.

With a stroke of the Presidential pen, the Merchant Marine Act of 1970 became the law of the land in October.

The act, incorporating many provisions backed by the Seafarers International Union, had passed both Houses of Congress by substantial majorities before it was sent to President Richard M. Nixon for signature.

At the signing in the Cabinet Room of the White House, President Nixon, surrounded by top officials and labor leaders, said the bill marked the beginning of a new era for the troubled maritime industry and opened the prospect of revitalization of the U.S.-flag merchant fleet.

Provisions of Bill

In particular the bill will benefit SIU men by means of its provision to construct 300 new ships for the foreign trade in the next 10 years. The new

ships will mean more jobs for Seafarers in the years ahead.

In addition the provisions on construction subsidies will include ships of the bulk carrier fleet, which were excluded under the 1936 Maritime Act which narrowed assistance down to 14 shipping lines. Under the 1970 bill all shippers in the foreign trade will be eligible for subsidy.

One of the concomitants of the increased subsidy will be an upsurge in shipyard employment. One estimate, contained in a report to the U.S. Senate, is that the provisions of the act regarding construction subsidies will generate more than 400,000 man hours of employment in American shipyards.

Seafarers and the shipyards may receive an additional boon from the new act's inclusion of shipowners operating in the Great Lakes and on the non-contiguous routes in the provi-

sion of tax deferment on construction reserve funds.

These tax-deferred reserves mean that shipowners can accumulate funds for shipbuilding without paying taxes for a time. It, too, was previously restricted to 14 lines and is now open to all who comply with the terms of the 1970 act.

Another general provision is that of operating subsidies. Where they had been restricted before, the 1970 legislation opens them to all operators, including those involved in the Great Lakes, noncontiguous and tramp trade.

'Runaways' Affected

The bill also makes provision to phase out the "runaways"—American-owned ships sailing under foreign flags.

Under the act, the foreign-flag operators who wish to qualify for the nation's new maritime benefits must freeze their foreign holdings and liquidate them within 20 years. That means they will be forbidden to add to their foreign holdings, and will not be allowed to replace foreign-flag vessels as they are scrapped or become lost.

Aside from including the Great Lakes fleet under operating and tax deferment provisions, the act provides assistance to the Great Lakes fleet in the form of eliminating the chance of an increase of tolls on the St. Lawrence Seaway.

It eliminates the toll rise by cancelling interest on the Seaway's construction debt. That will permit the Seaway to use the tolls to pay operation and maintenance costs out of present tolls, and allow it to pay off the original construction costs within 50 years.

For all of these reasons, President Nixon described the bill as "historic." He said the bill may prove true his conviction that "American labor and American shipyards can do as well or better" than their foreign competitors.



Looking on at White House ceremony as President Nixon signs the Merchant Marine Act of 1970 into law are from the left Under Secretary of Commerce Rocco C. Siciliano; Secretary of Commerce Maurice H. Stans; Maritime Administrator Andrew E. Gibson; Federal Maritime Commission Chairman Helen Delich Bentley; Secretary of Transportation John A. Volpe, and Rep. William S. Mailliard (R-Calif.), ranking minority member of the House Merchant Marine and Fisheries Committee.

Unity Was Keystone Of ILO Delegation

Geneva, Switzerland

Unity was the keystone of the government-labor-management team representing the United States in the Eighth Maritime Conference and 55th Session of the International Labor Organization here, SIU President Paul Hall reported. Hall was the official U.S. worker delegate to the conference, and head of the U.S. labor team.

"Every member of the American group reflected great credit on our unions, management and government," Hall said. "All of us worked together. We, as Americans, were tired of being kicked around by the Communist bloc nations, and we worked together to effectively put a stop to their campaign to make the ILO a platform for political expediency."

The U.S. labor delegation had as advisers SIU Vice President Earl Shepard; Raymond T. McKay, president, District 2, Marine Engineers Beneficial Association; Peter Bocker, vice president, National Maritime

Union, and Joseph Gaier of the Masters, Mates and Pilots.

Hall noted that Shepard and Bocker had made a major contribution to the American labor team's efforts through their participation at a preparatory meeting in Genoa, Italy, which developed the foundation for the agenda of the ILO Maritime Conference.

Credits Delegation

In his report to the AFL-CIO Executive Council meeting in Washington, D.C. this month, Hall paid tribute to the entire American delegation.

"As the workers' delegate, I was fortunate to have a competent, dedicated group of union representatives who did the job that was required to successfully resolve the technical matters on the agenda," he said. "They are due a vote of thanks from all American seafarers, as well as seamen throughout the world, for the major contribution they made."

Also serving on the American labor team were Mel

(Continued on page 5)

Economic Authorities Say:

Pay Lags Behind Inflation Increases

Washington, D.C.

Two leading economists have dealt a sharp rebuttal to Administration claims that soaring labor costs and rising wages are the prime causes of inflation.

In a lead article, the *Wall Street Journal* declared that "labor costs aren't the Frankenstein monster they're often cracked up to be."

Representing railroad unions before the Presidential Emergency Board, Leon Keyserling, chairman of President Truman's Council of Economic Advisers, declared that "the thesis that concludes wage trends have been, and still are, a vital factor in the entirely unacceptable degree of price inflation . . . is so preposterously wrong that one finds it hard to explain the degree of obstinate adherence to it."

Ignore Facts

The *Journal* article noted that business executives frequently proclaim that labor costs are soaring out of control and "dooming the economy to ever-worse inflation."

However, the business paper said executives never mention the fact that "labor costs, far from soaring, are only inching upward nowadays," and that some analysts predict "labor costs may soon begin to decline."

The article states that "pay to workers has been getting higher but also that labor-cost increases have been getting smaller."

"Labor costs have been declining to a point," the article said, "that in the last three months the wage-price index has barely budged, rising a minuscule one-fifth of one percent."

The article refutes a carefully nurtured argument of management that it must hold down pay increases because of rising costs. A number of reasons

were listed for the labor vs. cost picture:

- Productivity of most workers is on the rise after a period of no gain.
- Premium pay such as overtime work has been declining.
- While pay of union members generally has gone up sharply this has not been true of non-union workers.

Faulty Premise

Keyserling said the basic premise of national economic policies is that we are suffering from an "overheated or overstrained" economy due to excessive aggregate demand on productivity.

He cited some examples to show that, for the most part, productivity has increased at least as much as, and usually more than, demands for increases in wages and salaries.

In the specific area of manufacturing, he said that from 1960 to 1969, "the figures were an increase of 3.4 percent for productivity, and 2.2 percent for wages and salaries. From 1966 through the second quarter of 1970, the figures were an increase of 2.4 percent for productivity and 2.3 percent for wages and salaries. From second quarter 1969 to second quarter 1970, the figures show an increase of 1.3 percent for productivity, and a reduction of 0.4 percent in wages and salaries."

Keyserling said statistics were comparable in most industries and concluded that "policies designed effectively to achieve a stable and optimum economic growth would in the long run yield less net price inflation that results from erratic ups and downs in the real economy, rapidly changing labor and business expectations and general uncertainty."



Reporters question U.S. delegates on their return from the the ILO conference in Geneva. Pictured are (right) Paul Hall, president of the SIU and workers delegate to the ILO; (center) Andrew E. Gibson, Assistant Secretary of Commerce for Maritime Affairs and government delegate to the ILO; (rear) James Reynolds, president of the American Institute for Shipping and management delegate.

'Watch, Wait, Participate' Hall Advises on ILO Funds

An attitude of "watchful waiting and full participation" in the affairs of the International Labor Organization (ILO) before the United States considers renewing its financial contribution to that body has been urged by Paul Hall, president of the Seafarers International Union, AFL-CIO, and head of the U.S. workers' delegation to the October ILO Maritime Conference in Geneva, Switzerland.

Congress withheld the nation's normal \$3.7 million contribution to the ILO this year. The decision came after several representatives from both the trade union movement—led by AFL-CIO President George Meany—and the business community testified that the communist bloc was turning the ILO into an arena for political attacks upon the United States.

Hall, Assistant Secretary of Commerce Andrew E. Gibson, chief of the government delegation, and James Reynolds, president of the American Institute of Shipping and head of the management delegation, reported that political assaults were generally absent from the maritime conference of the ILO. It was the first meeting of the world labor body following the decision to withhold U.S. dollars.

Their remarks came during a press conference held in the Maritime Administration offices in the Federal Plaza Building here.

"The United States was literally assassinated 34 times by communist bloc nations in the June ILO meeting," Hall told reporters. "The free-world worker doesn't like to go into a meeting to discuss working conditions and hear one government tear down another. The purpose of the ILO is to improve the standards of the workers in the world. Political attacks can be exchanged in a proper forum, like the U.N."

"The ILO Maritime Conference reversed the trend that had developed in the ILO where the communist bloc nations had decided they would all get together and swat the Americans around," he added.

Gibson said that the action of the Congress and the attitude of Meany in calling for the withholding of U.S. contributions was "completely understandable."

'Great Disenchantment'

The United States, he said, "had to make it plain" to the communist bloc that Congress was "reflecting the great disenchantment" of organized labor and business.

Reynolds recalled that President Woodrow Wilson and Samuel Gompers, first president of the AFL, had fostered the ILO in the hope that the cooperative efforts on a worldwide basis of labor, management and governments would result in upgrading the lot of all workingmen.

"We could not permit that dream to be made a nightmare of political expediency," Reynolds asserted.

He said that because the maritime conference was nearly stripped of political attacks, the delegates "emerged with a sense of brotherhood among seamen around the world."

The Communist bloc, with the Cuban delegation at the front, made one vicious attempt to turn the conference into a political boiling pot.

The Cubans opened a tirade against the United States early in the conference, and made two other attempts to continue the attack. But on each occasion, they were stopped in their tracks by the American team of delegates.

The solidarity of the American delegation, coupled with the strong support of other free-world representatives, caused the Communist tactic to fail—and allowed the delegates

of all nations to concentrate on finding solutions to the problems affecting wages, working and living conditions of the world's seamen.

All three leaders of the American delegation said they felt the United States should continue its participation in the ILO. Gibson noted that the Soviet Union took part in the ILO although "they didn't pay dues for years. And the Cubans just paid their dues up before this meeting."

Reynolds said he hoped the withholding of U.S. funds "is a temporary measure."

Gibson said the Nixon Administration "has no desire to leave the ILO."

Deep Obligation

Hall said the American trade union movement "has a deep obligation to fight like hell to make the concepts of the ILO work."

"But you don't pay a lynch mob to string you up," he added.

He said he believed the political attacks would stop within the ILO because "the Soviet bloc wants desperately to have worldwide forums, and the ILO is one of them. Without U.S. participation, they would lose this forum. The Soviets learned at the maritime conference that they're going to have to abide by the rules of the road."

FTC Warns on Flaming Berets

The Federal Trade Commission has warned that "highly inflammable" women's and girl's berets are being sold in American stores.

The imported Italian berets have a sewn-in label listing percentages of fabric: 7.7 percent cotton; 42.9 percent rayon; 49.4 percent acrylic fabric.

The berets were imported for M. Grossman and Son, Inc. and Beltmar Hats.



Needed: A Strong Fleet

Rep. John Murphy (D-N.Y.), a staunch advocate of a strong American-flag merchant marine, addressed a dinner gathering held in honor of Seafarers who have upgraded to full books. Seated next to Murphy are: SIU Representative Ed Mooney and New York Port Agent Joe DiGiorgio.

Job Safety Bill Enactment Before 'Lame Duck' Congress

Following an election recess, members of Congress have returned to Capitol Hill in a rare "lame duck" session to clean up some unfinished business.

One of the major items on the agenda, as far as labor is concerned, is passage of the Occupational Health and Safety Bill. In view of pre-recess happenings it is expected that this measure will create much debate and political maneuvering before a decision is made.

The legislation, known as the Williams-Daniels Bill, would include all those workers—ship-builders, factory hands and farm workers, for example—not presently covered by federal law in the field of safety standards.

The major provisions of the bill would:

- Impose on industry the "general duty" of furnishing workers "a place of employment which is safe and healthful."

- Empower the Secretary of Labor to set nation-wide health and safety standards for working environments.

- Call for unannounced federal inspections of work places and prompt disclosure of the findings to the workers.

- Authorize the Secretary of Labor to impose fines and seek court action against employers who violate the "general duty" or specific standards.

- Permit the Secretary of Labor to close down all or part of any plant where workers are in "imminent danger" of injury or disease.

- Direct the Secretary of Health, Education and Welfare to publish a list of all known or potentially toxic substances including those whose analysis is specifically requested by workers.

- Allow employees to refuse work, without loss of pay, in areas where toxic substances are found at dangerous concentrations.

Organized labor has long accused the Administration and the U.S. Chamber of Commerce of seeking to stall action on job safety.

The Chamber Game

Commenting on the preventive tactics employed, AFL-CIO President George Meany said "the Nixon Administration, through the Secretary of Labor, and certain key Republicans in Congress, is playing irresponsibly shameful politics with the lives and health of American workers."

Meany accused the Secretary of Labor and these "certain Congressmen," of "playing the game with the Chamber of Commerce and the business community, who want to block any occupational safety and health bill."

Joseph T. Power, president of the Operative Plasterers' and Cement Masons' Union, also de-

cried the "delaying tactics that are prohibiting passage of a law that could help prevent injuries and save lives."

He cited statistics showing there were more than three million industrial accidents in the United States in 1969, and the accompanying loss of thousands of millions of dollars.

"But," he said, "these dollars represent a lot more than cold cash. They represent warm, living human beings. People who no longer have a hand or an eye. People who no longer will be able to work and bring home the bread for the family dinner table."

Power dismissed the "accidents just happen" theory. "Accidents can be prevented," he said, "and passage of this bill would be a major step toward achieving that objective."

Prior to the recess Democratic Majority Leader Mike Mansfield had asked unanimous consent to set aside the Equal Rights for Women Bill to consider job safety. However, objections were voiced by Sens. Dominick (R-Colo.) and William Saxbe (R-Ohio).

Along with other Republican spokesmen, they argued they were not opposed to job safety but felt that action would be hasty and a mistake.

Democrats immediately challenged the idea that there had been little time for consideration of job safety legislation.

Careful Analysis

"I know of no measure which has been more carefully analyzed by the Committee on Labor and Public Welfare than this measure," declared Sen. Walter Mondale (D-Minn.). "We have long understood the serious and profound necessity of having reforms in the field of occupational health and safety."

Sen. Ralph Yarborough (D-Tex.), chairman of the committee, pointed out the bill has been before the Congress at least four years. He added that this "is no rush job; it is not an eleventh hour speed-up."

The Administration and the business coalition have demanded that occupational safety and health codes be written by an independent panel.

Most Democrats and organized labor support placing responsibility with the Secretary of Labor who, with professional advice, will set safety and health standards and enforce the law.

Jacob Clayman, administrative director of the AFL-CIO's Industrial Union Department, cited the differences between the two views.

"This is not a mere difference in words or theory," he wrote, "but a real difference in meaningful, effective and practical fulfillment of the spirit of any sound occupational safety and health bill."



Earn Lifeboat Tickets

The latest group of Seafarers to earn lifeboat tickets through the SIU's Harry Lundeberg School of Seamanship in New York are ready to ship out. They are: (standing from left) George McCraney, Jack Pollard, John Wood, George Stefanescu and SIU Instructor Len Decker. (Seated) L. S. Morris, John N. Venizelos, Calvin McChristian and Robert Malone.

Senate Bill Aids Elderly

Washington, D.C.

Labor is expected to give a strong push for a bill to reform social security benefits now before the Senate Finance Committee.

The bill would increase benefits 10 percent, set the minimum payments at \$100 a month, and establish the base wage at \$12,000 per year.

The House has passed a bill calling for a five percent increase in benefits, a boost in payments from \$64 a month to \$67.50, and an increase in the wage base from the current \$7,800 to \$9,000 a year.

The AFL-CIO feels that the

House measure is too weak and that the Senate bill is more in line with people's needs although much more could be done.

Labor has been calling for an immediate 10 percent increase in benefits, an increase of 20 percent by 1972, a two-step increase in the minimum from \$90 the first year to \$120 the second, an increase in the wage base to \$15,000 and the systematic introduction of financing from general revenues without undue increases in premiums paid by workers and their employers.

Unity Is ILO Keynote

(Continued from page 3)

Barisic, Alvin Shapiro, Gene Spector and Shannon J. Wall of the NMU; Max Condiotti and Burt E. Lanpher of the Staff Officers Association of America, an affiliate of the SIUNA; Harvey Strichartz of the American Radio Association, and William Rich of the NMP.

A group from the NMP who participated in the later part of the conference as observers included Morris Weinstein, Kenneth Camisa, Price Mitchell and John Beirne.

James J. Reynolds, president of the American Institute of Merchant Shipping, was the U.S. management delegate. Working with here were Martin F. Hickey of the T & M Service Corp.; M. Edmond Marcus of the Gulf Oil Corp.; William I. Ristine of the Keystone Shipping Co.; Clifford V. Rowland of Prudential-Grace Lines, Inc., and Donald J. Schmidt of Farrell Lines, Inc.

Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson was chief of the American contingent and a government delegate. Joseph Goldberg, special assistant to the commissioner of labor statistics of the U.S. Labor Department, served as the second government delegate.

Assisting them were Capt. Garth H. Read, chief adviser, and Capt. Kindrel N. Ayers of the U.S. Coast Guard; Mrs. Beatrice M. Burgoon of the Department of Labor; Arthur M. Friedberg of the Department of Commerce; Dominick Manfredi and George E. McCarthy, Jr., foreign representatives for the Maritime Administration, and Roger C. Schrader, U.S. labor attache in Geneva.

Also attending the conference were Herbert Brand, administrator, and Capt. Richard Stone, director of agency relations of the Transportation Institute, the Washington-based maritime research organization.

Execs Make Political Gifts

Princeton, N.J.

The Citizens Research Foundation here has completed a study showing individual political campaign contributions in 1968, averaging \$4,202, were reported by 294 big business officials representing 49 corporations.

These figures indicate one sound reason for union political activity and its political education programs: so labor can have an equal voice with big business in the political arena.



Tunney Honored At California Maritime Lunch

Democrat John Tunney (fifth from left), who recently was elected U.S. Senator from California, was a guest at a Catholic Maritime Club luncheon in San Pedro. Appearing with the son of the famous prize fighter, Gene Tunney, were from left: Gerald Brown, SIU port agent in Wilmington; William Gilbert, assistant regional director of the AFL-CIO; Steve Edney, SIUNA vice president; John Fick, port agent for the Marine Firemen's Union; Tunney; Zig Arowitz, executive secretary of the Los Angeles County Federation of Labor, and John Cinquanti of the Los Angeles Building Trades Council.

Andrew Furuseth
(1854-1938)

More than any other man, it was Andrew Furuseth, a Norwegian immigrant, who emancipated seamen from the conditions of virtual slavery under which they had lived and worked, and thus justly earned his place in history as the "Abraham Lincoln of the seas."

Furuseth, who guided the destiny of American seamen for more than half a century, was born in Romedal, Norway in 1854, and died in 1938.

His greatest triumph, after long years of tireless effort, came in 1915 when, with the help of the late Senator Robert La Follette, Sr., he obtained passage of the Seamen's Act—the "Seamen's Bill of Rights" which brought an end to the conditions of virtual serfdom under which American seamen had formerly existed.

But Furuseth's efforts had their roots much earlier. His activity in behalf of the American seamen in fact, started the moment he came to the United States in 1880.

In 1887 Furuseth was elected Secretary of the Pacific Coast Seamen's Union. In 1891, the amalgamation of the Coast Seamen's Union and Steamship Sailors of the Pacific, took place and Furuseth remained at the helm until 1935. Thus Furuseth can well be said to be not only the father of the SIUNA, but the father of the entire American maritime labor movement.

Much of the special place of seafarers in the structure of the International Labor Organization is the result of Furuseth's efforts and his long friendship with Samuel Gompers, founder of the AFL. Together they established international recognition of sailing men through the offices of ILO.

SIU Marks 32nd Year Of Progress for Seamen

This month Seafarers at sea and ashore celebrate the 32nd anniversary of the Seafarers International Union. The years since its inception in 1938 have been ones of progress and accomplishment.

The SIU's history is one of struggle—struggle every inch of the way. Out of the vigorous uphill battles waged by SIU members came the Union hiring hall, SIU Welfare and Pension Plans, paid vacations, hospital and surgical benefits for members and their families, and the upgrading programs.

These are just some of the things Seafarers have fought for and won down through the years—and enjoy today.

Pre-Union Days Miserable

Those dark days before the union was formed are vividly remembered by many men still sailing today. Those were the days when shipboard food was slop, foc'sles were rat infested and life aboard ship was an inhuman ordeal. These were the days when it was beaten into the heads of seamen that the ship's master was "boss" and could force men who sailed under him to work for endless hours at substandard wages fixed by the shipowners.

Standing three four-hour watches per day was normal duty for men at sea and payment for overtime was unheard of. Ship's libraries didn't exist and neither did the leisure time to use them.

Everyday items like soap and matches, towels and clean linen, even a mattress—had to be provided by the Seafarer himself.

Misery and degradation were a part of every seaman's daily life at sea.

Strong and able leaders—men from the ranks—began to step forward to lead the fight to break the chains of abuse



and oppression that tied the seamen down.

Andrew Furuseth, a Norwegian, dedicated himself to the task of getting the Seaman's Act of 1915 made into law. Furuseth rallied the support of seamen behind Sen. Robert La Follette, who led the fight in Congress. After an arduous legislative battle, President Woodrow Wilson signed the Seaman's Act into law.

Freed from Slavery

The Seaman's Act of 1915 has been aptly referred to as the Emancipation Proclamation of Seamen because it released men of the sea from virtual slave conditions. For the first time, the basic rights of seamen were spelled out and the building of an organization of seamen began.

Furuseth became secretary of the Pacific Coast Seamen's Union in 1887 and worked to combine the Coast Seaman's Union and the Steamship Sailors of the Pacific into the Sailor's Union of the Pacific.

The SUP, with Furuseth at the helm, led the way toward

securing a better life for American seamen, but a serious setback occurred in 1921 when the shipowners, backed by the government and using thousands of strikebreakers, temporarily crushed the union.

It took ten long years to rebuild the union. Harry Lundeberg, the successor to Furuseth as head of the SUP, led the West Coast sailors through the bitter strikes of 1934 and 1936. Those intense struggles re-established the Union and laid the groundwork for the birth of the SIU in 1938.

This is the legacy of the SIU—32 years of struggle for a better life for seafaring men.

At the time of the celebration of the first anniversary of the SIU, in November, 1939, a *Seafarers Log* editorial urged SIU members to:

Loyalty Required

"Be loyal to your union and take pride in its progress; you have helped to build it and must continue to help. An organization is only as strong as its membership, and the members are the union."

Harry Lundeberg
(1901-1957)

The man who succeeded Furuseth as the head of the SUP, and who later became the first president of the SIUNA, was Harry Lundeberg, who was born in 1901 and died in 1957. Lundeberg



came on the scene at a time when the seamen's union movement had been dormant for more than a decade, after being crushed in 1921 by the Government-supported strike-breaking efforts of the shipowners.

It was Lundeberg who, as head of the SUP, led the West Coast sailors through the bitter strikes of 1934 and 1936, which re-established militant trade unionism for seamen. It was also Lundeberg who in 1938, obtained a charter from the American Federation of Labor establishing the Seafarers International Union of North America and who, two weeks later, issued the charter establishing the SIU.

Because Seafarers responded in earnest to these words then, and continue to do so today, we can celebrate the 32nd anniversary of the SIU with pride.

Looking back over the history of the SIU during the November membership meeting in the port of New York, SIU President Paul Hall reminded those present of the nature of the fighting spirit of the SIU with the words:

"Down through the years many of this union's enemies have attempted to count us out of the fight and pronounce the last rites over us. But each time they attempted this we sprang back to overcome the forces fighting against us, and we won. We won because of the determination of our membership and the justice of our causes."

Weisberger Pledges Aid in Revitalization

Portland, Ore.

Morris Weisberger, executive secretary-treasurer of the Sailor's Union of the Pacific, deploring what he called the "shooting gallery" atmosphere of the Propeller Club convention here, said that unions were not the only ones responsible for tensions between maritime labor and management.

Weisberger, one of the convention's roster of maritime speakers, said, "After two days of being around here, I find it quite fashionable to take on labor unions and criticize them before a captive audience. If I offend anyone, I assure you I won't apologize. If the shoe fits, wear it."

He then said that one of the major stumbling blocks in labor relations in the maritime industry is that top executives have stayed away from the bargaining table and assigned the work to "fifth and sixth echelon executives."

"I think that I can say without any hesitation that maritime labor is prepared to work with management and government in the difficult struggle ahead to develop a merchant marine that

provides security for the American worker, the American community and the nation as a whole," Weisberger said.

the fleet has contrib-

The bad state of union-management tensions in which every element of the industry had to fight for survival.

"Management of course, has fought to retain profits," he said. "Conversely, the unions have fought to keep job protection for its members at standards that would enable them to live in the community in a manner enjoyed by other American workers."

Weisberger added that there "was little that management or labor could have done on their own to reverse this trend."

He said that government had "contributed in a very large measure to the disintegration and



the decline of shipping" by failing to provide cargo for the American-flag fleet.

He said, "When government agencies—and I refer to all administrations equally, Democratic and Republican, which have been in power during our decline—fail to support the American merchant marine, when they fail to insist on compliance with the Cargo Preference Laws, how can we expect private shippers to do anything else but take the government's lead?"

"So that in assessing the cause for the condition of the American merchant marine, at the very least, all three—labor, management and government—equally share responsibility for the situation we are in now," Weisberger said.

The uphill climb for the American merchant marine, Weisberger said, must be marked by cooperation and collective action. "Speaking as I do from the standpoint of maritime workers, I can say that we recognize the challenge and the problems, and we shall do our best."

Weisberger said, "the labor movement—maritime labor—will continue efforts of this kind and others of a cooperative nature to help assure that we have a viable American fleet."

HLSS Opens High School Equivalecy Course

The Maryland State Department of Education's Division of Certification and Accreditation has selected the Harry Lundeberg School of Seamanship as the General Educational Development (GED) High School Equivalency Diploma Testing Center for St. Mary's County, Md.

To enable HLSS trainees who are under the minimum age of 17 years and who come from all over the country to complete their training and sit for the GED examination, the

department waived Maryland's age and residence requirements for the HLSS students.

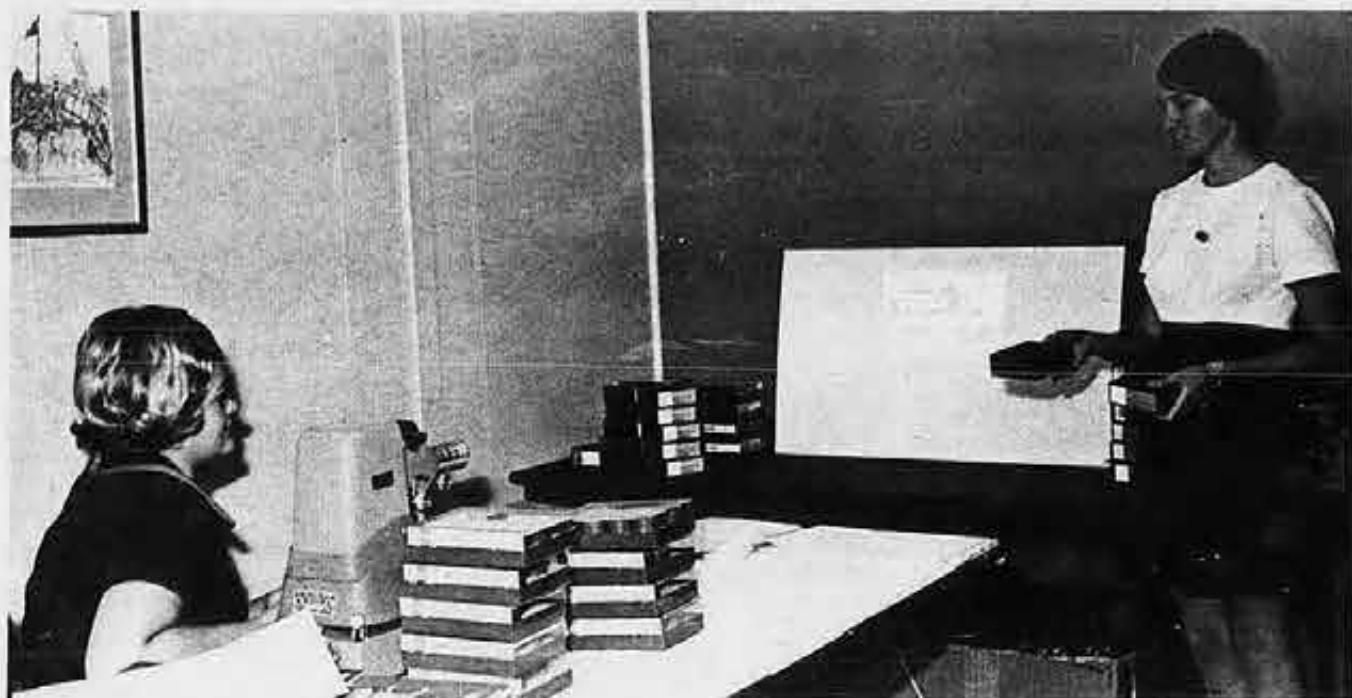
Classes have started to prepare the first group of trainees for an examination in December. They are attending classes in English, mathematics, social studies, science, literature and spelling.

GED equivalency diplomas certify that a student who, for one reason or another has not completed four years of high school, has achieved the equivalent of a high school edu-

cation through study on his own.

"The GED program is an ideal way to provide high school equivalency to all our trainees during their regular academic and vocational education," said Miss Hazel Brown, HLSS director of academic education.

A pre-test examination to evaluate students' academic strengths and weaknesses was held last month. It will allow the teaching staff to provide personalized instruction to fit each trainee's needs.



Miss Brown goes over a reading-comprehension program with reading specialist Mrs. Eve Naill in the reading laboratory aboard the Charles S. Zimmerman. The lab is also used to provide remedial reading instruction.



Mrs. Dorothy Forte, HLSS mathematics instructor, assists young future seafarers taking an examination in a classroom aboard the Charles S. Zimmerman.



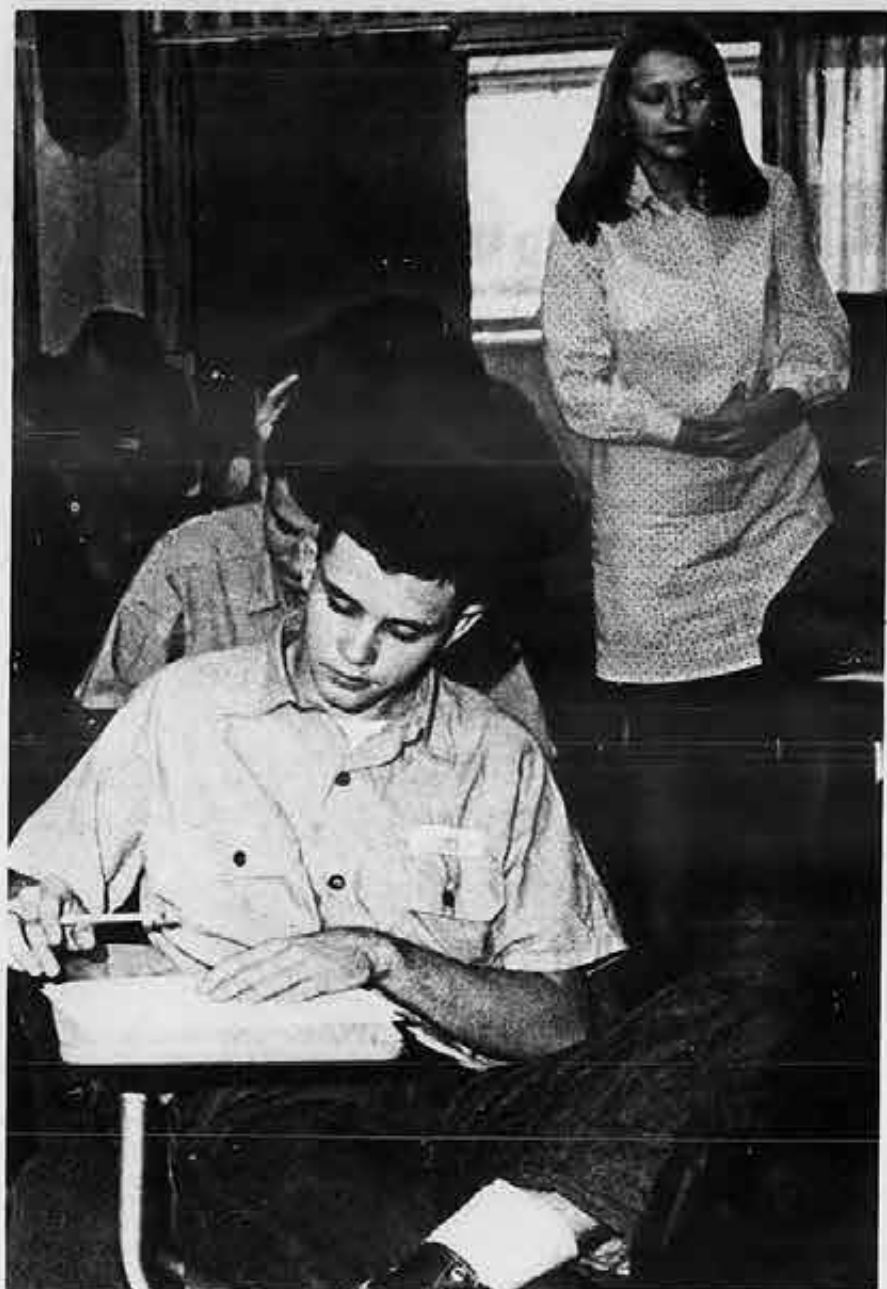
Wilfred Gapetz, left, HLSS audio-visual director, and Roy Wood, audio-visual technician, prepare a chart to be used as a GED teaching aid.



HLSS Librarian Nancy Hazam assists GED aspirants with their studies. The library catalogs vocational and academic textbooks, general reference and recreational books, magazines and newspapers.



Miss Brown, right, discusses the GED program with her staff. They are, from left, Mrs. Susan Cary, Mrs. Anne Thomas, Miss Nancy Hazam, Mrs. Eve Naill and Mrs. Dorothy Forte.

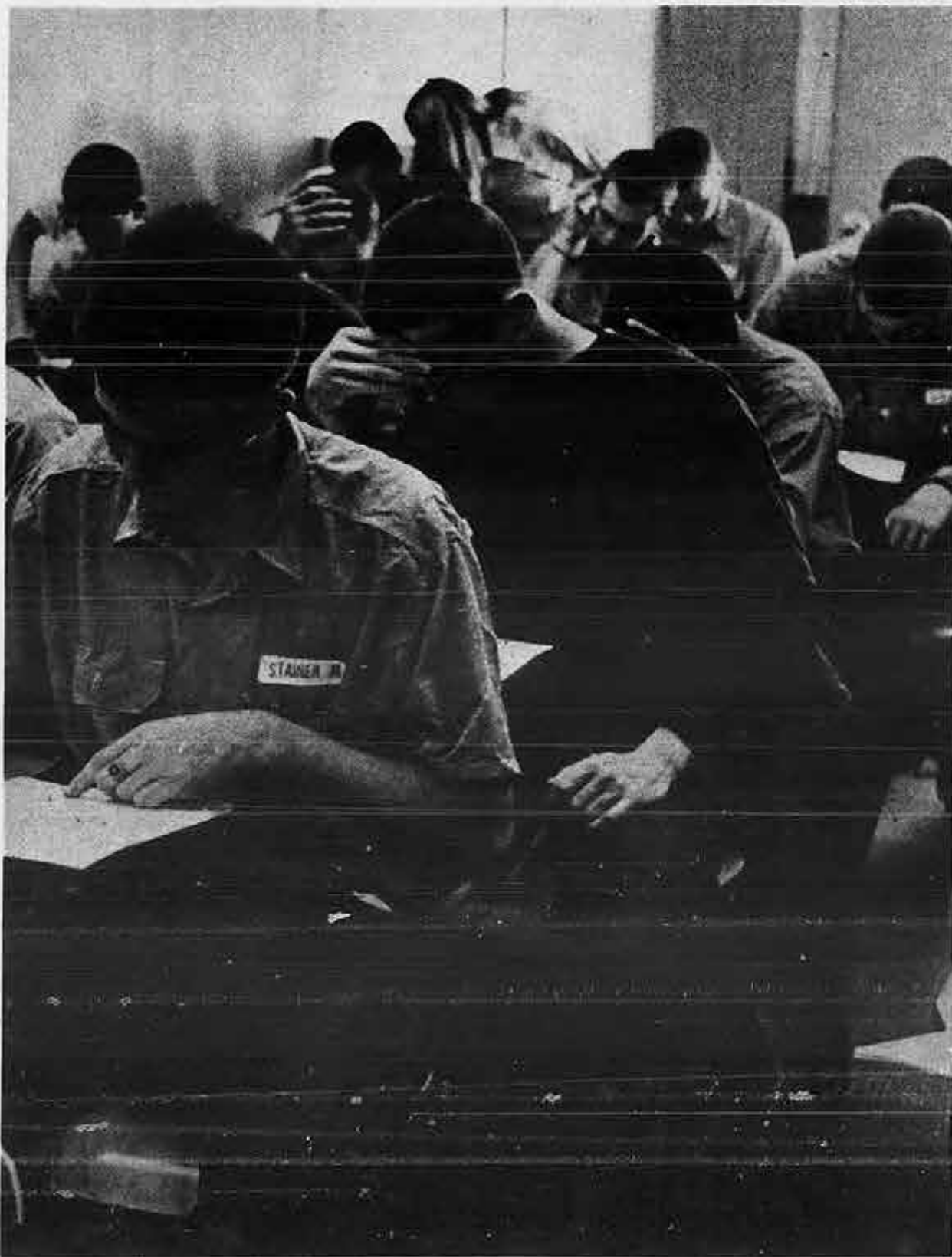


Limitation of class size and an emphasis on individual instruction will aid the trainees in preparing for their GED high school equivalency examinations.



Newly arrived audio-visual aids are examined by Miss Brown and Mrs. Anne Thomas, teaching assistant. The program will utilize modern slides, film strips, tape recordings and sound films to supplement classroom preparation.

To gauge strong and weak points in the candidates' academic backgrounds, a pre-test is administered. The results will enable the teaching staff to provide personalized instruction.



A reading laboratory and a variety of teaching aids and specialized equipment are available to the students.

Harry Lundeberg School of Seamanship President Robert Matthews shows Miss Brown a letter from the Maryland State Department of Education's Division of Certification and Accreditation establishing the school as the GED testing center for St. Mary's County, Md.



ILO Calls for New Seafarer Benefits

(Continued from Page 3)

publicize accidents in hopes of preventing their repetition.

✓ A second convention that received unanimous approval deals with accommodations for sailing men on ships of all nations of the world. Hall told the gathering that bad accommodations had led to ill will between sailors and their employers in the past.

"Let us not get so immersed in fractions and statistics," he counseled, "that we forget we are talking about human beings who, in the course of their employment, are subjected to virtually every anguish in man's experience."

Living Space

The convention calls for nations to adopt laws that would guarantee that every Seafarer be allocated no less than 40.36 square feet of space in sleeping rooms in ships between 1,000 and 3,000 tons; 45.75 square feet in ships of 3,000 to 10,000 tons and 51.13 square feet in ships of 10,000 tons or more.

The number of men per sleeping room ought not to exceed two, the convention asserts; except in passenger ships where four men may be quartered together.

The measure lists equipment to be provided for Seafarers and, in ships of more than 8,000 tons, it urges that a library for showing films or television programs be available.

✓ The ILO made a recommendation calling for the installation of air conditioning in ships of 1,000 tons or more.

Noise Abatement

✓ Another recommendation calls for research in noise reduction procedures including the possibility of providing ear protectors for engine room use, and locating crew quarters as far from noise sources as possible.

✓ Seafarers' welfare at sea and in port was the major subject of an extensive ILO recommendation. The conference proposed that Seafarers' hotels be provided in heavily visited ports; the circulation of free films, books, newspapers and sports equipment by governments; further effort on the quick forwarding of Seafarers' mail; and permission for visitors on ship.

✓ The ILO recommendation on employment problems followed ILO Director-General Wilfred Jenks' opening suggestion of an "early warning system for employment reductions."

Redundant Duties

Jenks said technological change may cause some seafaring jobs to become "redundant," and he warned that the industry ought to be prepared with special "re-employment and re-training programs."

"Control of entry into the

seagoing profession will need to be strictly related to anticipated future manpower requirements," Jenks said.

The session adopted a recommendation that would foster a national manpower plan for each of the participating nations. It also asked that arrangements be made "for training and retraining where changes in function and required skills arising from technical developments are likely to affect Seafarers."

Free Training

✓ Another ILO recommendation would put vocational training for Seafarers on a national scale, financed by government on a regular and sustaining basis. It urges that training for upgrading be conducted by governments at no cost to the trainees.

✓ A final recommendation called for modernization of the minimum wage for Seafarers. The last Maritime Session of the ILO, held in 1958, broke new ground when it established \$70 a month as the minimum base wage for all Seafarers. The move was in the form of a recommendation. Several nations have followed the recommendation, although a few still permit operators to pay as little as \$35 a month as a base rate. The 1970 Maritime Conference called for a minimum wage of \$100 a month, a level deemed necessary to maintain the same standards today that the \$70 wage would provide in 1958.

Resolutions of the session asked the ILO to study:

- Industrial relations in the shipping industry.
- A revised convention on paid vacations for Seafarers.
- The health of Seafarers.
- The up-dating of conventions on such matters as health services aboard ship, medical records, training of personnel in first aid and nursing.
- Compensatory leave for weekend and holiday work.
- Application of ILO standards to ships flying so-called "flags of convenience."
- Technical cooperation with countries now developing maritime programs.
- Anti-pollution methods applicable to the handling of waste on ships.

Summing up the work of the session, Nagendra Singh, secretary to the President of India, and president of the Maritime Session, said:

"I have no doubt that the adjective 'great,' which I use with pride in connection with this conference, is true to the hilt and is in no way an exaggeration. . . . If your efforts have to be judged, the only yardstick is that of end product wherein this conference has beaten the record of all others." Singh said the record of "spectacular achievement is due to the excellent cooperation between governments, ship-owners and workers."



Kirkland Presented Maritime Honor

AFL-CIO Secretary-Treasurer Lane Kirkland addresses the eighth annual dinner gathering of the Maritime Port Council of Greater New York and Vicinity, an affiliate of the Maritime Trades Department. Kirkland was presented with the Council's Maritime Service Award "for his effective efforts and contributions to American labor, and in particular, for his activities in behalf of American maritime workers and the industry in which they make their livelihood." Seated to Kirkland's left are Anthony Scotto, president of the New York Port Council and Earl Shepard, a vice-president of the Seafarers International Union. The SIU is an affiliate of the MTD and participates in all Port Council affairs throughout the country.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

October 1, 1970 to October 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 | 6 | 2 | 8 | 2 | 4 | 10 | 0 |
| New York | 116 | 129 | 96 | 63 | 7 | 197 | 173 |
| Philadelphia | 14 | 8 | 9 | 6 | 1 | 23 | 23 |
| Baltimore | 47 | 27 | 30 | 12 | 2 | 123 | 62 |
| Norfolk | 27 | 21 | 14 | 6 | 0 | 40 | 44 |
| Jacksonville | 22 | 32 | 23 | 21 | 5 | 51 | 50 |
| Tampa | 9 | 11 | 2 | 4 | 0 | 22 | 23 |
| Mobile | 45 | 28 | 34 | 20 | 4 | 59 | 37 |
| New Orleans | 91 | 68 | 42 | 29 | 0 | 159 | 76 |
| Houston | 61 | 46 | 40 | 43 | 16 | 152 | 97 |
| Wilmington | 25 | 64 | 33 | 31 | 0 | 43 | 57 |
| San Francisco | 87 | 80 | 68 | 4 | 1 | 128 | 91 |
| Seattle | 37 | 50 | 20 | 28 | 5 | 30 | 20 |
| Totals | 587 | 566 | 419 | 269 | 45 | 1037 | 752 |

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 | 3 | 1 | 1 | 2 | 4 | 6 |
| New York | 100 | 139 | 69 | 73 | 12 | 163 | 75 |
| Philadelphia | 15 | 10 | 7 | 7 | 0 | 17 | 21 |
| Baltimore | 38 | 27 | 32 | 12 | 1 | 81 | 32 |
| Norfolk | 18 | 15 | 11 | 5 | 1 | 26 | 40 |
| Jacksonville | 19 | 28 | 21 | 27 | 2 | 25 | 51 |
| Tampa | 3 | 8 | 0 | 2 | 0 | 10 | 15 |
| Mobile | 23 | 38 | 16 | 23 | 0 | 41 | 46 |
| New Orleans | 73 | 91 | 30 | 47 | 3 | 116 | 56 |
| Houston | 37 | 73 | 35 | 45 | 17 | 80 | 112 |
| Wilmington | 9 | 57 | 23 | 24 | 0 | 15 | 37 |
| San Francisco | 63 | 109 | 42 | 74 | 5 | 93 | 87 |
| Seattle | 31 | 32 | 80 | 18 | 2 | 27 | 13 |
| Totals | 433 | 625 | 367 | 358 | 45 | 698 | 705 |

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 | 6 | 4 | 3 | 2 | 3 | 5 | 4 |
| New York | 67 | 58 | 50 | 51 | 5 | 130 | 99 |
| Philadelphia | 7 | 8 | 6 | 7 | 0 | 9 | 23 |
| Baltimore | 30 | 11 | 18 | 16 | 6 | 23 | 32 |
| Norfolk | 11 | 21 | 5 | 8 | 0 | 22 | 29 |
| Jacksonville | 10 | 20 | 11 | 21 | 5 | 13 | 29 |
| Tampa | 10 | 3 | 2 | 0 | 0 | 22 | 13 |
| Mobile | 23 | 14 | 16 | 17 | 1 | 47 | 20 |
| New Orleans | 75 | 47 | 39 | 23 | 2 | 131 | 23 |
| Houston | 27 | 17 | 30 | 23 | 22 | 100 | 78 |
| Wilmington | 16 | 25 | 16 | 9 | 2 | 21 | 18 |
| San Francisco | 67 | 57 | 47 | 44 | 7 | 95 | 67 |
| Seattle | 33 | 17 | 18 | 10 | 2 | 37 | 6 |
| Totals | 381 | 302 | 255 | 231 | 55 | 705 | 502 |

'Working Together'



Cargo Is the Key

We've been saying all along that one of the keys to the success of the nation's new maritime program will be the acquisition of more American ships.

Thus, it was interesting to note the remarks of Rep. John M. Murphy (D-N.Y.) at a recent luncheon of the AFL-CIO Maritime Trades Department, an organization with which the SIU is affiliated.

Rep. Murphy told his audience that "one does not have to be an expert to know that cargo and cargo vessels are inextricably bound together." And, he said, the need for more cargo for U.S.-flag ships has become even more acute because of the new technology of the sea.

He described the new technology as "the improved and increased use of the container ship, the building of massive barge-carrying ships and the dawn of the era of the supertanker."

But, he warned, "all these sleek new ships—the huge tankers, the efficient freighters—all of

them will be unnecessary" without sufficient cargo to fill them.

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

We join him in the bewilderment and in his call for a stop to the foreign shipping practice of those agencies, a stop Rep. Murphy said should come "at once."

He said that an end to sending cargoes in foreign ships would be "a shining example to private industry" which, like the government, often chooses foreign-flag vessels.

And, said the congressman, the Congress and the President have just declared a new national maritime policy, a policy that will be hampered in its achievement if American cargoes continue to sail foreign. That might be the best reason of all to "Ship American."

Food for Thought

In the old days of the labor movement, one of the considerations that prevented many strikes and ended many others was starvation suffered by strikers and their families.

In this age of enlightenment, government food stamp programs are open to strikers and their families, thus preventing the use of the shameful weapon of starvation against strikers. But even in 1970 there are those, particularly in the U.S. Chamber of Commerce, who would end the giving of food stamps to strikers and revive the weapon of starvation.

The Chamber has said it can see no reason

why government food stamps, and thus government funds, should be given strikers. The Chamber says it also sees no reason for other forms of public assistance to be open to strikers and their families.

It doesn't matter to the Chamber that the government spends money to ship food to hungry people around the world, or that it makes expenditures for food for hungry people on unemployment and social welfare rolls. It's only strikers that the Chamber cares to starve.

We would suggest that the Chamber consider strengthening its humanitarian instincts.

Press Comments

Signing of the Merchant Marine Act of 1970 drew praise from nearly all segments of the nation's press. While the *New York Times* and the *Wall Street Journal* found fault with the bill, most of the nation's newspapers described the bill in terms like those below:

Nashville, Tenn., *BANNER*

"The policies of neglect practiced by two previous administrations have placed the United States on a course to third-rate status as a maritime power. . . . Now, fortunately, the course has been reversed and the federal government at last has moved decisively in these areas. The President realizes that reversing a 10-year trend of federal indolence is an arduous task. But a start has been made and it is gratifying to know that after such a protracted period of neglect, the United States is moving boldly to recapture its title as master of the seas."

Lewiston, Me., *SUN*

"The American Merchant Marine has dwindled in size under two Democratic Presidents and the share of ocean-going trade carried in American ships has dropped steadily. President Nixon resolved to change that situation when he was campaigning two years ago. The law which he has signed had little difficulty winning bipartisan support in Congress. A new subsidy program will pump new life into the American shipping lines."

Camden, N.J.,

COURIER-POST

"Even without the impact that new ship construction would have meant here, we still believe that the United States must have a strong merchant marine. It would be disastrous to the nation to let it die. The new legislation should start to bring it back."

Baltimore, Md.,

NEWS AMERICAN

"This landmark piece of legislation—containing the first substantial changes in government maritime policy since 1936—is designed to reverse the steady deterioration of the U.S. Merchant Marine. . . . Baltimore has good reason to cheer. . . ."

Boston, Mass.,

HERALD-TRAVELER

"(The bill) should provide America's shipbuilding industry with a sorely needed shot in the arm, and will also pay off in valuable dividends for our seriously neglected and out-of-date merchant marine. . . . Whatever the cost of restoring our maritime power, however, it is one which must be paid."

Hartford, Conn., *COURANT*

"The decline of the American merchant marine parallels that of the passenger railroad service in some ways and may be arrested by similar methods involving government support in massive amounts but without mention of the word nationalization. . . . No one can find fault with an attitude that will result in the saving of jobs in shipyards and on ships."

San Diego, Calif., *UNION*

"With the new maritime program the government is recognizing that it is folly for a trading nation like the United States of America to allow its merchant marine to languish. It is now up to shipbuilders and ship operators to pick up the ball and run."

LETTERS

Check Received, Thanks for Help

To the Editor:

I would like to thank Richard Hollingsworth of the SIU Welfare Plan and the officials of the Seafarers International Union for their prompt action in forwarding Albert Olson's insurance check—which I received.

I would also like to thank the officials of the SIU in the Port of Buffalo, and the officials of the IBU Tug & Dredge Region in Buffalo for the services they rendered me during the time when I needed assistance. They were very helpful and by my side whenever I needed them.

Very truly yours,
Mrs. Albert (Ollie) Olson
Buffalo, New York

Daughter Home From Hospital

To the Editor:

I would like to express my thanks to the Seafarers Welfare Plan and to the SIU for the large hospital bill they paid to Alexian Brothers Hospital in San Jose, Calif., and to Dr. Glick.

My daughter, Kathleen Rita, is much better now and is at home. I would also like to thank the SIU on behalf of my husband, Fidel, who is on the *Seatrail Carolina* right now.

Sincerely Yours
Marlene De Dios
San Jose, Calif.

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U.S. Teamwork Stops Cuban Attack

Geneva, Switzerland

Political outbursts, and particularly venomous attacks against the United States by the Soviet bloc nations, have been increasingly undermining the worldwide worker-management-government forum that is the International Labor Organization. The primary function of the ILO is to upgrade the standards of workers around the globe.

Communist bloc political tirades—some 34 in number—against the United States in the June meeting of the ILO were instrumental in the decision by Congress to withhold the nation's \$3.7 million contribution for the first six months of 1971.

The American delegation to the Eighth Maritime Session and the 55th Session of the ILO in Geneva, Switzerland, last month was determined to eliminate the growing tendency to turn ILO sessions into platforms of political expediency, according to SIU President Paul Hall. Hall headed the U.S. workers' delegation and served as vice chairman of the ILO Seafarers (Workers) Group during the conference.

The result was that only one attempt was made to turn the conference into a political arena and away from its official job of finding methods to improve the wages and working conditions of the world's seamen.

The single exception involved two members of the Cuban delegation. An attack upon the United States and AFL-CIO President George Meany was started by Cuba's government delegate, Garcia Inchaustegui, who was later joined by Cuba's Workers' Delegate Levy Tur. They were reined in by the conference's presiding officers.

Answering the Cubans' attacks for the United States were Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson, a government delegate and chairman of the American delegation; Joseph Goldberg, special assistant to the commissioner of labor statistics of the U.S. Department of Labor and the second U.S. government delegate, and Hall. The president of the Maritime Session, Nagendra Singh, secretary to the President of India, referred to the dialogue in his closing remarks.

The exchanges came during the debate on the adoption of the ILO director-general's report. Excerpts from the official transcript of the session showing the attacks and the replies, in the order that they occurred, follow:

October 19

MR. GARCIA INCHAUSTEGUI (Government delegate, Cuba)—This conference is being held at the very time when the United States Congress has supported the anti-labor maneuver by George Meany, president of the AFL-CIO, which has led to the suppression and reduction of the contribution due from the United States to the ILO budget. We protest against this further manifestation of a reactionary, anti-democratic and anti-labor policy.

THE PRESIDENT—I must ask the speaker to adhere to the subject under discussion.

MR. GARCIA INCHAUSTEGUI—I believe that my remarks are fully in order. The survival of this organization—now affected by the anti-democratic measure adopted by the United States Congress—is a matter coming within the scope of this session. However, I shall do as you ask and complete my speech.

The ILO should stress more firmly than ever its universal character and, without delay, take concrete action to

give effect to that principle and to counteract this new attack with additional energy on behalf of the aspirations of the workers, for those are its true reasons for existing.

MR. GOLDBERG (Government delegate, United States)—We have no intention of engaging in political discussion or of meeting political recriminations which have no bearing on the problems before this conference. . . .

We would refer again to the comments of the president to the effect that he hoped that political issues or non-germane issues would not arise, and that delegates would refrain, as far as possible, from asking for the floor on a point of order. I would think that all of us would agree that we would prefer not to have to resort to such action, and I might say it is with a great feeling of discommoding the conference that I have had to do so, but this has been the fault of the previous speaker.

October 23

MR. LEVY TUR (Workers' delegate, Cuba)—In the twelve years that have elapsed since the last maritime session of the general conference, the world has beheld no more flagrant breach of freedom of the seas and the law of the sea than the blockade organized by the government of the United States against Cuba. . . .

At a time when there is so much hypocritical talk of the need to abide by international law it is deeply disappointing that the director-general should prudently make no mention of the flagrant use of force by a great and powerful country against a small ILO member state.

THE PRESIDENT (MR. HEINRICH WIEMERS)—I am availing myself of my powers to interrupt the speaker. You must believe that I do this most reluctantly. However, all of us here hate war and injustice, and we have a chance here to make a contribution towards removing the barriers and improving the conditions of work and life in the various countries, thus reducing the danger of future war, and indeed, making it impossible, perhaps. . . .

I do not think that we should avail ourselves of this opportunity for any

other purpose, and I think we will be wasting it if we use our time here to make reproaches against one another or even to engage in abuse.

MR. LEVY TUR—As I was saying, the Cuban merchant fleet has continued to grow despite a ferocious blockade of the most blatantly imperialistic type and despite flagrant breaches of rights enshrined in the United Nations Charter and other international agreements guaranteeing freedom of trade. It has continued despite the existence of a United States "black list" on which ships venturing to defy the blockade are entered.

It is my bounden duty to record that this criminal blockade is the fruit of an unbridled Yankee imperialism—an imperialism which has never forgiven Cuba for having thrown off the yoke of the United States and built a socialist society. . . .

THE PRESIDENT (MR. WIEMERS)—I must now urge the speaker not to use such terms as "ferocious," "criminal" and so on. Otherwise, I shall be obliged to withdraw the right to speak from him in accordance with the standing orders.

MR. LEVY TUR—There are certain problems which affect all of us, and there is no reason whatsoever why they should remain the jealously guarded preserve of a little oligarchy. I am saying that the United States decision to refuse payment of its contribution singularly limits the possibilities open to this conference, because it is at this very moment discussing resolutions which . . .

THE PRESIDENT (MR. WIEMERS)—I very much regret that the workers' delegate of Cuba is not respecting the standing orders, and I regret very much that he has not had regard to my warnings. I feel that there is disquiet in the hall, and I now request the speaker to resume his seat, as he has not had regard to the standing orders which govern all our proceedings here. . . .

MR. GIBSON (Government delegate, United States)—The ILO and all its participating members are well aware that our association in this body is directed to the improvement of conditions for workers, and therefore it is essential that in this assembly we concentrate on

those areas of direct ILO concern. This is not the body for political disputes. This has never been an assembly in which to give vent to petty personal attacks and insulting invective. To allow such deterioration would bring disrepute on the whole structure of the ILO. To dilute with politics our efforts here is to harm the workers, who should be the primary concern of this assembly.

MR. HALL (Worker delegate, United States)—Unfortunately, despite the secretary-general's reminder of our purpose here and the clear and precise rules laid down by the president of the conference, a government delegate launched an hysterical tirade, purely political in character, against the United States, in the course of which he resorted to an unwarranted, despicable and irresponsible attack on George Meany, president of the AFL-CIO, the trade union center to which all unions in the United States delegation to this conference are affiliated.

Admonished as this government delegate was by the conference president, this was not only a tasteless abuse of a great and militant trade union leader, it was an abuse of this conference as well. But it stands in the record, and I, as the United States workers' delegate and as a professional sailor for all of my life, cannot let that vilification go unchallenged in the record. The record should reflect that no group of American workers has received greater support from George Meany in its struggles, whether they involved conflict with employers over economic issues, or with government over policy inimical to the workers' interests, than has the maritime workers. He has always stood shoulder to shoulder with the professional sailor of our country. George Meany's unqualified backing and valuable assistance has been forthcoming in every militant action the American maritime labor movement and its unions have taken in support of economic struggles waged by maritime workers outside the United States, from the shores of Europe to the Near East and the Far East and to the Mediterranean; and you, as brother seafarers, are aware of those occasions.

Let us then stay, as has been suggested within this conference, within the scope and mandate of the present session of this ILO conference. Let us fulfill our obligation to devote our efforts exclusively to the affairs and to the welfare of the professional sailors of the world. We must not allow our commitment to this purpose to be subverted in the interests of any other objective whatsoever.

October 30

THE PRESIDENT (MR. SINGH)—I am indeed grateful to the conference as a whole for the consideration and courtesy shown in these discussions; however, certain remarks were made which were not in keeping with the standing orders of the conference and I was therefore required to contemplate and plan their deletion. However, inasmuch as the workers' delegate from the United States effectively restored the record as regards the president of the AFL-CIO, and since the workers' vice-president who was in the chair at the time used the gavel and clearly indicated by his ruling that offensive remarks were completely unacceptable, I now feel, as president, that the record is sufficiently clear so as to require no further action on my part. The gavel has done its job and has left nothing further for me to do, so I accordingly close this chapter. . . .



Official U.S. delegates to the Eighth Maritime Conference and 55th Session of the International Labor Organization listen as an interpreter relays an address by a foreign delegate. Representing the United States are (from left) James J. Reynolds, management delegate and president of the American Institute of Merchant Shipping; Paul Hall, SIU president and U.S. workers' delegate; Assistant Secretary of Commerce for Maritime Affairs Andrew E. Gibson, the chief U.S. delegate, and Joseph P. Goldberg, special assistant to the commissioner of the Department of Labor's Bureau of Labor Statistics and the second government delegate.

Digest of SIU Ships Meetings

WACOSTA (Sea-Land), Oct. 4—Chairman, Jose L. U. Gonzalez; Secretary, T. D. York; Deck Delegate, J. Dickerson; Engine Delegate, Richard McDonald; Steward Delegate, Carl B. Carlen, Jr. No beefs reported by department delegates. Everything running smoothly.

PRODUCER (Marine Carriers), Sept. 20—Chairman, C. A. Hellman; Secretary, L. D. Pierson; Deck Delegate, James L. Hornby; Engine Delegate, J. A. Beem, Jr.; Steward Delegate, S. D. Cabildo. No beefs. Everything running smoothly. Vote of thanks to steward department for job well done.

SACRAMENTO (Ogden Marine), Oct. 4—Chairman, William P. Link, Jr.; Secretary, Darrell G. Chafin; Deck Delegate, Don Dillon; Engine Delegate, M. Hinson; Steward Delegate, James S. Woods. No beefs and no disputed OT.

IRERVILLE (Waterman), Oct. 4—Chairman, Otto Pedersen; Secretary, Angeles Deheza; Deck Delegate, William Firthing; Engine Delegate, Robert Calawell; Steward Delegate, Albert Brown. No beefs and no disputed OT.

PONCE (Sea-Land), Oct. 4—Chairman, Dan Butts; Secretary, Alva McCullum; Deck Delegate, Paul Tatman; Engine Delegate, Stephen M. Sentenny; Steward Delegate, M. T. Costello. Few hours disputed OT in deck department. No beefs. Vote of thanks extended to steward department for job well done.

EAGLE VOYAGER (United Maritime), Oct. 8—Chairman, Leo Paradise; Secretary, B. A. Baa; Deck Delegate, Robert H. Bell, Sr. \$7 in ship's fund. No beefs and no disputed OT.

COLUMBIA OWL (Columbia), Oct. 4—Chairman, T. J. Hilburn; Secretary, J. W. Thomas; Deck Delegate, Hans M. A. Schmidt; Engine Delegate, Oscar Figueroa; Steward Delegate, Henry Jones, Jr. No beefs reported by department delegates.

STEEL FABRICATOR (Isthmian), Sept. 27—Chairman, Clyde E. Miller, Jr.; Secretary, L. Ceperiano; Deck Delegate, Stanley Krieg; Engine Delegate, Albert V. Loo; Steward Delegate, George H. Cracknell. No beefs reported by department delegates. Everything running smoothly.

SEATRAN CAROLINA (Hudson Waterways), Sept. 27—Chairman, R. E. Todd; Secretary, F. R. Kaziukewicz; Deck Delegate, H. DeBoissiere; Engine Delegate, Patrick Fox; Steward Delegate, J. Bennett. No beefs. Everything running smoothly.

BUCKEYE ATLANTIC (Buckeye Steamship), Aug. 30—Chairman, Louis W. Cartwright; Secretary, James Temple; Deck Delegate, Irwin Spruill; Engine Delegate, W. Barribeau; Steward Delegate, A. Hozz. No beefs reported by department delegates.

BEAUREGARD (Sea-Land), Sept. 20—Chairman, B. Hager; Secretary, Joseph Wilaszak; Deck Delegate, Thomas Henry; Engine Delegate, Alfred R. Fry; Steward Delegate, Joseph Kearner. \$65 in ship's fund. Some disputed OT in steward department.

ROBIN GRAY (Moore-McCormack), Sept. 13—Chairman, W. Wallace; Secretary, W. H. Raskins; Deck Delegate, Ellis U. Crum; Engine Delegate, Douglas C. Ward; Steward Delegate, James D. Gillian. No beefs reported by department delegates.

TRANSIDAH (Hudson Waterways), Sept. 27—Chairman, Robert F. Mackert; Secretary, William T. Rose; Deck Delegate, John Wilson; Engine Delegate, F. A. Lee; Steward Delegate, Ralph Nay. No beefs. Everything running smoothly.

SEATRAN TEXAS (Seatrains), Sept. 26—Chairman, L. Curry; Secretary, John W. Parker, Jr. Disputed OT in deck and engine departments.

TRANSERIE (Hudson Waterways), Aug. 2—Chairman, Stephen Homka; Secretary, William Alvaro. \$75 in ship's fund. Everything running smoothly with no beefs. Some disputed OT in deck department. Vote of thanks extended to steward department for job well done.

TAMPA (Sea-Land), Sept. 20—Chairman, G. Castro; Secretary, E. B. Tart; Deck Delegate, M. L. Garber; Engine Delegate, C. Martinussen; Steward Delegate, H. Robinson. No beefs reported by department delegates. Vote of thanks to steward department for job well done.

ROBIN GRAY (Moore-McCormack), Sept. 27—Chairman, W. Wallace; Secretary, William Lovett; Deck Delegate, Ellis U. Crum; Engine Delegate, Douglas C. Ward; Steward Delegate, James D. Gillian. No beefs. Everything running smoothly.

COLUMBIA FOX (Columbia Steamship Co.), Sept. 6—Chairman, N. A. Huff, Jr.; Secretary, Robert E. Kiedinger; Deck Delegate, Richard Hopkins; Engine Delegate, William Smith. No beefs reported by department delegates. Vote of thanks to steward department for job well done. Vote of thanks to Captain L. Guillemette for his thoughtfulness and consideration of the crew.

VANTAGE PROGRESS (Pioneer), Sept. 27—Chairman, Bob Maas; Secretary, Jimmie Bartlett; Engine Delegate, James D. Allen, Jr.; Steward Delegate, C. L. Mar-

tin. No beefs and no disputed OT. All repairs taken care of.

ERNA ELIZABETH (Albatross Tanker), Sept. 27—Chairman, F. J. McGarry; Secretary, Cyril A. Scott; Deck Delegate, Leroy McDaniel; Engine Delegate, R. B. Honeycutt. Disputed OT in deck and engine department to be taken up with boarding patrolman.

TRANSONEIDA (Hudson Waterways), Oct. 11—Chairman, J. Lewis; Secretary, A. H. Reasko; Deck Delegate, Walter Zeleske; Engine Delegate, Henry W. Lee; Steward Delegate, Louis E. Hudson. \$15.35 in ship's fund. Very happy and pleasant crew aboard. Vote of thanks to entire steward department for good food and service. Chief steward thanks all delegates and entire crew for their cooperation throughout voyage.

TRANSURON (Hudson Waterways), Oct. 11—Chairman, L. Gribbon; Secretary, T. Hankins. Some disputed OT in deck department. Vote of thanks to steward department for job well done.

DEL ORO (Delta), Oct. 11—Chairman, John Robinson; Secretary, Vincent Sanchez, Jr.; Deck Delegate, John McDonald; Engine Delegate, Max L. Stewart; Steward Delegate, Stanley B. Wright. No beefs reported by department delegates.

SEATRAN PUERTO RICO (Hudson Waterways), Sept. 6—Chairman, William Leuschner; Secretary, David C. Archia; Deck Delegate, William J. Card. Everything running smoothly with no beefs and no disputed OT.

JEFF DAVIS (Waterman), Oct. 4—Chairman and Deck Delegate, Walter Kuchta; Secretary, R. Bar-

ker; Steward Delegate, George Frazza. No beefs reported by department delegates. Everything running smoothly.

SEATRAN PUERTO RICO (Hudson Waterways), Oct. 11—Chairman, William Leuschner; Secretary, David C. Archia; Deck Delegate, William J. Card; Steward Delegate, Grady Haley. Crewmembers all happy over raise in pension plan and extend vote of thanks to all union officials.

TRENTON (Sea-Land), Oct. 11—Chairman, F. E. Selix; Secretary, D. B. Militar; Deck Delegate, John Owens; Engine Delegate, Adam E. Slovick. \$5.30 in ship's fund. No beefs reported by department delegates.

TAMPA (Sea-Land), Oct. 4—Chairman, G. Castro; Secretary, E. B. Tart; Deck Delegate, S. Ruzyski; Engine Delegate, H. E. Welch; Steward Delegate, H. Robinson. No beefs reported by department delegates.

TRENTON (Sea-Land), Oct. 4—Chairman, Floyd E. Selix; Secretary, D. B. Militar; Deck Delegate, John Owens; Engine Delegate, Adam E. Slovick. \$7.20 in ship's fund. Some disputed OT in engine department.

CARRIER DOVE (Waterman), Sept. 22—Chairman, C. McGowan; Secretary, Phil Reyes; Engine Delegate, H. L. Tanner; Steward Delegate, John H. Kenned. Everything running smoothly with no beefs, no disputed OT. Vote of thanks extended to negotiating committee for splendid job they did especially for the increase in the pension contribution, and to the recently elected pension committee for their findings and recommendations on lowering the retirement age to 55. Hearty vote of thanks extended steward department for excellent performance.

ELIZABETHPORT (Sea-Land), Oct. 5—Chairman, James S. Shortell; Secretary, Fred Sullins. \$240 in movie fund. Everything running smoothly.

DELTA URUGUAY (Delta), Sept. 6—Chairman, Paul R. Turner; Secretary, Wm. P. Kaiser. \$21 in ship's fund and \$6.32 in movie fund. Everything running smoothly with no beefs and no disputed OT. Vote of thanks to steward department for job well done.

OVERSEAS JOYCE (Maritime Overseas), Oct. 11—Chairman, Arne Houde; Secretary, Mike Dunn; Deck Delegate, Harry Smith; Engine Delegate, James D. Bergeria; Steward Delegate, George Quinn. \$50 in ship's fund. Everything running smoothly with no beefs. Discussion held regarding quality of meat on board.

CITY OF ALMA (Waterman), Oct. 13—Chairman, C. Frey; Secretary, R. W. Elliott; Deck Delegate, Burten R. Churchill; Engine Delegate, David A. Norris. Beefs in deck and steward department to be taken up with boarding patrolman. Vote of thanks to Brother Norris, who served as ship's delegate.

OVERSEAS JOYCE (Maritime Overseas), Oct. 24—Chairman, Arne Houde; Secretary, L. Nicholas; Deck Delegate, Harry A. Smith; Engine Delegate, James Bergeria; Steward Delegate, George Quinn. \$49.70 in ship's fund. Some disputed OT in deck department. Vote of thanks to captain and steward for job well done.

CHARLESTON (Sea-Land), Oct. 4—Chairman, John C. Alberti; Secretary, Guy Walter; Deck Delegate, Tony Kotsis; Engine Delegate, Rafael Mosdew; Steward Delegate, Edward Tresnick. \$16.25 in ship's fund. No beefs.

ELIZABETHPORT (Sea-Land),

Sept. 27—Chairman, James S. Shortell; Secretary, Fred Sullins. \$240 in movie fund. Discussion held regarding new freightship agreement. Everything running smoothly with no beefs.

AZALEA CITY (Sea-Land), Oct. 4—Chairman, John H. Morris; Secretary, C. N. Johnson. \$200 in ship's fund. No beefs reported.

ERNA ELIZABETH (Albatross Tanker), Aug. 30—Chairman, F. J. McGarry; Secretary, Cyril A. Scott; Deck Delegate, Leroy McDaniel; Engine Delegate, R. B. Honeycutt. No beefs, no disputed OT. Vote of thanks to steward department for job well done.

RAMBAM (American Bulk Carriers), Oct. 4—Chairman, J. M. Dalton; Secretary, S. Rothschild. Brother N. Nomis elected ship's delegate. No beefs and no disputed OT.

MADAKET (Waterman), no date—Chairman, Chuck Hill; Secretary, Sherman Wright; Deck Delegate, Bernard Landos; Engine Delegate, A. P. Lapari. \$10.46 in ship's fund. Disputed OT in each department to be taken up with boarding patrolman at payoff.

NOONDAY (Waterman), Oct. 11—Chairman, E. Freimanis; Secretary, F. Fletcher; Deck Delegate, William E. King; Engine Delegate, Richard Rogers; Steward Delegate, Alfred Flatts. \$14.15 in ship's fund. Few hours disputed OT in engine department. No beefs.

FORT HOSKINS (Cities Service), Oct. 3—Chairman, G. A. Paschall; Secretary, R. Hartley. Some disputed OT in deck department. Discussion held regarding shortage of various items in steward department.

ANCHORAGE (Sea-Land), Oct. 6—Chairman, W. Morris; Secretary, W. Nihem; Deck Delegate, Robert G. Mason; Engine Delegate, W. R. King; Steward Delegate, Robert L. Scott. Discussion held regarding pension plan. Everything running smoothly with no beefs, no disputed OT.

MORNING LIGHT (Waterman), Oct. 11—Chairman, George Neyrey; Secretary, Teddy Kross; Deck Delegate, Richard Thoe; Engine Delegate, M. V. Howton; Steward Delegate, George Lafleur. Everything running smoothly. Vote of thanks extended to steward department for job well done.

VANTAGE PROGRESS (Pioneer Maritime), Oct. 4—Chairman, R. Maas; Secretary, J. Bartlett; Deck Delegate, Howard Hall; Engine Delegate, James D. Allen, Jr.; Steward Delegate, Cecil H. Martin. Everything running smoothly.

VANTAGE PROGRESS (Pioneer), Oct. 11—Chairman, R. Maas; Secretary, J. Bartlett; Deck Delegate, H. Hall; Engine Delegate, J. D. Allen, Jr.; Steward Delegate, Cecil H. Martin. Everything running smoothly. Disputed OT in deck department.

VANTAGE PROGRESS (Pioneer Maritime), Oct. 18—Chairman, R. Maas; Secretary, J. Bartlett; Deck Delegate, Howard Hall; Engine Delegate, James D. Allen, Jr.; Steward Delegate, Cecil H. Martin. Everything running smoothly. No beefs; no disputed OT.

DEL NORTE (Delta), Sept. 9—Chairman, Tony J. Radich; Secretary, Piggy Sahuque; Deck Delegate, Angel J. Urti; Engine Delegate, Arnold F. Rehm; Steward Delegate, Charles H. Cassaro. Everything running smoothly. Vote of thanks extended to steward department for job well done.

MONTPELIER VICTORY (Victory Carriers), Oct. 4—Chairman, J. Bentz; Secretary, J. E. Higgins; Engine Delegate, Terrill G. Clark;

(Continued on Page 13)

16 Upgraders Receive Full Books



Upgraders earning full books after successfully completing the training program at the Harry Lundberg School of Seamanship at Piney Point are from left: N. Hawkins, Henry Vain, Tom Steed, Mike Fleming, Robert Young and Marion Dale.



New full book members from left, back row are: Bob Shields, Don Busby, Bill Dicky, Dennis Rowland and Riley Mills. In front are: Ray Gorju, Jack Pollard, Walter Wilson, George McCroney and Johnny Johns.

Nobel Prize Winner Hits Economic Policies

A liberal-minded economist with a firm belief in a full-employment economy has been awarded the 1970 Nobel Memorial Prize for his work in

placing economic theory on a scientific basis.

He is Professor Paul A. Samuelson, chairman of the economics department of the Massachusetts Institute of Technology. In comment immediately after being notified of the \$78,000 award, Professor Samuelson made clear his opposition to the economic policies of the Nixon Administration on grounds that have long been emphasized by labor economists.

He said that unemployment in the U.S. is inexcusable in light of the amount of work needed to correct social and environmental problems.

Deploing the Administration's anti-inflation policies of "slow down" and retrenchment, Samuelson called on the government to get the United States "back on the path of growth" to halt the spread of unemployment.

"The government," he told interviewers "cannot abscond from its responsibility for keeping over-all spending power just right—we've had a retreat from this in the last couple of years."

"There is plenty of work to do—look at the smelly air. We don't even have health insurance. There is so much work to do in this country that the notion that we've got to put something down a rat-hole in Vietnam is ridiculous."



Seafarer Frank Rankin and his wife, Lee, relax in the livingroom of their home in Brooklyn, N.Y.

SIU Rep Breithoff, Dies in Fla.

Tampa, Fla.

Martin Breithoff, 51, described as "a real spark," "a great guy," and "one of the finest" died Oct. 3 in his home of natural causes. At his death he was SIU headquarters representative in the Port of Tampa, Fla.

His death brought an outpouring of emotion from former shipmates and union officials who had worked with Breithoff over the years.

"Many of the men I told of his death burst into tears," said Bernie Gonzales, Tampa port agent. "This death brought sadness to many people."

Breithoff's sea career began at age 23 when he joined the SIU. The first voyages of his career were in combat zones of World War II.

War Service

Angus "Red" Campbell, SIU patrolman in New York, recalled one voyage with Breithoff aboard the *SS Thomas Wolfe* near the end of the war:

"The ship left New York in March of 1944 and got back a year later," Campbell said. The ship participated in the Normandy invasion and shuttled supplies between Southampton, England and the French invasion beaches.

During all the runs, Campbell said, "Marty was a real spark. He was always in the best of humor and kept things lively aboard ship."

His career of dedication to the SIU began immediately after the war when he became a member of the grievance committee in Tampa, and an organizer in the Cities Service campaign.

Helped Clerks

In 1949 he aided the International Association of Retail Clerks in their effort to organize a Tampa department store. In 1951 he was elected chief dispatcher for the Port of New York and held that position until 1953 when he was elected a patrolman.

After serving four years as San Francisco agent, Breithoff was a patrolman in Houston from 1964 until 1968 when he went to Tampa. His death Oct. 3 came as he was preparing to go to work.

His Tampa colleague Bernie Gonzales said, "Marty was always ready to help anyone in trouble. He was one of the finest fellows I've ever had the good fortune to work with and to be friends with. He was a good SIU official and his death is a great loss to me and to our union."

Breithoff is survived by his wife, Margaret, a daughter, Elizabeth, a sister and two brothers.

Retirement Holds New Adventures

When Frank Rankin was a teenager, he ran away from a small town in Kentucky to see what the rest of the country was like.

He went from New York to Buffalo to Cleveland, and it was there in 1923 that he began a sailing career that lasted 47 years. This past October, Rankin—one of the first members of the SIU—retired on his SIU pension.

During those years of sailing, before and after the formation of the SIU, through the depression and three wars, Seafarer Rankin led a sometimes exciting, sometimes dull, and often hard life.

He was 19 when he sailed on his first ship—a passenger vessel out of Cleveland. "I peeled potatoes all night and in the morning I was told there still wasn't enough potatoes peeled," he recalls.

During the depression he sailed on a Bull Line ship out of Baltimore as a cook. His pay was \$30 a month.

He worked on a large passenger ship, the *George Washington*, for some time and made three trips to Europe. But he didn't find the ship to his liking and went back to the coastwise run with Bull Line.

"Sailing in the 30's was tough—nobody was making anything," Rankin recalls.

Besides the hardships, inconvenience and low pay of those early days of sailing, there was an added difficulty for Seafarer Rankin—discrimination. "Being a black man," he said, "I was limited to the steward department. Colored weren't allowed in the deck or engine departments."

In the mid 30's there were several seamen's unions in existence but for one reason or another Rankin was not enthused about joining any union.

When the SIU was formed in November of 1938, however, Rankin did not take long to join. Within two months he was a member.

"It cost \$1 to join then and 50 cents a month after that. There was no such thing as sickness and death benefits," he said.

He continued sailing during World War II. He was aboard the *Samuel Jorden Kirkwood* in the South Atlantic when the ship was torpedoed.

During his career Rankin visited such places as Italy, Japan, Spain, Belgium, the Mideast, and Turkey.

His favorite country, however, was Portugal. "The people were nice and everything was very inexpensive," he said.

Most of the time though, Rankin preferred staying on the coastal and intercoastal runs so that he could "get a chance to come home" and see his wife, Lee.

His early interest in the union continued aboard ship and he served the SIU in the capacity of a ship's delegate. He also attended union meetings whenever his ship was in port and continued to do so in his retirement.

One of the last trips he made—in March of 1970—was aboard the *Robin Goodfellow* on the Vietnam run.

For a man who had been sailing 47 years—20 as chief cook—retirement was a little awkward and nerve racking the first few weeks. Now that he has become more acclimated to the new situation, there are numerous chores he finds to do around his home in Brooklyn, N.Y.

Having never had children of his own, Rankin's main interest now is helping his wife look after two young neighborhood boys during the week. "They keep him busy," says Mrs. Rankin.

To watch Rankin with the youngest fellow, who is 14 months old, very cute, and very shy, it is easy to see that there is going to be a new adventure in this retired Seafarer's life.

EEOC Gets Added Powers

The Equal Employment Opportunity Commission, previously restricted to investigation of job discrimination complaints, will be granted power to issue "cease and desist orders" to firms found in violation of the Equal Employment Opportunity Act under terms of a bill passed by the U.S. Senate.

"Cease and desist" orders compel an employer to halt discriminatory practices found by the commission, and can force employers to hire without regard to race, color, creed.

The Senate also approved inclusion of some 10 million men and women under the act by adding those who work in small, previously exempt firms.

The EEOC is presently limited to investigation of job discrimination charges and has no enforcement powers such as those of the National Labor Relations Board.

Ships' Digest

(Continued from Page 12)

Steward Delegate, William Davey. \$37.75 in ship's fund. No beefs; no disputed OT.

WACOSTA (Sea-Land), Oct. 18—Chairman, Joseph Gonzalez; Secretary, Joseph DeLise; Engine Delegate, Richard McDonald; Steward Delegate, C. B. Carter, Jr. No beefs reported by department delegates. Disputed OT in engine department.

DEL SOL (Delta), Oct. 18—Chairman, A. R. Ducote; Secretary, C. L. Shirah; Deck Delegate, M. Armando. \$36.40 in ship's fund. Disputed OT in deck, steward departments. Vote of thanks to steward department for job well done.

WESTERN PLANET (Western Agency), Oct. 23—Chairman, J. C. Keel; Secretary, Jack H. Brian; Deck Delegate, L. D. Richardson; Engine Delegate, T. C. Johnson; Steward Delegate, Maurice F. Ellis. No beefs, no disputed OT. Vote of thanks to steward department for job well done.

HASTINGS (Waterman), Oct. 18—Chairman, R. Hodges; Secretary, G. Trosclair; Deck Delegate, Walter C. Payne; Engine Delegate, Stewart M. Swords; Steward Delegate, Lester Burnett. Everything running smoothly, no beefs, no disputed OT.

COMMANDER (Marine Carriers), Oct. 4—Chairman, A. R. Sawyer; Secretary, F. R. Hicks, Jr.; Deck Delegate, J. Wollford; Engine Delegate, W. Price; Steward Delegate, Linwood Price. Disputed OT in deck department. Discussion held regarding pension plan. Vote of thanks to steward department for job well done.

COMMANDER (Marine Carriers), Oct. 11—Chairman, A. R. Sawyer; Secretary, F. R. Hicks; Deck Delegate, J. Wollford; Engine Delegate, W. Price; Steward Delegate, L. Price. Discussion held regarding pension plan. Good crew on board. Everything running smoothly. Vote of thanks to steward department for job well done.

COMMANDER (Marine Carriers), Oct. 18—Chairman, A. R. Sawyer; Secretary, F. R. Hicks, Jr.; Deck Delegate, J. Wollford; Engine Delegate, W. Price; Steward Delegate, L. Price. Discussion held regarding pension plan. Engine room needs new washing machine. Good crew, good trip. Vote of thanks to steward department for job well done.

INGER (Reynolds Metals), Oct. 11—Chairman, James T. Mann; Secretary, Percival L. Shauger; Ship's Delegate and Deck Delegate, Pete Scroggins. No beefs, no disputed OT. Vote of thanks to steward department for job well done.

TRANSCOLUMBIA (Hudson Waterways), November 1—Chairman, Charles Reed; Secretary, Rafael Hernandez. Everything is running smoothly.

ANDREW JACKSON (Waterman), October 18—Chairman, Donald E. Pool; Secretary, Thomas Liles, Jr.; Deck Delegate, George A. Nuss; Engine Delegate, Alphonso R. Gonzales; Steward Delegate, A. B. Griffith. Few hours disputed OT in steward department, otherwise everything is running smoothly.

MONTPELIER VICTORY (Victory Carriers), October 25—Chairman, J. Bentz; Secretary, J. E. Higgins. \$38.50 in ship's fund. No beefs and no disputed OT.

SACRAMENTO (Ogden Marine), October 18—Chairman, William P. Link, Jr.; Secretary, Darrell G. Chafin; Deck Delegate, Don Dillon; Engine Delegate, Mallard Hinson; Steward Delegate, James L. Woods. Some disputed OT in deck department. No beefs.

VANTAGE VENTURE (Vancouver), November 2—Chairman, Robert Schwarz; Secretary, James B. Juzang; Deck Delegate, Lawrence D. Stone; Engine Delegate, R. H. Orso; Steward Delegate, Claude Hollings. Everything is running smoothly with no disputed OT and no beefs.



The Subject Is Medicare

SIU Welfare Director Al Bernstein (center) chairs a panel discussion in the New York union hall on the subjects of Medicare, Medicaid and Social Security. The panel consisted of SIU pensioners who will attend a Pensioners Conference at the Harry Lundberg School of Seamanship in Piney Point, Md. From left are: Raphael Montaldo, Ismael Nazario, Alfred Borjer, Bernstein, George Alexander, Mike Rozalski, Joseph Stodolski and Jan Mucins.

Packaging Law in a Box

The scoreboard on Truth-in-Packaging law after four years is clearly a mixed bag.

While some progress has been made in the reduction of the number of packages in a line of goods, consumer experts feel that regulation of packaging practices is for the most part nonexistent.

Sen. Philip A. Hart (D-Mich), the sponsor of the original Truth-in-Packaging legislation says that regulatory agencies have failed to write some needed rules, and that enforcement has been spotty.

In reply, the regulatory agencies say that the law splits the authority of the government so many ways that real enforcement is impossible.

The Food and Drug Administration has the power to regulate labeling and packaging of all food and over-the-counter drugs; the Federal Trade Commission, non-food and drug commodities, and the Department of Commerce has the task of cutting down "undue proliferation of package sizes, weights and measures in each product line."

Commerce therefore has the major job of curtailing the more blatant examples of deception, but Commerce has no enforcement power. It can call industries together to negotiate and change their practices voluntarily.

Industry itself continuously blocked enforcement of the law by seeking exemptions, additional time to comply and even by court action.

Another drawback has been the fact that Congress, which overwhelmingly passed the act, failed to provide any appropriations or manpower to enforce it.

Indefinite Enforcement

The FTC has no definite number of people working on enforcement and can't say how much it has spent on fair packaging and labeling.

The FDA has had only two professionals from the start to write and enforce regulations that cover almost every item in the supermarket and the drug store as well.

Then Secretary Robert Finch, of the department of Health, Education and Welfare, told Hart he needed 118 people and \$733,000 to do the job. But, by the time HEW's budget reached Congress, there was no request for appropriations to enforce Fair Packaging and Labeling.

It had been eliminated by the Bureau of the Budget as part of President Nixon's "economy" drive.

Strangely, the Department of Commerce, with no regulatory powers, appears to have the largest appropriation to do its share of the job.

An FDA official said that Commerce has received an appropriation for 44 people and \$770,000 in the first year of the law's existence.

Money Returned

At the end of that fiscal year, however, it reported using only five people and, according to the FDA official, "made a big deal about returning the money."

Mrs. Virginia Knauer, President Nixon's consumer advisor, has criticized conglomerates for adding useless products to supermarket shelves and quoted the FTC which charged that there is "a point at which product differentiation ceases to promote welfare and becomes wasteful, or mass advertising loses its informative aspect."

Costs of College May Pose Dilemma

While Seafarers and their dependents can qualify for the SIU Scholarship Awards Program (as outlined in this issue), not all persons are so fortunate.

This rising costs of education coupled with inflation and unemployment often deprive qualified youngsters from attaining a college education.

AFL-CIO Education Director Walter G. Davis has suggested that a greater federal investment is essential to solving the mounting cost crisis in education.

Addressing the College Entrance Examination Board's national conference in New York City Davis said that "union members who have come to take it for granted that their children should go to college are now having to ask themselves whether they can bear the financial burden."

He made these points in outlining the problem:

- Tuition and required fees, on the average, have more than doubled in the last ten years.
- Federal funds and private contributions to higher education have both diminished.
- Increasing unemployment makes it extremely difficult for students to find summer jobs.

At least part of the answer to the dilemma facing parents, he stressed, must be provided by increased federal funding for education. "It will take a great deal of money, but it is money invested, not money spent," Davis declared.

Citing the enormous benefit to the United States from the GI educational program as an example, Davis asserted that "tax support of higher education ultimately costs the public nothing." In fact, he observed, because of higher earnings flowing from their education, veterans have more than repaid the government through the resulting higher income tax payments. And the entire system has benefitted from the 2.2 million veterans who became engineers, doctors, teachers, electricians and professionals in all fields.

The AFL-CIO, Davis pointed out, has consistently urged Congress to provide full funds for current higher educational programs and has given strong support in the state legislatures to the budgets of State colleges and universities.

He stressed, however, that the federation opposes the plan to give tax credits to parents to offset college tuition payments.

Oil Baron Sued

Oil tycoon H. L. Hunt and two of the companies in his empire—Hunt Oil and Life Lines—are being sued by a former secretary who claims she was never paid more than \$5,000 overtime. Mrs. Juanita Beavers said she worked 414½ hours overtime without compensation in violation of the Fair Labor Standards Act.

This plan, said Davis, would lead to higher tuition and offer no benefit to low-income families, students working their way through college, or veterans under the GI bill.

Davis underscored organized labor's position that higher education should be available to all persons to the limit of their ability without "mortgaging their future earnings."

Opposed to this view, he noted, is "a strong train of thought which would predetermine, on the basis of background, income and other factors, who would benefit from a college education and who would not."

"There is no question in our minds," he continued, "that there are some individuals of influence in our society who would restrict higher education to the elite, for the most part, while all others would pursue a vocational educational program."

The high premium on college and graduate degrees makes it difficult to persuade young people to enter vocational schools, Davis said. He emphasized the need to train people in skilled crafts and service industries, but insisted that first the status of these careers must be upgraded.

Personals

Bueford E. Stockmon

Please contact your wife, Mrs. Stockmon, as soon as possible in regards to an urgent matter.

John Rooms

Elena J. Coban of the American Red Cross asks that you contact her at Red Cross headquarters, 150 Amsterdam Ave., New York, N.Y. 10023.

Frederick B. Neely

Your daughter, Mrs. Beverly Neely Isbell, asks that you contact her as soon as possible at Rt. 4, Box 545, Mobile, Ala. 36609, or call her at 205-661-9370.

Michael Blaine McFarland

Please contact Local Draft Board No. 135, Orange County, 1138 East 17th St., Santa Ana, Calif. 92701.

Romuald S. Los

Carmencita Los would like to hear from you as soon as possible at 4142 Brunswick Ave., Los Angeles, Calif. 90039. Your family is well.

Robert Burbank Swanner

Your niece, Mrs. Willie Ester Moore Douglas, Jr., asks that you contact her as soon as possible at R-1, Box 112, Washington, N.C. 27889, telephone 946-7575.

George Paul Writsel

Urgent! Please contact John Bruce in Los Angeles, Calif. Telephone: Area Code 213-625-3212, Ext. 481.

William R. Corry

Please contact Texas City Refining Inc., Marine Division, P.O. Box 1271, Texas City, Tex. 77590. They are holding a check for you.

Ernest John Byers

Your parents, Mr. and Mrs. John Byers, are well and ask that you write to them at 614 Alvarez Ave., Whistler, Ala. 36612.

John Delan

Thomas J. Tourgee asks that you get in touch with him at P.O. Box 1000, Leavenworth, Kan. 66048.

SIU Arrivals

Dawn Horn, born May 9, 1970, to Seafarer and Mrs. Robert R. Horn, Mackinac Island, Mich.

Dana Ragas, born August 13, 1970, to Seafarer and Mrs. Donald Ragas, New Orleans, La.

John Brown, born July 22, 1970, to Seafarer and Mrs. John J. Brown, Baltimore, Md.

Kelly Stone, born July 11, 1970, to Seafarer and Mrs. William M. Stone, Hatteras, N.C.

Dana Garcia, born September 17, 1970, to Seafarer and Mrs. Richard C. Garcia, Jr., Norfolk, Va.

Tracy Feagin, born August 27, 1970, to Seafarer and Mrs. James A. Feagin, Crestview, Fla.

Eric Jasinski, born September 23, 1970, to Seafarer and Mrs. Edward F. Jasinski, Jr., Chicago, Ill.

Shannon Collins, born June 10, 1970, to Seafarer and Mrs. Richmond Collins, Compton, Calif.

Tommy Stallings, born June 16, 1970, to Seafarer and Mrs. Thomas H. Stallings, Jr., Chesapeake, Va.

John Cleary, born September 10, 1970, to Seafarer and Mrs. John F. Cleary, Harlingen, Texas.

Henry Rice, born May 8, 1970, to Seafarer and Mrs. Henry R. Rice, Jr., Arapahoe, N.C.

Gerald Titus, born September 18, 1970, to Seafarer and Mrs. Gerald T. Titus, Baltimore, Md.

Vincent Jordan, born July 25, 1970, to Seafarer and Mrs. Charles W. Jordan, Savannah, Ga.

Donna Auerswald, born September 18, 1970, to Seafarer and Mrs. Frank H. Auerswald, Deptford, N.J.

Elizabeth Diaz, born September 27, 1970, to Seafarer and Mrs. Felix M. Diaz, Orocovis, P.R.

Jada Lindsay, born August 30, 1970, to Seafarer and Mrs. Willie G. Lindsay, Prichard, Ala.

Luz Tellez, born June 3, 1970, to Seafarer and Mrs. William R. Tellez, Ponce, P.R.

Nancy Harrell, born Aug. 12, 1970, to Seafarer and Mrs. Judge H. Harrell, Houston, Tex.

Charles Caltagirone, born Mar. 29, 1970, to Seafarer and Mrs. Ronald Caltagirone, Plant City, Fla.

Roberta Rogers, born April 22, 1970, to Seafarer and Mrs. Robert F. Rogers, Jr., Shallotte, N.C.

Steven Arant, born Sept. 9, 1970, to Seafarer and Mrs. Paul E. Arant, Paducah, Ky.

Maria Hunt, born July 7, 1970, to Seafarer and Mrs. Richard W. Hunt, Richmond, Calif.

Shawn Murray, born Sept. 15, 1970, to Seafarer and Mrs. Robert E. Murray, Ridley Park, Pa.

Sam Wiggins, born Sept. 3, 1970, to Seafarer and Mrs. Clover Wiggins, Jr., Dry Creek, La.

Toni Long, born Aug. 20, 1970, to Seafarer and Mrs. Johnnie Long, Eight Mile, Ala.

Karen Sue Gillespie, born Aug. 30, 1970, to Seafarer and Mrs. Russell A. Gillespie, Nescopeck, Pa.

Daniel Twiddy, born Aug. 6, 1970, to Seafarer and Mrs. Ralph V. Twiddy, Jr., Frisco, N.C.

Archie Finney, born Sept. 12, 1970, to Seafarer and Mrs. Archie L. Finney, Jr., Corona, N.Y.

Victor Sanabria, born Sept. 27, 1970, to Seafarer and Mrs. Victor V. Sanabria, Arecibo, P.R.

Bobby Kistler, born Sept. 16, 1970, to Seafarer and Mrs. Charles A. Kistler, Kirbyville, Tex.

Lisa Landry, born July 26, 1970, to Seafarer and Mrs. James H. Landry, Denham Springs, La.

Raquel Myles, born Sept. 15, 1970, to Seafarer and Mrs. Edward Myles, Jr., New Orleans, La.

Tushanna Temples, born Aug. 10, 1970, to Seafarer and Mrs. Douglas L. Temples, Bogalusa, La.

Robbie Hudgins, born Aug. 14, 1970, to Seafarer and Mrs. Robert Hudgins, Gloucester, Va.

Mary Cavazos, born Sept. 30, 1970, to Seafarer and Mrs. George A. Cavazos, Houston, Tex.

Rowland Harper, born July 7, 1970, to Seafarer and Mrs. Rowland Harper, Jr., Norfolk, Va.

Rudy Martinez, born Sept. 14, 1970, to Seafarer and Mrs. Reyes G. Martinez, Brownsville, Tex.

Steven Lazarou, born Aug. 18, 1970, to Seafarer and Mrs. George Lazarou, Fort Lee, N.J.

Melinda Skaggs, born July 24, 1970, to Seafarer and Mrs. Archie R. Skaggs, East Prairie, Mo.

Ogden Yukon Makes Brief Stop in Jersey

The SIU-contracted tanker *Ogden Yukon* (Ogden Marine Inc.) lined up a number of interesting port stops on a recent 48-day voyage. Operating under an MSTS charter, she took on more than 200 thousand tons of JP-4 jet fuel in Baton Rouge, La., and made deliveries to U.S. military bases around the globe.

Her first port of call was Freeport, Bahamas, followed by Rota, Spain; the island of Crete; Augusta, Sicily; Ceuta,

Spanish Morocco; St. Croix, Virgin Islands, and finally stateside again to the port of Carteret, N.J.

The jet fuel carried by the ship is a highly volatile cargo, but SIU tankermen are professionals at handling it.

The *Ogden Yukon* was built in 1960 and was formerly the *Sea Pioneer*. Port time for the crew was short, as preparations began at once for next voyage to Sasebo, Japan and the Far East.



Linen and other laundry is brought topside by Able Seaman Gene Wilson. Fresh replacements had to be put aboard quickly because of the short stay in port.



Orlando Panante, ordinary seaman, lowers the colors on the stern of the *Ogden Yukon* at day's end.



Lee Cross (left) talks with SIU Patrolman "Red" Campbell during payoff in Carteret, N.J. Cross sails in the deck department.



Pantryman William McDowell begins with a fresh head of lettuce and will end up with a crisp salad platter for lunch.



Hot, sweet corn on the cob is prepared for the crew by cook Mike Kondourdis.



John Johnson (left), who sails as able seaman, spends a few moments in discussion with SIU Patrolmen E. B. MacAuley (center) and "Red" Campbell.

Line handlers stand by to assist the ship in tying up as she pulls into port.



What World Leaders Say About ILO



"... (the ILO) has kept doggedly at its task of shortening the hours of labor, protecting women and children in agriculture and industry, making life more bearable for merchant seamen."

—President Franklin Delano Roosevelt

"We pledge (the ILO) our full participation, encouragement and support."

—President John F. Kennedy



"It is in large measure for you to build justice and thus to insure peace. No, gentlemen, do not think your task is ended; on the contrary it daily becomes more urgent."

—Pope Paul VI

"... one of the most useful instruments for the development of a better way of life for all people."

—President Dwight D. Eisenhower



"... We rededicate ourselves to the ILO as an instrument toward the realization of lasting peace through the attainment of economic and social justice for people everywhere."

—President Richard M. Nixon

"(The Nobel Peace Prize) is surely to be regarded as a tribute to the common man throughout the world, to his stake in peace and to his contribution to peace."

—Former ILO Director-General David A. Morse



"Through such united efforts (as the ILO), I believe the next half century can be made a turning point in man's long endeavor to achieve, in a stable but dynamic peace, freedom and justice for all."

—U.N. Secretary-General U Thant

Peace Through Justice Is ILO's Commitment

A weighty mandate accompanied the International Labor Organization when it came into existence in 1919.

The mandate, in its charter, said that: "Whereas universal and lasting peace can be established only if it is based on social justice; and whereas conditions of labor exist involving such injustice, hardship and privation to large numbers of people as to produce unrest that the peace and harmony are imperiled... it would be the ILO's task to 'forge an everlasting partnership in the building of peace through social justice.'"

That job, the building of peace—called a "wild dream" by President Franklin Delano Roosevelt—has been performed so well in the ILO's 51-year history, that it holds the highest distinction among men and nations on earth, the Nobel Prize for Peace.

The International Labor Organization is the only surviving remnant of the League of Nations. It is the oldest specialized agency of the United Nations, and nations as strong as the United States and the Soviet Union, and as weak as Senegal and San Marino subscribe to it.

Three Vital Factors

The vitality of the ILO and its survival through the years results from three factors, according to David A. Morse, former ILO director-general. They are its structure, its broad base and its independence of any flag.

As a foundation, the ILO has delegates from all of its "Member States." The national delegations are divided into three groups, those from labor, those from employers, and those from government.

Like nearly all international organizations, each nation has an equal voice. Those voices tell of a vast array of concern—from the problems of migrant workers in Chile as well as in California, to poverty that afflicts the underpaid employee in Calcutta and in Chicago.

And, finally, although all nations are not likely to pay equal amounts for the maintenance of ILO operations, all nations pay something.

Aims for Peace

Aside from the internal workings, the ILO is aided by its goals of peace and social justice. The fight against poverty, Morse said, has been, "no doubt the ILO's most distinctive role in the world today."

"To narrow the gap between the rich and the poor—within and between countries—is the collective responsibility of the whole human race," he said.

The founding spirit arose at the end of World War I, with a few men who took seriously the canard about "the war to end all war."

Among those men were President Woodrow Wilson and Samuel Gompers, president of the American Federation of Labor.

Gompers accompanied Wilson to the Paris Peace Talks of 1918 and presided over meetings of Committee XIII of the conference.

Committee XIII created an idea of social justice written into the Peace Treaty and into the charter of the League of Nations. The idea was simply that workers and employers had the right to a voice in their own lives.

The clarity of the idea lent itself to near-immediate adoption around the world. In 1919, prior to the first ILO Conference, a committee of representatives of 12 nations staked out a plan for a permanent organization.

U.S. Entry Blocked

The U.S., however, was slow to join the organization it had helped to form. Isolationist senators blocked U.S. membership for 15 years. But the United States, with Secretary of Commerce and later President Herbert Hoover in the lead, began providing assistance on an unofficial basis.

It would not become official until Miss Frances Perkins, secretary of labor under Franklin Roosevelt, battled through Congress an authorization to have the U.S. officially represented at the ILO Conference of 1934.

Since then the U.S. has played a leadership role in the organization, ratifying conventions, proposing solutions and providing technical and bureaucratic personnel for the ILO's many-faceted activities around the world.

Since joining the ILO, a U.S. citizen has been either director-general or assistant director-general of the organization. Morse was undersecretary of labor in the Truman Administration before assuming the position in Geneva.

Work Covers Wide Area

Today, the works of the ILO are varied—as varied as the people of countless creeds and nations with whom the organization works.

In maritime affairs, for example, the ILO has always played a role by adopting conventions that have served as models for the training and treatment of Seafarers around the world.

"In addition," said J. D. Randeri, general secretary of the Maritime Union of India, "to setting international standards, the ILO has collected and published a mass of information on conditions of employment

of Seafarers, covering such items as wages, hours, insurance and welfare in ports—information not usually available in collected form."

He said ILO contributions to the welfare of workmen have been noteworthy in all fields, "and nowhere more than in that most international of all occupations: seafaring."

The maritime picture is repeated throughout the world under ILO conventions that attempt to raise living standards for farm workers, factory hands, miners and all who labor.

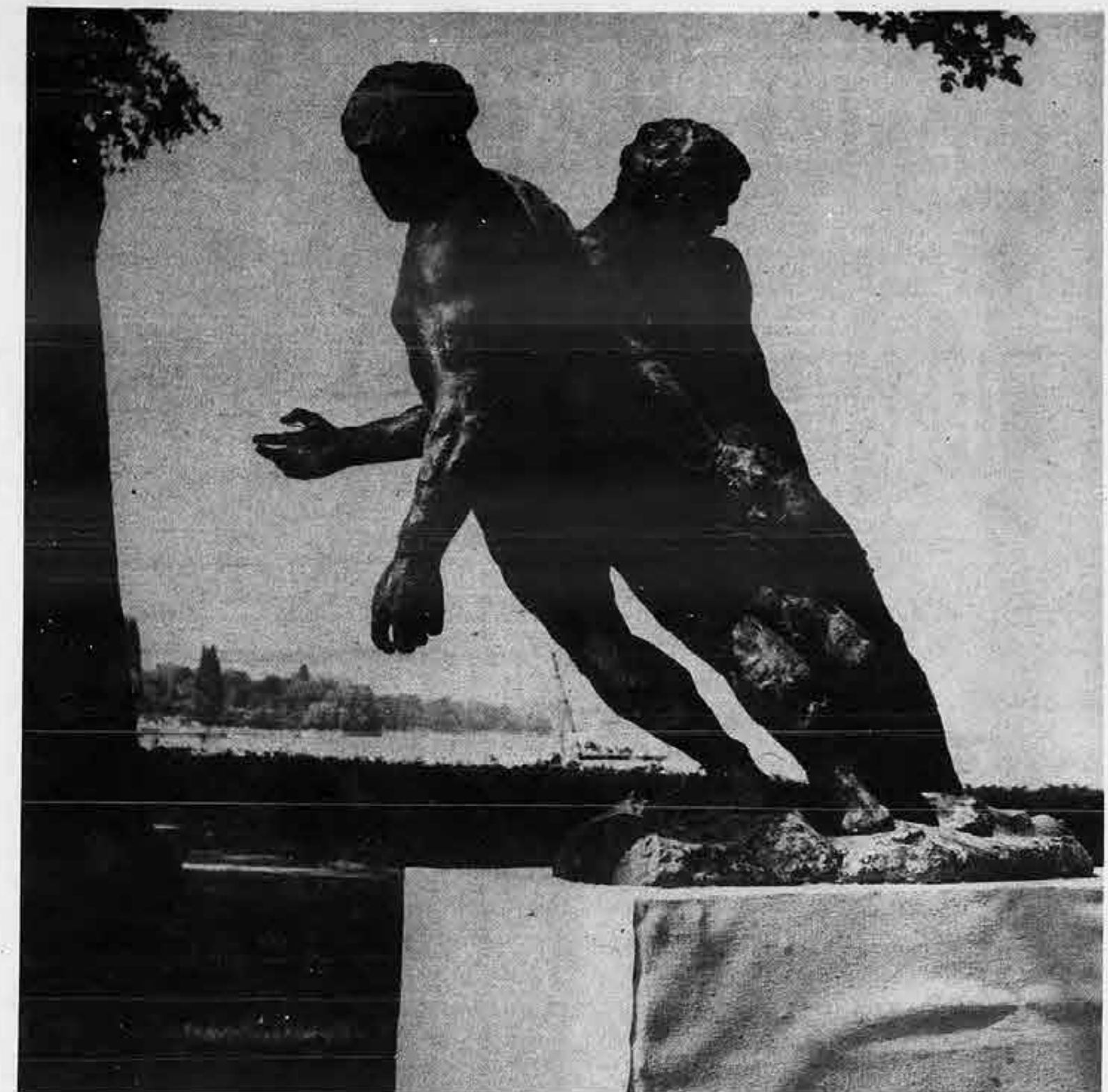
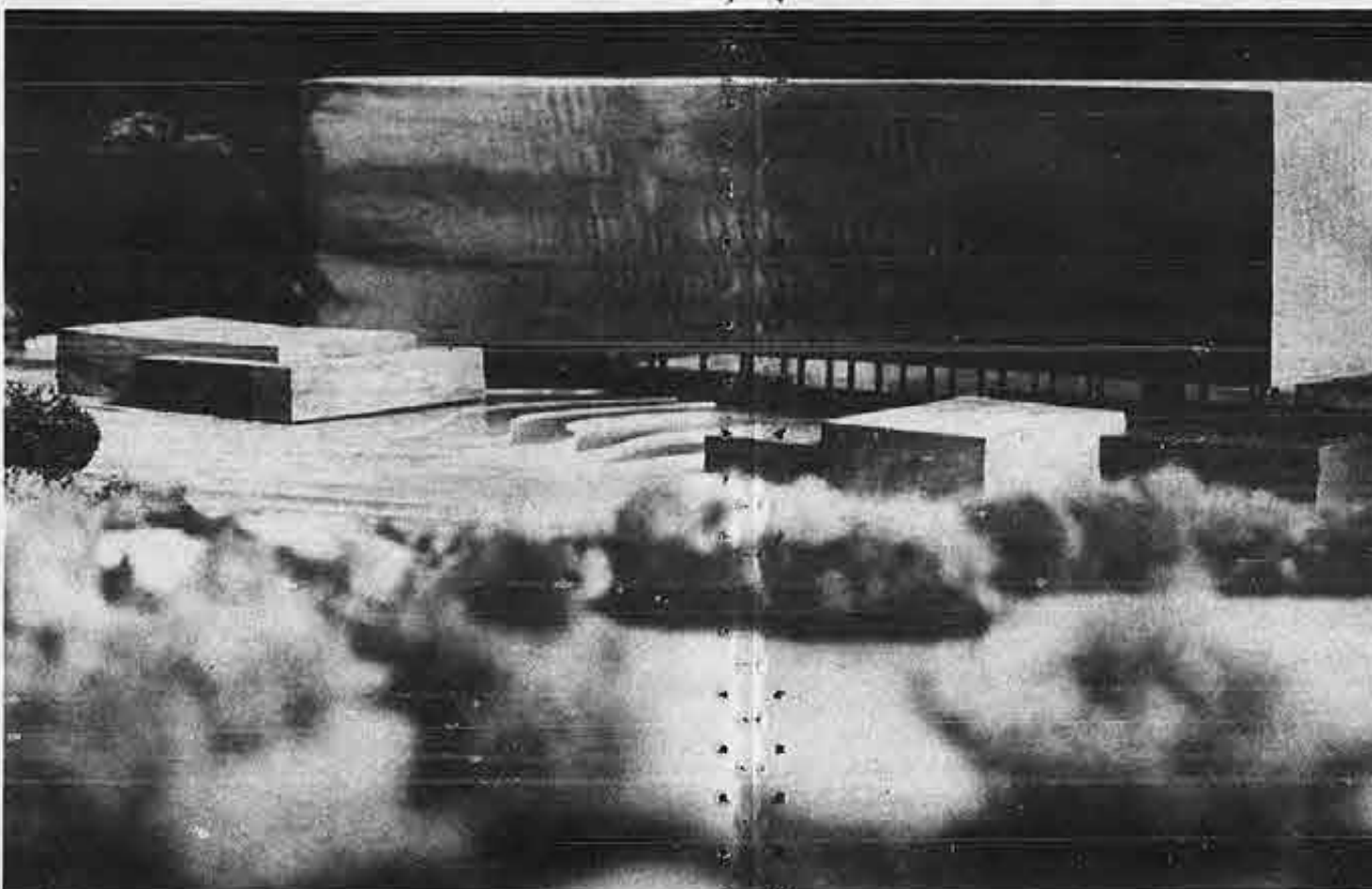
The ILO brings to bear on all workers' problems the assembled expertise of their staff in Geneva and around the world.

The rewards have been many and so have the struggles. The capstone to the work of the ILO is the Nobel Prize awarded by a committee of the Norwegian Parliament for service to the principles that "labor is not a commodity... Freedom of expression and of assembly are essential to sustained progress... Poverty anywhere constitutes a danger to prosperity everywhere."



Present ILO headquarters in Geneva will soon be moved from this structure to...

... a new structure of this design created by architects Pier Luigi Nervi of Italy, Eugene Beaudouin of France and Alberto Camerzind of Switzerland.



"The Fisherman," a life-size sculpture in bronze by Franco Kršinic representing two fishermen drawing in their nets, is a centerpiece of art at the International Labor Organization's Geneva headquarters.

Improving the conditions of life and living for workers throughout the world is the goal of representatives to the ILO.



Cities Service Baltimore Visits Port of Piney Point



Norman Ward, a 26-year SIU man, paints a vent pipe on the *Cities Service Baltimore*.

On the deck of the *Cities Service Baltimore* New Orleans Port Agent Tom Gould, facing camera, talks with, from left, Robert Holley, ordinary seaman; John Farragut, able seaman and Paul McGaharn, Piney Point port agent.



New Orleans Patrolman Tom Gould tells the crew of the *Cities Service Baltimore* about the SIU Crew Conferences at Piney Point. The ship had a smooth voyage from Corpus Christi, Texas.



Patrolman Tom Gould, second from left facing camera, talks to the deck force aboard the *Cities Service Baltimore*. The tanker docked at Piney Point to discharge a cargo of fuel oil from Texas.

Catching up on the contents of *international* and *Maritime* magazine are, M. J. Danzey, deck maintenance; Fred Lindsey, third cook; V. T. Nash, able seaman, and W. E. Reeves, deck maintenance.



Flanked by New Orleans Patrolman Tom Gould, left and Piney Point Port Agent Paul McGaharn, right, crew members pose for a picture after a ship's meeting. Standing from left, James Penton, David Martin, Hanable Smith, Fred Lindsey, Robert Holley and Edward Wiley. Kneeling from left are Allen Jones and M. J. Danzey.

Final Departures

Robert Lipscomb

Robert Lipscomb, 65, passed away Sept. 3 at the USPHS Hospital in Baltimore, Md., after a lengthy illness. A native of Alabama, Mr. Lipscomb was a resident of Baltimore. He joined the union in the Port of Baltimore in 1946 and sailed in the steward department. Among his survivors is his wife, Ruth. Burial was in Lipscomb Cemetery, Salem, Ala.



James Sealy

James Sealy, 59, an SIU pensioner, died Aug. 19 of natural causes at USPHS Hospital in Staten Island, N.Y. He joined the union in the Port of Baltimore in 1940 and sailed in the steward department. A native of the Virgin Islands, he resided in New York City in recent years. Mr. Sealy sailed for 41 years prior to retirement in 1968. Among his survivors is his niece, Mrs. Alice V. Tuitt of the Bronx, N.Y. Burial was in Pinelawn Cemetery, Pinelawn, N.Y.



Alphonse E. Bensman

Alphonse E. Bensman, 67, died Aug. 3 of heart disease at Toledo State Hospital, Toledo, O. A native of Ottorville, Ohio, Mr. Bensman was a resident of Toledo. He joined the union in the Port of Detroit in 1960 and sailed in the engine department. Among his survivors are his wife, Marvel, and his son Donald Bensman, SIU Port Agent in Toledo. Burial was in Calvary Cemetery, Toledo.



Thomas E. Tucker

Thomas E. Tucker, 53, passed away Sept. 11 of natural causes in Tampa General Hospital, Tampa, Fla. A native of Georgia, Mr. Tucker was a resident of Brunswick, Ga. He joined the union in the Port of New Orleans in 1942 and sailed in the deck department. Survivors include his sister, Mrs. Ella Nattles of Brunswick, Ga. Burial was in Glennville Cemetery, Glennville, Ga.



John Iatron

John Iatron, 45, died Aug. 31 after an illness of two years at Mt. Carmel Hospital, Detroit, Mich. He joined the SIU in the Port of Detroit in 1960 and sailed in the steward department. He was a life-long resident of Detroit. Among his survivors is his mother, Angeline Iatron of Detroit. Burial was in Evergreen Cemetery, Detroit.



Ralph Howard Hayes

Ralph Howard Hayes, 62, died Sept. 9 in Manhattan after a long illness. He was one of the original members of the SIU having joined in November 1938 in the Port of Boston. A native of Massachusetts, Mr. Hayes was a resident of New York City when he passed away. He sailed for 40 years in the steward department. Surviving is a sister, Henriette Brown of New York City.



Donald Cranmer

Donald Cranmer, 45, died June 26, while aboard ship in the Pacific Ocean. He joined the SIU in the Port of Wilmington in 1958 and sailed in the deck department as an able seaman. A native of Durango, Colo., Mr. Cranmer was a resident of Torrance, Calif. He was a veteran of World War II, and served in the Navy from 1942 to 1958. Among his survivors is his wife, Alma Josephine.



John T. Tamborella

John Thomas Tamborella, 39, died May 19 in Marrero, La. He joined the union in the Port of New Orleans in 1962 and sailed with the IBU in the deck department. A native of New Orleans, La., Mr. Tamborella was a resident of Marrero, La. Among his survivors are his brothers, Joseph, Ray, Fred, James and George. Burial was in Baptist Cemetery, Baptist, La.



Anthony R. Dubourg

Anthony R. Dubourg, 62, died June 5 from heart disease in New Orleans, La. Mr. Dubourg was a resident of New Orleans. He joined the SIU in the Port of New Orleans in 1947 and sailed in the steward department. Mr. Dubourg was an Army veteran of World War II. Among his survivors is his niece, Rose Mary Dehring of New Orleans. Burial was in Cypress Grove Cemetery, New Orleans.



Richard Swain, Jr.

Richard Swain, Jr., 17, died Aug. 16 in Kings County Hospital, Brooklyn, N.Y. He joined the SIU in the Port of New York in 1970 and graduated from the Harry Lundeberg School of Seamanship before shipping out in the engine department as a wiper. A native of New York, Mr. Swain was a resident of Brooklyn. Among his survivors is his mother, Rosa Waller of Brooklyn. Burial was in Cypress Hills Cemetery, Brooklyn.



George E. Murphy

George E. Murphy, 43, died June 12 in Quincy City Hospital in Quincy, Mass. Mr. Murphy was a resident of Quincy. He joined the SIU in the Port of Boston in 1952 and sailed in the deck department. Among his survivors are his stepdaughter, Norma Pilavios, and his sister, Caroline E. Innello of Mattapan, Mass. Burial was in New Calvary Cemetery, Boston.



Emile Houde

Emile Houde, 71, an SIU pensioner, died Aug. 3 of natural causes in Burlington, Vt. A native of Canada, Mr. Houde was a resident of Vermont. He joined the SIU in the Port of New York in 1948 and sailed in the engine department. Among his survivors is his sister, Mrs. Anna Mailhot of Burlington. Burial was in Cotes Des Neiges Cemetery, Montreal, Canada.



Meany Calls Veto 'Deplorable'

Nixon Nixes Campaign Broadcast Spending Limit

Washington

President Nixon's veto of the political broadcast spending bill was called "deplorable," by

AFL-CIO President George Meany.

"This measure was a sound, responsible attempt to restore

faith in the democratic process by putting a reasonable ceiling on expenditures for television and radio campaigning. These expenditures in many campaigns have been nothing less than scandalous. If allowed to continue unabated, they will make TV and radio available only to the rich," Meany said.

Meany said that he considers the veto "politically motivated," and added that the AFL-CIO will urge Congress "to override the veto so that we can have decent standards for TV and radio politics."

The vetoed measure would apply broadcast spending limits to candidates for president, vice president, senator, congressman, governor and lieutenant governor.

The limit would be seven cents for each vote cast in the previous election with a minimum ceiling of \$20,000. For primary elections, the limit would be three and one-half cents per vote cast in the previous election.

Congressional hearings on the bill revealed the fact that the cost of the 1968 presidential campaign was approximately \$.60 per voter. In comparison, the 1952 rate was around seven cents. The inflationary factor has caused the increase, along with increased use of television in political campaigning.

formation of the committee, Mayor Uhlman expressed determination that all that can be done will be done "to help maintain and develop the maritime activities in this region. The one bright spot in our economy is our maritime industry."



Adlum

Adlum Heads Seattle Maritime Committee

Seattle

Merle Adlum, president of the Inland Boatmen's Union of the Pacific and a vice president of SIUNA, has been elected chairman of the Seattle Mayor's Advisory Committee on Maritime. The committee is dedicated to the promotion of the maritime industry in the Port of Seattle.

Also serving on the committee, which will meet monthly, is SIU Seattle Port Agent Steve Troy.

The 30-member committee consists of an equal number of representatives from both labor and management. It will make recommendations to Mayor Wes Uhlman on ways and means of strengthening the economic position of the Port of Seattle.

In recent years, Seattle's economy has been hit hard by declines in the aviation industry.

In his letter announcing the

NO HEAT? HOT WATER?

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

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

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

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

You must keep a written record of the beef including:

- Date
- Time of Day
- Temperature

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

7 Receive Engineering Licenses

Seven more Seafarers have received their engineer's licenses after completing the course of study at the school of Marine Engineering in Brooklyn, N.Y., sponsored jointly by the SIU and MEBA, District 2.

The number of Seafarers who have received their licenses through this comprehensive training program at the school now amounts to 387.

"It is good that the school is organized like it is so that each man has a chance to upgrade himself," noted Pekka Juntilla who received his temporary third assistant engineer's license in August.

Brother Juntilla is 23 years old and a native of Oulu, Finland, a port town in the north of the country. It was there at the age of 15 that he shipped out as mess boy on a Finnish vessel that took him to England, Russia, Spain and other European countries.

He came to America at the age of 18 after serving in the Finnish armed forces and attended night school for awhile before joining the union in 1967. Immediately he began upgrading himself and was a chief electrician when he entered the school. He now makes his home in Brooklyn, N.Y. and intends to continue with his engineering education.

Among the other Seafarers receiving their licenses were 34-year-old Raymond E. Brian who joined the SIU in the Port



of San Francisco in 1968. He sailed in the engine department as a fireman-oiler before entering the school. He earned a third assistant engineer's license in August. A native of Rochester, N.Y., Seafarer Brian now lives in San Francisco, Calif. He served in the Navy from 1954 until 1957.

before entering the school. He received his temporary third assistant engineer's license in October. A native of North Carolina, Brother Baines now makes his home in Hampton, Va. He is a Coast Guard veteran of World War II.

Receiving his temporary third assistant engineer's license in October was 22-year-old Joseph Lee Dunn. He joined the union in the Port of Baltimore in 1967 and sailed in the

engine department before entering the school. A native of Maryland, Seafarer Dunn resides in Baltimore.

Thomas Richard Chesney, 35, is a native of Detroit, Mich., where he continues to make his home. He joined the union in the Port of Detroit in 1963 and sailed as an electrician before entering the school. Seafarer Chesney received his temporary third assistant engineer's license in October.

James Alexander MacKenzie, 51, a native of Scotland, now lives in Los Angeles, Calif. He joined the SIU in the Port of Boston in 1942 and sailed in the engine department before entering the school. He received his temporary third assistant engineer's license in September.

A native of Brooklyn, Lenart Sixten Hilding, 32, now lives in Roseland, N.J. He joined the union in the Port of New York in 1966 and graduated that same year from the

Lundeberg School of Seamanship. Before entering the school, Brother Hilding sailed in the engine department as a reefer engineer. Seafarer Hilding often served the SIU as department delegate. He served in the Air Force from 1956 to 1960. He received his temporary third assistant engineer's license in September.

Time Changes

Politics has a way of changing a man's thinking and ideas over the years.

During the past election campaign President Nixon asked for a Congress which would support him as President. Some inquiring reporters dug up the fact that as a member of Congress himself, Nixon opposed President Harry Truman 59 times and supported him only 17 times.

Who Can Apply?

Any Seafarer who sails in the engine department and meets the required specifications is eligible to apply for the four month training course offered at the School of Marine Engineering in Brooklyn, N.Y.

Enrollment is limited to 30 men per class. Each accepted candidate will receive \$56 per week while attending classes.

Those accepted also will be reimbursed for transportation up to the amount of \$125.

Further information about requirements as well as applications and forms may be obtained from the Port Agent at any SIU hall, or by writing directly to the SIU Headquarters, 675 Fourth Ave., Brooklyn, N.Y. 11232.

Marshall Lee Baines, 47, joined the SIU in Virginia in 1964 and sailed as an oiler



George McCartney (left), SIU Representative, and Seafarer Thomas Kelly display the temporary third assistant engineer's license earned by Kelly, who is only 19 years old.

Seafarer, 19, Earns Engineer's License

A youthful Seafarer, a graduate of the Harry Lundeberg School of Seamanship, has become one of the youngest men to earn his engineer's license from the School of Marine Engineering, operated jointly by the SIU and the Marine Engineers Benevolent Association, District 2.

Thomas Kelly, 19, received his temporary third assistant engineer's license Oct. 5.

Kelly entered the Lundeberg School at Piney Point on Dec. 12, 1967, and graduated Jan. 20, 1968.

On Vietnam Run

He then sailed as a wiper aboard the *Warrior* (Sea-Land) and spent nine months on the Vietnam run.

After becoming a fireman-oiler, Seafarer Kelly still wanted to upgrade himself professionally and entered the School of Marine Engineering on May 4, 1970.

Now ready to ship out with his newly-acquired rating,

Brother Kelly intends to continue his engineering education.

Born in Philadelphia, Pa., where he still lives, Kelly became interested in seafaring at an early age since he only lives two blocks from the SIU hall.

Robert McKay, another SIU member became the youngest licensed man in the U.S. merchant marine in 1969 when he was awarded his third assistant engineer's license on his 19th birthday, the minimum age required by the Coast Guard.

Tomato Pact

Cesar Chavez and his AFL-CIO United Farm Workers Organizing Committee have won another battle in their long struggle with California vegetable growers. The union has signed its first contract with a tomato farm—Brown and Hill of King City, Calif. The union also is in talks with the Meyer Tomato Co., the state's largest harvester of green tomatoes.

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| 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 Dec. 15—2:30 p.m.
Mobile Dec. 16—2:30 p.m.
Wilmington Dec. 21—2:30 p.m.
San Fran. Dec. 23—2:30 p.m.
Seattle Dec. 23—2:30 p.m.
New York Dec. 7—2:30 p.m.
Philadelphia Dec. 8—2:30 p.m.
Baltimore Dec. 9—2:30 p.m.
Detroit Dec. 11—2:30 p.m.
Houston Dec. 14—2:30 p.m.

United Industrial Workers

New Orleans Dec. 15—7:00 p.m.
Mobile Dec. 16—7:00 p.m.
New York Dec. 7—7:00 p.m.
Philadelphia Dec. 8—7:00 p.m.
Baltimore Dec. 9—7:00 p.m.
†Houston Dec. 14—7:00 p.m.

Great Lakes SIU Meetings

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

Great Lakes Tug and Dredge Section

Chicago Dec. 15—7:30 p.m.
†Sault Ste. Marie Dec. 17—7:30 p.m.

Buffalo Dec. 16—7:30 p.m.
Duluth Dec. 18—7:30 p.m.
Cleveland Dec. 18—7:30 p.m.
Toledo Dec. 18—7:30 p.m.
Detroit Dec. 14—7:30 p.m.
Milwaukee Dec. 14—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Dec. 15—5:00 p.m.
Mobile Dec. 16—5:00 p.m.
Philadelphia Dec. 8—5:00 p.m.
Baltimore (licensed and unlicensed) Dec. 9—5:00 p.m.
Norfolk Dec. 10—5:00 p.m.
Houston Dec. 14—5:00 p.m.

Railway Marine Region

Philadelphia Dec. 15—10 a.m. & 8 p.m.
Baltimore Dec. 16—10 a.m. & 8 p.m.
*Norfolk Dec. 17—10 a.m. & 8 p.m.
Jersey City Dec. 14—10 a.m. & 8 p.m.

†Meetings held at Galveston wharves.

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

*Meeting held in Labor Temple, Newport News.

Directory of Union Halls

SIU Atlantic, Gulf, Lakes & Inland Waters

Inland Boatmen's Union United Industrial Workers

PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews
SECRETARY-TREASURER Al Kerr
HEADQUARTERS 675 4th Ave., Bklyn. (212) HY 9-6600
ALPENA, Mich. 800 N. Second Ave. (517) EL 4-3616
BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass. 663 Atlantic Ave. (617) 482-4716
BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 IBU (716) TL 3-9259
CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0753 IBU (312) ES 8-0670
CLEVELAND, O. 1420 W. 25th St. (216) MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. 2014 W. 34 St. (218) RA 2-4110
FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-3441
HOUSTON, Tex. 5904 Canal St. (713) WA 8-3207
JACKSONVILLE, Fla. 2008 Pearl St. (904) EL 3-0907
JERSEY CITY, N.J. 99 Montgomery St. (201) HE 2-9424
MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754
NEW ORLEANS, La. 636 Jackson Ave. (504) 529-7546
NORFOLK, Va. 115 3d St. (703) 622-1892
PHILADELPHIA, Pa. 2604 S. 4th St. (215) DE 6-3815
PORT ARTHUR, Tex. 534 Ninth Ave. (409) 762-3788
SAN FRANCISCO, Calif. 1321 Mission St. (415) 626-6793
SANTURCE, P.R. 1313 Fernandez Junction Stop 20 724-2848
SEATTLE, Wash. 2505 First Ave. (206) MA 3-4334
ST. LOUIS, Mo. 4577 Gravois Ave. (314) 762-6500
TAMPA, Fla. 312 Harrison St. (813) 229-7788
TOLEDO, O. 935 Summit St. (419) 248-3021
WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (213) 822-7285
YOKOHAMA, Japan Icyu Bldg., Room 810 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

Crew, Pensioner Delegates Meet to Learn At Piney Point



New York Port Agent Leon Hall, right, points out the location of the different ships on a model of the Harry Lundeberg School to Crew Conference 6 member, Isank Bouzin.



W. "Red" Simmons, brother of the late Claude "Sonny" Simmons, points out the stern of the vessel named after his brother to a future Seafarer during his visit with Crew Conference 6.



SIU men from all over the country gathered for Crew Conference 8 at Piney Point, Md. Here they are flanked by Norfolk Patrolman Steve Papuchis, left, and SIU Representative Frankie Mongelli, right. The participants were, from Baltimore: John McClelland, A. Richard, S. J. Hutchinson and Bob Hasenzahl. From Houston: P. Manchback and C. Carr. From Mobile: J. J. George, B. E. Shepard, W. Garner and V. Conde. From New Orleans: B. C. Knotts, P. E. Warren, Vince J. Fitzgerald, J. Buckley and B. Taylor. From New York: Leonard Mattson, M. Aguirre, M. Cann, C. Daugherty, J. Brady and B. Kenny. From Philadelphia: Chambers Winskey. From San Francisco: J. J. Morrison, K. F. MacInnes, A. R. Rudnicki C. Scott and A. D. Carter.



SIU pensioners who attended the first Pensioners Conference at Piney Point line for a group photo as they prepare to depart for home after spending ten pleasant and informative days at the Harry Lundeberg School of Seamanship. Smiling for the camera are James McLeod, Accurso Bonti, Theodore Fortin, Thomas Garrity, Joseph Munin, Richard DeGraaf, Lawrence Hogan, Marian Lubiejewski, Gustave Lueth, Pedro Cruz, Walter Reidy and Sammy Rogamos.

Old timers who came to Piney Point for Pensions Conference 5 posed for their picture during a visit to the base farm. Participants were: E. Constantino, B. Foster, R. Ramsperger, G. Romano, H. Seymour, B. S. Wilson, M. Madrang, W. Piesczuk and John Maasik.



Retirees attending the second SIU Pensioners Conference at the Harry Lundeberg School of Seamanship at Piney Point posed for their group photograph near the fountain at the front of the motel. Attending the conference were Frank Miller, John Flannery, Adam Swiszcowski, Louis Goodwin, Anthony Conti, John Dovak, Lawrence McCullough, Robert White, Sidney Day, John Pastrano, and James Williford.





Campaigning at COPE Office

Recently re-elected Democratic congressman from California's 17th district Glenn M. Anderson (second from left) is shown during his campaign at the grand opening of the Gardina Harbor area COPE office. With the congressman are from left: John Fick, port agent for the Marine Firemen's Union; Gerald Brown, SIU port agent in Wilmington, and Steve Edney, SIUNA vice president and local COPE chairman.

Perlis Raps Blood Plan

Washington, D.C.

Blood from commercial blood banks is a "major obstacle" in developing the kind of program it will take "to meet the needs of the American people," according to Leo Perlis, director of AFL-CIO community services.

Perlis was also critical of "uncoordinated and in some ways uncooperative" private blood plans in the nation.

Commercial blood banking has become a "lucrative business," he declared, and often has the support of local organized medical societies and proprietary hospitals. Pointing out that commercial blood banks are often located in "skidrow areas," he said that blood purchased for \$15 a unit is eventually sold for as much as \$50 or \$60—"sometimes far beyond that, in the case of rare types."

Disease Risk

Besides being costly, Perlis said, blood from commercial banks carries a high risk of disease, mainly hepatitis. "About 90 percent of all hepatitis cases resulting from transfusions are due to blood obtained from commercial blood banks that buy their blood from

prisoners" and other "down-and-out people." He said that the annual death toll of "blood-transfused hepatitis" ranges between 1,500 and 3,000.

He urged the American Red Cross to take the lead in a drive for a national "blood assurance program" based on public service voluntary donors. He said that while the Red Cross now has the biggest non-profit blood banking program, it has not had an "aggressive and dynamic" program to recruit voluntary donors since World War II. He said that about 2 million patients need blood each year and that it takes about 7 million units to meet that demand.

He predicted that if the spotlight of public opinion is put on the present state of blood banking and an effective donor recruitment drive is mounted, "120 million donors could be encouraged to give blood," and meet the demand on a voluntary non-profit basis. The AFL-CIO would "not only help, but cooperate vigorously" in that kind of effort, Perlis asserted.

Gibson Gets Promotion From Nixon

Washington, D.C.

Andrew E. Gibson, maritime administrator since 1969, was promoted to a newly created post of deputy secretary of commerce for maritime affairs on the day President Nixon signed the Merchant Marine Act of 1970.

Gibson, a former freighter captain, was an executive with Grace Lines and has been vice president of the New York Shipping Association. He was vice president of Diebold Group, a national management concern, at the time of his appointment to the Maritime Administration.



from the ships at sea



A. R. Sawyer, meeting chairman aboard the *Commander* (Marine Carriers), reports everything operating smoothly with a fine SIU crew aboard.

The *Commander* left Norfolk in August after being refurbished from bow to stern in the shipyard. She is under MSC charter and is carrying coal to NATO stations in Europe. One of her first ports of call was Amsterdam. During the stopover, crewmembers went ashore and made the rounds of the city on a sightseeing tour, buying gifts for family and friends back home.

This voyage is expected to last for a little more than a month, with Philadelphia as the port of payoff. The steward department aboard has come in for special praise for its fine chow during this voyage.

All hands are happy to see this vessel sailing again.

Aboard the *Columbia Fox* (Columbia Steamship Co.), Robert E. Kiedinger, meeting secretary, reports that the crew has voted to extend a special expression of thanks to this ship's master, Captain L. Guillemette. All hands aboard agree that he has really gone out of his way to keep a happy crew. He is a competent skipper who has earned the confidence of his crew.

The *Columbia Fox* set sail from Honolulu and is on a voyage to Inchon, South Korea, and Vietnam. Before stopping in foreign ports, all hands are being asked to keep all doors locked in port to guard against unauthorized persons coming aboard and the possibility of theft.

Richard Hoppin is deck delegate; Robert E. Marsh, steward delegate, and N. A. Huff, ship's chairman.

Things are running well aboard the *Columbia Owl* (Columbia Steamship Co.) reports meeting chairman T. J. Hilburn, as the ship begins a voyage to Vietnam.

With the help of SIU representatives in Tampa, Fla., all of the items placed on the repair list during the last voyage have been squared away. There is no disputed overtime in any department, but the crew is having some difficulty in receiving mail, and this is being looked into.

There is a good crew aboard this ship. This voyage began Aug. 24, and the expected port of payoff will be along the Gulf around Dec. 1.

Hans M. Schmidt is deck delegate; Oscar Figaroa, engine delegate; Henry Jones Jr., steward delegate, and T. J. Hilburn is ship's chairman.

Eloris B. Tart, meeting secretary aboard the *Tampa* (Sea-Land), reports all hands voted in favor of the provisions of the new freightship agreement during the regular Sunday shipboard union meeting.

The crew has also gone on record to thank the SIU negotiating committee for a "job well done" in securing the new wage scale and other contract improvements.

A full discussion, including a question and answer session, was held during the meeting to acquaint all hands with the operation of the SIU ship's committee and the duties of elected committee members.

The *Tampa* is sailing coastwise from Long Beach, Calif., to San Francisco, with a stopover in Oakland.

Monta L. Garber is deck delegate; C. Martinussen, engine delegate; H. Robinson, steward delegate, and G. Castro is ship's chairman.

Phil Reyes, ship's secretary-reporter aboard the *Carrier Dove* (Waterman), reports that when a copy of the new contract was received a special meeting of the unlicensed crew was held at sea, and the provisions of the new agreement were ratified. Judging by the harmony and cooperation displayed by the entire crew, all hands agree that this will be a good voyage.

The *Carrier Dove's* itinerary is taking her to some of the more exotic ports. Her first port of call is Massawa, Ethiopia, on the Red Sea. This is an ancient port and was the final stop of trading caravans that made their way through the desert. The ship will then call at Aqaba, Jordan and Khorramshahr, Iran. Later this month she is scheduled to stop at Karachi, Pakistan.

Every one of the nine steward department members are book men and veteran Seafarers who have served SIU crews for many years. The *Carrier Dove* is holding to its reputation of being a fine feeder.

Blanton McGowen is ship's chairman; Gilberto Bertrand, deck delegate; Joseph Brodeur, engine delegate, and John H. Kennedy, steward delegate.

Trillion \$ GNP Seen for 1980

The Bureau of Labor Statistics predicts that the Gross National Product could exceed \$1.1 trillion in non-inflationary dollars by 1980. The bureau defines a "non-inflationary dollar" as one carrying the purchasing power of a 1958 dollar.

The word trillion—representing 1,000 billion—will become a commonplace number in the American economy, according to bureau predictions.

Included in the report were projections involving 82 industries which indicated a changing pattern of expected growth for many of them.

Employment levels in agriculture and mining are expected to continue to decline both in numbers and in relation to the rest of the economy.

Employment in manufacturing, transportation, communication and public utilities will increase in numbers but decline when compared to the rest of the economy.

Services and state and local governments are expected to grow rapidly during the '70s, not only in numbers but in their share of overall employment.

Finance, insurance, real estate and construction are also expected to be employment growth areas.

The bureau reports that wholesale and retail trade jobs will expand at about the same annual rate as over-all civilian employment—about 1.9 percent.



Congressman Honored In Detroit

Rep. John Dingell (D-Mich.), right, received the AFL-CIO Maritime Trades Department's special ship's wheel award for his efforts in behalf of the Merchant Marine Act of 1970. The award was presented to Dingell at an MTD dinner in Detroit by Peter McGavin (center), MTD executive secretary-treasurer. From left are: Ed Kraft, vice president, Detroit Port Council; Amos Stewart, president, Detroit Port Council; SIUNA Vice President Fred Farnen; John Schrier, AFL-CIO regional director; McGavin; Bill Marshall, Michigan AFL-CIO secretary-treasurer; Senator Phillip Hart (D-Mich.); former Governor G. Mennen Williams, and Dingell.

SIU's Paul Drozak Feted by MTD



Congressman Bob Eckhardt (D-Tex.) pays tribute to the SIU's Houston Port Agent Paul Drozak.

Paul Drozak, SIU port agent in Houston Texas, was cited for "distinguished service to organized labor" during a testimonial dinner and dance sponsored by the West Gulf Ports Council of the AFL-CIO Maritime Trades Department. Several speakers including Texas Congressman Bob Eckhardt and Rep. William Clay of Missouri praised Drozak's contribution to all in the trade union movement. Texas Gov. Preston Smith presented Drozak a plaque elevating him to the rank of admiral in the Texas navy. More than 750 well-wishers attended the dinner for Drozak, who is also a vice president of the Texas State AFL-CIO and secretary-treasurer of the MTD West Gulf Ports Council.



Congressman William L. Clay (D-Mo.) delivers the keynote address.



MTD Administrator O. William Moody presents plaques of appreciation to Rep. Clay (left) and Rep. Eckhardt. Seated are Paul Drozak (left) and Hank Brown, president of Texas State AFL-CIO.



James Phillips of the Retail Clerks Union presents one of several awards to Paul Drozak as Brown joins in the applause.

Paul Drozak (right) receives a unique award for his "outstanding service" to working people from O. William Moody



U.S. Sen. Lloyd Bentsen smiles in appreciation of the standing ovation he received.

SIU Secretary-Treasurer Al Kerr pays tribute to the contribution Paul Drozak has made to the SIU.



Safety Of Concern To All Seafarers

SIU ships are safe ships, but safety aboard ship just doesn't happen automatically. It takes a lot of hard work and constant vigilance by many people to make and keep a ship safe to sail on.

Spearheading this work is the SIU's Safety Department coordinated by Safety Director Joe Algina. Routine safety inspections are regularly made aboard SIU-contracted vessels to insure that those safety standards which protect the lives of Seafarers are maintained.

One such top to bottom safety inspection was recently conducted by Safety Director Algina aboard the 497-foot long containership *Galveston* (Sea-Land) while the ship was docked in Port Newark, N.J.

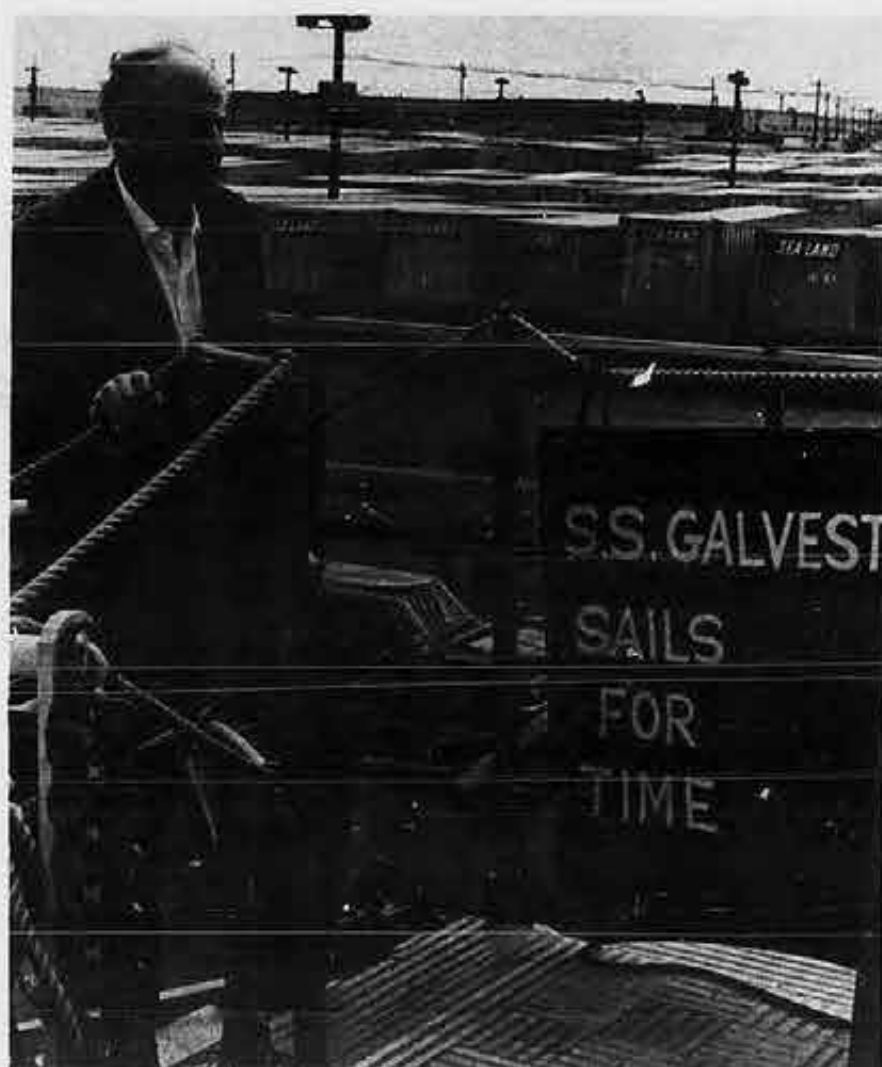
The *Galveston* passed with flying colors, and after the nearly two-hour inspection was over Algina remarked, "She's a fine ship."



Without this grill work of heavy steel bars a man could easily fall over the side through the space provided for passing lines through the bow. The addition of these bars is the result of the constant check for potential hazards to Seafarers.



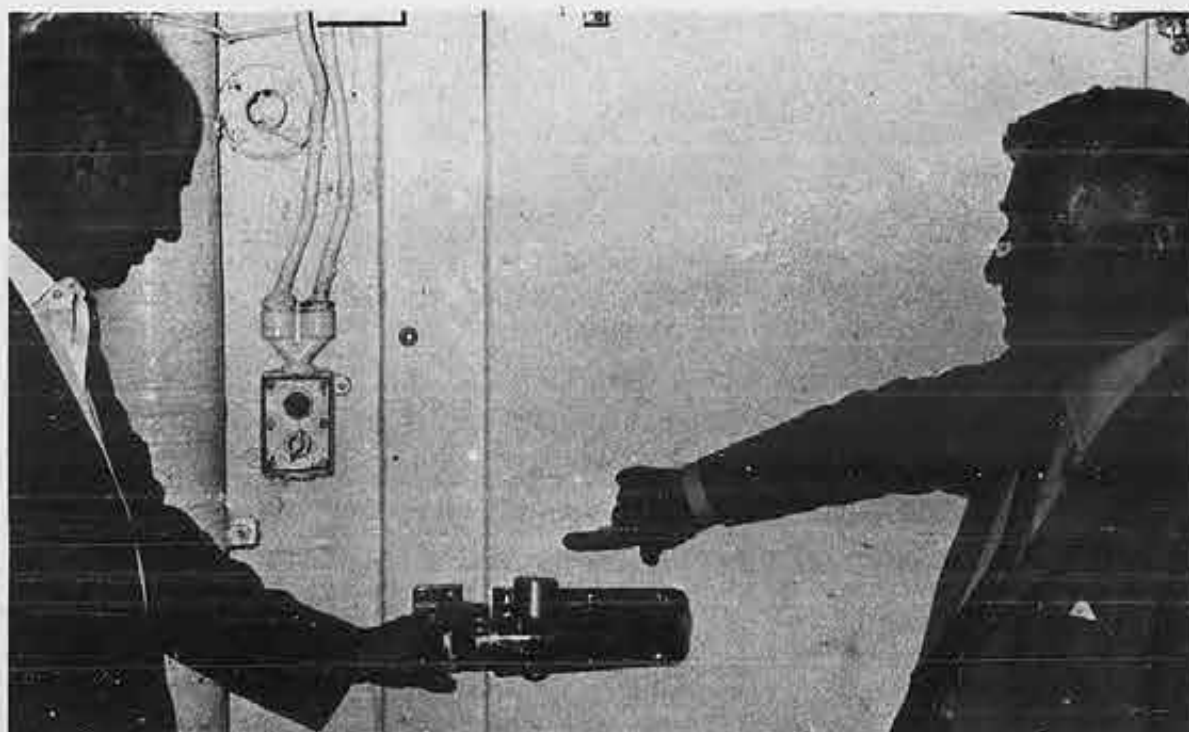
Topside aboard the *Galveston*, Algina (left) and Robert Snow of Sea-Land Service Inc., inspect one of the new inflatable liferafts.



SIU Safety Director Joe Algina steps aboard the *SS Galveston* in Newark, N.J. to begin his safety inspection of the vessel.



Emergency gear lockers such as this one are located at several strategic points aboard the *Galveston* and contain a variety of life saving equipment.



Reefer boxes aboard the *Galveston* are designed with a unique safety latch. The latch can be securely locked from the outside and it can be easily opened from the inside should the door swing closed behind a Seafarer.



The galley aboard the *Galveston* was an important stop during the safety inspection. From left to right, Bob Snow, Robert Hutchins, cook; and Joe Algina, check safety tiles which prevent slipping and protect steward department personnel.



In the event of an emergency at sea, 50-man lifeboats such as this one now secured to its davits could be launched in a matter of seconds.



Below deck, low overhead areas are distinguished by strips painted in an easy to see design of alternating black and yellow. The design can be seen from both the foot and head of the stairs.



George Austin (left), who sails in the deck department, greets Safety Director Algina, who is an old shipmate. In the background on the bulkhead is a plaque which records the fine safety record maintained by the *Galveston* through many voyages.



Pat Rodgers, Jr., who sails in the engine department aboard the *Galveston*, looks on as Algina points out some of the safety reminders posted in the boiler area.



These steel bars welded to the deck alongside the ship's railing provide sure footing in heavy seas. The double height of the railing at left, which extends above a man's shoulders also protects lives.

East Meets West in the Nasroen Galley

When a new member of the crew signs on the SIU-contracted *Mobilian* these days, one of the first things to welcome him aboard is the aroma of spicy shrimp over steamed rice or the scent of barbecued beef—trademarks of Brother Alli "Jack" Nasroen, chief cook.

For nearly twenty years, Nasroen's galley specialties have delighted the taste buds of hungry Seafarers, while at the same time providing them a pastiche of exotic dishes from the chief cook's homeland.

A native Indonesian from the island of Java, Nasroen was taught English and first learned about the United States while attending schools run by the Dutch.

Situated between the Indian Ocean and the South China Sea, Indonesia is a frequent port of call for SIU-contracted vessels. As a young boy after school, Nasroen would often go down to the docks to visit the ships, longing for the day when



A close check of the galley spice rack is in order before the cooking begins in Alli Nasroen's galley.

he would be old enough to sail on one himself.

Utilizing both formal schooling in cooking and acquired knowledge of the cooking of his own nation, he first sailed in the galley of a Dutch freighter that shuttled cargoes between the Indonesian islands of Bor-

neo, Java, Sumatra and Bali. In 1951 he came to the United States and joined the SIU in the port of San Francisco where his first SIU-contracted ship was the *Coral Sea*.

"I sailed as messman on that ship and decided right away that I wanted to upgrade myself

as soon as possible. This was my opportunity to do two things I like most in life, both at the same time—go to sea and cook," Nasroen said.

Now, as chief cook aboard the *Mobilian* after twenty years of seafaring, Nasroen is just as enthusiastic as ever about cooking and sailing, and enjoys a fine reputation in the SIU fleet.

His reputation is built upon creativeness, garnished with a touch of the exotic. Exotic is the word for native Indonesian cooking, which combines many spices and hot peppers with such everyday items as beef, chicken and fish.

"Early in my cooking career I realized that many of the popular dishes of my homeland are a bit too spicy for American tastes," Nasroen said. "Because of this, I have tried to modify them a little—taking out some of the more unusual ingredients—while at the same time keeping enough of the original recipe to still make interesting eating for my SIU crews."

One of the most successful attempts at achieving this culinary compromise is a main course prepared by Nasroen known as Dutch Rice Table. It is not one dish, but rather a series of dishes served in small portions from a large platter or table.

The basic ingredient that all of the dishes have in common is a bed of steamed rice, but it's what is placed over the rice that makes for different and tasty eating. From side platters come shrimp, beef, chicken, vegetables, sweet and hot relish, to be poured over the white rice.

"One of the secrets of Indonesian cooking is to take many flavors, spicy and bland, sweet and sour, hot and cold, and combine them to come up with something different and new," says Nasroen.

"This method of serving the food also allows those eating to take as much of their favorites as they wish and none at all of those flavors that don't appeal to them. It is a satisfying method of making everyone happy at the same time."

Because many of the authentic herbs, spices and condiments called for in Indonesian cooking are rarely available in American supermarkets and stores, and are never a part of the regular ship's stores, Nasroen takes time out when in ports such as New York and San Francisco to visit the local Chinatown and buy them.

"Chinatowns are the only place I can find many of the things I need in my cooking. I look forward to shopping for them when we reach port and usually buy enough to last for several months.

"Fresh vegetables are another item which I always try to have aboard," said Nasroen as he began preparing a chop suey speciality in the ship's galley.

"Without fresh vegetables, this dish is nothing. I usually try to make this kind of vegetable dish during our first few days out of port after we have just taken fresh items aboard. Later on in the voyage, when we run low, I prepare meals that don't call for as much vegetables, and switch to using our frozen stores. This system helps us to use our stores evenly, and it gives the variety the crew likes."

Not all of Brother Nasroen's reputation as a cook derives from his expert preparation of dishes native to his homeland.

After twenty years of sea-time in the galleys of SIU ships, he has proven time and time again that as fine a platter of steak and potatoes, Boston baked beans, Southern fried chicken and beef stew is served aboard the *Mobilian* as is served anywhere.

With Alli Nasroen in the galley, East does meet West aboard the *Mobilian*—at least three times a day at mealtime.



Homecoming For Steel Worker

The *Steel Worker* (Isthmian) recently tied up at Erie Basin in Brooklyn after an Asian run. She loaded new cargo, including CARE packages and government aid supplies for the people of Asia, then embarked on another run. While in port, the crew considered the new SIU contract, which was approved by the membership, and caught up with news of their homes and their union.



James A. Jackson, Jr., left and Willie C. Bridges, Jr., of the steward department, look over Memorandum of Understanding on the new SIU contract. Bridges graduated in August from the Harry Lundeberg School of Seamanship.



Conrad B. Taylor, sailing as an oiler in the black gang, performs shoreside maintenance on the *Steel Worker*. Taylor is a 1967 graduate of the Harry Lundeberg School of Seamanship.

Longshoremen load AID supplies for Asia into the hold at dockside in Erie Basin. The *Steel Worker* carried relief supplies for Asian ports, from government and private organizations.

An 'Ancient Mariner' Comes to Piney Point

For a man over 90 years of age—with more than 75 years at sea—Willie Toomer is pretty active. A member of the fourth Pensioners Conference at the Harry Lundeberg School of Seamanship in October, he took care to inspect most, if not all, of the 54 acres owned by the school.

Of course, he had reason for his travels. He summed it up by saying, "I'm just finding out what they've been spending my money on." Retired since last April, Toomer is probably the oldest SIU pensioner. He was one of 12 retired Seafarers participating in the 10-day conference.

After his inspection, the 31-year SIU veteran said that he was pleasantly surprised at the school and what it was doing.

"These young fellows (HLSS trainees) will never know what going to sea used to be like... and that's good. Nowadays you wouldn't get people to put up with the old ways. And that's because of the union," he said.

An SIU man since January 1939, Toomer recounts that he was born in Georgia on Jan. 20, 1880 and went north to Boston to catch his first ship when he was only 15 years old.

He remembers the vessel, a sailing ship named the *Lady Marie*, that became his home for the next "six or seven years."

"The captain liked me," he recalled, "and I liked shipping out, so I just stayed on and on." But, speaking of the days before the SIU, he told of working conditions that would seem unbearable by present day standards.

Recalls Old Days

Reminiscing on the earlier part of his 75 years at sea, he talked of poor food, low pay and long hours. "At that time, before unions, you couldn't get anything out of the ship owners. The union changed that. Now it's an easier life."

The former chief steward has had quite a collection of experiences since 1895. He is proud of the fact that he sailed and "delivered the goods" during every war since he first went to sea.

Although his memory of ship names has dulled with the passing years, he remembers having two ships torpedoed out from under him during World War I and he was on three ships that were sunk in the Atlantic during the Second World War.

The only time that he was

injured during the five disasters was when a German torpedo sank the *Kufus Peckham* off the coast of North Carolina in 1943.

"I was asleep in my bunk when the torpedo hit and broke a steam line in my room. It burned my leg and I had to go to the hospital after we got picked up."

He also remembers that luck had something to do with his survival during the latter part of the war. The former cook and steward explained that he had sailed four trips into and out of Russia on the notorious "Murmansk Run." He decided that his luck was wearing thin by sailing the same ship through "U-Boat Alley."

"When we got back (to America) I quit the ship and sure enough, it was blown up on the very next trip," he remembered.

Another story recalls the time in 1946 when his ship docked at Shanghai, China, shortly after the communist armies had taken over the city.

"One of the communists came on board and told us to get the hell out of there or they'd take the ship and us," he said, "And he didn't have to tell us a second time. We got



HLSS trainee N. Palmer listens as Willie Toomer recalls his first ship—a sailing vessel that he first boarded 75 years ago.

out just as fast as we could."

Impressed by Progress

Toomer was particularly impressed with plans to construct houses and a village for SIU pensioners on land owned by the union at Piney Point.

"From what I've seen down here so far, I think that I might want to come back and live here. If you had told me 10 years ago that all this was going to happen, I would have thought you were crazy," he said.

Toomer was looking forward to stopping in New York City after the Pensioners Conference to see some of his eight children, "many" grandchildren,

and a "five or six-year old great granddaughter" whom he has never seen.

He now lives in San Francisco, but he looks forward to the days when houses for pensioners will be completed at Piney Point.

During the conference, Toomer and the other pensioners stopped in a trainee class and, as the elder spokesman, he was questioned by one of the trainees who asked whether he would still go to sea if he had his life to live over.

"I sure would," he answered. "As a matter of fact, I'd ship out right now, if they'd let me."

18 More Seafarers 'Retire to Beach' on Pension

The ranks of SIU pensioners have grown by 18 new members.

Adrian Decena, 65, joined the SIU in the Port of New York in 1944 and sailed in the engine department. A native of Puerto Rico, Brother Decena now makes his home in Brooklyn, N.Y. In 1961, Seafarer Decena was issued two picket duty cards. His retirement ends a sailing career of 41 years.

Jan Rani, 65, a native of the Philippine Islands, now lives in New York City. He joined the union in the Port of New York in 1943 and sailed in the deck department. He was issued a strike duty card in 1961. When he retired, Brother Rani ended a sailing career of 47 years.



Decena

Rani

Victor Harding, 61, joined the SIU in the Port of Norfolk and sailed in the deck department. A native of England, Seafarer Harding now lives in San Francisco, Calif. He was issued a picket duty card in 1961 and in the same year was given a safety award for his part in making the *Alma* an accident-free ship.

Vernon Louis Stiebig, 65, a native of Ohio, is spending his retirement in New Orleans, La. He joined the SIU in the Port of New York and sailed in the en-

gine department. His retirement ended a sailing career of 43 years.



Harding

Stiebig

Edward Nooney, 49, is a native of Jersey City, N.J. and continues to make his home there. He joined the SIU in the Port of New York and sailed in the deck department. In 1968 he earned his third mate's license. Brother Nooney is a veteran of World War II.

John Durmo, 65, joined the union in the Port of New York in 1943 and sailed in the deck department. A native of the Philippine Islands, Brother Durmo is now spending his retirement in New York City.



Nooney

Durmo

Walter H. Stovall, 65, joined the SIU in the Port of New York and sailed in the deck department as an able seaman. A native of Ohio, Seafarer Stovall is now spending his retirement in Houston, Tex.

Santiago Laurente, 74, is a native of the Philippine Islands and now makes his home in Brooklyn, N.Y. He joined the union in the Port of New York and sailed in the steward department as a chief cook. He was issued a picket duty card in 1961. Brother Laurente is retiring after 43 years at sea.



Stovall

Laurente

James Lee Webb, 46, joined the SIU in the Port of Mobile in 1944 and sailed in the steward department. A native of Alabama, Seafarer Webb now lives in Mobile.

Ismael Nazario, 61, is a native of Puerto Rico, and now makes his home in New York City. He joined the union in 1939 in San Juan. Brother Nazario sailed in the deck department as boatswain and served the union as a delegate while aboard ship. In 1961 he was issued a picket duty card and a strike duty card. His retirement ends a sailing career of 41 years.



Webb

Nazario

John Joseph Kane, 67, joined the union back in 1939 in the Port of Mobile and sailed in the deck department as a boatswain. A native of California, Seafarer Kane now makes his home in Mobile, Ala.

Richard Ramsperger, 68, is a native of Germany and now lives in Oregon City, Ore. He joined the SIU in the Port of New York and sailed in the steward department. Brother Ramsperger is an Army veteran of World War II.



Kane

Ramsperger

James Noffsinger, 57, joined the SIU in Michigan and sailed in the deck department. Brother Noffsinger is now making his home in Frankfort, Mich.

Deloss Harman, 48, is a native of Philadelphia, Pa. and now lives in New Orleans, La. He joined the union in the Port of Mobile and sailed in the engine department as a fireman-oiler.



Noffsinger

Harman

George William Fournier, 59, joined the SIU in the Port of New York and sailed in the en-

gine department as a chief electrician. A native of Mt. Bullion, Calif., Brother Fournier now lives in San Mateo, Calif. He is a Navy veteran of World War II.

Leon Ryzop, 58, is a native of Poland and is now spending his retirement in Elizabeth, N.J. He joined the union in the Port of New York and sailed in the steward department. In 1961 he was issued a picket duty card.



Fournier

Ryzop

Frank Rankin, 66, ended a sailing career of 47 years following a Vietnam run in March. He sailed for 20 years as chief cook. Rankin is a charter member of the SIU, having joined in early 1939.

Thomas DiCarlo, 64, is a native of Italy and now makes his home in Baltimore, Md. He joined the SIU in the Port of Baltimore and sailed in the deck department as a boatswain.



Rankin

DiCarlo

HLSS Trains for Life And Living



Lifeboat class 59 sits for a picture after successfully passing the Coast Guard examination. They are, from left holding sign, Marvin Walker and Alvin Smith. Seated are, front row, Edwin Colon, Joseph Ayala, Dell Smith, Allan Smith, Carl Hill, Ron Roninger and Jose Vasquez. Second row, Thomas Stoa, Keith Rice, Gary Castle, Mike Morgan, Daniel Davis, and Rudolph Shields. Rear row, Michael Palmer, William Bonan, Keith Sabot, Michael Bingman, Thomas Boutwell and Henry Sheffield. Standing at left is lifeboat instructor Bruce Simmons.

Steve Phillips, named outstanding trainee in Lifeboat Class 56 by the staff, receives a wristwatch and congratulations from Lifeboat Instructor John Shields.



Members of Lifeboat Class 56 line up on the Fiddlers Green for a graduation photo after successfully completing the Coast Guard examination for their lifeboat endorsement. Kneeling left to right are Bill Erody, Gerry Rogers, Edward Cox, Jerry Rash, Jim Heustis, Mark Wood and Robert Ingram. Second row, left to right: Kenneth Keeling, Steve Phillips, Milton Fairchild, Martin Stainer, Michael Foster, Robert Nocera and David Westfall. Third row: Phillip Means, Fritz, McDuffie, Sidney Alford, Gary Sizer, William Burke, Arnett Moomaw, Douglas Knittel, Keith Jordan, David Reeves, Byron Van Atta and Marshall Donahue. At left is Lifeboat Instructor John Shields.



Graduating members of Class 51 of the Harry Lundeberg School of Seamanship receive the best wishes of Trainee Instructor Tom Brooks as they make ready to board the bus to New York, and then go aboard their first ship. Left to right are Bob Miller, Mike Lawrence, Terry Parker, Larry Graham, Fred Pohlmann, Brooks, David Hendrick, Earl Jentoft, Joe Miles and George Moore.

Graduates of HLSS class 54 pose for their class picture before leaving for New York for their first trips. Pictured are, from left, D. Oir, E. Scott, R. Smith, T. Bakos, C. Peterson, J. Smith, Norfolk Port Patrolman Steve Papuchis, SIU Representative Frankie Mongelli, R. Brown, W. Cahill, W. Berulis, R. Kosefsky and R. Cancel.



Graduating members of Class 53 at the Harry Lundeberg School of Seamanship pose for a group photo as they prepare to transfer to New York for assignment aboard their first ship. Pictured left to right, front row, are: Stanley Ziegler, SIU patrolman from New Orleans, Mike Bethune, Charles Holmes, Joe Lacaze, Richard Burkett, Robert Harris, Kevin Hare, John Lacaze and Angus "Red" Campbell, SIU patrolman from New York. In the back row are Eugene Alexander, Everett Cox, Jim Ferguson, Richard Freeman, Phil Baldwin and Shelton Conarroe.



Graduates of Class 52 pose for a class picture as they prepare to leave the Harry Lundeberg School of Seamanship to ship out. Wishing them well as New York Port Patrolman E. B. McCauley, far left. Others are, from left, Norman Smith, R. Sherwell, J. Kirkland, R. Salley, John Leach, D. Metcalf, Instructor Joe Sacco, D. Smith, B. Lincoln, L. Pouncey, R. Harvell and S. Simpson.

SIU Ships' Committees Add Education Directors

To further strengthen the SIU's ties with its members at sea and at the same time better serve the membership, the new SIU contract has established a third post on the permanent ship's committees entitled Education Director. This additional committee position is filled by the ship's chief electrician or pumpman.

The Education Director is responsible for main-

taining and distributing all publications, films and mechanical equipment relating to education on such subjects as safety, training and upgrading, health and sanitation.

With the addition of an Education Director to every SIU ship's committee, Seafarers at sea now have an even greater opportunity to keep in touch with what is happening ashore.

The other two members of the permanent ship's

committee are the ship's chairman and the secretary-reporter. One elected delegate from each of the shipboard departments also serves on the committee.

The ship's chairman calls a meeting of the unlicensed crew every Sunday and conducts the meeting.

It is the responsibility of the secretary-reporter to keep in contact with union headquarters by mail and also prepare and maintain the minutes of the meeting.



STEEL VOYAGER (Isthmian)—While awaiting payoff, the *Steel Voyager's* committee got together topside. From left are: R. Brown, secretary-reporter; William Schneider, education director; James Martin, engine delegate; Jim Tanner, chairman; Willie Netters Jr., steward delegate and Joe Martin, deck delegate.



STEEL EXECUTIVE (Isthmian)—A cargo of sugar from the Hawaiian Islands was offloaded by the *Steel Executive* in Brooklyn. The ship's committee seated from left are: A. Gasper, secretary-reporter; J. Medvesky, engine delegate; A. Klein, deck delegate. Standing: J. Robinson, chairman; W. Slusser, education director and J. Craft, steward delegate.

seafarers ACTION LINE

Question:

What are the duties of the Education Director as a member of the permanent ship's committee aboard every SIU-contracted vessel and how is he selected?

Answer:

The addition of an Education Director to the permanent ship's committee is provided for under the terms of the New Standard Freightship and Tanker Agreements, and his duties are specified in Section 2 (b) of these contracts.

The Education Director is responsible for maintaining and distributing all publications, films and mechanical equipment relating to education on such subjects as shipboard safety, SIU training and upgrading programs, health and sanitation.

Some of the other subjects which also will be covered include the SIU Pension and Welfare Plans, union history, contracts, political action and the economics of the maritime industry.

Working together with the ship's committee chairman, the Education Director programs the use of all of the audio-visual materials, films and sound tapes, sent to the vessel by union headquarters.

The position of Education Director aboard SIU ships is filled by the Chief Electrician or pumpman. In the event there is no Chief Electrician or pumpman aboard, the Deck Engineer will serve as Education Director. When there is no Deck Engineer on board, the Engine Utilityman will serve in this capacity.

If circumstances arise where none of the above ratings are aboard, then the ship's chairman and the secretary-reporter will choose a qualified member of the engine department to fill the post for the voyage.

One of the primary reasons for having the Chief Electrician as first choice for Education Director is that he has the skills necessary for maintaining the tape recorders, film projectors and other mechanical educational equipment in proper working order.

Know Your

Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Meany Suggests Federal Control Of Railroads

"Federal take-over of the nation's railroads" may be the solution to the problems confronting that industry, according to AFL-CIO President George Meany.

He cited the current breakdown in negotiations between the carriers and four AFL-CIO affiliates as being indicative of the current state of the railroad industry.

"We have to look at this with consideration of the public interest. If the railroads can't give their workers the same rights as other workers and if they cannot serve the public maybe the government should take over."

He suggested that "judging by the way the railroads are being run today it's a good idea. It's done in other countries and they have pretty good railroad service."

A reporter asked Meany whether this didn't conflict with his faith in the private enterprise system.

"Not at all," the AFL-CIO president declared. "Look at water. We can't have private companies run the water system as they did in the colonial days. Cities own bus lines. New York City has taken over its subway system."

He said that "if we stuck consistently to private enterprise I doubt whether we'd have railroads to the West Coast. And certainly the airlines couldn't have flown without subsidies."

Meany's remarks were tied to a statement of the AFL-CIO Executive Council expressing

"its support for the railway unions in their collective bargaining efforts for fair contracts with substantial wage increases and realistic benefits."

The Council said that it "believes that further interference by the Federal government after the provisions of the Railway Labor Act have been fulfilled would be unfair in the extreme."

The Council also called upon railway management "to bargain in good faith and with recognition of contemporary wage trends so that a work stoppage on the railroads may be averted."

Auto Insurance Bill Proposed

Washington

Sen. Philip A. Hart (D-Mich.) has introduced three bills designed to bring about basic reform programs in the auto insurance industry and to increase compensation for accident victims.

The bills are the product of three years of study and hearings conducted by the Senate Anti-Trust and Monopoly Subcommittee, which he chairs.

In arguing for reform, Hart complained about the high cost of auto insurance, frequent cancellations, claims practices and other industry operations.

Suggests Remedies

To cure these problems Hart suggested:

- Guarantee a noncancellable policy to all licensed drivers.
- Do away with the "fault" system for all but permanently disabled or disfigured auto accident victims or those who suffer excessive financial loss.
- Provide that victims be reimbursed in full for medical, rehabilitation and incidental expenses incurred, and that lost take-home pay be reimbursed up to \$1,000 a month.
- Make available group auto insurance in the states which now prohibit it.

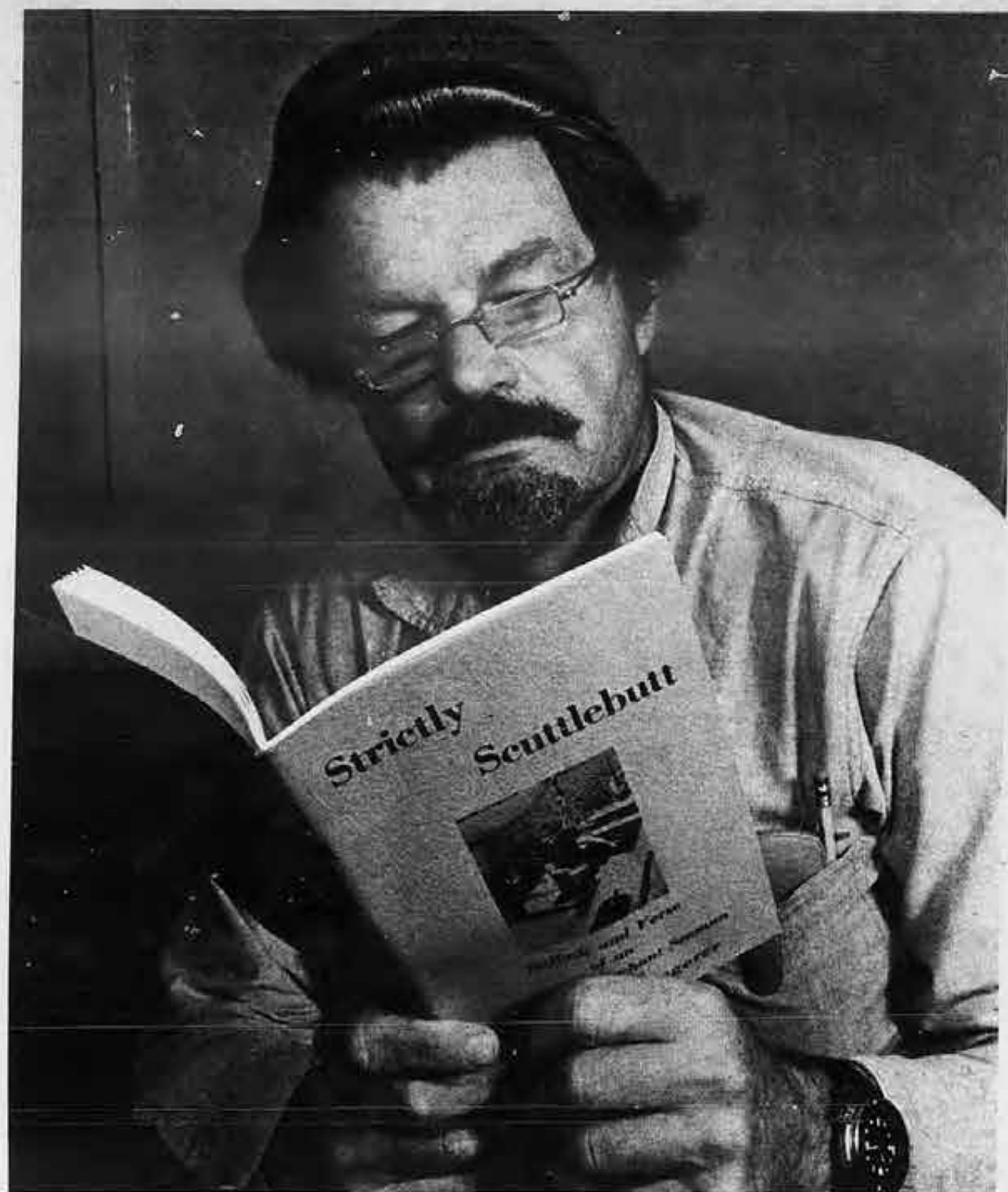
Hart said that of every dollar the consumer pays into the present system, "only 13 cents actually ends up compensating for out-of-pocket losses."

Unmatched Increases

He pointed out that from 1965 to July, 1970 auto insurance premiums went up by 65 percent.

"During that same period auto repairs went up 39 percent, tires by 28 percent, and gasoline by 15 percent," he said. "At the same time, take-home pay for nonsupervisory and factory workers went up only 40 percent."

He concluded that his bills "are aimed not only at bringing down the premium covering the injury to people, but also at increasing compensation to accident victims."



Second Collection Of Poems

Philip J. Stoegerer, Seafarer and poet, is about to have a second collection of his poems published under the title of *Down to the Sea in Bumboats*. His earlier collection of poems *Strictly Scuttlebutt*, is available for \$1.50 per copy from Stoegerer Maritime Press, P.O. Box 148, Aripeka, Fla., 33502. A sample of his work in *Strictly Scuttlebutt* are these two stanzas from "Back to the Sea."

So I'm going back to sea again.
Away from land and its pride,
Out where the mighty waters be.
Past the shoals and the tide.

Out where the air is clear and fresh
And there ain't no need to lie.
I'm a Merchant Seaman
And I'll be until I die.

Supreme Court to Rule on Employers Delaying Unemployment Payments

Washington

At a time when the unemployment rate among American workers continues to increase each month, the U.S. Supreme Court is preparing to rule on the case of a California woman denied unemployment benefits for weeks without so much as a hearing on her claim.

The case is that of Judith Java, mother of three, whose unemployment benefits were stopped because her former employer, *The Pittsburgh Post-Dispatch* in California, challenged her eligibility for unemployment compensation.

The payments were stopped without a hearing in which Mrs. Java would have been afforded the right to state the validity of her claims.

Ruled Unconstitutional

A U.S. District Court found in her favor, ruling that it was unconstitutional that she be deprived of benefits for weeks before a hearing on eligibility.

In California, the unem-

ployed must wait an average of seven weeks after benefits have stopped before they are granted an eligibility hearing.

The California Department of Human Resources under Governor Ronald Reagan has appealed this decision to the U.S. Supreme Court.

'Scornful Opinion'

The California case was filed by the Contra Costa Legal Services Foundation last November and brought a scornful opinion by the court headed by Judge Gilbert H. Jertberg.

"The California program conflicts with certain clearly defined national and state goals," the court said adding that such goals are "intended to stave off extreme personal hardships as well as society-wide depression in times of increasing unemployment."

But the end is clearly thwarted when a claimant must wait some 50 days for payments to resume.

The court said that Congress

intended the Social Security Act to help the jobless when they need it the most. And once a person's eligibility is determined "it cannot be arbitrarily denied or withdrawn without due process standards being fulfilled."

Standard Procedure

Standard procedure in most states is to start payment immediately upon determination of eligibility of the claimant but to stop them later if the employer appeals.

Such action is taken without hearing and the claimant being given a chance to rebut, even in writing, new information offered by employers.

The case is of extreme importance to workers since employers in many parts of the United States have been able to hold up benefits for long periods of time to their laid-off workers simply by challenging their eligibility to unemployment compensation.

In many cases, workers later

get new jobs and lose payments that should have been due them for many weeks.

Depends on Precedent

The Java case, in the opinion of labor lawyers, depends greatly on the previous Supreme Court decision which held that a welfare recipient could not be denied welfare payments before he has been given a hearing and a chance to refute any evidence of non-eligibility.

The welfare decision, handed down last May was by a split 5-3 vote. Since then Judge Harry Blackmun has been added to the court so it is far from certain that the welfare case decision will hold up in the unemployment compensation case.

Nevertheless, labor lawyers contend that there is a complete similarity in that persons in both types of cases are being denied their rights for unreasonable periods of time without being given a chance to make their own case.



For a Better Christmas

With the Christmas holiday shopping season in full swing, Seafarers and their families can help themselves and millions of fellow trade unionists by buying gifts bearing the union label.

The union label is a sure sign that the product contains the skill and craftsmanship of union workers. And it guarantees that the working men and women who made the item are receiving the benefits of a union contract.

Being able to buy with confidence is just one of the bonuses the consumer enjoys in choosing Christmas gifts bearing the union label. The union label has long been the "distinguished emblem of organized labor," and a symbol of quality to the union worker.

Be sure to look for the union label when buying toys, clothes, stationery and other gifts.

Buy Only Products and Services Bearing the Union Label



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

COLLEGE • DEPENDENTS • \$6,000 • *education* • SIU • COLLEGE BOARDS LEARNING • 4 YEARS APPLICATIONS • **ceeb tests** • REQUIREMENTS

SCHOLARSHIPS • SEATIME • BOOKS

Eligible Seafarers and their dependents may now apply for the five SIU College Scholarships to be awarded in May. The scholarships, amounting to \$6,000 over four years may be used at any accredited college or university.

Eligibility rules make the contest open to:

- Seafarers who have three years seetime aboard SIU-Contracted ships.
- Dependents of Seafarers who meet the seetime requirement.
- Dependents of deceased Seafarers who had sufficient seetime before death. Dependents of deceased Seafarers must be less than 19 years old at the time they apply.

The scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Board tests or the American College Tests. Both sets of examinations are given throughout the country on various dates.

Applications may be obtained at any SIU hall or by writing to SIU Scholarships, Administrator, 275 20th St., Brooklyn, N.Y. 11215. Deadline for the return of applications is April 1.

A total of 26 Seafarers and 62 dependents of Seafarers have received scholarships in the programs 17 years. The winners of this year's scholarships will be free to pursue any field of study offered at the college of their choice.