

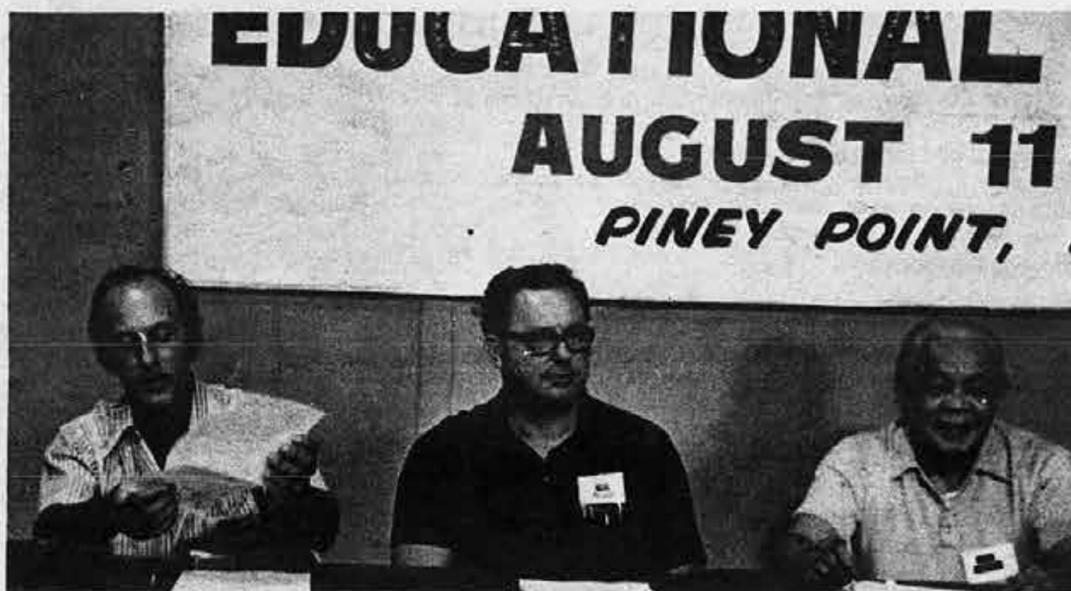
# SEAFARERS LOG



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

## MTD Leads New Fight For New Orleans PHS

See Page 3



## Seafarers Educational Conference

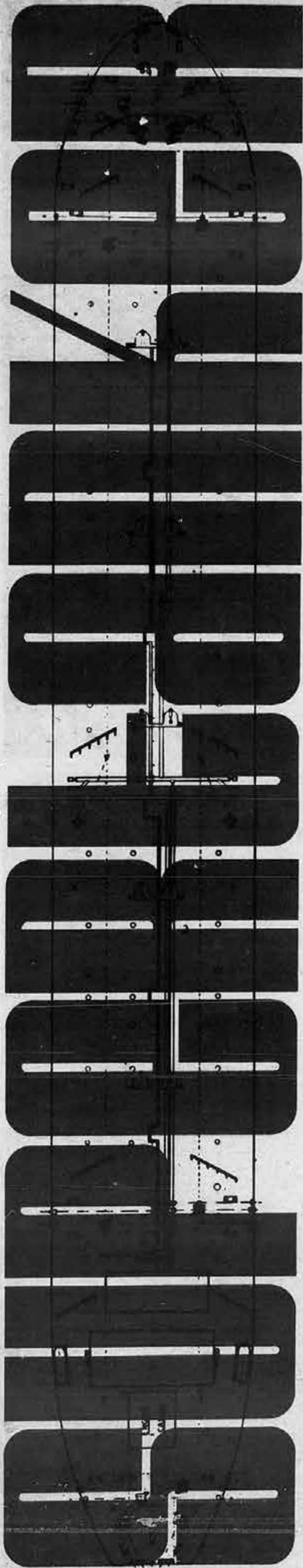
See Page 4

## Annual Reports Of Pension, Welfare Funds

See Pages 28-30

## Biggest Tanker of All

See Pages 16-17



# Supertanker At Piney Point

The crew of the first supertanker to be launched since passage of the Merchant Marine Act of 1970, the SIU-contracted *Falcon Lady*, visited the training facilities at the Harry Lundeberg School of Seamanship.

A 36-hour stopover at the Stuart Petroleum Co. terminal in Piney Point in late August to discharge the *Falcon Lady's* fuel cargo provided the touring opportunity for the Seafarers. Some 300,000 barrels of petroleum can be carried aboard the 642-foot supertanker.

The 37,000-ton vessel is one of four new ships planned by Falcon Carriers, the largest American-flag ships powered by diesel engine. The two 7,500 horsepower diesel engines of the *Falcon Lady* can reach a cruising speed of 17 knots.

Scheduled for launching early next year are the *Falcon Countess* and the *Falcon Princess*. The *Falcon Duchess* is expected to be off the ways by October, 1972.

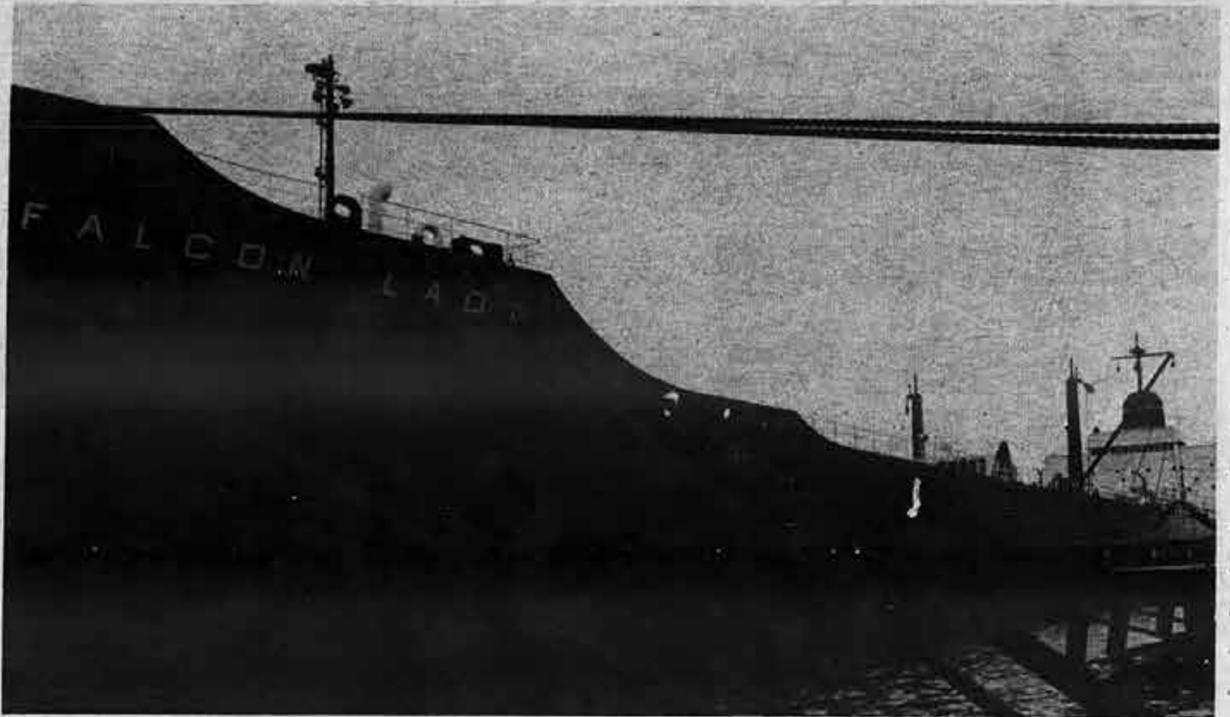
## Lundeberg Graduate

One of the newest crew members on the tanker is Third Cook John Cornett, a July, 1971 graduate of the Lundeberg School.

"I didn't realize it at the time, but all of the detail that went into my training really comes in handy now," said the young seaman. He joined the ship in Carteret, N.J., immediately following his graduation.

Chief Steward Conrad Gauthier, a Seafarer with more than 20 years experience in shipboard cooking, called Cornett's addition to the department "a credit to the school and the thorough training they are receiving there."

Upon discharging the cargo and touring the school, the *Falcon Lady* departed for the Virgin Islands where routine inspections were planned at St. Croix. The Caribbean voyage will be followed by deep-sea trials in Pearl Harbor, Hawaii.



QMED Homer Starline, left, talks with Robert Sawin, 2nd assistant engineer, in the console room of the automated *Falcon Lady*.



John Cornett, left, assistant cook, breads fish steaks for the evening meal under the watchful eyes of Collie Loper, chief cook and baker. Cornett graduated from the Harry Lundeberg School's third cook training program in July.



## The Job Ahead—Cargo for Our Ships

# DEMAND—SUPPORT SUPPORT—DEMAND

The American shipping industry, including those in the maritime industry, has had to ride through some rough seas in recent months. He has been caught in a vise of rising unemployment, an inflationary industrial spiral and more government intervention that has frozen the scales.

The persistency of the Administration's plan to correct the problem is now the subject of debate. And that debate is centered in the Congress where legislative changes will be made to bring equity to the program—where profits and interest rates will be raised in line with the worker's wage.

Those who have not been able to cope with the squeeze applied by our shaky economy are those who have the protection of trade unions.

But not even the strongest of unions can protect workers in an industry that has no business.

We in the maritime industry are well aware of the dangers to our jobs and our incomes that are inherent in a severe drop in cargo tonnage. The industry has a severe drop in cargo tonnage that is on track to result.

In the last 11 years, we have seen the cargo tonnage of our nation drop by a staggering 50 percent. This has caused the maritime worker's mobility. The tonnage increase—from 267 million tons a year in 1961 to 472 tons last year—has been brought back and taken from our shores in foreign-flag ships.

As a matter of fact, the American flag fleet's international cargo tonnage has actually dropped in the face of this massive increase in international tonnage.

This trend can only lead to disaster for the American

maritime industry unless it is reversed immediately.

Congress, by passing the Merchant Marine Act of 1970, entered the arena for our nation's maritime industry to construct a modern fleet of efficient vessels—a fleet of some 240 ships during the decade of the 70's.

What the SIU has been urging—and urges now—is the full implementation of that Act. We want to see the ships built by American workers. We want to see the ships manned by American crews. And we want to see the ships headed with American cargo.

Some positive steps are being taken. One is the work of the National Maritime Council, a labor-management-government organization set up under the direction of Andrew M. Gibson, Assistant Secretary of Commerce for Maritime Affairs.

The Council is already at work developing programs (including the transport of more cargo aboard U.S. flag ships). The aim is to induce American industry to ship American.

There is the fact that our only broad-based program has been suspended in the industry.

The SIU hopes that the industry and labor will be able to hold some voluntary program that will help the maritime industry at large from progressing ships to our own shores.

Seafarers believe that the best solution will come from government and industry working together to help the maritime industry.

This is a struggle for jobs and security—a struggle that is part of our nation's welfare.



## New Orleans Facility in Question

# MTD, SIU Lash Community Hospital Control Scheme

Medical experts, organized labor and community leaders voiced support for the continuation of the New Orleans Public Health Service Hospital under federal control at hearings in New Orleans, La.

The hearings were held by the New Orleans Area Health Planning Council in response to a request of the U.S. Department of Health, Education and Welfare that the council suggest alternatives for the PHS facility to bring it under community control.

Dr. John Walsh, vice president of Tulane University, said that he felt a federally-operated hospital was essential in New Orleans, but he added that Tulane would be willing to take over complete operation of the current PHS hospital by 1975.

Testifying for organized labor, O. William Moody, administrator of the AFL-CIO Maritime Trades Department,

with which the SIU is affiliated, said:

"It is our firm opinion that community takeover of the public health service hospital in New Orleans can only result in greatly increased costs to the community in one form or another."

Moody testified on behalf of the MTD, the Greater New Orleans AFL-CIO, the Maritime Council of Greater New Orleans, and the Seafarers International Union of North America.

### Traces History

Moody traced the development of PHS hospitals from the U.S. Marine Hospitals in the late 1700s to the present.

In 1969, Moody said, merchant seamen accounted for 52 percent of the patient load at the PHS hospitals. "Obviously American seamen have a very special interest in these hos-

pitals," he told the planning group.

"However, this is not a one-way proposition," Moody said. "The United States also has a very special interest in adequate health care for her seamen."

He said that nearly all returning ships carry seamen in need of prompt attention and that time pressure is increasing because of advancing maritime technology.

"The availability of top-quality medical care on a priority basis in Public Health Service hospitals has made the American merchant sailor the healthiest and most productive in the world—qualities whose preservation is vital to the access of the nation's expanding maritime program and is of extraordinary importance to the great port city of New Orleans," he said.

Aside from the historical concept of a safe haven for seamen, Moody said the Public Health Service hospitals are cheaper to operate than community-controlled hospitals and that conversion would increase cost to taxpayers.

### \$40-a-day Difference

He quoted Louisiana Senator Allen Ellender's testimony before the Senate Appropriations Subcommittee on Labor, that ment of the PHS hospital system from the creation of the average costs in the PHS hospitals are as much as \$40-a-day less than in private hospitals in port cities. Moody also cited staffing figures that how PHS hospitals require fewer hands.

Moody said that in addition to cost savings, the hospital benefits the New Orleans community through training programs and facilities available nowhere else.



Rep. Robert L. Leggett (D-Calif.) greets a group of Harry Lundeberg School of Seamanship trainees who were in Washington to hear his address at an AFL-CIO Maritime Trades Department luncheon. From the left are Michael Coyle, Desiderio Ramos, Joseph Seeber, Rep. Leggett, Paul Schwablin and Richard Wotipka.

## Cargo—Key to Survival Of Merchant Marine

"Our general cargo fleet will continue to decline despite the Merchant Marine Act of 1970" because there was no evidence that "cargoes for these vessels would materialize," Congressman Robert L. Leggett (D-Calif.) warned.

Although the new maritime legislation called for the construction of 300 new ships, Leggett expressed his great fear for the future of the fleet to representatives of unions, maritime management and government attending an AFL-CIO Maritime Trades Department luncheon in Washington. "We planned the ships but not the cargoes," he said.

"The merchant marine looks to the federal government as its single largest customer, and . . . the Department of Defense is the single largest procurer of merchant marine services," he explained. But, he added, "Its present procurement policies have greatly added to the instability of U.S. shipping." Cargo preference laws presently call for a minimum of 50 percent of government cargo to be carried in U.S.-flag vessels. However, in actuality, U.S. ships now carry much less than 50 percent. Furthermore, of America's total imports and exports, U.S. vessels carry less than 5 percent.

The California congressman said that this country would be more dependent on foreign powers, both allies and non-allies, if a further weakening of competitive merchant marine service continues. "Any additional moves in that direction would be folly," predicted Leggett.

### Factors—pro and con

Representative Leggett based his gloomy forecast for the general cargo fleet on two essential factors: Worldwide over-tonnage and strong flag discrimination by foreign shippers.

Noting that over-tonnage already exists on the North Atlantic trade routes, he said it "cannot but eventually spill over to other trade routes. There will be more general cargo shipping capacity than there will be cargoes."

Referring to the intensified situation of the second factor, Leggett was strongly concerned about U.S. companies' vulnera-

bility which offers a "comparatively open-door approach to foreign trading."

On the other hand, Leggett did welcome some of the actions taken by the Department of Commerce:

- Commerce Secretary Maurice H. Stans' letter to 1,000 of the largest U.S. corporations urging that they make more extensive use of U.S. flag shipping.

- The establishment of an Office of Market Development within the Maritime Administration.

- Formation of a new industry-labor-government group, the National Maritime Council, to stimulate greater use of American merchant ships.

Leggett said he hoped upcoming hearings scheduled by the House Merchant Marine and Fisheries Committee on the problem of securing cargoes for American vessels would produce some constructive results.

The Congressman said he does not rely solely on the outcome of the hearings but feels that positive actions by the Federal Maritime Commission and the Department of Defense would further enhance the improvement of the cargo situation. "There is a need for action by a number of executive agencies and by the Congress," Leggett noted.

## SUP's Weisberger Named Member Of Calif. Board

SIUNA Vice President Morris Weisberger has been named to the Board of Pilot Commissioners in San Francisco by California Gov. Ronald Reagan.

Brother Weisberger, who is also secretary-treasurer of the Sailors Union of the Pacific, formerly served as a member of the San Francisco Port Commission. He was SUP's East Coast representative until 1957 when he succeeded the late Harry Lundeberg as the SUP's top officer.

Weisberger is a vice president of the California AFL-CIO Labor Federation. He is also president of the AFL-CIO Maritime Trades Department Port Council of the San Francisco Bay Area.

## Resolution Condemns Plan

The Greater New Orleans AFL-CIO and the Greater New Orleans AFL-CIO Maritime Council jointly passed a resolution condemning plans to convert the New Orleans Public Health Service Hospital to community control.

In a resolution passed after the New Orleans Area Health Planning Council held hearings on the proposal, the AFL-CIO groups urged HEW to "desist from its efforts to scrap the United States Public Health Service hospital system."

The groups also urged HEW to "proceed immediately to put into operation" a plan to construct a new PHS hospital in New Orleans on a site to be provided by Tulane University. The construction plan already has congressional approval.

And the council also urged that HEW not entertain any plan to convert present PHS facilities to community use.

The group said they based their recommendations on four factors: increased cost to taxpayers of community control; increased expense for the federal government; the hospital's contribution to medical training and a breakdown in the priority now given merchant seamen, the hospital's prime beneficiaries.

## Tiernan Vows Support To Save PHS Hospitals

Rep. Robert O. Tiernan (D-R.I.) has expressed confidence that Congress "will not only save the U.S. Public Health Service hospital system, but will also update and expand its services."

Addressing a gathering of labor, business and government officials at a Washington luncheon sponsored by the AFL-CIO Maritime Trades Department, Tiernan emphasized the innovative workings of the PHS hospital system.

"These hospitals have pioneered in the treatment of drug addiction, establishment of paramedical and medical training programs, and in developing strong relationships to the communities in which they are located," he said.

The Rhode Island Democrat said he did not see the reasoning behind Administration attempts to eliminate the hospitals "at a time when health care for Americans ranks far behind that of other Western nations."

The Administration has advanced "cost-effectiveness" as the principal reason for closing the eight remaining PHS hospitals.

Tiernan questioned the logic behind this move. He pointed out that "the total health care outlay in this country is over \$60 billion a year and the average cost of a hospital room is over \$100 a day. Yet, the cost at PHS facilities remains at approximately \$60 a day."

Tiernan noted that Congress passed an amendment to the Public Health Service Act last month restoring \$14 billion that the Administration had eliminated in its appropriation request for the Public Health Service.

"This makes it possible to fund the PHS system for fiscal 1972 at the same level as fiscal 1971," he said. "But, this still means that the remaining hospitals will have to cut back on some services due to the effects of mounting inflation which has diminished the value of the available funds."



Rep. Tiernan

# Participation of Membership Keynote Of Seafarers Educational Conference

The more than 100 delegates to the fifth in the continuing series of Seafarers Educational Conferences held at the Harry Lundeberg School of Seamanship in Piney Point, Md. were urged to "participate in the activities of their union and industry."

The delegates, selected from ports all across the country and Puerto Rico, were told that

"only through the active participation of each and every member of the union can the best results be achieved for the entire membership."

During the 10-day conference delegates were instructed in various areas of concern:

- Labor union history, with particular emphasis on seafaring unions.
- The SIU Constitution.

- The SIU Contract.
  - The SIU Pension, Vacation and Welfare Plans.
  - Union meetings and shipboard behavior.
  - Legal and political issues and how they affect the union and its members.
  - The union's growing educational program.
- Comments by conference delegates follow.

## Chairmen Report on Politics and the Law



**Patrick Ryan**  
New York

As a long time member of this union, I can look back and see, and also appreciate, the advancement this union has made through the years by having a well enlightened membership and dedicated officials at the helm. I only wish that the union would have been able to offer me and some of my old shipmates the opportunities that the younger fellows entering this industry today.

I also wish to comment on the group of members that circulated the petition against our officials and also against the union as a whole. I hope that in the near future that some sort of redress can be taken against these men for their criticism of our elected union officers. The majority of the membership of this organization has gone on record to support these members and officials through this investigation and would like to take this opportunity to reaffirm our stand on this issue toward our union as a whole.



**Hans Lee**  
Seattle

In Workshop 4 we unanimously adopted two crews conference recommendations and discussed union action, the Log, political action and education.

We studied political action of the past and present and its relation to us as members. It's not only a right, but a responsibility of each and every one of us to participate and back our leaders both in Washington and at home.

Washington is a political arena and we were clearly shown the low blows delivered by the Justice Dept., National Labor Relations Board and other finks against our union.



**Homer Workman**  
New Orleans

In Workshop 2 we discussed politics and law. The delegates who went to the MTD Luncheon in Washington, D.C., reported how we learned that SPAD is our backbone; how it works silently but with effect for our union.

If all the members in our union will take a minute and think just how the Merchant Marine Act of 1970 was pushed to partial completion—I say partial completion for that is just what it is; we still need implementation—to partial completion by our officials and our people in Washington you will have to agree it takes money and lots of it. That money must come from the membership so SPAD can do even more or at least hold what little we do have.



**James Barnes**  
Norfolk

We had a very outstanding session in Workshop 3. Let me tell you one thing, if we don't have friends in Washington, we don't have any rights. And without SPAD, we don't have any friends in Washington. It goes back to the old saying, you don't bite the hand that feeds you.

If we don't want to die we had better support our officials and help them in every way we can, not just in SPAD or MDL alone. If we don't we might find ourselves back on the farm, looking at a mule's tail for a compass. It's a wonderful feeling to know that we live in a country that you have the right to participate in the laws that govern you.

No group of workers had had fewer friends politically in Washington than the American seaman. But such is not the case now. Today, through Seafarers' political donations, we have made many friends in Washington.

## 'Few, If Any, Changes to Recommend'

### Seafarers Educational Conference

**Thomas Bubor**  
Boston

I am satisfied with our union and am glad to be an SIU member. I am glad to have the Harry Lundeberg School of Seamanship. I learned more in ten days here than ever before. I am glad our union is growing bigger and bigger.



**Phillip Barry**  
New York

Coming back to Piney Point to me was like a school reunion. I went through Piney Point about a year and a half ago. There has been a big change down here since I left, for instance with the high school program. If Piney Point has changed so much since I was here before, just think what it will be like in a few years.



**Everett Maxwell**  
New Orleans

Before I came to Piney Point, I thought, like many other members, that it was a waste of money that could be used for other things, such as pensions, welfare, etc. After being here, I can see that it is a very important function of our union and our members.



**Edward Collins**  
Norfolk

It was a big thing for me to attend the Seafarers Educational Conference. It was the first conference I had attended in this union. I learned more about the history of the union, its constitution, educational programs, contracts, pension, welfare and vacation benefits. When I returned to my home port I had something to tell my union brothers. I told them to attend our conference, because without education you have nothing.



### Seafarers Educational Conference

## Chairmen Report on History



**Morty Kerngood**  
Baltimore

Our subject was Labor History and we discussed the birth of the trade labor movement in general and the SIU in particular. It would seem that in this point in time in our own history we have encountered many bitter struggles and each struggle has made us stronger. It is also known that constant vigilance is needed to protect our interest.

We should be thankful that our founding father, Andrew Furuseth, had the foresight in need for laws to protect the seaman. It's just as important that our present day officials see that these laws and new laws be implemented so that the bad times in our history will not be repeated.



**John Eddins**  
Baltimore

In Workshop 3 we had an excellent presentation of Labor History and especially the history of the sailor. Also we had an informative discussion of where we are today and what our goals are. We know the way of a seaman has always been a tough road. We have never gained anything without fighting for it. And we will not gain in future without fighting for the things we want.

To do the job we need all the education we can get and our union needs all the SPAD donations we can give in order to obtain stronger legislation passed by congress in regards to cargo and ships for our flag.



**Richard Stewart**  
New Orleans

Many Seafarers today take for granted the wages, conditions and benefits that we have attained over the past 33 years. None of us want to go back to the past. But we should never forget the many bitter struggles we have fought to achieve the things we have today.

The entire labor industry has had its various fights from the first day working men joined together to better their lives.

Men like Andrew Furuseth and Harry Lundeberg will always be remembered for their untiring efforts made on behalf of the American seamen.



**Roland Hebert**  
New Orleans

In Workshop 2 we discussed Labor History. But first before making any statement, I would like to just say I am surprised at Piney Point. I never dreamed of us ever having the facilities that are here. We should all be proud of our union, and support it 100 percent. We should all support SPAD. Because we learned from history that since unions were formed political action was a must. It was through politics that unions gained the first hiring rights, the rights to free collective bargaining and job security.

## 'I Learned More in 10 Days Than Ever Before'

**Ken McGregor**  
San Francisco

There is no question in my mind that these past 10 days have been very informative. There are very few if any changes I could recommend as to the programs. I feel all subjects are covered very good.

**Eddie Hernandez**  
San Juan

After coming to this conference I learned how to participate in a meeting aboard ship. I learned a lot about the history of the SIU and the hardships my brother seamen had to go through to accomplish what we have today in trying to develop and uphold a good union such as we have now. Good and dandy we know about the past and we regret that but let's look ahead now and keep a true course, and the only way to accomplish this is with the help of SPAD.



**Marvin Hauf**  
Norfolk

The members have expressed the desire to contribute more to SPAD. I feel that in my own opinion that more meetings should be held here in the future so as to educate the members as to why we need SPAD, MDL and Log. The delegates here are most impressed and many of them they are going back home and lay it on the line to the die-hards in their ports.

## Seafarers Educational Conference

### Chairmen Report on Constitution



**Louis Duracher**  
New Orleans

This morning we discussed the union constitution. All free societies operate under a constitution. The constitution is especially important to me because it was inaugurated and voted on by the membership and insures all Seafarers their rights in the union. The constitution is one of many spokes in the great wheel of the SIU.

I also must urge that all members contribute to SPAD so that our elected officials can continue to fight for our rights in Washington to insure the great strides this union has made in the past and will make in the future.



**Edwin Brown**  
San Francisco

In all my life's experiences in the labor movement and unionism I've never observed an upgrading and solidarity incentive like that inaugurated by the SIU.

And with the youth training the Educational Program in progress, the SIU is assuring the entire membership a secure future. From the recruited youth through the retirees.

The constitution is the most important document that the union has. The constitution provides that we have our SPAD fund, MDL, and Log. These are the tools we need to make sure we have jobs and ships for the future.



**John Nelson**  
Wilmington

The SIU constitution is in many ways like the Constitution of the United States in that it guarantees the rights of the individual.

The SIU member should make the constitution part of his regular reading habit. He should familiarize himself with the constitution, because it is part of his life whether he is ashore or at sea. It explains the method in which we elect officials, it defines the duties of the trial committee, the appeals committee, the finance committee and the credentials committee. More knowledge of the constitution and its content provide the basis for a more democratic way of life for the union membership.



**James Meyers**  
San Francisco

One of the things that I found is that a lot of us are not up to date on what's happening to our Constitution. The Constitution is our bible; it's what we live by and I feel that every one of us should know our Constitution from beginning to end. This may sound a bit critical, but it's true some of the delegates do not know that Constitution.

My advice is to get into it and try to understand a little more about it. Because without that constitution I don't think we'd have anything.

## Chairmen Report on Education



**Pete Hammel**  
Houston

I have only been here at Piney Point for three days yet I am amazed at the foresight our union has in preparing young men to carry on the tradition of going down to sea in ships.

When many of us seated here in this hall today have put away our sea bags for the last time, we can feel secure in the knowledge that we have left the seafaring legacy in capable hands. There are few unions in the world today who take care of its members from the cradle to the last dispatch.

But SIU training and education does not start and end with the trainee. Seafarers presently going to sea may come to Piney Point to upgrade themselves to higher ratings, which means more take home pay for their families.



**Otto Pederson**  
Houston

In Workshop 3 we had a good discussion on education. Education is something I never had much of.

I went to the same college as most of you guys and received the same degree. A degree in booze, broods, and horses. Like the rest of you I am here to learn something else.

Education is the key to the future of the SIU. Education will enable us to be better qualified to fight our battles in the future. Remember a well informed membership will make us a stronger union.

Our young men training here at Piney Point will know the score when they go aboard ship. All our members will know the facts about SPAD and MDL and the importance of Piney Point to the labor movement.



**Alan Whitmer**  
New York

We discussed education at the HLSS. We can now understand why it is so vital to our future. These past days have helped to dispel any rumors about Piney Point that were detrimental.

It proves, too, that we must be further educated about our union, the craft, and the problems we face today and those we will encounter in the future. Andrew Furueth said, "Tomorrow is also day." Paul Hall had the foresight to know that we need education to be better equipped to face our problems, and the amazing ability of a unique type of leadership that has made this facility possible.



**Talmadge Moss**  
Mobile

After the slides and the fruitful discussion we had in Workshop 1, it's very obvious as to what each and every one of us, has got to do when we get back to our ports and ship out.

In this educational conference we have learned the following: Where we have come from; where we are today; and where we are going in the future.

We have to translate this knowledge to our brothers who have not had the opportunity to visit Piney Point and especially to the brothers who don't think they need to visit Piney Point.

# 'For the SIU and the Labor Movement'

**Ernest M. Bryant**  
Jacksonville

I believe it to be not only the duty but obligation of every SIU man who considers himself to be a union man to attend these delegate conferences. It is for his own benefit as well as for what he can do afterwards for the SIU and the labor movement as a whole.



**L. E. Ellison**  
Houston

There is no way you can tell of the beauty of Piney Point to a brother seaman. I recommend if he has not seen this place he should come to HLSS. I am grateful to the leaders in this great union for the opportunity to come to the Seafarers Educational Conference.



**Leroy J. Doty**  
New York

I have just spent ten days at Piney Point and have enjoyed myself. I have learned more about our union through these workshop classes, and it has given me greater insight into the workings of the various aspects of the union. There should be a way to bring all members to Piney Point and to let them see for themselves and in turn I am sure we would have a more well informed and satisfied membership.



**Joseph Bennett Jr.**  
Mobile

The educational conference really opened my eyes to the real purpose and the importance of the SIU. The interest of our union will not take on meaning to our brothers until they have been educated to understand today's problems, and be aware of how to solve them. We as members of the SIU should perform in a manner that will make our leaders proud to represent us, through unity, discipline, dependability and finances.



**David L. Dickinson**  
Houston

I like the way Piney Point operates. The classes, the recreation activities are well planned, the buildings and grounds are well kept, the boats are in ship-shape, and the best I have seen is the flag ceremonies in the morning and evening. I am looking forward to another visit and thank all responsible for HLSS for coming this far in just a few years.



**James H. Dickinson**  
Mobile

I have learned many things that I otherwise wouldn't if I hadn't come to this convention. So many things we take for granted. It takes a lot of work by all officials and members to make a union like ours to work. If we can get a majority of our members educated to the problems that the union faces, then our task will be easier.



**Walter Petty**  
New York

The training facilities are fabulous. The students learn more about the union before they leave the school than some of the members know now that are sailing. The student goes through the same material the conferees do, so the new member is just as well informed on what is going on in the SIU today.



## Seafarers Educational Conference

**Robert R. Bunch**  
San Francisco

It has been my pleasure to attend the fifth educational conference at Piney Point to see first hand what Paul Hall is doing in Washington to protect the jobs of American seamen. This has given me a great feeling of job security. Through his efforts the SIU has become one of the most powerful and respected unions in the labor field.



**Bill Chandler**  
Wilmington

The job that is being done at HLSS for the young men is outstanding. I've been sailing from 1928 and never once did it cross my mind that I would see something like this. It is a place I'll talk about to every young man I see from now on.



**W. C. Coppage**  
San Francisco

I learned alot about labor history in my workshop. The food in the Anchor Room is good and the people at Piney Point are very nice.



**John T. Bowman**  
San Francisco

The educational conference should be attended by or brought to all the members, that they may have the opportunity to have the misrepresentations, rumors and distortions that we hear from misinformed people and sources cleared up and discussed.



# 'A Most Thorough, Comprehensive Program'

**William D. Coggins**  
New York

I am proud to say that my membership in this union has been enriched by visiting our wonderful training and vacation center here at Piney Point. The most impressive task our union is performing here is the preparation and training of our future seafarers. There isn't a more thorough comprehensive program available to seafarers anywhere.



**Sanford H. Word**  
Mobile

It is really something to see how the SIU is training the young men here at Piney Point and seeing how eager these young men are to learn. I won't worry about the future of my union because I know it will be left in good hands.



**Hiroshi Shiba**  
San Francisco

Unlike their predecessors, the HLSS students of today are offered a well-planned curriculum by a competent faculty staff, in modern, well-equipped classrooms. And so too, the Piney Point jokes of yesterday have faded from shipboard life.



**Jerry D. Effinger**  
Mobile

The main reason for the educational conference is to prepare the members for the future and let them know what steps the union is taking to protect our welfare. We as members of this union should educate ourselves to every move the union makes and what is being done to keep the ships under American flags. The educational conference has all the information that union men want to know.



**Frank O'Koorian**  
Philadelphia

I have been in the union since 1951, and I didn't know much about it until I came to Piney Point Conference in 1971. Then I saw all the problems the SIU had and what was done, and is being done to correct them.



**Leonard Steinhart**  
New York

If we want a strong merchant marine we must support SPAD and MDL. Only by our donations can we have a strong union. I strongly suggest that we all support SPAD and MDL. I now know and understand the overall picture of our program and understand the union better now than in all the years that I have been sailing with the SIU.



**John Zajchowski**  
Norfolk

The progress that has been made by our union is astonishing. There was a time when seamen had no privileges aboard ships. The food was bad, the pay was poor and the work and bad treatment was most unbearable. Now all has changed and what we have now just didn't happen by itself. It came about by a lot of hard work put in by all our officials.



**M. R. Williams**  
New York

While at Piney Point I learned a great deal about our union and its continuous struggle to survive. From this conference I now have a better idea of what's going on and what I can do to help keep this union strong.



**Gary Shaneyfelt**  
New York

All I can really say is nothing that has not been said many times before: That I really learned a lot and enjoyed myself very much. I come away from this conference with the feeling of satisfaction that now I more clearly understand the problems facing us.



**Bill E. Ware**  
Upgrader

I am very happy to see the school advance as it's doing at the present. I know for myself, that if you came through Piney Point, you were on a gravy train. You get all the opportunity in the world to be somebody. I look at Piney Point as being the best advancing school that a young man could ever go to and get ahead in such little time.



**Carl H. Silcox**  
Mobile

In this conference education and everything is explained so everyone can understand about all the principles and functions of the SIU constitution, contracts, vacations, death benefits, political and every bit of explaining that is needed about our SIU. They leave no stone unturned.



**Ernesto A. Valdes**  
New York

Sailing has been the only means of support for me and my family. Although being an active seaman all those years, I never had the opportunity to acquire real knowledge of the whereabouts of my union. During my ten-day stay at Piney Point I did get this experience.



**Fred Woodward**  
Boston

As I say, I really got an education here. Especially on the subject of SPAD. I never got a clear picture as to how it worked, though I have donated. Now that I understand it more, I shall donate more.



**Eddie Villasol**  
San Juan

It is a good thing to educate these boys at HLSS but also we should educate our membership. They also should come here to learn at this fine place at Piney Point, Maryland.



## Chairman Report on Union Meetings



**Charles Shirah**  
Mobile

The SIU members at sea have always been encouraged to take an active part in the affairs of the union through regular shipboard meetings. This is a guaranteed right under the SIU contract.

Proper minutes should be kept and forwarded to headquarters. This is the union's method of communication from its members at sea.

Every ship at sea should be made aware of the importance of SPAD. For without it—there won't be any ships at sea.



**Efrain Sierra**  
San Juan

In Workshop 1 we discussed union meetings and shipboard behavior. Only through union meetings both on the ships and in the union halls can we map the course of our union. These meetings give every member an opportunity to express his opinion. An informed membership makes a strong union.

I strongly urge every member to fulfill his union obligation and accept delegate appointments to attend all union meetings.



**Louis Estrada**  
New Orleans

In Workshop 2 we had a good discussion on union meetings and shipboard behavior. All members have to realize the importance of the shipboard meetings. We can best accomplish this by taking what we have learned at this conference and repeating the same program aboard ship.

If we want to continue our shipboard meetings we must make sure that we have ships to have meetings on. This is why we must donate to MDL, SPAD and the Log. These are the tools to get bills passed in Congress to give our ships cargo to carry.



**James Pierce**  
Philadelphia

We as Seafarers are a group of our own. We unite and form policies and help our cause by electing men who can and will speak for us.

Shipboard meetings are a must. Every meeting should be attended by all crew members whom should take interest in the affairs of the union. Although it is all within our reach, to read, to study and discuss these meetings, it is very easy to let it pass by and let the other fellow do it.

## Chairmen Report on Fringe Benefits



**John Ford**  
New Orleans

In Workshop 3 we studied and talked about the value of our fringe benefits which to me are just as important, if not more so, in the long run than the pay offs.

Our pension and welfare plans are in good financial condition because of the diligent efforts of our leadership.

We also discussed attempts of the Administration to close the PHS or marine hospitals, at a time when everybody needs more hospitals. The SIU and maritime labor has led the fight to keep these hospitals open.



**Hobart Kirkwood**  
Jacksonville

In Workshop 2 our Welfare and Pension Plans were discussed. I found that this is the most liberal insurance protection that we as members of this union have.

Our welfare plan is not in danger as is the plan of the National Maritime Union, thanks to our leaders and the unity of this membership.



**Carl Hawks**  
Norfolk

In Workshop 1 we thoroughly discussed all our Pension, Welfare and Vacation Benefits. We should all be proud that this union today has the soundest pension plan in Maritime. We have the best union in the world. We also have the best benefits.

I recommend to all of you to go looking for the patrolman and give your fair share to SPAD, MDL and the Log.



**Joe Blanchard**  
New Orleans

Having discussed the various fringe benefits in Workshop 4 gave me a real sense of security knowing that the SIU leadership had the foresight and imagination to use caution and discretion in planning for our pension, welfare and vacations.

All these wonderful benefits did not come easy but were the direct result of hard work by the membership and sound negotiating on the part of the union leadership.

## 'HLSS Affords An Opportunity for Young Men'

**Walter Mueller**  
Tampa

I attended the Seafarers Educational Conference here. I had no idea what it would be like, I did not expect to find what I did. It is a wonderful place. I have seen and learned more about our Union, that is, in the educational field, than I learned in the 26 years I have been in the union.



**Filippo Puleo**  
Tampa

So this was my chance to come now and see what was here. I was very much surprised to see the things that are being done here, and for the past ten days I have been surprised at the things I have learned here.



**Jimmie D. O. Coker**  
Seattle

I thought I knew all that was necessary to know about the union, but after arriving here, I immediately realized how little I really knew. I have never learned so much so fast. The education about the SIU—where we came from, where we are now, where we are going, and how we are going to get there is astonishing. Piney Point is the place to come for recreation, friendship, pleasure and knowledge.



**E. Sornnon**  
Jacksonville

It gave me great pleasure to come here and attend this conference at Piney Point. I have been very impressed in this great masterpiece of the Harry Lundeborg School with all its facilities.



**Verner Paulsen**  
Seattle

I should like to report that from my observations Piney Point HLSS affords a wonderful opportunity for young men to learn a meaningful and rewarding vocation from thoroughly competent teachers amid comfortable and pleasant surroundings.



**Joseph Korchak**  
New York

I saw the great strides the union has made since we were organized. The conditions were very bad, as the old timers can tell you. Piney Point was a dream at one time but now it is a reality. The trainees are getting a good education here. The union is as good as the members make it. Through good leadership when a person retires he can retire with dignity. Without a good union we would be in a hell of a mess.



**Frank Przybyska**  
San Francisco

Being a member and sailing for years I always had a few dollars in my pocket and now am taking a few out to give to SPAD for a good need and hope every SIU member will feel the same to keep the SIU on top for better things to come.



**Louis Pickhart**  
Houston

I am glad that I was given the chance to come to Piney Point. This is the best yet. I got a chance to visit all of the classrooms. I was very impressed.



**John H. Richardson**  
San Francisco

While working, struggling and improving our wages and conditions steadily throughout the years, many of us have become impatient and discouraged. The change was not fast enough. For those of us lucky enough to come to this educational conference, this defeatist attitude can be dispelled and we can be realistic and rational about our achievements. They are many!



**Jose Perez**  
Houston

I recommend that these slides and all the material that is used in the conference be put on all ships . . . especially those on long trips. They should also be shown in every port, say on a monthly basis. I think that all the membership will benefit by this presentation.



**James Gard**  
New Orleans

In his inauguration address, President John Kennedy said that it's not what your country can do for you, it's what you can do for your country. The same holds true for our union. It's not what the union can do for us, it's what we can do for our union and its leaders.



**Otto Hoepner**  
New York

When we got here last Wednesday at Piney Point I was amazed to find such a fine place which our union has started in 1967 and I am proud to belong to such a great union as ours. I have learned a lot about our union's history even though, I myself have been a member since 1944. And I found these seven workshop meetings during the day very helpful and great for our education.



**Ed Hawkins**  
New Orleans

The progress in education and upgrading is tremendous and the instructors they have here are tops, so are the teachers. The farm and plans are very sound and logical. Too bad we couldn't have started sooner on self-support and plans for the retired seamen and family and a place for the single retirees.



## Seafarers Educational Conference

# 'What I Saw I Liked'

**H. H. Johnson**  
Houston

If anybody had told me in 1944 when I first joined the union that we would have a set up like this today I would have been certain they were nuts. The whole thing is amazing. The instructors are very good. There is more time for questions, answers, etc. than at ship board meetings. I wish I could have had a chance at something like this when I first started to sea.



**Jim Howison**  
San Francisco

I came here because I heard pro and con about this place. What I saw I liked. You get straight answers and facts. It would be to every Seafarer's interest to come and see for himself. And what you see here will be a bit of the future, and that's the direction we better look.



**Leroy Jiles**  
New York

This experience here at Piney Point has so enlightened me as to the future, a day goes by fast. It has truly been an educational conference as well as a wonderful vacation. Thanks to all the officials and the people that make up Piney Point.



**Robert Johnson**  
New York

At the conference I understood through documentary films and publications the origin, history, and functions of the SIU. The constitution, contract, welfare, education, and other aspects of the SIU were discussed thoroughly and all questions and suggestions were given full attention. I now fully appreciate the struggles and the victories from which the members and officials have secured the finest of benefits.



**John S. Foster**  
New York

In 1938 the SIU started out as a mere group of unwanted but high-spirited Seafarers. These dedicated men knew exactly what they wanted for themselves and their posterity, and they went through hell and fire to achieve what we now have. It took real men like Brother Andrew Furuseth, Brother Harry Lundeborg, and Brother Paul Hall to point those Seafarers of yesteryear down the narrow and hazardous road which contains our positive security such as pension, welfare, vacation, and countless other benefits available to us today. We can't stop now.



**William Langford**  
San Francisco

I was a very lucky Seafarer to get out of so many corrupted unions and join one which has done its utmost for its members. I am proud to say that to belong to the SIUNA has been one of my luckiest ventures. The conference here has really opened my eyes and mind to the many changes the union officials have gotten for the members. I was surprised to find such a nice and pleasant place as Piney Point, for I really didn't think the union had all the things it said about Piney Point.



**Melvin Knickman**  
Baltimore

I have learned a great deal since I came to Piney Point. The experience here at Piney Point has been most enlightening in all fields. The educational program is tops, I am glad that these boys here are getting their schooling at the Educational Department, because I did not have schooling myself.



**James Perryman**  
Mobile

I was very surprised when I came to Piney Point. I have gained a lot. One saying I like very much, "Tomorrow is also a day" and I see my union is looking out for that day.



**James MacKenzie**  
Wilmington

At this Piney Point installation, the buildings, the people, the landscaping, the boats, the yachts, the efficiency with which everything is carried out is in proper SIU style. This should be brought to the attention of the membership in such a style that such an impact could only happen here in the USA, in the SIUA&G District.



**Junius Lacks**  
Houston

I for one, didn't care too much about coming to Piney Point. But after seeing and learning things that I did, I will say that I am glad I had the opportunity to come here, and hope to come back. I think everyone of our Brothers should try and attend these conferences here, when one gets the chance to do so.



**Edward Kuhar**  
New Orleans

Nice to know that all Seafarers on pension today are assured of receiving their full checks for 10 years more even if we go broke tomorrow. Nice to know we are that solvent. But tomorrow is another day. More ships, more crews and good top leadership can make this gravy train longer and better. So help train the kids who come out of HLSS.



**George W. Murrill**  
Mobile

My stay at HLSS has been a very pleasant and interesting one. All the years I have been going to sea I was unaware of the union's great work and the things they are doing at Piney Point. The wonderful school they have for the young boys that are to become seamen is most heartening.



## Chairmen Report on Contract



**Joe Domino**  
New York

We discussed the contract in Workshop 1. It was interesting to discover how our contracts are negotiated and enforced. With this understanding and explanations we realize that the officials have done an excellent job in maintaining our job security. And that our officials should continue to protect our interests by whatever methods are necessary. Whether it be in Washington with the shipowner or in the other areas.



**Chuck Hill**  
Houston

As you all know we studied the Union Contract, and I found that to really appreciate the value of our union contract all we have to do is look back a few years when there was no contract.

The boss told you when to start and when to finish.

Your food was terrible and sometimes rotten or in short supply, and your bunk wasn't much bigger than a coffin.

And the boss told you how much he was willing to pay and that was very little.



**John Benedict**

In Workshop 3 we discussed our contract at great length. I have to say I have a better understanding of what I work with. I also have to say that we as Seafarers have the best contract, the best working conditions in the industry. Compared to the NMU we have a better contract. But, much better still, we have jobs.

Let us not forget those SPAD donations that helped in the passage of the Merchant Marine Act of 1970. Through these donations we should help our contracted companies so they can stay alive and compete in the maritime industry.



**Herbert Caloe**  
Boston

In Workshop 4 we had a constructive discussion on our Contract. The slide presentation clearly showed the hard fight the sailor has always had to get the Contract we work under today. We face many problems and if we are going to survive our members must understand all the issues.

They must understand that the best way to fight our enemies is to give our union officials full dedicated support.

(Continued on Page 13)

## Throw the Switch!



# editorials

## SIU Scholarships

The opening of school this month brings to mind the urgency of planning and preparing for higher education.

For Seafarers with three years sea-time and for their children, the SIU is again offering scholarships worth \$10,000 each, money that can be used to study in any academic field at any accredited university chosen by the five winners.

SIU scholarships have benefitted members and their dependents for nearly a score of years now, and they have

become a proud SIU tradition. Winners have studied in fields ranging from anthropology to zoology, in the arts and in the sciences. And their SIU scholarships were an important aid in getting a complete education in a period of rising academic costs.

The first step for those eligible for SIU scholarships is to obtain an application. Procedures for that are outlined on Page 32 of this issue. It can never be too early to apply, not for something as valuable as a good education.

## Post-freeze Menace

There is another menace lurking and threatening to engulf the labor movement in November. The menace is a 21-point anti-labor plan sponsored by the U.S. Chamber of Commerce. The Chamber has found that the time is ripe to dissect labor's strength—a move prompted by labor's opposition to the 90-day wage-price freeze.

For many years now the Chamber has been urging anti-labor legislation and for many years its efforts have failed to gain congressional action.

The drive will start "after the 90-day wage-price freeze expires," said the executive vice president of the Chamber. Its objectives have long been known.

Labor knows what it will face in November. The Chamber's "labor relations committee" of more than 100 company lawyers, meeting last month in Washington formulated what it called "long-range solutions" to labor management relations.

Among the changes urged by the Chamber committee are:

- Elimination of union shop and union security clauses in contracts.
- Establishment of courts or a labor court to handle unfair labor practice cases rather than through the National Labor Relations Board.
- Outlawing of joint union bargaining and denying the NLRB the right to designate a union as the bargaining agent when a fair election is impossible.

There is really no choice in the direction labor should follow. Labor leaders have strongly denounced the inequities of the current economic policy. Labor is against anti-labor legislation which would wipe out in one afternoon what it has taken decades to build and maintain. Unions are for the people—the wage workers of this land. The Chamber feeds the fat cats.

The independent, powerful, respected and competent position which labor has retained has been established and reinforced by banding together. In unity, labor stands tall and strong. By division, the alliance is defeated. Labor standing solid will remain strong.

# letters to the editor

## Log Draws Praise

To the Editor:

Keep up the fine work. My husband Frederick and I read the issues from cover to cover and marvel at the wonderful achievements at the SIU school at Piney Point, Md., especially the opportunities for young men to become Seafarers.

Mr. and Mrs. F. Hartshorn  
Pawtucket, R.I. 02860

## Union Man

To the Editor:

This letter is to say thank you for the prompt attention given to my application for a normal pension. I have received my checks right on time and wanted to express my deepest appreciation to the union and to all who have done so much for me.

It has been my pleasure to be part of such a great union, and although I am now inactive, I am a firm believer and supporter of union policies. I shall always remember what the SIU has done for me.

Cornelius Higginbotham  
Port Arthur, Tex.

## A Proud Member

To the Editor:

I am writing you this note in deep appreciation for the SIU's services to me and my wife in the past year of my retirement.

I feel that I must express my deep gratitude to the SIU for its efforts in behalf of the pensioners, and I am truly proud to be a member.

P. J. Thornton  
Jacksonville, Fla.

## Prompt and Kind

To the Editor:

This is to inform you that I received the check of \$104 for my late husband's (Scuddy Allemand) sickness and accident benefit. I don't quite know how to express my gratitude and thanks to the SIU.

I have nothing but praise for a union that has been so prompt and kind to me in my sorrow.

Thank you again.

Mrs. Bernice Allemand

## A Fine Vacation

To the Editor:

I am writing to thank the SIU for the most enjoyable and memorable vacation both myself and my wife spent at the SIU's Piney Point, Md. vacation center. The food, facilities and accommodations were superb.

Both myself and my wife were impressed with the dream city for retired Seafarers that will be an accomplishment for the future. Our only regret is that this isn't a reality now. I am proud to say I am a member of this great organization.

We are looking forward to returning next year to the Piney Point vacation center.

Fraternally,  
Herbert W. Dierking

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### SEAFARERS LOG

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17

# Labor Demands 'Equal Sacrifice of All' As Price of Post-Freeze Cooperation

The price of labor's cooperation with wage and price controls after the expiration of the President's wage/price freeze Nov. 13, is a voice in the planning of the machinery that will govern the controlled period.

That became clear in Labor Day messages of AFL-CIO President George Meany who spelled out the role labor must play in the setting up of controls on the nation's economy.

"What ever comes after this (freeze), we are back with our original position that we will cooperate in any plan, any system, providing that it is equitable and provided it calls for equal sacrifice on the part of all the people," Meany told a group of reporters.

Labor's tough position, the result of a unanimous vote of the AFL-CIO Executive Council on Aug. 19, was summed up in the council's statement, read to a packed press conference by Mr. Meany.

"The freeze is unequivocal, unjust, unfair and unworkable," the council said.

## Nullifies Agreements

"The effect of the President's freeze is to nullify every collective bargaining agreement in private industry which provides a wage or salary adjustment during the 90-day period. Of course, employers will thus pocket additional profits for their prices already reflect wage increases that are due, but which the President says cannot be paid," the council added.

The council also struck out at the Nixon tax package calling it, "Madison Avenue gimmickry."

The council vowed to "fight this giveaway in the Congress."

In later remarks, Meany said that the 10 percent investment credit, the 10 percent border tax on imports and the acceleration of an increase in personal exemptions from income taxes was a mistake.

"This leaves the President," Meany said, "with a deficit of \$4.2 billion for fiscal 1972. So he had to go and offset that if he wanted to keep the budget in balance for 1972."

Meany criticized the President's proposals for evening the deficit, saying that his suggestions of delays in welfare reform and revenue sharing and for reductions in the number of federal employees were the wrong end of the economic pole.

"Here he creates a deficit and leaves the poor, the government employees and the cities which are in desperate condition financially to pay the bill," Meany said.

## Breaks for Corporations

The council said, "the Administration has chosen to give more tax breaks to wealthy corporations."

The council praised the President for removing the excise tax on automobiles, but added, "there remains a large, unfilled need for public investment and expanded public services."

The council criticized the 10 percent border tax as, "at best a temporary stopgap."

The council said, "it is not a 10 percent tax on all imports as the President indicated to the people. Many goods are exempted, and the full tax will not be levied on those goods which are already taxed at a rate currently less than 10 percent."

The council also praised the President for action amounting to a devaluation of the U.S. dollar on foreign money markets. The council urged a Congressional investigation of monetary speculation to determine if American banks and firms were acting against their nation's best interest in monetary market speculations.

Finally, the AFL-CIO council declared it had, "absolutely no faith in the ability of President Nixon to successfully manage the economy of this nation for the benefit of the majority of its citizens."

The council urged Congressional action to manage the economy and return it to sound footing.

## 'Clarifications' Issued

Those were the first soundings in what appears to be shaping up as a battle over the future of the nation's economy.

In reply to labor's policy of not cooperating with Administration efforts to sell the new economic program, the Administration, through a "Cost of Living

Council" dominated by Secretary of the Treasury John Connally, began issuing clarifications of the freeze policy and providing loopholes for those who had business pending.

The "Cost of Living Council" began issuing questions and answer press releases on the freeze provisions, a tactic which the AFL-CIO said, "does not constitute enforcement."

And Rep. Joseph P. Addabbo, speaking at a luncheon of the AFL-CIO Maritime Trades Department strongly criticized one of the loopholes, that of seasonal variations in the price of food.

"A child, after all, doesn't have a seasonally adjusted appetite," Rep. Addabbo said.

## Meany to Testify

It had become apparent that, even though labor was not cooperating in the freeze, the President had used powers granted to him under an act passed last April by Congress.

Thus labor began to train its big guns on Congress, which returned from a month's vacation Sept. 8.

Meany scheduled an appearance Sept. 13 before the House Ways and Means Committee, where the tax legislation will originate. In a Labor Day weekend interview he said that labor's suggestions for alternatives to the President's tax plan will be presented then.

Prior to Meany's announcement, Rep. Wilbur D. Mills, D-Ark., chairman of the Ways and Means panel, said he was interested in a further speed-up of the income tax exemption increase scheduled in Jan. 1973 and suggested for Jan. 1972 by the President.

Rep. Mills said he thought it should become effective as of Aug. 15, the date of imposition of the wage/price freeze. Mr. Mills also said he opposed giving business both the President's 10 percent investment tax credit and the accelerated depreciation allowance implemented by the Administration last January.

Other tax proposals to be heard by the committee, include one by Sen. George McGovern, D-S.D., that would place a tax on excessive profits similar to one imposed during the Korean War.

The McGovern idea for an excess profits tax, was applauded by Meany, who said, "Oh, an excess profits tax would control (profits) very simply."

It became apparent then, from public discussions, that the real fight would revolve around the issue of what kind of controls would remain on the economy after the wage/price freeze expires Nov. 13 and who would administer them.

In Labor Day statements, Meany said labor would give a "no-strike" pledge if and only if it were included in the planning of the controls for the economy in the post-freeze period.

Meany said that, "in the absence of anything else that would be acceptable to labor," a board such as the War Labor Board of World War II vintage could be structured to serve the needs of the nation.

Meany said the keys to that board had been a willingness on labor's part to give up strikes for a return pledge of no lockouts by management; arrangement of machinery to handle grievances as they arose; and voluntary compliance with the board's findings.

"If such a board of labor, business and the public were established with labor participation and consent," Meany told a nationwide television audience, "we could give a no-strike pledge. I see no reason why we couldn't."

## 'Equal Sacrifice for All'

Meany indicated that labor would seek the inclusion of a number of provisions in the Congressional action on the President's program. Among them:

- Equal sacrifice of all segments of the economy.
- Tax justice including the closing of loopholes in current tax law, and additional taxes on profits to insure business participation along with labor.
- A full-fledged enforcement agency to watch for violations and assure the equality of sacrifice.
- Restoration of funds to be used to benefit welfare recipients, cities and other worthwhile projects.
- A central organization to administer economic recovery once the freeze is lifted.

In his Labor Day message, President Meany summed it up for all workingmen:

"The economy has to be made to work for all the people—including the aged, the jobless, the untrained and all the others who need it the most but who are getting the least out of it. These are the very people who are being asked to bear the burden of the President's unfair and unequitable policies.

"We demand economic justice. We demand full employment, for only full employment will produce prosperity for all Americans.

"This is the goal of America's trade unionists. It is a goal we believe in. And on this Labor Day 1971, we pledge our full resources to achieving it."



AFL-CIO President Meany reads Executive Council statement to the press.

# Seafarers Play 'Santa' to Vietnamese Orphans

## SIU-Contracted *Seatrain Carolina* Delivers Donated Gifts to Qui Nhon

The lives of more than 200 Vietnamese orphans are just a little bit brighter now after a visit from SIU members aboard the *Seatrain Carolina*.

The children, all under the age of seven, are being cared for at the Ghenh Rang (Tender Tiger) Orphanage in Qui Nhon, Vietnam by a staff of only three Catholic nuns.

Through the good will of friends of the orphanage, a substantial amount of children's clothing, toys, and other needed items were donated for distribution to the children, but transportation of the gifts to the orphanage was presenting a problem.

When the officers and crew of the *Seatrain Carolina* learned of the children's plight from the U.S. Army's Transportation Terminal, they volunteered to transport the valuable cargo aboard their ship which was on a voyage from San Francisco to Qui Nhon.

Not satisfied with just off-loading the gifts in the port, the men of the *Seatrain Carolina* decided to personally hand out the gifts to the children themselves—after adding a few gifts of their own to the shipment.

The cargo of gifts was delivered early, and one observer remarked:

"When the Seafarers arrived and the children began to get their gifts, it looked just like Christmas morning.

"It was hard to tell who was more delighted—the children or the 'Santas,'" he added.

In a thank you letter to the men of the *Seatrain Carolina* written by Colonel Andrew B. Witko, commander of the Army Transportation Terminal at Qui Nhon, he noted:

"The members of the Transportation Unit extend their thanks and sincere appreciation to all who contributed towards making the day a most joyous and exciting one for the orphan children.

"The staff of the Ghenh Rang Orphanage has asked us to convey their grateful appreciation to you also.

"I can say on behalf of all the members of the U.S. Army Transportation Terminal that you, as Americans, have befriended these deserving Vietnamese children."

The word is being passed to all SIU ships in the Far East by the crew of the *Seatrain Carolina* that they too can play Santa by dropping off a gift at the Tender Tiger Orphanage the next time they make the port of Qui Nhon.



Colonel Andrew Witko, commanding officer of the Qui Nhon Army Terminal, and Staff Sgt. Ollie Bowman help one tiny tot select a gift from the materials delivered by the crew of the SIU-contracted ship. In background (holding child) is Seafarer Don Burgoyne, who sails as third mate aboard the *Seatrain Carolina*, and Emilio Sierra (dark glasses and hat) who sails in the deck department.



The Mother Superior of Ghenh Rang Orphanage helps Col. Witko and Capt. Trygve Haagenen of the *Seatrain Carolina* unpack some of the donated gifts delivered to the Qui Nhon facility by the SIU-contracted vessel and her officers and crew.



Mother Superior of the orphanage looks over one of the gifts brought to the orphanage by the *Seatrain Carolina's* crew. The cute South Vietnamese orphan in the background had eyes only for the photographer.

# 'Ideas Are Reality'

**Louis J. G. Mercedes**  
New York

Having graduated from HLSS at Piney Point three years ago, I was impressed upon arriving at the conference, because so much has changed. All there was here then was mud and some good ideas. Today all the ideas are reality and the school is progressing rapidly.



**Wilbur Coutant**  
New York

As to my personal thoughts, I can only say that this has been the most revealing period of my 23-year association with the SIU. I feel now that I know our union. I know where we've been, where we stand now, and what our objects are in the future.



**Anthony Notturmo**  
New York

The Fifth SIU Educational Conference at Piney Point, Md. . . . in which I was delegated to become a part . . . I find has become a part of me. I came here out of curiosity and am learning with the feeling I will want to return.



**John William Pens**  
New York

To begin with, Piney Point School of Seamanship was a great surprise to me. The place is so beautiful and covers so large an area, and the facilities at Piney Point for the new young members are the best available. It is a place where the delegates have their conferences and learn about what is going on in the labor movement.



**Herbert Libby**  
San Francisco

Although I have heard much about Piney Point, in the past year or two, both pro and con, aboard ship and ashore, I found that it's next to impossible to get a clear picture from a distance. One must see for oneself. I have seen and am favorably impressed.



**Felipe Lugo**  
New York

I was amazed to see class after class being taught by instructors who showed great insight, depth and knowledge of the subject. I think that if a trainee is interested and wants to become a seaman and SIU member, HLSS gives him the basic requirement.



**Al Gardner**  
Boston

All the trainees I've spoken to are very polite and having that quality, I think most of them will get along OK with a little help from the old hard heads. I haven't inquired but I just wondered if you have swimming lessons for those that can't swim. The crash program taught by Miss Brown and her associates is one of the best things that ever happened and I hope some day she may teach some of the older members the same things.



**Bennie Morgan**  
Mobile

I am very amazed at what I have learned since I have been in this conference. It is very amazing to know that our leaders have made it possible to give the brothers the opportunity to learn all the by-laws of our union. I, for one, have learned more in the 10 days than I have in the years I have been a brother of our union.



**Edward F. Allen**  
Baltimore

Seeing is believing. Take it from a so-called old timer, circa '37 SIU. Nominate yourself for an educational conference, see for yourself what the leadership under Paul Hall has going for all of the membership. You will not only learn from your workshop sessions, you will have a chance to make suggestions and voice your opinions, you will be listened to. Piney Point is the place to find out where we are going as a union.



**Leonard Martin**  
Houston

I would like to say that I have enjoyed my 10 days here at Piney Point. I have become very interested in the different subjects discussed in the workshops each day. At one time or another we've all heard about most of the activities and different things about our Union, but it has never been explained so clearly to me as it has been here in Piney Point.



**Jack Mauldin**  
Norfolk

I am grateful for the opportunity to have spent some 10 days at the Seafarers Educational Conference at Piney Point. I assure you that I have never before, in all my 42 years on the water front, seen anything that can compare with Piney Point. In my opinion this is the greatest thing that could have happened to the SIU.



**Dell McNeely**  
Upgrader

Upon coming to the Educational Conference I thought that I knew everything but I must be the first to admit how little I really did know about this union. The fine booklet they issued was outstanding. Just think that we learned how the contract was made also how to prepare a beef, how our union structure is.



**T. C. Malone**  
Houston

The most impressive task being accomplished here is the preparation and training of our future Seafarers. It is certainly the most comprehensive program ever devised in the training of Seafarers. Our fine union should be congratulated for the opportunities it is giving these young men.



**Alva McCullum**  
San Francisco

There is much to be learned here, your workshop studies include studies of labor history, HLSS and education, constitution, contracts, pensions, welfare, vacations, meeting and shipboard behavior, and political and legal education. Truly a wealth of knowledge is gained from each morning workshop and afternoon assemblies.



**John McCollom**  
New York

The Fifth Seafarers Educational Conference was an enjoyable experience from start to finish. The professional way the various union subjects were presented in workshops showed that a lot of preparation went into the conference format. With the classes limited in size and delegate participation encouraged, one didn't lose interest in the material being reviewed.



**Angel Garcia**  
Tampa

A vote of thanks to all chairmen and all delegates here in Piney Point for a job well done. I studied all about the Seafarers International Union, its history, pension, welfare and vocational plan, contract, constitution and political educational program, Harry Lundberg School of Seamanship and union meetings.



**Tom Glidwell**  
Houston

In my honest opinion, I think the crew's conference and the educational conference has served the purpose it was intended to do. I am sure, with the plans that are in the hopper, this will improve the classes to perfection. I don't think we could improve on the instructors at HLSS. The program is excellent.



**John Hamot**  
New York

I was lucky to make the August 11th to 21st Educational Conference with some of my shipmates, "brothers" I have sailed with. I first came into the SIU in 1942 during World War II. I never had a chance when I started to sail to go to a school like Piney Point, I had to just learn everything by myself. I think this is a wonderful thing for these young fellows.



**Anthony Adomaitis**  
Philadelphia

What Paul Hall and his officials did at Piney Point is as great an achievement as manning the moon. We must remember WIU started out with only a tarpaulin muster and a lot of foresight.



## Seafarers Educational Conference



# Final Departures



**Edwin S. Parker, 44**, passed away June 5 of heart trouble in Milford, N.H. A native of Amherst, N.H., Brother Parker was a resident of Milford, N.H. when he died. He joined the union in 1951 in the Port of New York and sailed in the deck department. He was an Army veteran of the Korean war. Among his survivors is his wife, Martha. Burial was in Meadowview Cemetery in Amherst, N.H.



**John O. Miller, 64**, an SIU pensioner, passed away May 24 in Baltimore City Hospital, Baltimore, Md. Brother Miller joined the SIU in 1938 in the Port of Norfolk and sailed in the deck department. A native of North Carolina, he was a resident of Dundalk, Md. He had been a seaman for 28 years and retired in 1965. Among his survivors is his wife, Nettie. Cremation was in Green Mount Crematory, Baltimore.



**Arthur Dennis Terry, 29**, passed away Feb. 25 as a result of injuries received when he was struck by a car in Houston, Tex. A native of San Diego, Calif., Terry was a resident of Montgomery County, Tex. when he died. He joined the union in 1969 in the Port of Houston and graduated that same year from the Harry Lundeberg School of Seamanship. He sailed in the deck department. Terry served in the Navy from 1962 to 1966. Among his survivors is his father, Frank J. Terry of Conroe, Tex. Seafarer Terry's body was removed to Pilgreen Cemetery in Montgomery County, Tex.



**Charles Herbert Kath, 70**, was an SIU pensioner who passed away June 13 of heart disease in East Los Angeles, Calif. A native of Illinois, Brother Kath was a resident of Pasadena, Calif. He joined the union in the port of Norfolk in 1941 and sailed in the engine department. Seafarer Kath served in the Army from 1918 to 1920 and in the Navy from 1922 to 1924. At retirement in 1966, Brother Kath had completed 27 years of sailing. Among his survivors is his wife, Lillian. Burial was in Woodlawn Cemetery, La Crosse, Wis.



**Jerome Prussel, 37**, passed away Dec. 8, 1970 from heart trouble on board the *Chicago*. He joined the union in the Port of New York and sailed in the steward department. A native of Philadelphia, Pa., Brother Prussel was a resident there when he died. Among his survivors is his mother, Shirlee Prussel of Philadelphia.



**Aser Joosepson, 58**, passed away June 19 of heart disease in Palacios, Tex. He joined the union in 1955 in the Port of New York and sailed in the deck department. A native of Estonia, Brother Joosepson was a resident of Pasadena, Tex. when he died. He had been sailing 25 years when he passed away. Joosepson was issued a union picket duty card in 1961. Among his survivors is his wife, Virginia. His body was removed to South Park Cemetery in Pearland, Tex.



**Hubert P. Seymour, 68**, was an SIU pensioner who passed away May 23 of a heart attack in Mobile, Ala. Brother Seymour joined the union in the Port of Mobile in 1954 and sailed in the steward department. He received a safety award in 1960 for his part in making the *Young America* an accident free ship. A native of Mississippi, Seafarer Seymour was a resident of Mobile. Among his survivors is a sister, Hilda S. Buffett of Pascagoula, Miss.



**Yung Fuly Woo, 65**, passed away June 6 of an illness of six months in the USPHS Hospital in San Francisco, Calif. He joined the union in 1951 in the Port of San Francisco and sailed in the steward department. A native of China, Brother Woo was a resident of San Francisco when he died. Among his survivors is his wife, Han Ching. Burial was in Colma, Calif.



**Louis Bourdonnay, 73**, was an SIU pensioner who passed away July 18 of illness in New Orleans, La. One of the first members of the union, Brother Bourdonnay joined in 1938 in the Port of New Orleans. He sailed in the deck department. A native of New Orleans, Bourdonnay was a resident there when he died. Among his survivors is his wife, Isabelle. Burial was in Greenwood Cemetery in New Orleans.



**John G. Otillo, III, 29**, passed away on Mar. 3 on board the *Steel Advocate*. A native of New Orleans, Brother Otillo was a resident there when he died. He joined the union in 1965 in the Port of New Orleans and sailed in the deck department. Among his survivors is his wife, Glenda. His body was returned to New Orleans, La.



**Herman L. Smith, 60**, passed away Oct. 30, 1970 of heart disease in New Orleans, La. A native of Oklahoma, he was a resident of New Orleans when he passed away. He joined the union in 1952 in the Port of Baltimore and sailed in the engine department. Brother Smith had been sailing 24 years when he passed away. Smith was an Army veteran of World War II. Among his survivors is his brother, Joe R. Smith of Talbina, Oak. Brother Smith's body was removed to Crestview Memorial Park in Wichita Falls, Tex.



**William R. Bertoti, 54**, passed away Apr. 25 of illness in South Chicago Community Hospital in Chicago, Ill. He joined the union in the Port of Chicago in 1960 and sailed in the deck department. A native of Pennsylvania, Brother Bertoti was a resident of McKeesport, Pa. when he died. Bertoti was an Army veteran of World War II. Among his survivors is his brother, Leonard Bertoti of McKeesport, Pa. Burial was in Calvary Cemetery in McKeesport.



**John Francis Slusarczyk, 56**, passed away April 19 following an accident on board the *Penn Leader*. An early member of the union, Slusarczyk joined in 1939 in the Port of San Francisco and sailed in the deck department. A native of Pennsylvania, Seafarer Slusarczyk was a resident of Philadelphia, Pa. when he died. He was an Army veteran of World War II. Among his survivors is his wife, Masako. Brother Slusarczyk's body was sent to Philadelphia, Pa. for burial.



**Orval D. Banister, 40**, passed away May 15 while sailing on board the *Paul H. Townsend* on Lake St. Clair in Michigan. A native of Indiana, Brother Banister was a resident of Rogers City, Mich. when he died. He joined the union in the Port of Detroit in 1971 and sailed in the deck department. He was a Navy veteran of the Korean War. Among his survivors is his wife, Joanne.



**Thomas I. Harrington, 43**, passed away Mar. 12 while on board the *Columbia Banker*. He joined the union in 1970 in the Port of New Orleans and sailed in the steward department. Seafarer Harrington was a resident of Terminal Island, Calif. when he died. He was an Army veteran of the Korean War. Among his survivors is his father, Charles R. Harrington of Cincinnati, Ohio. Harrington was buried at sea.



**Warren Joseph McIntyre, 49**, passed away July 5 of heart disease in Brooklyn, N.Y. He joined the union in the Port of New York and sailed in the engine department. McIntyre had been sailing 31 years when he passed away. He was a Navy veteran of World War II. A native of New Jersey, Seafarer McIntyre was a resident of Brooklyn, N.Y. when he died. Among his survivors is his son, Warren J. McIntyre, Jr. of Bloomfield, N.J. Burial was in National Cemetery in Pinelawn, N.Y.

## Beasley Lost at Sea

Aboard the *Gateway City*, 60 miles south of Diamond Shoal off Cape Hatteras, Seafarer Giovanni T. Aquino was painfully reminded that "though we travel, work, and live with her, 'she, the sea, is still our master'."

A huge wave had just washed a man overboard. He was never seen again.

Brother Aquino told the *Log* that Chief Mate Lacy L. Beasley, boatswain Vincent Morales and deck maintenance John V. Connors were standing on the stern securing the lines in heavy seas. He noted that there was "no immediate threat to the safety of the men" when suddenly, "without warning a wave of enormous volume struck the stern."

According to Aquino, ordinary seaman John Cataldo said, "one minute I saw three men, then water, then there was no one."

Chief Mate Beasley, 57 years old who had a wife and three children in Mobile, Ala., was washed into the sea. Brothers Morales and Connors were thrown about but were uninjured.

The crew tried to sight Beasley but attempts to turn the ship around in the heavy seas were unsuccessful.

Coast Guard planes and ships were sent in but never found Mate Beasley.

A memorial service was held for him on the stern of the ship and Captain Thomas Marley gave the eulogy.



Brother Vincent Morales throws a wreath off the stern of the *Gateway City* in memory of Chief Mate Beasley who was securing the lines when he met his death.



# Final Departures



**Richard Joseph Weir, 49**, passed away July 11 of pneumonia in the USPHS Hospital in San Francisco, Calif. A native of New Jersey, Brother Weir was a resident of San Francisco, Calif. when he died. He joined the union in the Port of New York in 1948 and sailed in the deck department. Weir had been sailing 28 years when he died. He was a Navy veteran of World War II. Among his survivors is his sister, Mrs. Veronica Hall of Union City, N.J. Cremation was in Skylawn Memorial Park in San Mateo, Calif.



**Claude H. Fowler, 64**, was an SIU pensioner who passed away July 5 after an illness of some years in USPHS Hospital in New Orleans, La. An early member of the union, Brother Fowler joined in 1939 in the Port of Baltimore. He sailed in the deck department. Seafarer Fowler was a resident of Una, S.C. when he died. He served in the Coast Guard from 1923 to 1926. Among his survivors is his brother, Clyde W. Fowler of Una. Burial was in Greenland Memorial Gardens in Spartanburg, S.C.



## Laid to Rest

In a solemn ceremony aboard the *Rose City* in the waters of the Pacific Ocean, shipmates of Brother Louis E. Meyers committed his ashes to the sea. Able Seaman Donald Smith (left) and Bosun John DeCulty represented the officers and crew of the *Rose City* during the ceremony.



**Clemmie Edward Mosley, 59**, was an SIU pensioner who passed away June 14 of heart disease in Memorial Medical Center in Savannah, Ga. A native of Georgia, Brother Mosley was a resident of Savannah Beach, Ga. when he died. He joined the union in the Port of Tampa in 1949 and sailed in the steward department. He had been sailing 21 years when he retired in 1968. Among his survivors is his son, Bruce Mosley of Savannah, Ga. Burial was in Hillcrest Abbey, Savannah, Ga.



**John Francis Laughlin, 45**, passed away Mar. 24 in Los Angeles, Calif. A native of Illinois, Brother Laughlin was a resident of Los Angeles when he died. He joined the union in the Port of New York in 1954 and sailed in the steward department. He was an Army veteran of World War II. Among his survivors is his mother, Marvel G. Laughlin of Batavia, Ill. Burial was in Calvary Cemetery, Evanston, Ill.



**John S. Simpson, 75**, was an SIU pensioner who died May 23 in Portsmouth General Hospital, Portsmouth, Va. A native of North Carolina, Seafarer Simpson was a resident of Portsmouth when he died. He joined the union in 1951 in the Port of Norfolk and sailed in the deck department. In 1961 he received a safety award for his part in making the *Raphael Semmes* an accident free ship. Seafarer Simpson was issued a picket duty card in 1961. Brother Simpson retired in 1966 after 16 years a sea. He has served in the Army from 1924 to 1927. Among his survivors is his son, Millard R. Simpson of Portsmouth. Burial was in St. Luke's Memorial Park, Isle of Wright County, Va.



**Richard Allen Sproul, 33**, passed away June 20 when he fell into the water going from a boat to the dock in Buras, La. A native of Maine, Brother Sproul was a resident of Mobile, Ala. when he died. He joined the union in the Port of Mobile in 1963 and sailed in the engine department. Sproul served in the Army from 1955 to 1957. Among his survivors is his wife, Helen. Seafarer Sproul's body was removed to Small Cemetery in Cherryfield, Me.



**Eugene F. Goodwin, 64**, passed away Mar. 16 of illness in San Francisco, Calif. A native of Nebraska, Brother Goodwin was a resident of Minot, N.D. when he died. He joined the union in the Port of New Orleans in 1944 and sailed in the engine department. Seafarer Goodwin had been sailing 31 years when he died. His son, Robert, was one of the first recipients of an SIU scholarship. Besides his son, Goodwin is survived by his wife, Leone, and a daughter. Cremation was in Skylawn Memorial Park in California.

## They're a Matter of a Few Hours Versus a Lifetime

Will it be a few hours or a lifetime?

That's the question facing a seafarer who reaches for a drug.

Generally, you have the choice.

Somebody takes these pills for getting a little rest of it. They take it to get away from reality for a few hours, to turn

away from a lifetime of reality.

But for a seafarer it could be deadly.

A seafarer must work any kind of a job on a ship, a long, long, long day of work or

through with the sea, through with the waves, through and washed up forever.

That's a rough price to pay for a few hours of rest.

That's a rough price to pay for a few hours of rest. A good seafarer, a ship needs a full crew with each man pulling his own weight at all times. A seafarer on a "trip" can't pull his own weight. And in an emergency that might mean death to someone else.

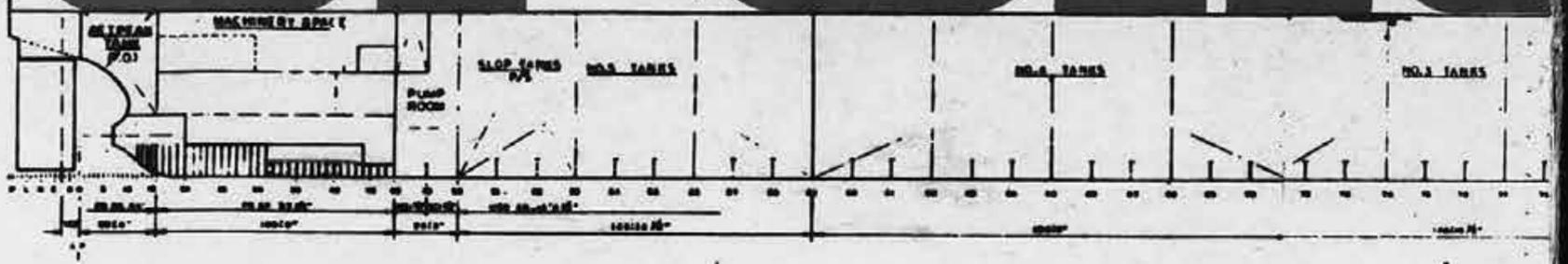
It's true that a seafarer might work long hours. He might be seasick in what we call the "blue" but that ship and his crew are marked by the sea. The sea is a cruel and unforgiving master. It will take a seafarer's life if it can't take his own.

And finally, you don't have to have medical degrees to see the wreckage of lives that have come to depend on drugs. It's all around you in hollow-eyed men who have "spit" whatever chance they had to know the good life into their veins. Hope for their recovery in this world are very slim.

So when it comes to drugs, the real question is: Is it going to be for just a few hours, or will it stick for a lifetime?

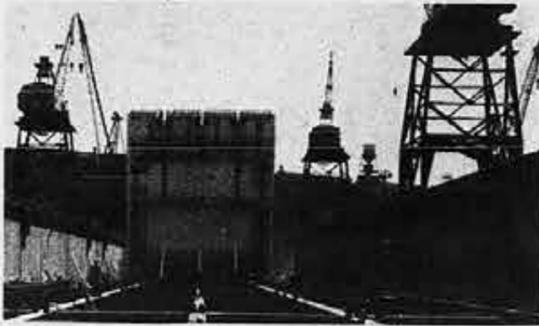


# SUPER TANKER



John Baneto (left) and Charles Leisse put finishing touches on a section of the innards of the new supertanker at the Seatrain shipbuilding Corp. facilities at the old Brooklyn Navy Yard.

Ever so surely the new supertanker begins to take shape on the ways.



The New York City skyline forms a backdrop as construction of the supertanker goes on at the Seatrain yard.

What could be a long-overdue breakthrough for the United States in regaining its global shipbuilding superiority is close at hand with the current construction of Seatrain's Super Tanker, the largest American-flag tanker ever built. Blueprints for five other tankers, two every year through at least 1973 are also on the drawing board by the Seatrain Lines, Inc., an SIU-contracted company.

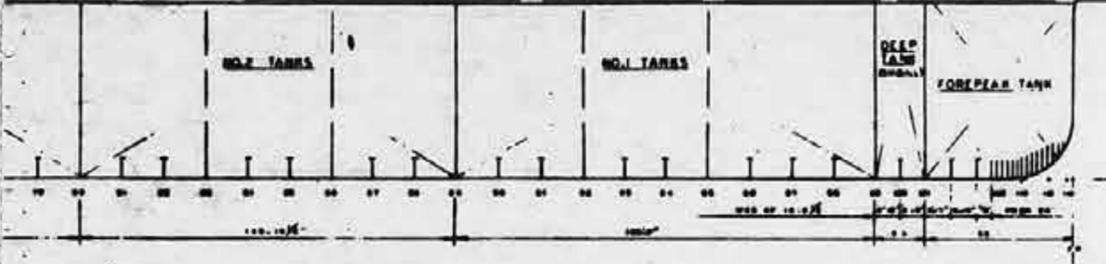
These tankers will be American-built using union workers. The Brooklyn-based project is employing hundreds of workers from the immediate area. The company reports 800 men presently working at the old Brooklyn Navy Yard that has been taken over by Seatrain Shipbuilding Corp. An estimated 200 men will be added on the project before the end of the year company officials said. That number will raise to 1500 persons by 1972 when the first of six vessels is scheduled to be launched.

The first of the ships is unsubsidized. The next two will receive 42.06 percent subsidy from the U.S. government. This \$44.6 million subsidy was approved in principle by the U.S. Maritime Administration in early August. The two 230,000-deadweight ton super tankers will be built at an estimated \$106 million. This would make them the biggest ships ever built with subsidized funds and could be the first pure tankers constructed under the subsidy program.

The agreement in principle is contingent upon Seatrain making arrangements for its share of the financing program and in its willingness to comply with established rules for the amount of foreign trade in which such vessels must participate to be eligible for construction subsidy.

The super tanker will be 1094 feet long and have a range of 15,000 nautical miles with a turbine of 50,000 hp. There are no foreign flag vessels that will meet the tanker's size for at least the next two years according to Seatrain Lines, Inc.

# WORKER

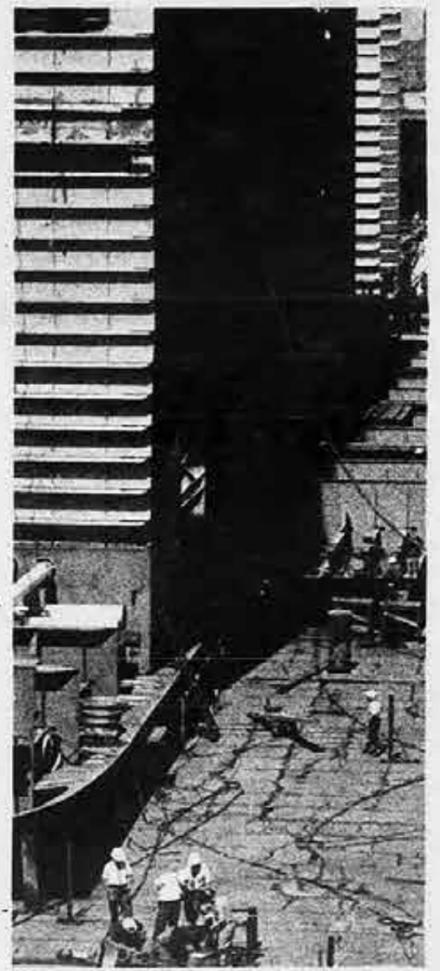
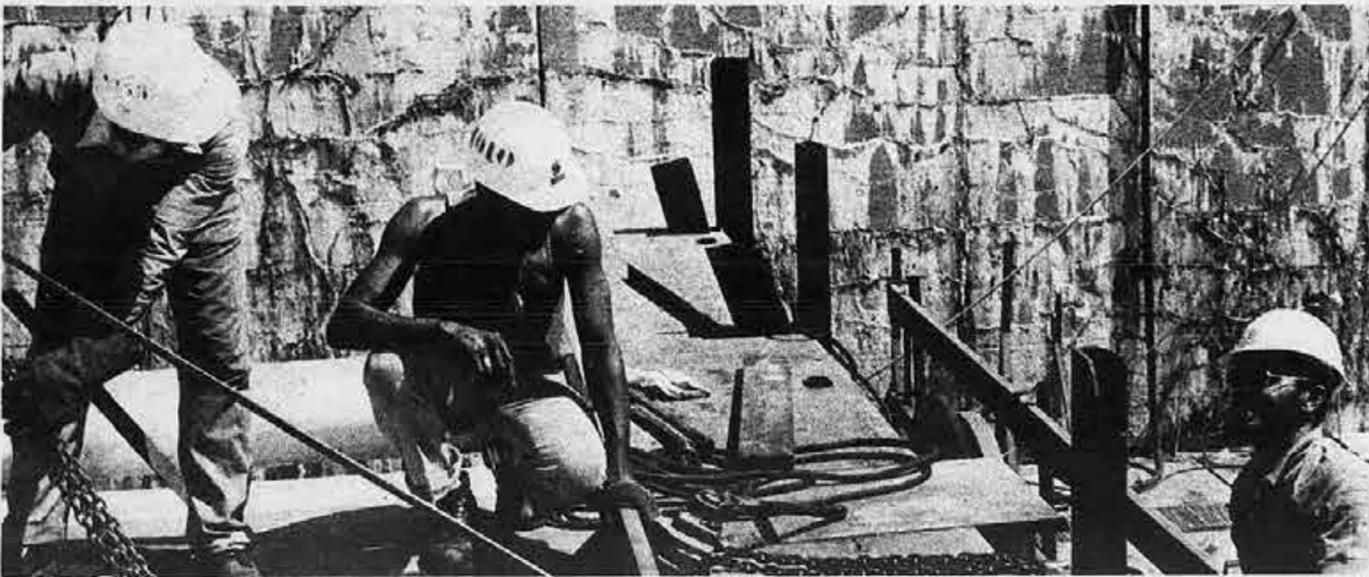


A vertical view of the partially-completed structure resembles a high-rise apartment building, but this structure will result in the largest tanker plying the seas and providing more jobs for American seamen.

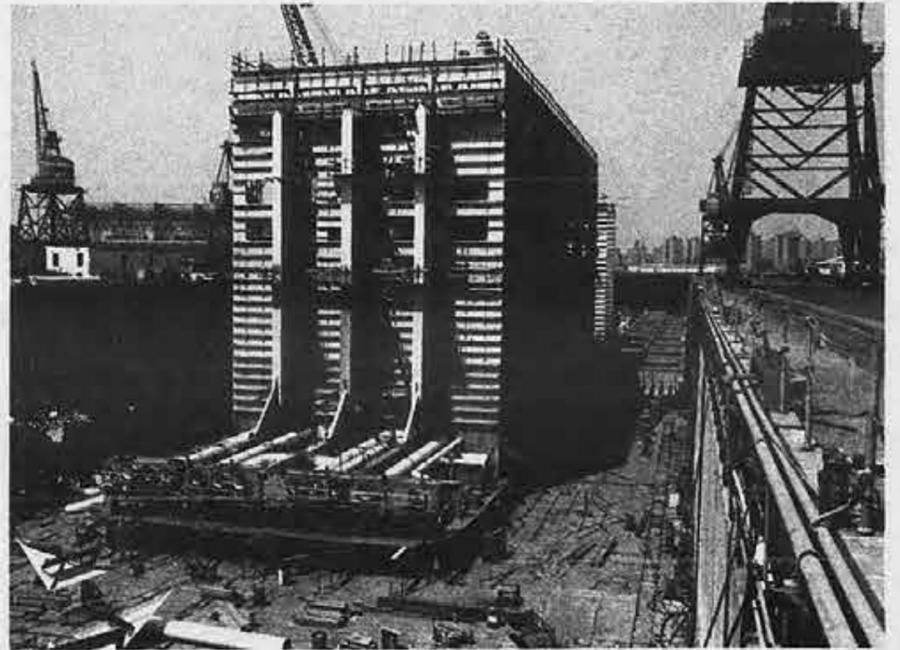
Rod St. Louis (left) and Nick Sila double-check a section of the new vessel.



Photo below, from the left, J. Vera, Carl Rathway and Errol Austin work topside on the partially-completed ship.



Welder Betram Nicholas seals some piping aboard the tanker.



A ground level shot shows the progress being made on the new supertanker in the Seatrain yards in Brooklyn.

# Nielsen Retires from Sea As Third Assistant Engineer

He didn't become a sailor until he was 43 years old, but Sigwart (George) Nielsen quickly made up for lost time.

Shortly after entering the SIU, Nielsen became an electrician and in 1966 he passed the exams for third assistant engineer.

Born in 1905, Brother Nielsen's sailing career didn't begin until 1948 when he joined the SIU and shipped out in the steward department as a messman.

As he was clearing the tables on one of his early voyages, Nielsen overheard the chief and assistant electricians

discussing a problem in the engine department.

Since Brother Nielsen had once taken a correspondence course in electronics, he was able to supply the answer the electricians were seeking.

### A New Job

The chief electrician was so impressed, he asked Nielsen to join the engine department and when they arrived in port he recommended the new Seafarer to the Port Agent for a department transfer.

With his knowledge, Nielsen was soon shipping out as assistant electrician and in a

few years became a chief electrician.

As an SIU member he traveled all over the world for 18 years. Then in 1966 while home on vacation, Nielsen received a letter from the union explaining the engineering upgrading program offered by the SIU and MEBA, District 2.

He attended the School of Marine Engineering and when he received his Coast Guard endorsement as third assistant engineer, Seafarer Nielsen had the distinction of being the oldest man to graduate from the school. He was 62 at the time.

For the next four years, Brother Nielsen sailed out in his new job capacity and he recently stated, "I'd still be sailing if not for doctor's orders."

Always a conscientious union member, Seafarer Nielsen did not upgrade himself further because he felt the union would not get enough years of service out of him.

### Rewarding Career

He feels that the SIU and MEBA has "always been fair" to him. "I never had any trouble with either of them."

A native of Hoboken, N.J., Seafarer Nielsen now lives in Absecon, N.J. with his wife and daughters. He went to flora culture school as a young man and now intends to spend a good deal of time in his backyard attending to his garden.

Seafarer Nielsen is a good example of a man who didn't let his age stop him from having a varied and fulfilling career.



Sigwart (George) Nielsen, left, looks over his pension application with SIU Representative John Dwyer. Nielsen retired as a third assistant engineer.

SIU Welfare, Pension and Vacation Plans		
CASH BENEFITS PAID		
REPORT PERIOD		
FOR PERIOD DECEMBER 1, 1970 thru JULY 31, 1971		
	NUMBER	AMOUNT PAID
SEAFARERS' WELFARE PLAN		
Scholarship	24	17,100.00
Hospital Benefits	15,257	100,000.00
Death Benefits	751	580,420.73
Medical Benefits	7,382	11,000.00
Maternity Benefits	703	17,000.00
Medical Examination Program	2,206	100,000.00
Dependent Benefits (Average \$486.52)	10,148	652,130.00
Optical Benefits	5,121	130,122.73
Meal Book Benefits	2,671	22,300.00
Opt. Payment Benefits	41,843	902,114.09
Summary of Welfare Benefits Paid	122,811	2,795,000.00
Seafarers' Pension Fund—Benefits Paid	10,053	7,450,000.00
Seafarers' Pension Fund—Benefits Paid (Average \$740.00)	12,118	8,970,000.00
Total Welfare, Pension & Vacation		



- BARBER EQUIPMENT**—Wahl Clipper Corp., producers of home barber sets. (Int'l. Assoc. of Machinists and Aerospace Workers)
- CIGARETTES**—R. J. Reynolds Tobacco Co.—Camels, Winston, Salem, Tempo, Brandon, Doral, and Cavalier. (Tobacco Workers Union)
- CLOTHING**—Reidbord Bros., Co., Siegal (H. I. S. brand) suits and sports jackets, Kaynee boyswear, Richmond Brothers men's clothing, Sewell suits, Wing shirts, Metro Pants Co., and Diplomat Pajamas by Fortex Mfg. Co. Amalgamated Clothing) Judy Bond Blouses—(International Ladies Garment Workers Union)
- FILTERS, HUMIDIFIERS**—Research Products Corp. (Int'l. Assoc. of Machinists and Aerospace Workers)
- FURNITURE**—James Sterling Corp., White Furniture Co., Brown Furniture Co., (United Furniture Workers) Economy Furniture—Bilt-Rite, Western Provincial and Smithtown Maple. (Upholsterers) La-Z-Boy Chair Co. (United Furniture Workers)
- LIQUORS**—Stitzel-Weller Dis-
- tilleries products—Old Fitzgerald, Cabin Still, Old Elk, W. L. Weller. (Distillery Workers)
- MEAT PRODUCTS**—Poultry Packers, Inc. (Blue Star label products). (Amalgamated Meat Cutters and Butcher Workmen)
- PRINTING**—Kingsport Press "World Book," "Childcraft." (Printing Pressmen, Typographers, Bookbinders, Machinists, Stereotypers, and Electrotypers)
- NEWSPAPERS**—Los Angeles Herald-Examiner. (10 unions involved covering 2,000 workers) Britannica Junior Encyclopedia (Int'l. Allied Printing Trades Assn.)
- RANGES**—Magic Chef, Pan Pacific Division. (Stove, Furnace and Allied Appliance Workers)
- SHOES**—Genesco Shoe Mfg. Co—work shoes . . . Sentry, Cedar Chest and Statler; men's shoes . . . Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers)
- SPECIAL**—All West Virginia camping and vacation spots, (Laborers)
- TOYS**—Fisher-Price toys (Doll & Toy Workers Union)

## Lawyer, Judge, Seafarer

# Butler Retires from Sea; Starts New Career at 79

New Orleans, La. When John W. Butler retired from his law practice at the age of 56, he intended to sail out for only "a trip or two." He ended up, however, sailing for 24 years and finally retiring last month at the age of 79.

Butler was aptly called "Judge" during those 24 years he sailed out of the Port of New Orleans to places all over the world.

He was born on Dec. 5, 1891 in northern Louisiana. When he finished his pre-law courses at Tulane University in New Orleans, Butler traveled to New York and received his law degree from Columbia University.

After serving as assistant district attorney in Shreveport, La., for four years, Butler went on to become a judge in that city. He served a four-year term on the bench.

He later entered private practice and subsequently took a job with a branch of the fed-

eral government in New Orleans. In 1947, when the office was moved to Fort Worth, Tex., Butler decided he'd rather stay in his home state.

At that time, a personal



friend of his suggested that he "go to sea" for awhile. That friend was SIU vice-president Lindsey Williams.

Butler wasn't totally inexperienced about the ways of the

sea. From 1915 to 1919 he had served in the Navy and had seen action in the Atlantic during World War I.

He had been a chief storekeeper in the Navy and when he began shipping with the SIU he started in the steward department. At his retirement he held the rating of steward.

Butler sailed a good deal with the Waterman and Delta lines and traveled to South America, Europe, the Middle East and the Far East. He also made many trips to Vietnam in recent years.

There are few SIU pensioners who have sailed beyond their early seventies. Still energetic at the age of 79, Seafarer Butler is a definite exception.

In fact, even though he became eligible to retire two years ago, he delayed until recently. Butler still wants to keep busy, however, and so he has started an enterprise of his own—a one-man mail business.

# SIU Members Retire to Life on the Beach



**Carlos DeLeon, 63**, joined the union in the Port of New York in 1950 and sailed in the steward department. A native of Puerto Rico, Brother DeLeon continues to make his home there. He is an Army veteran of World War II. Seafarer DeLeon served picket duty in 1961 during the Greater New York Harbor Strike and in 1962 during the Moore McCormack-Robin Line beef. He retired after 25 years of sailing.



**Peter Paul Matuza, 52**, is a native of New Jersey and now makes his home in Elizabeth, N.J. He joined the union in 1943 in the Port of Baltimore and sailed in the deck department.



**Edward Metros, 66**, is a native of Pennsylvania and now makes his home in New Orleans, La. An early member of the union, Brother Metros joined in 1939 in the Port of Houston and sailed in the deck department. He received a personal safety award in 1960 for his part in making the *Alcoa Roamer* an accident free ship. His retirement ended a sailing career of 41 years.



**Pedro Padro, 64**, is a native of Santurce, P.R. and now lives in Bayamon, P.R. An early member of the union, Brother Padro joined in 1939 in the Port of Baltimore. He sailed in the steward department. Seafarer Padro served picket duty in 1961. His retirement ended a sailing career of 39 years.



**Earlie N. Bracewell, 52**, joined the union in the Port of Mobile in 1951 and sailed in the deck department. A native of Alabama, Brother Bracewell now lives in Mobile, Ala. Seafarer Bracewell is a Navy veteran of World War II.



**Vincent San Juan, Jr., 47**, joined the union in the Port of New York in 1942 and sailed in the deck department. A native of Savannah, Ga., Brother San Juan continues to make his home there.



**Enigdio Canonizado, 69**, is a native of the Philippine Islands and now lives in Portsmouth, Va. He joined the union in the Port of Norfolk in 1948 and sailed in the steward department. Brother Canonizado is a Navy veteran of World War II and had served in the Navy from 1921 to 1947.



**Frank W. Taylor, 60**, is a native of Smithport, N.C. and now lives in Baltimore, Md. He joined the union in 1951 and sailed in the engine department.



**Nathan Herbert Eldridge, 44**, joined the union in the Port of New Orleans in 1944 and sailed in the deck department. A native of Florida, Brother Eldridge now makes his home in Mobile, Ala.



**Reginald W. Thomas, 61**, joined the union in the Port of New York in 1948 and sailed in the deck department. A native of South Carolina, Seafarer Thomas now lives in Ruffin, S.C.



**Nevins Ernest Ellis, 62**, is a native of Florida and now makes his home in Tampa, Fla. An early member of the union, Brother Ellis joined in 1939 in the Port of Tampa and sailed in the deck department. He participated in the Greater New York Harbor Strike of 1961. Brother Ellis served in the Navy from 1927 to 1932. His retirement ended a sailing career of 39 years.



**Jose Velazquez, 62**, is a native of Puerto Rico and now makes his home in the Bronx, N.Y. He joined the union in the Port of New York in 1942 and sailed in the steward department. Brother Velazquez served as department delegate while sailing.



## Receives 1st Check

After twenty-five years of sailing with the SIU, including seven straight years on the same ship, the *Elizabeth*, engine department Seafarer Julio Ruiz (left) retired to the beach last month. SIU Representative "Red" Campbell presents first monthly pension check to Ruiz along with best wishes.



**Joseph Michael Thomas, 53**, is a native of Norwood, Mass. and continues to make his home there. He joined the union in the Port of Mobile in 1942 and sailed in the deck department.



**Jacob Joseph Cuccia, 46**, joined the union in the Port of New Orleans in 1950 and sailed in the steward department. A native of Louisiana, Brother Cuccia now makes his home in New Orleans, La. He is a Navy veteran of World War II. Seafarer Cuccia retired after sailing 28 years.



**Clifford B. Ivey, 49**, is a native of Marion, Ala. and is now spending his retirement in Mobile, Ala. He joined the union in 1946 in the Port of Mobile and sailed in the steward department. He is a Navy veteran of World War II.

## Retirees Receive First Pension Checks at Various Ports



Seafarer Guy Sorenson (right) receives his first monthly disability check, together with best wishes, from SIU Frankfort Port Agent Harold Rathbun. Brother Sorenson began sailing in 1924 and last sailed as a wiper for Roen Steamship Co. in Michigan.



Seafarer Arthur Samson (left) received his first monthly pension check from SIU West Coast Representative Frank Drozak at last month's membership meeting in the Port of San Francisco. Brother Samson joined the SIU in the Port of Mobile in 1939.

# SIU Ships' Committees . . . . . . Bridging the Communication Gap



**MOUNT VERNON** (Victory Carriers)—The *Mount Vernon* is presently in the Far East on the shuttle run between the Philippines and the Persian Gulf. Standing from left are: Howard Perry, engine delegate; James Wilson, deck delegate; Robert McGonagle, ship's chairman, and J. C. Harris, steward delegate. Ship's secretary-reporter Alex Brodie is in foreground of photo.



**NEWARK** (Sea-Land)—Members of the *Newark's* ship's committee from left are: G. Callard, deck delegate; C. Dammeyer, ship's chairman; C. Utz, ship's secretary-reporter; V. Silva, steward delegate, and P. McAneney, engine delegate.



**TRANSIDAHO** (Hudson Waterways)—After a voyage to England and back again the *Transidaho's* committee relaxes in the crew's recreation room. From left are: A. Kazmierski, deck delegate; A. Shrimpton, ship's secretary-reporter; L. Cepeda, educational director; F. Gaspar, ship's chairman; P. Marcinowski, engine delegate; F. Rakas, steward delegate.

The SIU Ships' Committees exist to serve the union's members at sea. And by serving the members, they also serve the union as a whole.

Each Sunday while at sea it is the duty of each ship's committee chairman to call a meeting of all unlicensed personnel. These meetings provide a forum for the individual member to voice his feelings and opinions on matters affecting him in particular and the SIU in general.

These thoughts, suggestions and criticisms are recorded and forwarded to the union's headquarters ashore. Here they are reviewed and in cases where they will best serve the greatest number, they are implemented.

These meetings serve as more than a one-way street. At the meetings members are informed of what has been taking place at union headquarters and halls across the country. In this way they are kept abreast of what the SIU is doing in their interests.

Only through full and active participation by all members can the ships' committee meetings be productive. By taking part in these meetings each member is benefitting not only himself, but also his brothers in the SIU.

There are six members of the standing ship's committee with three elected and three appointed delegates, but every Seafarer is urged to attend each meeting and become involved in the proceedings. The six include the ship's committee chairman, the education director, the secretary-reporter, and elected representatives of the deck, engine and steward departments.

The chairman is responsible for calling the meeting and preparing an agenda. He also moderates the group to insure proper parliamentary procedure is used to guarantee every member's right to be heard.

The education director is charged with maintaining a shipboard library of union publications and must be able to answer any questions relating to union upgrading and educational programs.

The secretary-reporter serves as a recorder of the minutes of the meeting and is responsible for relaying the minutes and recommendations to SIU headquarters.

Each of the elected department delegates is concerned with questions relating to the entire crew, in general and the members of his department, in particular.

The SIU ships' committees have succeeded in bridging the communications barrier between a far-flung membership and the officials entrusted to head the union. They have succeeded in keeping the membership informed and active in the highest democratic traditions.



**TAMPA** (Sea-Land)—Seated around table, from left, are: G. Hatcherson, ship's chairman; K. Abarons, educational director; A. Rummel, steward delegate, and M. Mullins, deck delegate. Standing are A. Castelo and R. B. Barnes, engine delegate and ship's secretary-reporter respectively.



**BALTIMORE** (Sea-Land)—Seated clockwise around table in crew's mess are: members of the *Baltimore's* ship's committee: S. Garcia, engine delegate; G. Alexander, deck delegate; C. Wilson, steward delegate; S. Divano, educational director; J. Cruz, secretary-reporter, and J. Delgado, ship's chairman.

## SIU Arrivals

Sharon McCray, born Nov. 18, 1970, to Seafarer and Mrs. James McCray, Norfolk, Va.

Muriel Dunnam, born Nov. 30, 1970, to Seafarer and Mrs. Ronald G. Dunnam, Irvington, Ala.

Allen Hendricks, born May 13, 1971, to Seafarer and Mrs. Albert L. Hendricks, Mobile, Ala.

Dawn LeBlanc, born Apr. 3, 1971, to Seafarer and Mrs. Francis A. LeBlanc, Liberty, Miss.

Dawn Nicholson, born Mar. 20, 1971, to Seafarer and Mrs. Alexander T. Nicholson, Norfolk, Va.

Christopher Rollins, born Mar. 18, 1971, to Seafarer and Mrs. Robert R. Rollins, Bellflower, Calif.

Ann Marie Yaekel, born May 3, 1971, to Seafarer and Mrs. Howard Yaekel, North Babylon, N.Y.

Heidi Markva, born Mar. 16, 1971, to Seafarer and Mrs. Frank Markva, Frankfort, Mich.

Murray Prewitt, born Apr. 17, 1971, to Seafarer and Mrs. Hugh Lee Prewitt, Port Neches, Tex.

Julia Roberson, born Nov. 27, 1970, to Seafarer and Mrs. J. C. Roberson, New Orleans, La.

Michelle McDonald, born Apr. 13, 1971, to Seafarer and Mrs. Alexander F. McDonald, Oakland, Calif.

Ronald Roman, Jr., born May 20, 1971, to Seafarer and Mrs. Ronald M. Roman, Dundalk, Md.

Marleen Bonfont, born Apr. 30, 1971, to Seafarer and Mrs. Joseph Bonfont, New York, N.Y.

Yvonne King, born Oct. 26, 1970, to Seafarer and Mrs. Donald M. King, Seattle, Wash.

Raymond Pelky, born Apr. 15, 1971, to Seafarer and Mrs. Franklin J. Pelky, Honor, Mich.

Angela Austin, born Apr. 28, 1971, to Seafarer and Mrs. Melvin S. Austin, Jr.

Theanna Geiger, born Apr. 24, 1971, to Seafarer and Mrs. Randal L. Geiger, St. Clair, Mich.

Jorge Calix, Jr., born Mar. 13, 1971, to Seafarer and Mrs. Jorge A. Calix, Kenner, La.

Paulino Flores, Jr., born Apr. 23, 1971, to Seafarer and Mrs. Paulino Flores, Jr., Hoboken, N.J.

Raymond Landron, born May 6, 1971, to Seafarer and Mrs. Jesus M. Landron, Brooklyn, N.Y.

Andrea Cyres, born Nov. 1, 1970, to Seafarer and Mrs. Joseph Cyres, Jr., New Orleans, La.

Rodney Wilson, born Mar. 20, 1971, to Seafarer and Mrs. Russell T. Wilson, Virginia Beach, Va.

Nicole Hurndon, born Feb. 17, 1971, to Seafarer and Mrs. Henry M. A. Hurndon, Pacifica, Calif.

John Quinter, born Jan. 14, 1971, to Seafarer and Mrs. John J. Quinter, Philadelphia, Pa.

Sean Snook, born Dec. 8, 1970, to Seafarer and Mrs. Glenn G. Snook, Madisonville, Texas.

James Copeland, born Mar. 9, 1971, to Seafarer and Mrs. James T. Copeland, Granite City, Ill.

Antonio Ross, born Apr. 28, 1971, to Seafarer and Mrs. Jose Ross, Ponce, P.R.

John Evans, born Dec. 4, 1970, to Seafarer and Mrs. John G. Evans, Mathews, Va.

Malinda Dial, born June 4, 1971, to Seafarer and Mrs. Palestine R. Dial, Toledo, O.

Kathryn Cudworth, born July 22, 1971, to Seafarer and Mrs. John M. Cudworth, Wanchese, N.C.

Tyrone Tolliver, born Apr. 15, 1971, to Seafarer and Mrs. William Tolliver, Jr., New Orleans, La.

Sandy Arch, born Apr. 5, 1971, to Seafarer and Mrs. Joseph G. Arch, New Orleans, La.

Lester Gordon, born Mar. 2, 1971, to Seafarer and Mrs. Donald J. Gordon, Cleveland, Ohio.

Arthur Nickerson, born Mar. 22, 1971, to Seafarer and Mrs. Clifford L. Nickerson, New Orleans, La.

Doris Rivera, born Jan. 12, 1971, to Seafarer and Mrs. Edison Rivera, Brooklyn, N.Y.

Allen Sellers, born Nov. 21, 1970, to Seafarer and Mrs. Ronald B. Sellers, Sr., Jacksonville, Fla.

Lakesha Spears, born Apr. 5, 1971, to Seafarer and Mrs. Claiborne Spears, Jr., Mobile, Ala.

Jimmy Carr, born Oct. 15, 1970, to Seafarer and Mrs. Cameron C. Carr, Columbia, La.

Douglas Henninger, born Apr. 22, 1971, to Seafarer and Mrs. Robert J. Henninger, Sr., Baltimore, Md.

Kylen Kirkwood, born to Seafarer and Mrs. Hobart R. Kirkwood, Jacksonville, Fla.

Samantha Kellum, born Jan. 14, 1971, to Seafarer and Mrs. Charles H. Kellum, Bacliff, Tex.

Christine Lynch, born Apr. 28, 1971, to Seafarer and Mrs. Patrick A. J. Lynch, San Francisco, Calif.

Tracy Jarvis, born May 16, 1971, to Seafarer and Mrs. Walter A. Jarvis, Jr., Portsmouth, Va.

Robin Beatty, born Apr. 29, 1971, to Seafarer and Mrs. William J. Beatty, Jr., Lake Charles, La.

William Bentz, born July 10, 1971, to Seafarer and Mrs. Henry G. Bentz, Guaynabo, P.R.

Joan Wade, born May 23, 1971, to Seafarer and Mrs. Johnell Wade, New Orleans, La.

Clarence Jones, born Dec. 22, 1970, to Seafarer and Mrs. Clarence Jones, New Orleans, La.

Mary Bird, born July 10, 1971, to Seafarer and Mrs. Robert B. Bird, Chicago, Ill.

Richard O'Brien, born July 23, 1971, to Seafarer and Mrs. Richard D. O'Brien, Bricktown, N.J.

James Bigner, born July 13, 1971, to Seafarer and Mrs. James R. Bigner, Slidell, La.

Noel Scholes, born Sept. 10, 1970, to Seafarer and Mrs. James T. Scholes, Sr., Bay St. Louis, Miss.

Charles Murphy, born Jan. 31, 1971, to Seafarer and Mrs. Claude Murphy, Jr., Aransas Pass, Tex.

Michael Smith, born May 20, 1971, to Seafarer and Mrs. Carl Smith, Jr., St. Albans, West Va.

Melanie Avig, born June 12, 1971, to Seafarer and Mrs. Mervin F. Avig, Baltimore, Md.

Tracci Wilkins, born May 15, 1971, to Seafarer and Mrs. Raymond G. Wilkins, Saint Ignace, Mich.

Timothy Rackard, born May 30, 1971, to Seafarer and Mrs. Gene A. Rackard, Atmore, Ala.

Harvey Temples, born Apr. 26, 1971, to Seafarer and Mrs. Harvey D. Temples, Bogalusa, La.

Rowdy Schettl, born Oct. 10, 1970, to Seafarer and Mrs. Robert Charles Schettl, Manitowoc, Wisc.

Nicole Robinson, born May 13, 1971, to Seafarer and Mrs. Ulyesses Robinson, Dallas, Tex.

Prentiss Walker, born May 23, 1971, to Seafarer and Mrs. Prentiss Walker, Gretna, La.



### Seafarers Quality for Full Books

Another group of Seafarers to earn their full books gather together at union headquarters in Brooklyn before returning to their ships. From left are: F. DeLeon, C. Bailey, J. Hall, P. Poinsette, J. Talley, E. Rokicki, J. Hayes, H. Jankoski, J. Clowes, C. Carr, and J. Crapeau.



### Portmar Receives Safety Award

The SIU-contracted *Portmar* was honored last month for having the finest safety record in the Calmar Steamship fleet during 1970. The *Portmar* had no work-related accidents despite more than 295,704 hours of service. She now has a total of 584,832 hours without a single injury in the last two years. Attending the award presentation were from left: J. K. Sheets, able seaman; Carl Andre, chairman of Calmar's accident prevention committee; James Jervey, operations manager for the company; J. Q. Conrad, chief officer; R. E. Ruff, able seaman; Captain Victor Raymond, master of the *Portmar*; J. J. O'Mara, Bosun; A. F. Cherney, Calmar vice president; C. G. McLellan, able seaman; R. W. Sullivan, ordinary seaman; R. W. Hodges, ordinary seaman.

### City of Alma In Far East

Brother Hans Schmidt, ship's chairman aboard the *City of Alma* (Waterman) reports his ship is out on a five month voyage to ports in the Persian Gulf after crewing up in the port of New Orleans. "We have hit the jackpot this trip and have a great crew of SIU men aboard," adds Schmidt.

In the tradition of the SIU, the "oldtimers" aboard are lending a helping hand to some of the younger crewmembers. All three departments report everything running smoothly.

The first foreign port will be Capetown, South Africa, followed by Karachi, Pakistan, Bombay, India and Aquaba, Jordan. The *City of Alma* was due home in New Orleans around August 15.

W. H. Simmons is ship's secretary-reporter; L. C. Smith, educational director; J. Gonzalez, steward delegate; W. E. Byrd, deck delegate; W. R. Frampton, engine delegate.

### UTU Members Elect Chesser As President

The United Transportation Union elected Al H. Chesser as its new president at its convention in Miami, Fla.

Chesser, who served as legislative director for the UTU since it was formed in 1970, succeeds Charles Luna, who reached the union's mandatory retirement age of 65.

## action line

seafarers action line seafarers action line

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

These communications cover the range of working conditions, pension and welfare questions and other related subjects. Because they are often of general interest to members, the questions and answers are reprinted in the Log.

#### Question:

How does the 8-12 oiler work while in port on port watches? Is he watch stander or day worker?

#### Answer:

"Oilers on Day Work—Steam.

"They shall assist the engineers in maintenance and repair work in engine room, machine shop, shaft alley, ice-machine room, and storeroom when located in, or adjacent to engine room. They shall not be required to do any cleaning of boilers, painting, cleaning paint, polishing work, wirebrushing, chipping or scaling without the payment of overtime"

"Oilers on Donkey Watch may be required in addition to oiling auxiliaries to do maintenance work in the engine room between 8 a.m. and 5 p.m. without payment of overtime weekdays."

#### Reference:

The new Standard Freightship Agreement, Article IV, Section 29 (f).

## Seafarers Earn Coast Guard Endorsements



Prepared to return to sea with their Coast Guard lifeboat tickets in their pockets are, from left, seated: S. Argay, V. Ojea, J. Ward, and W. Hodge. Standing, SIU instructor Len Decker, J. Eberhardt, F. Kidd, J. Williams, and A. Dragazis.



Having passed their Coast Guard exams for lifeboat tickets, these nine Seafarers take pride in their achievement. Seated, from left, are: Willie Madison, Owen Fraisse, Steve Forest, and William Ramirez. Standing, Thomas Seager, Ronald Solers Sr., Paul Horn, John Caldwell, and Richard Tomascowski.

## Social Security Pays Workers at Age 72

The following questions concerning Social Security benefits were received at SIU Headquarters. The SIU staff welcomes inquiries from Seafarers and their dependents.

**Q.** I was 72 on April 23, 1971, and I'm still working. Is it true that I can collect monthly social security cash benefits even though I continue to work?

**A.** Yes. Retirement benefits are not reduced for people 72 and over who continue to work. You should apply for these benefits 2 or 3 months before your birthday at any social security office.

**Q.** My brother, who is 36 and has a family of four, was hurt in an accident almost a year ago and isn't working. He applied for social security disability benefits, and just last week they told him he wasn't disabled enough to get benefits. I feel he is. Is there anything more he can do?

**A.** Yes. The Social Security office has already explained to your brother that he can request a reconsideration. But he must make this request within 6 months of the date that the initial decision was made. A reconsideration is a complete review of his case. If your brother then disagrees with the reconsideration decision, he can request a hearing before a hearing examiner of the Social Security Administration. After this, your brother can take his case to an Appeals Council, and, finally, he can seek review by a Federal court.

All of these steps are explained in detail in a leaflet—"Right to Question the Decision Made on Your Claim." It is available from any social security office.

**Q.** I am enrolled in the medical insurance part of Medicare. During a recent illness, I paid the bills my doctor sent me and then submitted them to Medicare. If I feel that Medicare did not pay me enough money, is there anything I can do?

**A.** Yes. You may request the carrier who handles Medicare claims in your area to review your claim. You can make this request at your social security office. If you disagree with this review decision, you may request a hearing before a hearing officer.

The booklet "Your Right to Question the Decision on Your Claim for Medical Insurance Benefits under Medicare" explains these steps in more detail. You can get a copy free at any social security office.

**Q.** I am a laborer in heavy construction. Since I work for different contractors throughout the year, I request a statement of my earnings from social security every few years. The last statement I got did not agree with my own records. How can I get this corrected?

**A.** Get in touch with any social security office promptly so that the differences can be cleared up. You should bring along with you any wage receipts, work records, or any other record you have of your earnings.

## Consumers Advised to Be Wary of Purchases During 'Freeze'

By Sidney Margolins

A rush to buy cars and a real threat of higher food prices despite the freeze have become the main points of interest and concern in the 90-day wage-price freeze which began August 15.

The increased interest in car purchases stems, of course, from the pending removal of the 7 percent excise tax which amounts to about \$200 on the average new car. The actual removal of the excise tax must be approved by Congress.

But many dealers are guaranteeing that they will give buyers a refund of the excise tax as soon as Congress approves it. One manufacturer, American Motors, even is offering an immediate refund without waiting until Congress acts.

In line with the freeze, manufacturers also have rescinded, at least for the 90 days, the price increase previously announced on 1972 models. The 1972 models had been slated to go up an average of about \$200, with the largest percentage increases on the new small cars like Pinto. But the major buying interest is on the big supply of leftover '71 models because of the additional discounts available.

But better compare prices to

make sure you actually are getting the extra discounts normally given on leftover models, as well as the excise tax reduction. Remember to check the legally-required car sticker first to see what the list price is. On intermediate-size cars dealers usually have a margin of about 20 per cent off the list price or about \$500 with which to bargain, plus similar or slightly higher margins on accessories. On full-size "popular-price" models, dealers' margins range from \$600 to \$800, as an indication of how much negotiating you may be able to do.

Also keep in mind that dealers now must provide on request at least some technical data on safety performance of their cars.

Beginning with 1970 models the National Traffic and Motor Vehicle Safety Act has required that performance information be made public on braking ability, passing acceleration and tire reserve load. You also can order copies of the publications which have this test information for all cars from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20240. Prices for these publications are \$2 for Per-

formance Data for New Passenger Cars and Motorcycles, and \$.40 each for *A Comparison of Braking Performance* and *A Comparison of Tire Reserve Load*.

While these tests cover only three of the numerous factors you need to evaluate a car before you buy, they do show revealing comparisons between different models. For example, the 1971 tests showed that sub-compacts like Pinto and Vega with disc brakes had shortest stopping distance. However, it is not possible to generalize that one manufacturer's products are superior in most or even one characteristic to those of another make. But there were significant differences even among cars made by the same manufacturer.

The weakest link in the price freeze is in the most important component of your living costs—food. Only processed foods are price-controlled. This means that retail prices of fresh fruits and vegetables and eggs can go up as farm prices rise. On the other hand retail meat cuts and frozen poultry are controlled since they are considered to be "processed." But since livestock prices are not controlled, and are coming into a season

of high livestock prices anyway, the danger is that retailers will use hidden price increases to pass along rising livestock prices.

Some of the most sensible advice in this situation was given by Barbara Rader, well-known food writer, who warns consumers to watch the quality and availability of meat cuts during the price-freeze period. Especially watch the trim, Mrs. Rader advises.

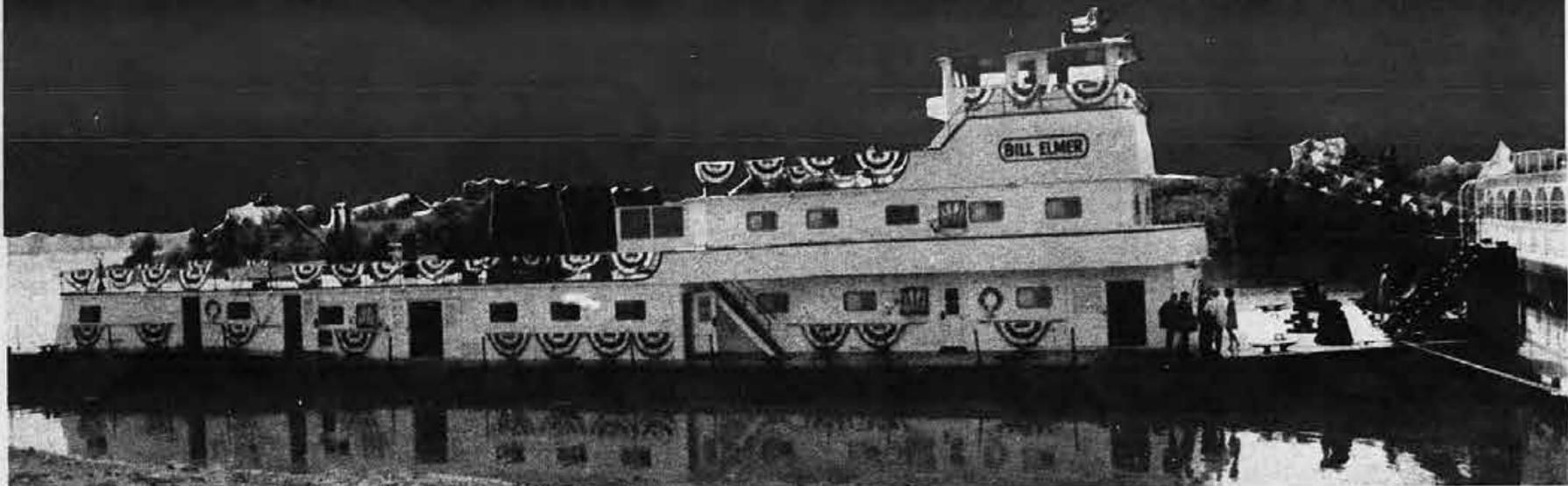
Meat prices in general tend to be at a high level in late August and September, and start getting cheaper in October and November, especially pork. Prices of cured meats such as smoked hams and calis (pork shoulder) tend to be more stable.

Fish, which has been unusually expensive this year in any case because of competition in the fishing grounds from foreign fishing fleets, also tends to go up in the fall.

Most of the "hardware" produce items such as potatoes, onions and cabbage should be no problem since they usually are abundant and at their lowest prices in the fall.

Most accurately, what the Nixon Administration has promulgated is a wage freeze and a price slowdown.

# the ELMER



The newest and most powerful triple-screw towboat operating on the inland waterways, the BILL ELMER, was christened July 16 in Memphis. This 8,400 hp. towboat is the first of four planned additions to the American Commercial Barge Line Co. (ACBL) fleet, which is manned by the SIU's Inland Boatmen's Union.

The ACBL provides low-cost barge shipping on the Mississippi, Arkansas, Ohio, Illinois and Missouri Rivers, as well as to the Gulf intra-coastal waterways and other American inland waters. Nearly 1,000 barges are operated in the ACBL fleet which traces its origin to the coal hauling activities of the Beattyville Company on the Kentucky River in 1915.

Designed and built in the shipyard of Jeffboat, Inc., Jeffersonville, Ind., the ELMER is the 38th in ACBL service and carries 1,800 hp. more than the next largest boats in the fleet.

ACBL, the nation's largest barging enterprise, and Jeffboat, Inc., one of the country's largest and busiest inland shipyards, became part of the Inland Waterways Services division of Texas Gas Transmission Corp. when companies of American Commercial Lines, Inc., were merged into Texas Gas in 1968.

The new craft was named for W. M. "Bill" Elmer, chairman and chief executive officer of Texas Gas. Elmer has been an official of that firm for 24 years.

Following the traditional champagne bottle christening against the capstan, Mrs. W. M. Elmer, the vessel's sponsor, was presented with a silver tray by ACBL President, Capt. Floyd H. Blaske. Capt. Jack D. Wofford, ACBL vice president, barging operations, presented a house flag to Capt. W. O. Watson, master of the ELMER.

Tennessee Sen. Howard H. Baker, Jr. was the principal speaker at the afternoon christening ceremonies.

ELMER's capabilities of more than 45,000 tons of cargo can be safely and speedily moved by the new barge and 191,000 gallons of fuel oil can be carried in the large tanks built into the vessel's hull.

Measuring 180 x 52 x 11 feet, the ELMER has a normal operating draft of 8½ feet. It is propulsion-powered by three diesel engines, each rated 2,800 hp. at 900 rpm.

Air-conditioned facilities onboard the ELMER are her living quarters, two television-equipped lounges for use by the crew, galley and dining area, engineer's control room and pilothouse. The towboat is also designed with an innovation in communications equipment not found on any other river boat—a radio-operated teletype system and a closed-circuit television system.

Seafarers will gladly welcome the ACBL's barges as they operate along the inland waterways system of the nation. The ELMER will principally operate in the lower Mississippi River between New Orleans and Cairo. With each maritime addition, Seafarers can look forward to more jobs. And, that is always welcomed.



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a. The new ACBL barge, *Bill Elmer* moored at a Memphis wharf.

b. Mrs. W. M. Elmer, the vessel's sponsor, christens the *Elmer*.

c. Robert Summers (right), lead deckhand aboard the *Bill Elmer* and SIU-IBU member, discusses the new towboat's capabilities with SIU-IBU representative in charge of operation, looks on.

d. Paul Drozak, (left) SIU-IBU representative meets Capt. Jack Bullard, marine superintendent, ACBL, while Capt. Jack D. Wofford (center), ACBL representative Paul Drozak.

# Furuseth 'Unionism Convert' Miller Reminisces on Career

Homer Miller leaned back against a deck pillar in front of the *Charles S. Zimmerman* berthed at Piney Point, Md., and vividly retold of his first meeting with a Norwegian immigrant some 47 years ago.

"I never forgot what he said," the 68-year old seafarer noted. He was emphatic in his philosophy of never wanting a man on his side who would sell his word or his respect for any amount of money. He did not want a man "who backed down on his obligations."

A strongly implanted impression was left on Miller as a result of this meeting, for the words were spoken by Andrew Furuseth, father of the American maritime labor movement.

## Furuseth's influence

Miller was only 22 when he accidentally walked into a meeting in San Francisco in 1924 and was "converted to unionism" by Furuseth. The dedicated Furuseth discussed the unsafe, unhealthy and unfair seafarers' life during the dark days before the union was formed. Those were the days when shipboard food was "slop", foc'sles were rat-infested, wages were substandard, 10- and 12-hour watches were commonplace, and overtime was as unheard of as leisure time.

Under the strongly pricipalled philosophy of Furuseth and men like Harry Lundeberg, sea-



Brother Homer Miller smiles with pride and satisfaction in the SIU's accomplishments at HLSS.

men were emancipated from the misery and degradation which had long characterized their sailing careers. The passage of the Seaman's Act in 1915, aptly called the "Seaman's Bill of Rights", spelled out the basic rights of seamen and helped build the union.

"All the men respected Furuseth. You could not buy him," Miller remembered. Fastly holding to Furuseth's ideals, Miller has often used the labor spokesman's words to convince fellow shoreside workers to unionize.

A year following his chance meeting with Furuseth, Miller shipped out to Norfolk, Va., and sailed with Pocahontas Steamship Company. It was his first sailing experience.

The young seafarer was shown to the engine room and instructed how to keep switching a scoop shovel from his right hand to his left hand. "That was all the training I got."

"It's pretty hard to describe what four hours in that fire room were like—it was pure hell!" Miller added, he lost 20 pounds during his first week on that job.

While aboard a tanker in 1928, he joined the International Seaman's Union and in 1953, the SIU.

## Pride in Piney Point

Keenly aware of the radical changes since his early sailing days, Miller glanced with pride around the Harry Lundeberg School of Seaman-ship. "I talked to one kid here who wants to be chief engineer."

The educational training and sailing experience that the young trainees learn at the school are of particular interest to Miller. He wants to send a distant relative to the facilities. "I'll send him to Piney Point when he's 16 and I'm sure he will be a man when he comes out," the Seafarer said.

As for himself, Brother Miller is planning to sail a year more before retiring. His attendance at the fourth SIU Educational Conference at HLSS has helped him look forward to retirement.

"I've been afraid of retiring, but now I have something to look forward to, to keep me active." He was referring to the Piney Point vacation facilities, where he plans to spend his summers attending classes when they begin for older Seafarers. "A Seafarer is never too old for education," Miller said.

## wandering the seas

Oh land, I want to be out in the country,  
Away from all this sea and blowing wind,  
Out from under seagulls and their droppings,  
I want to live upon my native land.

It's been many years since I was married,  
To this land of sea and sky and wind,  
The "rainways" all seem to get the good ones,  
And all we get are weeds. "In God We Trust"

This seafarer's poem was never published,  
It's not one of a kind into the deep,  
The only kind to be seen here is on the sea,  
Let's encourage the poets of the sea.

—Anonymous Poem  
5-235

Being the common image, Seafarers are men of great appreciation of the arts. We know that, and in an effort to bring it to public view the Log is interested in receiving contributions of poetry from all Seafarers who have a poem waiting to be written. Contributions to the Seafarers Log, 475 East Ave., Redondo Beach, Calif. 90278.

## Personals

### Richard Piaskowski

Your mother asks that you contact her as soon as possible.

### Gerald R. Schartel

Please contact Marine Carriers Corp., 17 Battery Place, New York, New York in reference to your unclaimed wages.

### Eric Tome

Pat Harris asks that you contact her as soon as possible at 4551 N.W. 12 St., Ft. Lauderdale, Fla. 33312.

### Michael Pistkin

George Gano would like to hear from you at 6514 Keystone St., Philadelphia, Pa. 19135.

### Andrew Lesmanky

Please contact your sister-in-law, Marion Russell, at 3 Dipon Ave., Worcester, Mass. 01605. Her telephone number is 617-852-2752.

### Arlo L. Klein

Your brother, Carl N. Klein, asks that you contact him immediately at 2409A Curtis Ave., Redondo Beach, Calif. 90278.

Anyone knowing the whereabouts of Brother Arlo Klein is asked to call 213-371-0518.

### Charles Muscarella

Your sister, Mrs. Jennie Arcos, would like to hear from you by letter at 361 12 St., Niagara Falls, N.Y. 14303.

### John Dunn

Robert Goodlow asks that you contact him at Daily, 150 Hazelwood Ave., Rahway, New Jersey 07065.

### William John Hanna, Jr.

Your local Selective Service Board asks that you contact them immediately at 500 Widener Building, Philadelphia, Pa. 19107.

### John Hopkins

It is urgent that you call your sister, Gladys Hopkins, at 212-485-6741 or 212-498-0511.

### Robert Orion Smith

Please contact your sister, Mrs. J. Frank Walker as soon as possible. Phone 704-692-2435, Bessemer City, N.C. Urgent business matter.



# know your rights

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

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

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

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

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

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

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

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

## CONSTITUTIONAL RIGHTS AND OBLIGATIONS.

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

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

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

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



a.

Each month, scores of voyages begin and end in the ports of the Far East for SIU crews and SIU-contracted vessels. These men and ships are responsible for carrying a steady stream of cargoes to and from the United States to nearly a score of countries in the area.



b.

To a good many Seafarers ports such as Naga, Kobe, Pusan, Tainan, and Cho Lon are as familiar to them as San Francisco, New York, Baltimore, and New Orleans.

a. Aboard the TRANSGLOBE in Naha, Okinawa, chief electrician John Meo (left) watches the relays go through sequence following repairs. Brother Meo and second



d.

electrician Warren Lewis put the machinery in ship-shape condition again so that cargo handling for the TRANSGLOBE continued without much "down-time."

b. In Yokosuka, Japan Bosun Norlin Barry examines one of the new movies the crew will be enjoying aboard the Seatrain Florida. The crew has rented 18 films for their upcoming three month voyage at a cost of \$25 per man or \$1,000 for the entire trip. After viewing these films, they will be swapped to other SIU ships for new ones.

c. On a clear day you can see forever from the top of the forward stack aboard the OVERSEAS ROSE. Able seaman Walt Weaver, master of all he surveys, as he works a block and tackle into position at the rim of the stack.



f.

d. Aboard the OVERSEAS ROSE oiler Bob Kisosondi (left) examines a section of pipe with second assistant engineer Ronald Sargent. Kisosondi, a graduate of the SIU's Harry Lundeberg School of Seamanship, is now hitting the books to earn his third assistant engineer's license.



e.

e. In the crew's mess aboard the OVERSEAS ROSE are (l to r): Dave Kisosondi, oiler; Bob Koczian, wiper; Jim Lilly, crew messman, and Dan Connor, pantryman.



f.

f. Top to bottom; SIU Yokohama Port Agent Frank Boyne; Bill Mucci, U.S. Consul in Naha, Okinawa; Les Hauer, manager of the United Seamen's Service Club in Okinawa; John Tsatos, former manager of the United Seamen's Service Club.



f.



# OVERSEAS

## Getting Ready for Retirement



Seafarer Victor O'Brien is shown, upside down, aboard the SIU-contracted *Jager* as the ship heads for the Panama Canal. Brother O'Brien has been aboard the *Jager* for the last three months. Upon the ship's arrival in the port of New Orleans, Brother O'Brien, who is 70 years old, will retire on pension to the beach. Photo was submitted to the Log by his shipmates who wished him a happy retirement.



## Digest of SIU Ships' Meetings

**TRANSCOLORADO** (Hudson Waterways), Mar. 14—Chairman F. J. Smith; Secretary J. W. Mims; Deck Delegate C. C. Smith; Engine Delegate W. R. Shoun; Steward Delegate A. P. Lopez. \$46 in ship's fund. All is well in all departments.

**CONNECTICUT** (Ogden Marine), May 23—Chairman C. Lineberry; Secretary L. Banks; Deck Delegate G. P. Scott; Engine Delegate James Shay; Steward Delegate John Faber. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done.

**LOS ANGELES** (Sea-Land), May 2—Chairman R. D. Eisengreaber; Secretary G. P. Ghlu. \$60 in ship's fund. No beefs were reported.

**STEEL SCIENTIST** (Isthmian), May 28—Chairman Leonard Maham; Secretary, Roque Macaraeg; Deck Delegate Thomas H. Holt; Engine Delegate, Russell M. Somers; Steward Delegate Francis Ward. \$10 in ship's fund. Some disputed OT in deck department to be taken up with patrolman.

**MARYMAR** (Calmar), May 23—Chairman L. E. Joseph; Secretary N. Kondylas; Deck Delegate Walter Smith; Engine Delegate Walter M. Mitchell. Everything is running smoothly with no beefs. Vote of thanks to the steward department for a job well done.

**ANDREW JACKSON** (Waterman), Apr. 11—Chairman W. E. Czajkowski; Secretary, Thomas Liles, Jr. Some disputed OT in deck and steward department.

**CHARLESTON** (Sea-Land), June 13—Chairman John Alberti; Secretary R. Aguial; Deck Delegate Jose Cortez; Engine Delegate Patrick Rogers; Steward Delegate Juan Hernandez. \$16 in ship's fund. Some disputed OT in deck department.

**STONEWALL JACKSON** (Waterman), June 6—Chairman Robert Broadus; Secretary Robert H. Picher; Deck Delegate Daniel W. Mizell; Engine Delegate Joseph J. Logan, Jr.; Steward Delegate Darrell L. Coleman. Trip just started and everything is running smoothly.

**STEEL ADVOCATE** (Isthmian), Apr. 25—Chairman N.D. Gillikin; Secretary L. Ceperiano; Deck Delegate James J. Connors; Engine Delegate Howard F. Menz; Steward Delegate Rafael Padilla. Some disputed OT in deck and engine department to be taken up with boarding patrolman.

**THETIS** (Rye Marine), May 30—Chairman A. R. Sawyer; Secretary S. J. Davis. \$10 in ship's fund. Everything is running smoothly with no beefs.

**GALVESTON** (Sea-Land), May 23—Chairman D. Manning; Secretary John Nash; Deck Delegate A. L. Waters; Engine Delegate J. J. Tobin; Steward Delegate R. E. Rainwater. Some disputed OT in deck department. All rooms and heads need to be painted.

**STEEL ADVOCATE** (Isthmian), May 16—Chairman N. D. Gillikin; Secretary L. Ceperiano; Deck Delegate James J. Connors; Engine Delegate Howard F. Menz; Steward Delegate Rafael Padilla. Some disputed OT in deck and engine departments.

**SEATRAN PUERTO RICO** (Seatrains), Apr. 11—Chairman, C. L. Englund; Secretary J. McPhaul; Deck Delegate M. F. Kramer; Engine Delegate W. O. Barrineau; Steward Delegate Robert Pattee. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**HASTINGS** (Waterman), June 13—Chairman J. Kennedy; Secretary G. Trosclair. No beefs were reported. Vote of thanks to the steward department for a job well done.

**BEAUREGARD** (Sea-Land), May 2—Chairman Jim Tanner; Secretary John Burke, Sr.; Deck Delegate Lenny Zintz; Engine Delegate Al Fry; Steward Delegate B. M. McNally. \$31 in ship's fund. No beefs reported.

**YAKA** (Waterman), June 13—Chairman George A. Burch; Secretary C. L. Shirah; Deck Delegate D. Williams; Engine Delegate Herman Wilkerson; Steward Delegate E. N. Gray, Sr. Dispute OT in deck and engine departments. Vote of thanks to Brothers Gray and Shirah for a job well done.

**BEAUREGARD** (Sea-Land), May 21—Chairman Jim Tanner; Secretary John Burke, Sr.; Deck Delegate Lenny Zintz; Engine Delegate Al Fry; Steward Delegate B. J. McNally. \$31 in ship's fund. No beefs.

**DEL ORO** (Delta), May 16—Chairman Antoine Keragegiou; Secretary James W. Sumpter. \$8 in ship's fund. Some disputed OT in deck department to be taken up with patrolman. Discussion held regarding shortage of ship's stores.

**SEATRAN OHIO** (Seatrains), May 17—Chairman Tom Kelsey; Secretary W. Fitch; Deck Delegate Paul L. Whitlow. \$27 in ship's fund. Some disputed OT in engine department, otherwise everything is running smoothly.

**PITTSBURGH** (Sea-Land), May 16—Chairman F. Pehler; Secretary S. Wright; Deck Delegate Thomas Snow; Engine Delegate Mike A. Stupin; Steward Delegate Leo DeKens. \$63 in ship's fund. Some disputed OT in engine department. Vote of thanks to the chief engineer for his work on the cranes so that no one will get hurt.

**RAPHAEL SEMMES** (Sea-Land), May 28—Chairman Benjamin Mignano; Secretary Harvey M. Lee; Deck Delegate Lars Nielson. Some disputed OT in each department.

**COLUMBIA TRADER** (Columbia), June 20—Chairman Anthony Nottage; Secretary C. N. Johnson. Some disputed OT in deck department, otherwise everything is running smoothly.

**VANTAGE HORIZON** (Vancouver), June 13—Chairman J. W. Altstatt; Secretary S. T. Arales; Deck Delegate J. J. Connors; Engine Delegate W. Bowler; Steward Delegate T. Harris. No beefs and no disputed OT.

**SL 181** (Sea-Land), June 23—Chairman Anthony J. Palino; Secretary G. Walter; Deck Delegate Horace B. Gaskell; Engine Delegate James R. Messec; Steward Delegate Stonewall Jackson. Some disputed OT in engine department. Vote of thanks of the steward department for a job well done.

**STEEL SEAFARER** (Isthmian), June 13—Chairman A. Donnelly; Secretary J. P. Baliday; Deck Delegate John Wilson; Engine Delegate Kevin W. Conklin; Steward Delegate Edward Dale. No beefs, everything is running smoothly.

**SACRAMENTO** (Ogden Marine), June 13—Chairman Carl Thompson; Secretary Sam S. Brown; Deck Delegate M. F. Curry; Engine Delegate P. Pringi; Steward Delegate Jesus Granadas. No beefs were reported.

**STEEL DESIGNER** (Isthmian), June 13—Chairman Lee Hans; Secretary Angel Seda. \$7 in ship's fund. No beefs were reported.

**MOBILE** (Sea-Land), June 6—Chairman H. Libby; Secretary J. Delise. \$15 in ship's fund. No beefs were reported. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**BRADFORD ISLAND** (Seatrains Tankers), June 29—Chairman G. E. Annis; Secretary T. Savage. Some disputed OT in deck department to be taken up with boarding patrolman.

**COLUMBIA TRADER** (Columbia), Apr. 25—Chairman Lewis Fitton; Secretary C. N. Johnson; Engine Delegate R. S. Sullivan; Steward Delegate A. B. Coleman. No beefs and no disputed OT.

**RAMBAM** (American Bulk), May 30—Chairman W. E. Joyner; Secretary F. S. Paylor, Jr. \$12 in ship's fund. No beefs were reported.

**CITRUS PACKER** (Waterman), July 4—Chairman C. J. Frey; Secretary L. Nicholas; Deck Delegate George A. Nuss; Engine Delegate John Sherpinski; Steward Delegate Marion C. Dale. \$41 in ship's fund. Smooth sailing with no beefs. Food and service continues up to par.

**CONNECTICUT** (Ogden Marine), June 27—Chairman Carl Lineberry; Secretary L. A. Banks; Deck Delegate G. R. Scott; Engine Delegate James A. Slay. Disputed OT in deck and engine departments. Everything running smoothly. Vote of thanks to the steward department for a job well done.

## In the Galley Aboard Overseas Joyce



Doing a fine job in the galley aboard the *Overseas Joyce* (Maritime Overseas) are baker R. Bullard (left) and chief cook S. Bell. Photo was taken by E. C. Cooper in the Port of Wilmington, Del.

## Life Aboard the Steel Fabricator On a Run to the Far East



Preparing a hearty meal for the crew in the galley is Abdul Hassan, chief cook, right, and Justo Sana, third cook on the SIU-contracted ship.



Relaxing below deck are, from left: Clyde Miller, boatswain; Ray Matthews, chief electrician; and John Vorchak, ordinary seaman.



Coming on deck for some fresh air and exercise is the ship's steward L. Ceperiano. The ship stopped at ports in Vietnam, Borneo, Korea and Hong Kong.

# Lewis Receives AFL-CIO Murray-Green Award

Jerry Lewis, whose combination of stamina and talent have raised millions of dollars for the fight against muscular dystrophy through his famed telethons, has been named to receive the AFL-CIO Murray-Green Award.

AFL-CIO President George Meany, in announcing the award, hailed the Lewis tele-

thons as "one of the most heartwarming traditions of television."

Previous winners of the Murray-Green honor include former President Harry Truman, General Omar Bradley, Dr. Jonas Salk, Bob Hope, Henry Kaiser, the Menningers, Eleanor Roosevelt and Sen. Estes Kefauver.



## Membership Meetings' Schedule

**SIU-AGLIWD Meetings**  
 New Orleans, Oct. 12—2:30 p.m.  
 Mobile, Oct. 13—2:30 p.m.  
 Wilmington, Oct. 18—2:30 p.m.  
 San. Fran., Oct. 20—2:30 p.m.  
 Seattle, Oct. 22—2:30 p.m.  
 New York, Oct. 4—2:30 p.m.  
 Philadelphia, Oct. 5—2:30 p.m.  
 Baltimore, Oct. 6—2:30 p.m.  
 Detroit, Oct. 15—2:30 p.m.  
 †Houston, Oct. 12—2:30 p.m.

**United Industrial Workers**  
 New Orleans, Oct. 12—7:00 p.m.  
 Mobile, Oct. 13—7:00 p.m.  
 New York, Oct. 4—7:00 p.m.  
 Philadelphia, Oct. 5—7:00 p.m.  
 Baltimore, Oct. 6—7:00 p.m.  
 Houston, Oct. 12—7:00 p.m.

**Great Lakes SIU Meetings**  
 Detroit, Oct. 4—2:00 p.m.  
 Buffalo, Oct. 4—7:00 p.m.  
 Alpena, Oct. 4—7:00 p.m.  
 Chicago, Oct. 4—7:00 p.m.  
 Duluth, Oct. 4—7:00 p.m.  
 Frankfurt, Oct. 4—7:30 p.m.

**Great Lakes Tug and Dredge Section**  
 Chicago, Oct. 12—7:30 p.m.  
 †Sault Ste Marie, Oct. 14—7:30 p.m.

Buffalo, Oct. 13—7:30 p.m.  
 Duluth, Oct. 15—7:30 p.m.  
 Cleveland, Oct. 15—7:30 p.m.  
 Toledo, Oct. 15—7:30 p.m.  
 Detroit, Oct. 9—7:30 p.m.  
 Milwaukee, Oct. 11—7:30 p.m.

**SIU Inland Boatmen's Union**  
 New Orleans, Oct. 12—5:00 p.m.  
 Mobile, Oct. 13—5:00 p.m.  
 Philadelphia, Oct. 5—5:00 p.m.  
 Baltimore (licensed and unlicensed), Oct. 6—5:00 p.m.  
 Norfolk, Oct. 7—5:00 p.m.  
 Houston, Oct. 12—5:00 p.m.

**Railway Marine Region**  
 Philadelphia, Oct. 12—10 a.m. & 8 p.m.  
 Baltimore, Oct. 13—10 a.m. & 8 p.m.  
 \*Norfolk, Oct. 14—10 a.m. & 8 p.m.  
 Jersey City, Oct. 11—10 a.m. & 8 p.m.

†Meeting held at Galveston wharves.  
 †Meeting held in Labor Temple, Sault Ste. Marie, Mich.  
 \*Meeting held in Labor Temple, Newport News.



## Directory Of Union Halls

**SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers**  
**PRESIDENT**  
 Paul Hall  
**EXECUTIVE VICE PRESIDENT**  
 Cal Tanner  
**VICE PRESIDENTS**  
 Earl Shepard Lindsey Williams  
 Al Tanner Robert Matthews  
**SECRETARY-TREASURER**  
 Al Kerr  
**HEADQUARTERS** ... 675 4th Ave., Bklyn. 11232 (212) NY 9-6600  
**ALPENA, Mich.** ... 800 N. Second Ave. 49707 (517) EL 4-3616  
**BALTIMORE, Md.** ... 1216 E. Baltimore St. 21202 (301) EA 7-4900  
**BOSTON, Mass.** ... 603 Atlantic Ave. 02111 (617) 482-4716  
**BUFFALO, N.Y.** ... 290 Franklin St. 14202 SIU (716) TL 3-9258 IBU (716) TL 3-9258  
**CHICAGO, Ill.** ... 9383 Ewing Ave. 60617 SIU (312) SA 1-9733 IBU (312) ES 8-9879  
**CLEVELAND, O.** ... 1420 W. 25th St. 44113 (216) MA 1-5450  
**DETROIT, Mich.** ... 10225 W. Jefferson Ave. 48218 (313) VI 3-4741 2014 W. 34 St. Room 510 (313) RA 2-4110 55806  
**DULUTH, Minn.** ...

**FRANKFORT, Mich.** ... P.O. Box 297 415 Main St. 49635 (616) EL 7-4441  
**HOUSTON, Tex.** ... 5804 Canal St. 77011 (713) WA 8-3207  
**JACKSONVILLE, Fla.** ... 2008 Pearl St. 32232 (904) EL 2-0927  
**JERSEY CITY, N.J.** ... 99 Montgomery St. 07302 (201) HE 8-8424  
**MOBILE, Ala.** ... 1 South Lawrence St. 36602 (205) HE 2-1754  
**NEW ORLEANS, La.** ... 630 Jackson Ave. 70130 (504) 528-7544  
**NORFOLK, Va.** ... 115 3d St. 23510 (703) 622-1802  
**PHILADELPHIA, Pa.** ... 2004 S. 4th St. 19148 (215) DE 6-3818  
**FORT ARTHUR, Tex.** ... 534 Ninth Ave. 77640 (713) 983-1679  
**SAN FRANCISCO, Calif.** ... 1321 Mission St. 94103 (415) 626-8793  
**SANTURCE, P.R.** ... 1313 Fernandez Junction Stop 20 724-2848  
**SEATTLE, Wash.** ... 2505 First Ave. 98121 (206) MA 3-4334  
**ST. LOUIS, Mo.** ... 4577 Gravois Ave. 63110 (314) 782-0500  
**TAMPA, Fla.** ... 312 Harrison St. 33602 (813) 229-2788  
**TOLEDO, O.** ... 935 Summit St. 43604 (419) 248-3091  
**WILMINGTON, Calif.** ... 480 Seaside Ave. Terminal Island, Calif. 90744 (213) 832-7285  
**YOKOHAMA, Japan** ... Isaya Bldg., Room 510 1-2 Kalgan-Dori-Nakaku 2014071 Ext. 281



# Digest of SIU Ships' Meetings

**BALTIMORE (Sea-Land)**, Aug. 22—Chairman J. Delgado; Secretary J. Cruz. Few hours disputed OT in deck department to be taken up with boarding patrolman. Discussion was held concerning Piney Point and the role the union is playing there, which was taken in very good faith by all the members. It was suggested that all members, old and new, who have not been able to go to Piney Point should go and participate in the regular meetings and conferences that are held there.

**COMMANDER (Marine Carriers)**, Aug. 1—Chairman Steve Bergeria; Secretary W. T. Rose; Deck Delegate James H. Newton; Engine Delegate E. P. Burke; Steward Delegate J. A. Worswire. No beefs were reported. Everything is running smoothly.

**DEL RIO (Delta)**, June 20—Chairman John Robinson; Secretary Alton R. Booth; Deck Delegate Irvin Gorgas; Engine Delegate Charles W. Bean; Steward Delegate John Nuss. The subject of Piney Point came up and Brother A. R. Booth, who was

there, had nothing but praise for Piney Point. \$130 in ship's fund. Everything is O.K.

**IBERVILLE (Waterman)**, July 4—Chairman S. R. Mehlinger; Secretary F. Allen; Deck Delegate Roy D. Peebles; Engine Delegate William J. Rose; Steward Delegate Edwin Melchel. \$19 in ship's fund. Good trip. Some repairs and painting has been taken care of.

**CITIES SERVICE BALTIMORE (Cities Service)**, June 28—Chairman Joseph J. Meyerchak; Secretary Darius L. Knapp. Some disputed OT in engine department. No beefs were reported.

**SEATRAN MARYLAND (Hudson Waterways)**, June 12—Chairman Enos E. Allen; Secretary James Archie; Deck Delegate Henry A. Brewer; Engine Delegate Manuel A. Rendueles; Steward Delegate Alfred Flatts. No beefs. Everything is running smoothly.

**OVERSEAS ALICE (Maritime Overseas)**, July 10—Chairman M. Cross; Secretary Duke Hall. Except for some disputed

OT in deck department, everything is okay. Vote of thanks was extended to the steward department for a job well done. Bosun and steward attended conference at Piney Point and suggested that anyone who has the chance to go to Piney Point should do so as he will learn a lot and would not regret it.

**WESTERN CLIPPER (Western Tankers)**, June 20—Chairman R. Palmer; Secretary R. Mills; Deck Delegate W. Anthony; Engine Delegate R. W. Poletti; Steward Delegate Francisco A. Gonzalez. Everything is going along fine. \$13 in ship's fund.

**STONEWALL JACKSON (Waterman)**, Aug. 1—Chairman Robert Broadus; Secretary Robert H. Pitcher; Engine Delegate Joseph J. Logan, Jr.; Steward Delegate D. L. Coleman. No beefs. Everything is running smoothly.

**ALBANY (Ogden Marine)**, Aug. 8—Chairman D. L. Parker; Secretary J. E. Samuels. \$1 in ship's fund. No beefs and no disputed OT.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 1, 1971 to July 31, 1971

### DECK DEPARTMENT

Port	TOTAL REGISTERED		TOTAL SHIPPED			REGISTERED ON BEACH	
	All Groups		All Groups			All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	11	7	1	1	0	24	13
New York	124	95	78	41	3	241	198
Philadelphia	10	7	16	6	0	31	25
Baltimore	65	14	18	4	0	192	84
Norfolk	35	17	19	12	0	49	40
Jacksonville	34	31	20	4	0	69	71
Tampa	13	6	2	3	0	22	19
Mobile	49	31	23	25	0	73	25
New Orleans	77	55	60	35	2	182	115
Houston	81	59	47	14	1	181	139
Wilmington	21	27	4	5	0	68	99
San Francisco	98	90	79	74	1	185	135
Seattle	18	7	3	6	0	62	31
Totals	636	446	370	230	7	1379	994

### 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	6	4	2	2	0	9	8
New York	79	88	61	46	6	150	225
Philadelphia	17	12	13	7	0	25	33
Baltimore	43	19	16	3	0	133	89
Norfolk	24	24	9	15	0	42	40
Jacksonville	26	41	10	21	1	42	76
Tampa	13	10	0	3	0	11	16
Mobile	34	31	24	19	0	62	47
New Orleans	54	49	50	17	0	133	167
Houston	66	65	35	21	0	138	150
Wilmington	18	25	6	7	0	24	74
San Francisco	68	118	63	63	0	119	145
Seattle	10	15	3	0	0	40	43
Totals	458	501	292	224	7	928	1113

### 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	1	3	0	3	1	4	2
New York	81	69	50	47	8	154	130
Philadelphia	12	7	9	6	0	17	13
Baltimore	38	12	13	5	0	131	58
Norfolk	10	17	9	5	2	25	34
Jacksonville	21	23	7	3	1	24	53
Tampa	7	4	3	0	0	14	21
Mobile	29	24	21	17	0	55	25
New Orleans	48	33	43	17	1	136	96
Houston	47	37	27	22	0	107	58
Wilmington	11	12	4	2	0	47	36
San Francisco	59	83	49	61	4	135	100
Seattle	14	5	2	0	0	40	18
Totals	378	329	237	188	17	889	644

# ANNUAL REPORT

For the fiscal year ended November 30, 1970

SEAFARERS WELFARE FUND

275 20th Street, Brooklyn, N.Y. 11215

to the  
SUPERINTENDENT OF INSURANCE  
of the  
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

## STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS) ADDITIONS TO FUND BALANCE

Item		
1. Contributions: (Exclude amounts entered in Item 2)		\$3,951,129.88
(a) Employer (Schedule 1)		
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$3,951,129.88
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	235,637.19	
(b) Dividends	60,032.10	
(c) Rents	1,871.04	
(d) Other (Specify)		
(e) Total Income from Investments		297,540.33
4. Profit of disposal of investments		
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) See Attachment	168,541.76	
(b) Clinic services rendered to participating groups	307,950.22	
(c) Total Other Additions		476,491.98
7. Total Additions		\$4,725,162.19

## DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$3,528,351.55
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		1,673,202.59
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		489,922.38
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$453,756.47	
(b) Allowances, Expenses, etc. (Schedule 2)	32,465.63	
(c) Taxes	17,752.18	
(d) Fees and Commissions (Schedule 3)	71,507.07	
(e) Rent	44,546.49	
(f) Insurance Premiums	4,956.14	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify) See attachment	775,708.42	
(i) Total Administrative Expenses		1,400,692.40
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Acquisition of fixed assets	34,309.01	
(b) See Attachment	6,916.92	
(c) Total Other Deductions		41,225.93
16. Total Deductions		\$7,133,394.85

## RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$6,167,096.04
18. Total Additions During Year (Item 7)	\$4,725,162.19	
19. Total Deductions During Year (Item 16)	7,133,394.85	
20. Total Net Increase (Decrease)		(2,408,232.66)
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$3,758,863.38

## Part IV

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

## Part IV—Section A

Statement of Assets and Liabilities  
Seafarers Welfare Plan  
File No. WP-59298  
As of November 30, 1970

## ASSETS<sup>1</sup>

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 342,018.19	\$ 488,116.84
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) See attachment	50,418.43	68,306.12
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	850,197.03	52,529.44
b. Stocks:		
(1) Preferred	5,808.71	5,808.71
(2) Common	949,113.69	948,123.27
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal		
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	1,931,731.25	1,931,731.25
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)	160,300.00	160,300.00
(1) See attachment 100 %		
(2) %		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured	1,538,425.14	1,790,050.94
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) See attachment	586,514.97	537,724.05
8. Total Assets	\$6,414,527.41	\$5,982,690.62

## LIABILITIES

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable See attachment	169,586.70	2,192,605.96
12. Accrued expenses		
13. Other liabilities (Specify) See attachment	77,844.67	31,221.28
14. Reserve for future benefits	6,167,096.04	3,758,863.38
15. Total Liabilities and Reserves	\$6,414,527.41	\$5,982,690.62

<sup>1</sup> The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

## SEAFARERS WELFARE FUND

Attachment to 1970 New York State Insurance Department Annual Statement  
Year Ended November 30, 1970

### Page 6—Item 6—Other Additions

Restaurant sales		\$ 134,372.51
Equipment rentals		29,401.62
Miscellaneous income		4,767.63
Transfer of assets from Harry Lundeborg School of Seamanship—re termination of Agreement	\$ 1,338.63	
Less reserve for fixed assets	1,338.63	—
Total other additions		\$ 168,541.76

### Page 6—Item 12d—Fees and Commissions

Total fees paid	\$ 81,962.58	
Less charged to Wage Insurance Program—Escrow account	10,455.51	\$ 71,507.07

### Page 6—Item 12h—Other Administrative Expenses

Tabulating service	\$ 357,812.85
Stationery	47,749.33
Postage	10,078.03
Equipment Rental	21,185.90
Electricity	788.00
Linen service	81.62
Miscellaneous	33,093.65
Telephone and Telegraph	14,722.68
Repairs and maintenance	5,481.63

Cleaning .....	3,219.00
Dues and subscriptions .....	636.39
Employees benefits .....	25,164.44
Port shipping activity report service .....	17,850.00
Microfilming .....	2,878.94
Licenses and permits .....	49.84
Trustees' meetings expense—miscellaneous .....	348.39
Capital donated to wholly owned corporations .....	54,497.22
Maintenance of real estate—Brooklyn, N.Y. ....	5,520.73
Litigation costs .....	2,379.66
Office improvements .....	5,812.23
Contribution to Pension Plan .....	123,693.83
Information booklets .....	39,338.19
Interest .....	3,325.87
	\$ 775,708.42

Page 6—Item 15b

Adjustment to loans receivable—Seniority Upgrading Program—transferred from Harry Lundeberg School of Seamanship re termination of Agreement .....	\$ 6,916.92
--	-------------

Page 6—Items 17 and 21—Fund Balance

	Beginning of Year	End of Year
Reserve for welfare benefits for pensioners and their dependents .....	\$4,320,581.00	\$4,545,656.00
Fund balance .....	1,846,515.04	(786,792.62)
	\$6,167,096.04	\$3,758,863.38

( ) Indicates negative figure

Part IV—Section A

Item 2—Other Receivables

	Prior Year	Reporting Year
Great Lakes Seamen's Appeals Board .....	\$ 1,286.07	\$ 1,608.07
Great Lakes Tug and Dredge Region Appeals Board .....	643.04	804.05
Seafarers Puerto Rico Division Welfare Fund..	27,756.00	65,894.00
MAP Norfolk Building Corp. ....	15,523.67	—
Welfare Mobile Building Corp. ....	150.70	—
Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District .....	4,691.00	—
Great Lakes Tug and Dredge Pension Fund....	367.95	—
	\$ 50,418.43	\$ 68,306.12

Part IV—Section A

Item 11—Accounts Payable

Due to Great Lakes Tug & Dredge Pension Fund .....	\$ —	\$ 18.93
Due to Seafarers Vacation Fund .....	107,060.36	45,936.12
Due to Welfare New York Restaurant Corp....	—	4,295.60
Due to Seafarers Pension Fund .....	54,997.73	2,081,282.65
Due to MAP Norfolk Building Corp. ....	—	22,995.65
Due to Harry Lundeberg School of Seamanship	7,528.61	31,349.54
Due to Welfare Baltimore Restaurant Corp....	—	6,727.47
	\$ 169,586.70	\$2,192,605.96

Part IV—Section A

Item 13—Other Liabilities

Unapplied contributions .....	\$ 48,476.76	\$ 3,543.00
Miscellaneous .....	—	27.50
Payroll deductions withheld .....	7,989.64	16,081.49
Mobile sales tax payable .....	—	94.16
New Orleans sales tax payable .....	—	179.67
Wage Insurance Program—escrow account....	21,378.27	11,295.46
	\$ 77,844.67	\$ 31,221.28

Part IV—Section A

Item 3e—Subsidiary Organizations

	Capital Stock	Donated Capital	Less Reserve*	Prior Year	Reporting Year
Welfare New York Building Corp. ....	\$ 2,000.00	\$ 768,943.70	\$ 763,943.70	\$ 7,000.00	\$ 7,000.00
Welfare Philadelphia Building Corp. ....	2,000.00	339,472.34	323,472.34	18,000.00	18,000.00
Welfare Baltimore Building Corp. ....	2,000.00	1,225,468.20	1,183,368.20	44,100.00	44,100.00
Welfare New Orleans Building Corp. ....	2,000.00	1,198,199.89	1,180,399.89	19,800.00	19,800.00
Welfare Mobile Building Corp. ....	2,000.00	200,989.41	189,189.41	13,800.00	13,800.00
Welfare New York Restaurant Corp. ....	2,000.00	110,034.86	74,434.86	37,600.00	37,600.00
Welfare Baltimore Restaurant Corp. ....	2,000.00	90,967.51	72,967.51	20,000.00	20,000.00
	\$14,000.00	\$3,934,075.91	\$3,787,775.91	\$160,300.00	\$160,300.00

\* It is the policy of the Plan to reflect its fund balance on a cash basis, therefore a reserve is set up representing fixed assets acquired by the Fund and donated to its corporations. The difference between donated capital and respective reserve represents cash contributed for operating purposes.

Individual filings on Part IV, Sections A, B and C for the foregoing subsidiary corporations will be made under separate cover.

Part IV—Section A

Item 7c—Other Assets

	Prior Year	Reporting Year
Advances to corporations—		
Welfare Mobile Building Corp. ....	\$ 22,604.42	\$ 27,165.50
Welfare Philadelphia Building Corp. ....	21,037.12	13,700.97
Welfare Baltimore Building Corp. ....	75,947.74	45,867.32
Welfare New Orleans Building Corp. ....	70,581.73	45,136.24
Welfare New York Building Corp. ....	10,772.43	25,001.70
Welfare New York Restaurant Corp. ....	37,010.01	—
Welfare Baltimore Restaurant Corp. ....	6,017.24	—
Miscellaneous advance .....	200.00	124.00
Advance to Seafarers Welfare Plan Clinic, Chicago, Ill. ....	100,500.00	100,500.00
Insurance claims receivable .....	283.49	538.41
Due from participating groups re medical clinic services .....	1,299.98	1,729.60

Security deposits .....	359.00	359.00
Fixed Assets (see attachment for reconciliation)....		
Furniture and fixtures—Plan office .....	329,963.50	342,440.45
Furniture and fixtures—Detroit office .....	10,826.38	10,921.23
Training facilities—Bayou Le Batre, Ala. *....	31,185.47	31,185.47
Medical and Safety Program facilities—		
Brooklyn, N.Y. ....	99,621.09	104,175.23
Puerto Rico .....	67,528.61	67,745.24
Chicago, Illinois .....	323,001.98	324,280.97
New Orleans, Louisiana .....	46,846.61	46,912.15
Baltimore, Maryland .....	48,069.82	49,258.72
Furniture and fixtures—Blood Bank Program..	780.36	780.36
Equipment—Outports .....	6,896.85	9,302.05
Cemetery plots .....	729.10	416.60
Restaurant facilities—		
New Orleans .....	100,810.09	102,148.72
Philadelphia .....	22,976.38	22,976.38
Mobile .....	19,752.13	19,752.13
Recreational facilities .....		
New Orleans .....	1,039.95	462.00
Houston .....	12,963.53	21,963.53
Puerto Rico .....	612.80	612.80
Loans receivable—		
Seamen's Loan Program .....	106,166.58	120,473.92
Seniority Upgrading Program .....	129,129.97	153,503.82
Food inventories .....	4,605.26	3,623.57
Less reserve for fixed assets .....	(1,123,604.65)	(1,155,334.03)
Total other assets .....	\$ 586,514.97	\$ 537,724.05

( ) Indicates negative figure

\* Title to this property is in the name of the Welfare Mobile Building Corp., a wholly owned corporation.

Employer trustee:

x R. J. Mucus

Employee trustee:

x H. (Gen)

Others (Indicate titles):

# ANNUAL REPORT

For the fiscal year ended November 30, 1970

Seafarers Pension Fund

275 20th Street, Brooklyn, N.Y. 11215

to the  
SUPERINTENDENT OF INSURANCE  
of the  
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the conditions and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

## STATEMENT OF CHANGES IN FUND BALANCE

(RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

Item

1. Contributions: (Exclude amounts entered in Item 2)	
(a) Employer (Schedule 1) .....	\$13,488,791.92
(b) Employee .....	

(c) Other (Specify)	
(d) Total Contributions	\$13,488,791.92
2. Dividends and Experience Rating Refunds from Insurance Companies	
3. Investment Income:	
(a) Interest	2,082,658.63
(b) Dividends	519,860.14
(c) Rents	
(d) Other (Specify)	
(e) Total Income from Investments	2,602,518.77
4. Profit on disposal of investments	142,068.38
5. Increase by adjustment in asset values of investments	
6. Other Additions: (Itemize)	
(a) Benefits refunded	1,580.74
(b)	
(c) Total Other Additions	1,580.74
7. Total Additions	\$16,234,959.81

**DEDUCTIONS FROM FUND BALANCE**

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	4,452,299.00
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	
12. Administrative Expenses:	
(a) Salaries (Schedule 2)	51,437.54
(b) Allowances, Expenses, etc. (Schedule 2)	17,998.75
(c) Taxes	2,226.61
(d) Fees and Commissions (Schedule 3)	70,242.43
(e) Rent	5,466.80
(f) Insurance Premiums	363.69
(g) Fidelity Bond Premiums	—0—
(h) Other Administrative Expenses (Specify) See attachment	269,647.79
(i) Total Administrative Expenses	417,383.61
13. Loss on disposal of investments	93,654.34
14. Decrease by adjustment in asset values of investments	
15. Other Deductions: (Itemize)	
(a)	
(b)	
(c) Total Other Deductions	
16. Total Deductions	4,963,336.95

**RECONCILEMENT OF FUND BALANCE**

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	43,862,939.19
18. Total Additions During Year (Item 7)	16,234,959.81
19. Total Deductions During Year (Item 16)	4,963,336.95
20. Total Net Increase (Decrease)	11,271,622.86
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	\$55,134,562.05

**Part IV**

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

**Part IV—Section A  
Statement of Assets and Liabilities  
Seafarers Pension Plan  
File No. WP-158707  
As of November 30, 1970**

**ASSETS**

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 606,193.93	\$ 683,036.46
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer	55,925.10	\$ 2,202,426.94
(2) Other (Specify) Due from other Funds	—0—	1,946.67
b. Dividends or experience rating refunds		
c. Other (Specify)		

3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations...		
b. Stocks:		
(1) Preferred	2,406,446.31	2,695,631.24
(2) Common	12,302,438.00	15,074,013.96
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	1,345,758.48	1,213,135.00
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	25,923,435.76	32,046,209.31
d. Common Trusts:		
(1) (Identify) AFL-CIO Mortgage Investment Fund	999,732.43	999,732.43
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1)	%	
(2)	%	
4. Real estate loans and mortgages	234,364.24	221,266.02
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income	11,510.86	20,274.03
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$43,885,805.11	\$55,157,672.06

**LIABILITIES**

9. Insurance and annuity premiums payable		
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses	22,865.92	20,748.01
13. Other liabilities (Specify) Unclaimed Benefits	—0—	2,362.00
14. Reserve for future benefits	43,862,939.19	55,134,562.05
15. Total Liabilities and Reserves	\$43,885,805.11	\$55,157,672.06

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

**SEAFARERS PENSION PLAN**

Attachment to the Superintendent of Insurance  
Year Ended November 30, 1970

**Page 6—Item 12h**

**Other Administrative Expenses**

Stationery and printing	\$ 8,731.51
Postage	1,101.98
Telephone and telegraph	644.58
Tabulating service	188,723.78
Microfilming	378.26
Equipment rental	2,204.67
Employee benefits	62,238.10
Miscellaneous	4,138.75
Miscellaneous Trustees meetings expense	57.32
Repairs and maintenance	367.22
Dues and subscriptions	88.88
Outside office help	151.37
Office improvements	821.37
	\$269,647.79

Employer trustee:

*[Signature]*

Employee trustee:

*[Signature]*

Others (Indicate titles):

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# Comments on the SIU Scholarship Awards Program . . .



## ...by Past Recipients

Now in its 18th year of existence the SIU Scholarship program has helped countless Seafarers and their dependents obtain higher education. The value of these scholarships can not be measured in monetary terms alone. Many past winners have expressed their deep appreciation for the opportunities afforded them by the program. Below are just a few random samplings of letters received from grateful winners.

Sir,

It is my pleasure to acknowledge the receipt of the last installment of my Seafarers Scholarship Award. Today I have successfully completed the requirements for a Bachelor of Science degree in Geology, cum laude, at the University of Tennessee at Knoxville. I am sure I was able to pursue my studies (at the university of my choice and in the curriculum of my choice) with much more confidence in the knowledge that I had financial security afforded through the award. Thanks once again.

**George Sidney Thurmer**  
Oliver Springs, Tenn.

Sir,

I wish to express my gratitude for the scholarship you have awarded me. I shall try to the fullest extent of my innate ability to fulfill and justify the trust you have shown in me.

Thank you very much.

**James Smith**  
Metairie, La.

Sir,

I can't begin to express my joy when I received the letter telling me that I was one of the five recipients of the SIU Scholarship awards, nor can I find the words to express my thanks and appreciation of what your union (and Dad's) is doing for me. I realize it would have been a burden for Mom and Dad to finance four years plus of college for me, but now, thanks to the union, their load will be much lighter.

I have tentatively made plans for enrolling at Marshall University, Huntington, West Virginia, and plan to play the cornet in the university band.

My sincere thanks to all of the members of the SIU, Mr. Paul Hall, and all of the others who are responsible for helping my dream come true.

**Angela Sue Nuckols**  
Ansted, West Virginia

## ...by Members of the Selection Committee

The SIU Scholarship Awards Committee is composed of leading educators from institutions of higher learning across the country. It is their job to select the scholarship winners from among the many applicants each year. Some of their thoughts on the scholarship program and the educational facilities of the Harry Lundeberg School of Seamanship at Piney Point, where this year's committee meeting was held, follow. Their comments were addressed to Price Spivey, Administrator, Seafarers Welfare Plan.

Mr. Spivey,

The Piney Point trip (for the annual meeting of the Seafarers Scholarship Awards Committee) was highly enjoyable and educational. Many thanks to you and your colleagues for making it possible.

**Bernard P. Ireland**  
Director  
College Entrance Examination Board

Mr. Spivey,

I would like to thank you and the Seafarers International Union for scheduling our Scholarship Committee meeting at Piney Point. It was a most revealing and enjoyable experience which I am sure we will long remember.

**Elwood C. Kastner**  
Dean of Registration  
New York University

Mr. Spivey,

Our meeting at Piney Point could not have been more pleasant or more stimulating. I am being very sincere when I say that we so-called "professional educators" have much to learn from your work at the Lundeberg School of Seamanship. I doubt if many of our institutions have enjoyed the measure of success with our students that we saw when

your seven seamen (out of seven!) earned their high school equivalency certificates on the first try—and after 12 weeks of training. The Union has much to be proud of in the Lundeberg School and not only my thanks but my profound admiration go to "Bull" Shepard, Hazel Brown, and their faculty.

**Charles D. O'Connell**  
Dean of Students  
University of Chicago

Mr. Spivey,

We certainly had a wonderful time this year for our Scholarship Committee meeting. I was so impressed with the program in Piney Point. The people, the setting, and the facilities are superb. I know how very proud all of you are with the program, and you certainly should be.

Thank you once again for your kindness and good care. It has been a distinct pleasure and experience through the years to be associated with the Seafarers—mostly because of the fine people we meet!

**Edna Newby**  
Associate Dean of the College  
Rutgers University

Mr. Spivey,

As always the annual meeting of the Scholarship Committee of the Seafarers' Union was most enjoyable and successful. Your office does a top flight job in preparing the materials for scholarship committee assignments elsewhere. Please pass on my thanks to those members of your staff who provide this orderly and efficient service.

Thanks again for what is annually a pleasant experience.

**R. M. Keefe**  
Dean of Admissions  
St. Louis University

## SIU Scholarships



In May, 1972, for the nineteenth straight year, the SIU will award five more four-year college scholarships to Seafarers or the children of Seafarers. Each of the scholarships will be worth \$10,000.

Of course, the monetary value of these SIU college scholarships is impressive, but what is even more important is the fact that five more highly qualified students will be securing higher education who otherwise might not have the means to do so, were it not for the assistance of the SIU.

Early in its history, the SIU placed a high priority on the value of education. Since the SIU Scholarship Program began in 1953, a total of 93 students—26 Seafarers and 67 children of Seafarers—have had the doors of higher education opened up for them by the SIU.

(Ed. Note: See related story on Page 31.)

In order to qualify for these scholarship grants, a Seafarer must have at least three years seetime on SIU-contracted ships. Children of Seafarers who meet the necessary seetime requirement are also entitled to apply.

The five SIU scholarship winners are selected each year on the basis of their high school records together with the scores they attain on the tests given throughout the country by the College Entrance Examination Board.

The first important step towards winning one of the SIU scholarships is to arrange to take the CEEB tests as early as possible.

This year, the first of these CEEB examinations is scheduled for November 6. Later tests will be given on December 4, 1971, January 8, 1972, and March 4, 1972.

The SIU Scholarship Program administrators advise that it is always best to take the test as soon as possible.

Arrangements for taking the CEEB test can be made by eligible Seafarers or their children by writing to: College Entrance Examination Board, Box 592, Princeton, New Jersey, or at Box 1025, Berkeley, California.

In addition to arranging for the CEEB test, applicants are also requested to obtain the necessary SIU College Scholarship application form as early as possible. These forms, which must be returned no later than April 1, 1972, are available at any SIU hall or may be obtained by writing directly to: SIU Scholarships, Administrator, 275 20th Street, Brooklyn, New York 11215.

As in the past, each of the 1972 SIU scholarship winners may pursue any course of study at any accredited college or university.

Apply early.