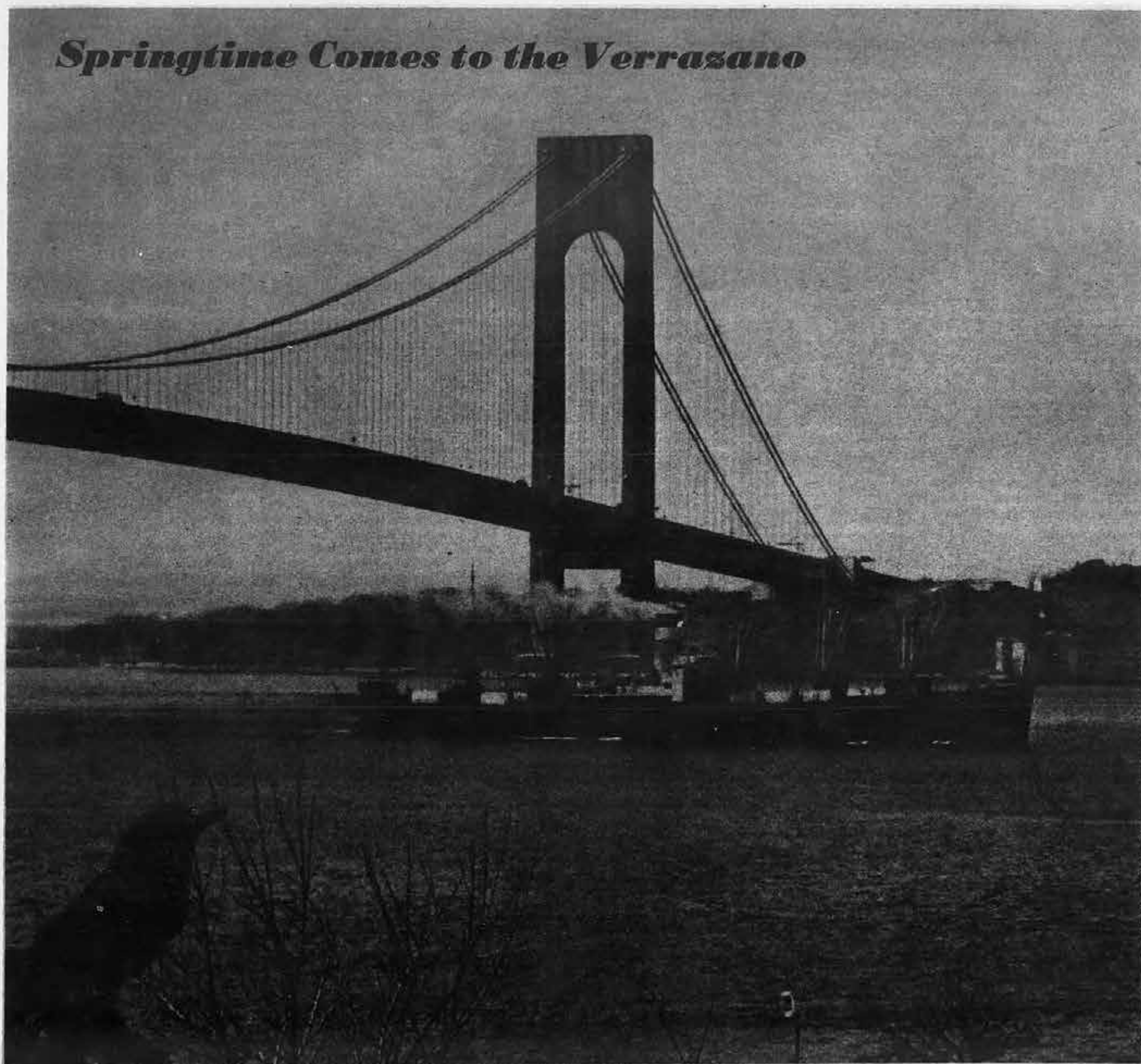




Springtime Comes to the Verrazano



SIU Honors Rescue Efforts In Panosennic Faith Disaster

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BULLETIN:

House Adds \$122 Million for Maritime

WASHINGTON—A maritime authorization bill for \$122 million above the Administration's budget request was passed by the House of Representatives April 11 after little debate.

Sent to the Senate by a voice vote, the House bill would authorize up to \$466.9 million for maritime programs within the Commerce Department. The amount which would actually be made available, however, depends on pending legislation yet to be passed.

The bill's biggest component—up about \$107 million from the Administration's request—is the authorization for acquisition, construction and reconstruction of merchant ships and construction differential subsidies.

(Details will appear in the next issue of the LOG.)

MARAD Hikes 50-50 Cargo Rates Following Protests by SIU, Shippers

WASHINGTON—As a result of vigorous protests by the SIU and management officials of the unsubsidized sector of the United States merchant marine, the Maritime Administration has set slightly higher—but still inadequate—guideline rate ceilings for U.S.-flag vessels carrying full loads of government-sponsored cargoes effective until January 1, 1969. They replace temporary rates in effect since last December.

The main objection of the SIU and the industry to MARAD's method of establishing ceilings for the so-called 50-50 cargo rates has been that they discriminate against the more efficient intermediate sized vessels—those between 15,500 tons and 39,999 tons—and cater to higher-cost smaller ships.

After prolonged government disregard for the needs of unsubsidized tramp and bulk carrier operators in finalizing a system of ceiling rates which would enable them to upgrade their fleets, a new "permanent" schedule of guideline rates announced March 20 drew renewed anger and criticism from the industry sharp enough to effect an additional token rate-rise in the intermediate range which will cost the government a mere 97 cents per ton overall.

Two New Categories

MARAD's latest alteration in its rates—the second since Acting Administrator James W. Gulick departed from the agency's twice extended "interim rates" announced last December 21—splits the amount allowed by the government to U.S.-flag ships of the intermediate class into two new categories.

Those intermediate sized vessels of from 15,500 to 21,800 deadweight tons will now receive a ceiling rate of \$30.88 per ton of cargo—an increase of \$2.42 per ton. However, the new rate for the second category—now an added, fifth, grouping in MARAD's ever more complicated method of calculation—takes away \$1.45 per ton from "specific vessels" in the 18,000 to 33,000-ton range, and from all vessels between 33,001 and 39,999 tons, by lowering their ceiling to \$27.01. The earlier rate allowed for all ships in the intermediate class of 15.5 to 39.9 tons was a flat \$28.46 per ton.

Gulick said the changes, effective March 27, had been made "as a result of direct representations of the industry that the more efficient ships of the intermediate class had been given less favorable treatment (in revised rates announced March 21) than the higher cost but smaller ships."

He also said work will continue on a new approach to the problem of the tramp ships for which the Maritime Administration is required to set rate ceilings. At least half of all government-generated cargoes are reserved by law for U.S.-flag shipping provided it is available at "fair and reasonable rates" and the guideline ceilings are the basis on which the govern-

ment establishes those rates.

Public Hearing Promised

The acting MARAD administrator added that consideration is being given to formalizing procedures to provide an "orderly review of ceiling rates on an annual basis." This followed by one week his statement that a public hearing on guideline rates would be scheduled by MARAD "within the next 60 days."

Commenting on the new rates, the president of the American Trampship Owners Association, Michael Klebanoff, said "every adjustment is helpful if it is an upward adjustment" but noted that the MARAD action had done nothing to resolve the basic and essentially cost-oriented rate philosophy of the agency which has persisted since the rates were first instituted in 1957.

Klebanoff, who is also a vice president of the SIU-contracted Oriental Exporters, Inc., declared that "as long as we are limited in our profits—the new rates provide for a maximum of 12 percent after taxes—the Maritime Administration is stifling all progress toward new American tramp shipping."

As long as MARAD "continues to set a ceiling on productivity," he continued, "anyone with an old 10,500-ton ship costing \$600,000 can make the same relative profit on his small investment as an owner operating a modern 30 or 40 thousand-ton ship.

"And as long as the same profit can be made on a \$600,000 investment, there will be no point in investing larger sums in big-vessel tramp shipping."

President Joseph Kahn of the SIU-contracted Seatrain Lines voiced similar feelings when he said the revised rate structure "did nothing to get at the heart of the industry's objections."

"In some small way it helped the smaller of these (intermediate) ships to survive, but he (Gulick) has not cranked anything into the formula to stimulate interest in constructing new large vessels."

"Eventually," Kahn declared, "this entire concept" of limiting profit by a set percentage rather than through competitive forces "must be upset."

The revised guideline rates for the smaller vessels set by MARAD to continue until the first of next year fell into groups one, two and three. They are as follows:

Group one sets a rate of \$40.57 per ton for Liberty ships, C-1's, C-2's, Victories or equivalent vessels, as compared with the previously-existing rate of \$36.44 per ton.

Group two allows \$38.54 per ton for jumboized Liberties, small jumboized tankers, C-3's or equivalent—compared with the earlier \$36.44.

A rate of \$35.04 for converted C-4's and jumboized Victories or equivalent is substituted for a previous \$26.89 for C-4's and a higher earlier rate of \$36.44 for AP2-J's in group three.

For ships over 40 thousand deadweight tons, special rate determinations will be required by MARAD.

Report of International President



by Paul Hall

Another example of misguided or misleading fiscal theory, as the case may be on the part of the Administration was revealed in recent testimony by Acting Maritime Administrator James W. Gulick at hearings conducted by the merchant marine subcommittee of the House Committee on Merchant Marine and Fisheries.

Gulick testified to the effect that the current demands on the U. S. treasury have made it extremely difficult for MARAD to obtain funds for the upgrading of the U. S. merchant fleet.

Of course, this is not the first time that we have heard the "budget" excuse cited by the Administration. What seems incredible to representatives of maritime labor and the maritime industry is that the "budget" excuse is offered as the reason that the Administration just about forgot about maritime in its 1969 budget message.

They would like the public to believe that the upgrading of the U. S. merchant fleet is merely an unnecessary fiscal expense and that the effect of a strong U. S. fleet on the nation's economy is totally nil.

However, the truth of the matter is that the U. S. merchant fleet does have a great beneficial effect on the nation's economy and that this effect has been severely curtailed by the "budget" excuse invented by the Administration.

It is perhaps a great irony that of all the U. S. industries, maritime has been chosen as one that is most expendable in the government's budget plans.

The government has recently voiced its grave concern over the widening U. S. balance of payments deficit. Many economists and U. S. legislators have voiced the opinion that the upgrading of the U. S. merchant fleet could go a long way towards reducing the payments deficit. Instead of foreign-flag ships carrying our cargoes, U. S.-flag ships owned by U. S. operators and crewed by U. S. seamen—both of whom pay U. S. taxes—would be engaged in the carriage of our merchant cargoes across the oceans.

The other myth that the Administration seems to be perpetuating is that the U. S. fleet is a timeless commodity forever plying the oceans of the world.

If anything is to be learned from the employment of U. S. vessels in the carriage of cargoes to Vietnam, it is that the sealift would have been impossible if not for the reactivation of many reserve fleet ships from the boneyard.

Most of the reserve fleet ships have one battle scar too many already and if anyone believes that these vessels are immune from the ravages of Father Time, they are not only deluding themselves but the public as well.

In addition, the capacity of the active U. S. fleet has been overtaxed by the demands put upon it by the Vietnam conflict. Many U. S. companies have had to divert their vessels for use in the carriage of cargoes to Vietnam, and as a result of the shortage of U. S. vessels to replace them, commercial cargoes are then picked off by foreign operators.

In view of all these factors, it is hard to see how an industry which has so many immediate beneficial effects on the economy as maritime does, can be continually cast by the Administration as economic orphan of the U. S. existing solely on budget leftovers.

Garmatz Schedules Hearings On Maritime Upgrading Bill

WASHINGTON—Promising a "full scale and concerted Congressional attack" to obtain legislation to up-grade the deteriorated American Merchant Marine, Representative Edward A. Garmatz, (D-Md.), chairman of the House Committee on Merchant Marine and Fisheries, announced the campaign will be launched April 23 when his committee begins hearings on pending bills designed to save the maritime industry from extinction.

Chief aim of the bills now before Congress is to construct 35 to 40 new ships a year over a five-year period. Chairman Garmatz introduced the House bill (H.R. 13940) last November at the same time as a companion measure (S. 2650) was offered in the Senate by Senator Warren G. Magnuson (D. Wash.), chairman of the Commerce Committee.

Garmatz, expressing a sense of urgency regarding the plight of the Merchant Marine, designated April 23 as "D-Day" since the "very survival of the Merchant Marine as an economic and national defense asset of the United States is threatened." He promised to call a list of prominent witnesses to the stand.

In addition to providing for construction of some 35 to 40 new ships a year with Government aid, the bills would extend operating-differential subsidy to dry bulk carriers; incorporate a new system for construction-differential subsidy determinations and establish tax differential construction research funds to all merchant and fishing vessel operators.

The Garmatz proposal would authorize \$300 million, for each of the fiscal years 1969 through 1973, for construction-differential subsidy and the cost of national defense features incident to construction, reconstruction, or reconditioning of ships for operation in foreign or non-contiguous domestic commerce and for acquisition of used ships pursuant to Section 510 of the 1936 Merchant Marine Act; \$25 million for research and development, and for the fiscal year of 1969, an authorization of approximately \$30 million for reconstruction of the reserve fleet.

The chairman said his bill is supported by more than 70 House members, who have either sponsored or have introduced almost identical legislation. He said the present campaign marks the first major legislative effort to overhaul the 1936 Act since President Johnson—some three years ago—said he would transmit to the Congress his still-awaited Merchant Marine message.

The Maryland Congressman said a "dangerous and intolerable" situation exists with respect to the Merchant Marine.

"I am of the belief that we have reached the '11th hour' and the only solution is aggressive Congressional action if we are to save the American maritime industry," he declared.

Labor Movement Mourns Tragic Death of Dr. King

Labor leaders from across the nation, including AFL-CIO President George Meany and SIU President Paul Hall, joined government officials and leading figures from all areas of American life in grief and shock over the April 4 assassination of Civil Rights leader Martin Luther King in Memphis.

From Washington, Meany issued a statement that "the murder of Dr. Martin Luther King is an American tragedy. He was killed while aiding striking members of an AFL-CIO union in their struggle for human dignity."

"That is how Dr. King spent his entire life at the side of the most oppressed in this nation," the Federation President declared. "He died in that struggle and all who cherish human dignity mourn tonight."

Hall, on behalf of the SIU, sent the following telegram to the Reverend Ralph D. Abernathy, Dr. King's successor as head of the Southern Christian Leadership Conference.

"Americans everywhere join you on this day in mourning the tragic loss in Memphis of a great leader in the struggle for human rights and dignity. The death of Dr. Martin Luther King symbolizes the urgency to continue his life's work and we wish to assure you of our continued support and dedication in this vital struggle. Please convey to Mrs. King, to her family and to all of your associates our sympathy and sorrow on the loss and untimely passing of this great American."

Dr. King was in Memphis for the second time in a week expressly to fulfill his promise to lead an orderly march to aid the garbage workers. He arrived April 4 and, while standing outside motel balcony discussing the program for a pre-march rally called in an effort to overcome the threat of a court injunction to halt a show of strength for the strikers, was felled by a sniper's bullet.

Bill Banning Fixed Container Sizes Becomes Law After President's OK

WASHINGTON—President Johnson has signed into law a measure which will prevent Government promotion of any standard system of container sizes for ocean shipping. The new law, Public Law 90-268, also prohibits Federal agencies from giving preferential treatment to carriers on the basis of container dimensions, except in cases of military necessity, which would be determined by the Secretary of Defense.

The new law is of particular interest to the SIU-contracted Sea-Land Service, Inc., and the SIU Pacific District-contracted Matson Navigation Company. Both unsubsidized companies are now in the foreign trade. They pioneered containership development in this country and use container sizes—originally designed for their domestic trade—different from the dimensions later favored by U. S. subsidized operators and foreign carriers.

The bill, which is now law, had been passed in the House by a voice vote with little opposition.

The House version slightly modified the one previously passed by the Senate by adding the stipulation that the Government could seek advice of experts on specifications—in military procurement only—if the Defense Secretary deems it necessary. The Senate accepted the change without debate.

During earlier debate on the bill, House Merchant Marine and Fisheries Committee Chairman Edward Garmatz (D-Md.) had argued against the MARAD-favored standardization, declaring that Government promotion of certain container sizes "might arbitrarily express preferences for shipborne cargo containers of certain lengths, heights and widths," and would be premature while containerization is "still in its infancy."

Govt.'s Requested Maritime Budget Almost Doubled by House Committee

WASHINGTON—The House Merchant Marine and Fisheries Committee has reported out for action by the House a bill which almost doubles the amount of funds allotted for maritime by the Administration in its 1969 budget message to Congress.

The new bill (H.R. 15189) calls for a total of \$340,470,000 to be authorized for ship construction in fiscal '69. The figure represents an increase of \$220,670,000 over the Administration's budget request for maritime of about \$119,000,000.

The chairman of the Merchant Marine and Fisheries Committee, Representative Edward A. Garmatz (D-Md.), pointed out that the total of \$340,770,000 would consist of the \$119,800,000 recommended in the Administration's budget message to Congress in January of this year, an additional \$117,670,000 which represents new appropriations over the '69 budget recommendation, plus the \$103,000,000 in unobligated

carry-over funds already appropriated for fiscal '68.

Representative Garmatz, in his written report that accompanied his committee's maritime budget recommendation, emphasized that the "analysis of the record will show that the recommended increases are conservative in the light of known needs."

About 27 New Ships

However, he pointed out that with the new increase, and taking into account the carry-over of unobligated funds, the Maritime Administration should be able to contract for about 27 new modern ships as contrasted to the 10 ships contemplated by the budget request, thus beginning the urgently

needed long-range program of replacements and additions to the U. S.-flag fleet.

Garmatz added that the mix of the new ships, as determined between bulk carriers, container-ships, combination passenger-cargo and general cargo ships, would be dependent on the immediate needs of the respective categories and the nature of applications submitted.

The committee chairman explained that, in addition to the construction of the 27 new vessels, the budget increase would also allow for the conversion, "retrofitting" and upgrading of as many as 30 existing ships and the acquisition of as many as 14 ships which will be replaced by new tonnage.

(Continued on page 10)

SIU Honors Rescuers of Panoceanic Faith Survivors



At recent ceremonies aboard Norwegian ship Visund in Port Newark, N. J., SIU Headquarters Rep. Ed Mooney presented a scroll to Captain Sverre Eilertsen honoring ship's action in last October's Pan Oceanic Faith disaster. At ceremonies were (l. to r.) Ch. Eng. Carl Johannsen, Ch. Officer Jens Ljoen, Ship's Deleg. H. Fredsvik (AB), Mooney, and E. Johansen Rep. of the Norwegian Seamen's Union.

SIU Far East Rep. Frank Boyne (r.) awards Captain Y. Nabasama, president of the All-Japan Seamen's Union, with a scroll and check for \$4,000 for the family of Mitsuo Noguchi, a seaman who gave his life in rescue operations in the Pan Oceanic Faith disaster last Fall.

An award of \$4,000 from the Seafarers International Union to the parents of a Japanese deck hand who lost his life in the rescue effort following the sinking of the SIU-contracted Panoceanic Faith, last October 9 in the North Pacific, will be used to erect a memorial that will symbolize the spirit of good will shared by seamen of all nations toward each other.

The award was sent to the parents of Mitsuo Noguchi, 23, who was aboard the MS Rocky Maru, one of three Japanese ships involved in the life-saving efforts which brought five Seafarers safely to shore. The \$4,000 is equivalent to the SIU death benefit paid to immediate surviving relatives of Seafarers.

Testimonial scrolls also were forwarded by the SIU to the officers and crews of the Rocky Maru, the Igaharu Maru and the Bristol Maru, and were presented at ceremonies conducted at the headquarters of the All Japan Seamen's Union in Tokyo by SIU Far East Representative Frank Boyne on March 11.

Scrolls also were presented April 5 to the officers and crew of the Norwegian freighter, Visund, which assisted in the dramatic rescue, at a ceremony in Port Newark, N.J.

Scroll to Japanese Union

The All Japan Seamen's Union also received a scroll at the presentation in Tokyo. It was accepted by Y. Nabasama, AJSU president, who was congratulated by Robert Immerman, attache at the U.S. Embassy in Japan, and Linda Phifel of the Department of State's Consular Section, representing the U.S. government at the ceremony.

In expressing gratitude to the SIU, President Nabasama said Mr. and Mrs. Noguchi of Nagasaki would raise a monument to their sea-loving son, "on a spot commanding the sea," with the SIU award of \$4,000. The check was presented to the couple March 17 by the AJSU West-Kyushu branch director who said the

Noguchis expressed their "great appreciation" of the SIU gesture.

Young Noguchi spotted a white life jacket from the Faith, two days after the ship went down and two Seafarers had already been picked up by the Igaharu Maru. He was about to descend on a rope ladder when the ship rolled in the stormy sea and he was swept overboard. Under Japanese law he was not declared dead until three months after he was listed as missing.

In a letter to SIU President Paul Hall, AJSU President Nabasama said: "We express again our thanks for the heart-felt kindness of yours and send you back our prayer that mutual friendship and solidarity will be all the more strengthened."

The other three surviving Seafarers were picked up by crew members aboard the Norwegian freighter, Visund, and when the ship docked in this area for the first time since the rescue, SIU Headquarters Representatives Peter Drewes, Edward Mooney and George McCartney were on hand in Port Newark, N.J., to present scrolls to the officers and crew of the vessel and to the Norwegian Seamen's Union.

Einar Johansen, U.S. representative of the NSU, accepted a scroll from Mooney which said in part: "In testimonial for the courageous efforts by members of the Norwegian Union of Seamen during attempted rescue operations following the sinking and loss of 36 officers and crew members of the SS Panoceanic Faith."

A scroll attesting to the heroism of the officers and crew of the Visund was accepted for Captain Christian Henriksen, who commanded the ship at the time of the action in the Pacific, by Captain Sverre Eilertsen, the present master.

Meanwhile, the SIU is endeavoring, through the Soviet Embassy in Washington, to arrange a meeting with the captain and crew of the Soviet vessel Orekhov so that thanks can be paid them for the recovery of the bodies of eight Seafarers. Captain Leonid Zhezherenko took

the bodies to Vancouver, B.C., and, scoring the use of derricks to remove them to dockside, had each body covered with a United States flag and carried ashore on stretchers between lines of solemn Soviet seamen.

The SIU also will pay homage to the SIU-contracted Steel Seafarer which was the first ship to pick up the Faith's SOS and relayed it to the Coast Guard in Juneau, Alaska. This enabled Navy and Coast Guard planes to reach the area, 870 miles southwest of Kodiak, Alaska, shortly after the 495-foot vessel, carrying 10,200 tons of fertilizer, went down. The pilots spotted some 30 men in the icy water and dropped life rafts.

Only Five Found Alive

By the time the rescue ships had altered course and reached the scene of the tragedy only five Seafarers were found alive. Oiler Gordon L. Campbell, 46, Oakland, Calif., a bridegroom of a month, and Lewis E. Gray, Jr., 28, ordinary seaman from Houston, Tex., were taken aboard the Igaharu Maru. Rescued by the Visund were John O. L. Kirk, 36, oiler of Modesto, Calif., Oscar C. Wiley, 28, OS of Oakland, Calif., and Edwin D. Johnson, 43, AB, of Marine City, Mich.

Seafarers lost in the Faith disaster were: Czeslaw Kwiatkowski, 59, AB from Detroit; Bosun Antonio Apolito, 37, of New York; Henry O. Limbaugh, 39, AB from Birmingham, Ala.; Kenneth Collins, 44, chief steward; Morris W. Shubin, 42, OS; Edward McGee, FTW; Theodore E. Rabaria, 48, chief cook; Alex A. Andreshak, 59, deck maintenance; Julius A. Batill, 44, wiper; Charles R. Hood, 23, messman; Robert C. Russ, 44, AB; Donald Joyce, 45, second electrician; Larry G. Howard, 22, oiler; Armas W. Lehtonen, 17, messman; James A. Dhein, 41, AB, and Earl M. Richardson, Jr., wiper.

The 8,157-ton Panoceanic Faith, built in 1944, was enroute from San Francisco to India with cargo under the U.S. aid program when it went down.

President Vows Continued Efforts To 'Better Life' of All Americans

WASHINGTON—President Johnson has pledged to American labor that he will carry on "our fight . . . to make life better for all the people."

The "mighty foundations" of progress have been put in place during the past four years with labor's help, the President declared, "and we are not going to sit by and let them be torn down in a partisan political election year."

Just days later, the President dramatically underlined this statement by announcing to the nation that he would not seek reelection this year so that he could devote his full time and energies to the problems of the country during the remainder of his present term in office.

Johnson was cheered repeatedly by the 4,000 delegates to the 13th national legislative conference of the AFL-CIO Building & Construction Trades Department.

They had come from all parts of the nation, representing 3.5 million members of the department's 18 affiliated unions, to meet with their hometown congressmen and home-state senators.

The theme of the conference was set by BCTD President C. J. Haggerty.

"We not only build America with the tools and materials of our crafts," Haggerty declared, "we build America with the economic and social legislation" which will benefit "every man, woman and child, regardless of race, creed, color or economic status."

During two days of visits on Capitol Hill, delegates sought to revive the stalled on-site picketing bill, to give a massive push to the important on-the-job safety legislation now being considered in House and Senate committees, and to press for enactment of the housing program proposed by the President and strongly backed in its main areas by labor.

Before starting their Capitol Hill visits, the delegates heard from leading Democratic and Re-

publican members of Congress with attention and generous applause.

But an applause meter would have been strained to the breaking point by the shouts and cheers that welcomed the President, punctuated his speech and continued until he had left the hall. Home-made placards waved in the aisles and hundreds of outstretched hands sought to clasp those of the President as if in response to AFL-CIO President George Meany's declaration an hour earlier that "we should hold up the hands of our commander-in-chief."

Outlines Progress

Johnson recited the record of the last several years:

- "12 million Americans have risen from poverty—and that's progress.

- "16 million school children face a better future because of the great educational breakthroughs—and that's progress.

- "20 million older Americans—your mothers and fathers—no longer fear the crushing burden of medical bills—and that's progress.

- "41 million American workers are protected by a higher minimum wage—and that's progress.

- "75 million Americans are working in better jobs at higher wages than ever in our history—and that's great progress."

But this progress is only "a starting point," Johnson stressed. "Every day—in a hundred ways—we are reaching out to those Americans still lost in the dark corners of our society.

"Let there be no cruel delusion that the job will be easy," he cautioned. "Let there be no false hope that the solutions will be quick. For we are cutting through a century of neglect. But we are cutting through. We are moving

on and we are not going to be stopped."

The President departed from his prepared speech to talk of the basic needs and simple pleasures that the average American seeks—and is entitled to.

He listed some of them: "A roof over his head, clothes on his body, food in his stomach . . . a decent school for his children to attend . . . a church to worship in according to the dictates of his conscience . . . maybe a little recreation now and then."

And also, the President quipped, the chance "to watch a television program if the politicians are not monopolizing it."

Earlier the building trades delegates had heard from Speaker of the House John W. McCormack (D-Mass.), who warned that inaction by the United States when freedom is imperiled abroad would be a greater risk than action.

Labor Secretary W. Willard Wirtz appealed to the delegates to stop the "murder on the job in America" by pushing for passage of the worker safety bills.

When he testified before House and Senate committees on the legislation, Wirtz related, "the hearing rooms were packed."

But, he added, "they were packed with lobbyists opposed to doing anything about a worker's safety problem that meant the death of 14,500 people last year. . . . I count it as one of the real gut issues."

AFL-CIO Legislative Director Andrew J. Bicmillier told the delegates that union members must "get excited about elections, because Congress can make or break you. Congress can tell you how you can bargain, how you can enforce your contracts. And if they want to, they can tell you that you can't work together through your local building trades councils."

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

Sometimes good things come in pairs and I am pleased to note the latest actions by the House Committee on Merchant Marine and Fisheries aimed at putting new strength in the merchant fleet. The first move was to put the Administration squarely on notice that now is not the time to squeeze the dollar when new merchant ships are needed. The committee wants the Administration to double its request for merchant marine funds. Secondly, the committee will open hearings April 23 on legislation that will seek to create a five-year-plan aimed at replacing the diminishing fleet of merchant vessels as proposed in House and Senate bills last year. Both actions are vital to Seafarers and to the nation as a whole.

Baltimore

Terence McNee is waiting for a North Europe run after sailing

on the *Steel Artisan* as chief electrician.

After a stint as deck engineer aboard the *Yorkmar*, Tony Palmes would like a good Coastwise trip. Tony has sailed 12 years.

Henry Buckner piled off the *Seatrain Ohio* and would like a run to the Far East. He has been an SIU man since the Union's inception.

Norfolk

Bullard Jackson shipped on the *Santa Emelia* as FWT and is now taking a vacation. As soon as he gets back, Bullard will take any ship, going anywhere.

A good ship and good crew helped make the last two trips on the *Volusia* pleasant for third cook Delos Sneed. After a brief period of hospitalization in New York, Delos is FFD and looking for a job.

Sidney Berger was steward on the *Ocean Evelyn*, which was on the Vietnam run. Sidney spent some time on the beach and is interested in another Vietnam-bound ship.

Puerto Rico

Mike Salcedo is holding down an oiler's job on the *New Yorker*. One of his shipmates is oiler Faustino Alejandro, who has been on that ship for a long stay.

According to shipmates, Juan Cruz has done a terrific job as steward aboard the *Baltimore*. The ship was re-routed to the



Watson

Monahan

Northern European run.

"Andy" Mirs, retired bosun, flew in from New York for some sunshine and relaxation. Carlos Morales was NFFD due to a hand injury, is waiting to get back to work.

Boston

Joseph Preshong just got off the *Sabine*, where he had an AB's job. After a rest at home with the family, he will grab a Coast higger.

Don Watson was AB on the *Steel Seafarer* last time out. A 15-year man, Don will be ready to grab a good job after clearing up some personal business.

Alphonse Monahan was oiler on the *Hermina*. He's visiting the family before sailing again.

Philadelphia

Anthony Korsak is registered and ready to go. He sails in the deck department and is waiting for a Victory ship going to the Far East.

Also registered and ready to ship is Alex Benzuk of the engine department. Last on the *Producer*, he'd like an oiler's job to Holland.

AFL-CIO Group Will Provide Aid To Labor in Asia

Formation of a non-profit corporation to promote free trade union activity in Asia has been announced by the AFL-CIO.

Chartered as the Asian-American Free Labor Institute, Inc., it will be headed by AFL-CIO President George W. Meany, who will serve as corporation president. SIU President Paul Hall, an AFL-CIO vice president, will serve as a director of the institute's board. James A. Suffridge, also an AFL-CIO vice president, will be secretary-treasurer.

The institute has launched a person-to-person emergency aid effort to provide food, clothing and bedding to trade union families dislocated by the Viet Cong's Lunar New Year offensive in South Viet Nam.

The AFL-CIO Executive Council granted an initial \$35,000 for the emergency aid, and earmarked a \$10,000 labor contribution to CARE for relief supplies. The Confederation of Vietnamese Workers (CVT) will administer the CARE program.

Cites Programs

The federation said long-range programs in education, housing, vocational training, health and cooperatives for South Vietnamese labor will be implemented through a general agreement between the AAFLI and the Agency for International Development.

Meany directed establishment of the institute in mid-January. The federation's Executive Council ratified that decision at its February meeting. Thereafter, Fernand Audie of the Retail Clerks was sent to Saigon to develop a coordinated program of assistance with the CVT. Accompanying him was Irving Brown, executive director of the African-American Labor Center, the AFL-CIO regional organization serving the African continent.

Other members of the institute's board of directors are AFL-CIO Vice Presidents I. W. Abel, Joseph A. Beirne, Joseph Curran, David Dubinsky, Karl F. Feller, George M. Harrison, Paul Jennings, Joseph D. Keenan, A. Philip Randolph and Richard Walsh.

Merkerson Joins Pension Ranks



Veteran Seafarer Samuel Merkerson received his first SIU pension check recently from SIU administrative assistant Ray Kelly. He sailed in the steward department. Brother Merkerson was born in Georgia and lives in New York City. His last ship was with the Long Lines.

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

4 More Seafarers Upgrade To Engineer; Total 168

Four more Seafarers have recently received an engineer's license after completing their course of instruction at the engineers school jointly sponsored by the SIU and MEBA District 2. A total of 230 men have now received their second or third assistant engineer's license through the school.

All four of the latest graduates received a third assistant's license.

Robert Schaefer formerly sailed as oiler. He is 33 years old and joined the Union in New York in 1965. Born in Brooklyn, he is a resident of that city.

Charles Rodela is 39 years old and was born in Laredo, Texas. He joined the Union in 1959 in Houston and still makes his home in Laredo. Brother Rodela previously sailed as FWT. He served in the Army.



Bruce Pagan

Joseph Bruce was an oiler and joined the Union in 1966 in San Francisco. The 45-year-old seaman was born in Detroit and lives in Oakland.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

Those who qualify and wish to enroll in the school can obtain additional information and apply for the course at any SIU hall or write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.



Rodela Schaefer

Jorge Pagan was born in Puerto Rico and lives in Brooklyn. An oiler, he had joined the SIU in 1963 in New York. Brother Pagan is 40 years old.

The Pacific Coast

by Frank Drozak, West Coast Representative



Hundreds of delegates from AFL-CIO unions throughout the state are expected to be on hand at the San Francisco Hilton Hotel on April 19, when the California Labor Council on Political Education holds its pre-primary endorsement convention.

The delegates will act on the endorsement of candidates for the U. S. Senate seat presently held by Republican Thomas H. Kuchel. Recommendations will be made for the 38 Congressional and 100 State Representative seats at stake in the primary election on June 4.

If the conservatives make major gains at the polls, the cost to the labor movement will be immense. They are already striving to apply anti-trust laws to the labor movement. In addition, a drive is on to prohibit industry-wide bargaining, dismantle the NLRB and impose national compulsory "open shop" law.

San Francisco

Lewis Gray, one of the five survivors on the ill-fated Pan Oceanic Faith, just piled off the Kenyon Victory after a long trip to the



Gray Penner

Far East. Lewis just received his AB's endorsement.

Seattle

After getting off the Seafarer, Joe Penner will take a vacation before sailing again. Joe sails in the deck department.

Joseph Meyerchak paid-off the Penn Exporter in the Gulf, then went to New York for a vacation. Now that he's back in town, Joe plans on taking the first good AB job to come along.

William Benish was the capable steward on the Ames Victory. Bill has 20 years in the union and is waiting for a good run to the Far East.

Shipping has slowed down somewhat with two pay-offs, one sign-on and four vessels in transit.

The King County Labor Council has supported a motion to support a bill recently introduced in the House of Representatives. This bill would close the tax loopholes of so-called "Flags of Convenience," used by American operators sailing ships under Liberian, Panamanian and Honduran flags. The bill was introduced by Representative James Howard, Democrat of New Jersey.

Widow of Rev. Martin Luther King Leads March for Strikers in Memphis

MEMPHIS, Tenn.—Trade unionists and civic officials from across the nation marched with Mrs. Martin Luther King, Jr., last Monday through the streets of this city where her husband was slain while fighting for the cause of striking municipal garbage workers.

Mrs. King took the place of her martyred husband at the head of the procession which he pledged to lead—even if it meant defying a court injunction. He had returned to Memphis the day he was killed to prove he could lead a peaceful march to back up the strikers after a near-riot marred his earlier demonstration March 28. His death prevented fulfillment of his vow.

Behind the fallen civil rights leader's widow were AFL-CIO officials delegated by President George Meany to represent the Federation and thousands of rank and file union members and sympathetic citizens, many of whom carried signs which read: "Union Justice Now."

Among the marchers was a contingent of 25 Seafarers from New York. Accompanying the SIU group was Dolores Huerta, Vice President of the AFL-CIO United Farm Workers Organizing Committee and several of the striking California farm workers who have been conducting a boycott of scab grapes from their temporary base at SIU headquarters in Brooklyn.

Among those named by Meany to participate were AFL-CIO Civil Rights Department Director Donald Slaiman, William Pollock, President of the Textile Workers Union, AFL-CIO Organization Director William Kircher, AFL-CIO Director of Education Walter Davis, William Bowe, secretary-treasurer of the Brotherhood of Sleeping Car Porters and Robert Powell, vice president of the Retail, Wholesale and Department Store Workers Union.

Hall Named to Fund Campaign

Meany also created last week a special trade union fund-raising campaign to assist the garbage workers for whom Dr. King sacrificed his life. Named as a two-man sub-committee of the AFL-CIO Executive Council to coordinate the campaign were SIU President Paul Hall and Brotherhood of Sleeping Car Porters President A. Philip Randolph. Both are vice presidents of the AFL-CIO.

Starting the fund with an initial contribution of \$20,000, Meany said:

"These 1,300 workers, members of the American Federation of State, County and Municipal Employees, AFL-CIO, are fighting for the most basic of trade union objectives. They deserve and they will have the support of their brothers and sisters in the American labor movement. Their fight is the fight of all American labor."

Later, negotiators indicated they

may be winning part of the battle. The city, in a tentative agreement, had agreed on key issues of union recognition and automatic check-off of union dues.

Jerry Wurf, President of the American Federation of State, County and Municipal Employees, was among the speakers who addressed the rally in City Hall Plaza at the end of the dignified march, unmarked by incident. An estimated crowd of 40,000 persons took part in the demonstration.

Meany Urges Humphrey Candidacy As Vital to Continued Progress

WASHINGTON—AFL-CIO President George Meany has "strongly" urged Vice President Hubert Humphrey to "declare himself now as a candidate for the presidency."

In no other way, Meany said, "can the American public be assured of an effective spokesman and advocate for the programs needed to continue the social and economic progress of the past eight years and to unite the American people behind the defense of freedom and democracy in the world."

Meany's appeal to Humphrey came in a statement voicing labor's deep regret at the decision of President Johnson not to seek renomination.

Meany cited organized labor's long support of the President and "the splendid legislative record of his Administration," declaring: "We had looked forward to the opportunity to support his candidacy. . . ."

He expressed the conviction that had the President decided to run, "the American people would have supported him, despite the unfair, unremitting, unconscionable personal attacks upon him."

He noted, however, that Johnson had withdrawn from the political race "in order that no one misread or misunderstand his actions in the pursuit of peace in the world and progress at home."

Meany called Johnson's decision as courageous and selfless as

any in the nation's political history" and said that America "therefore must and will accept it."

But while the President has "taken himself out of the race," he continued, "the vital programs and policies needed to keep America moving forward at home, while fulfilling its responsibilities abroad, cannot and must not be taken out of the race."

"The people of this country . . . must have a genuine choice and a real opportunity to support those programs and objectives in the months ahead. . . . The American people must not be left with a choice only among candidates who themselves have symbolized the discord and disunity the President's action sought to eliminate."

"To insure that the issues will be fairly stated and the record adequately presented, defended and advocated there must be a presidential candidate as dedicated as the President himself to progress at home and freedom in the world, but who likewise places the welfare of the whole nation first and foremost."

"We, therefore, strongly urge that Vice President Hubert Humphrey declare himself now as a candidate for the presidency. . . ."

Johnson's decision to withdraw from the campaign and devote his full attention to the search for peace was announced in a nationwide television broadcast, Sunday evening, Mar. 31.

The President's action propelled Humphrey to the forefront among the presidential prospects, but the Vice President refrained from an immediate announcement of his candidacy. He said he would take the time needed to give the matter full consideration, but added to reporters: "I'm as interested in this as you are."

Earlier, Humphrey had called Johnson's decision "a very sad moment for me." Serving with the President, he said, "has been one of the great privileges of my life. . . . As time passes, people will come to recognize his very singular achievements."

A Friendly Game of Cards



Relaxing with a good game of cards at the New York SIU hall recently are Seafarers Mike Bolger, AB (left) and Norman McIntyre, Fireman. Bolger last sailed on the Herbert Shirman, McIntyre on the Hudson.

Legislator Would Scrap 1936 Act; Doesn't Solve Today's Shipping Ills

WASHINGTON—Calling for an end to the nation's "Alice in Blunderland" approach to maritime problems, Representative Howard W. Pollock (R-Alaska) suggested recently that an entirely new merchant marine law should be passed to replace the existing one which attempts to "meet new problems with old solutions."

Speaking at a seminar sponsored by the 6.5-million-member AFL-CIO Maritime Trades Department, Pollock said that the basic error lies in trying to amend the Merchant Marine Act of 1936 to meet today's maritime needs. Pollock expressed the belief that "it's time we scrapped that legislation, and wrote an entirely new act."

The Congressman said it was "almost impossible" to amend the 32-year-old legislation to fit present-day maritime requirements and noted that the bill "has already been patched up and re-treaded on many occasions, and it still does not meet the needs of this industry."

Pollock proposed that the new legislation be built around five basic principles, and enumerated them as follows:

- The new law should be devoted to "advancing the interests of the entire fleet—not just one segment."

- The same direct and indirect subsidies should be made available to all American-built, American-owned and American-manned vessels and, specifically, tax-deferred construction reserve accounts—now enjoyed by the liners—should be extended to the bulk operators "who are pouring hundreds of millions of dollars of private capital into this industry."

'Flexible' Subsidies Needed

- The subsidy program should be made "flexible," since some owners do not want construction and operating subsidies but would prefer "a fair share" of government-generated cargoes, and others would settle for long-term charters that will give them a guarantee of future business.

- The industry must be kept "secure against the intrusion of foreign-built ships."

- The maritime subsidies should be used to make American vessels "competitive with foreign-flag vessels, not with other American-flag ships." He said that "piling subsidy on subsidy for one segment of the fleet," while denying any real aid to the other segments, defeats the goal of helping U. S. shipping meet foreign competition.

Also participating in the seminar was Robert N. Kharasch, attorney for the SIU-contracted Isthmian Lines and States Marine Lines.

Kharasch unveiled a program aimed at stimulating private investment in new ship construction by chartering the vessels to the federal government for a 20-year period. The plan, he said, would make cargo vessels instantly available to the Defense Department in time of crisis and would give the nation an immediate improvement in its carrying capacity to move peacetime cargoes.

The Isthmian-States Marine plan is called **FIRST**—for Fleet in Readiness Status Today—and Kharasch put particular stress on the role the new shipping would play in strengthening the military sealift capabilities.

"The military needs for emergency sealift are slowly beginning to be recognized," the attorney said. "Vietnam strained our maritime resources. A second call on our shipping reserves would bankrupt them. There is a definite military need for modern, flexible ships available to respond to an emergency call."

Kharasch said that the annual appropriation that would be required to build 10 new ships with present construction subsidies would be sufficient to build 100 new vessels under the 20-year charter plan.

More Funds, Not Less

At another MTD meeting, Representative Fred B. Rooney (D-Pa.) urged an economy-minded Congress to appropriate more, not less, funds for the nation's merchant marine.

Rooney declared that in the past Congress and the Budget Bureau "have been too quick to single out our merchant marine as the target for fiscal cutbacks and stretchouts," and warned that continuation of this practice would "imperil our entire maritime posture."

He said it was time to "back our commitment to a viable maritime program with sufficient funds, and sufficient will, to get the job accomplished."

The Congressman said that the \$237-million ship construction program contained in a maritime authorization bill recently voted out of the House Merchant Marine and Fisheries Committee "does not come up to what I had hoped" would be recommended

for fiscal 1969. However, he went on, the measure doubles the amount of money recommended by the Budget Bureau for shipbuilding.

In addition, Rooney said, the Committee made it clear that the \$103 million in ship construction funds left over from the present year should be added to the new funds being authorized, producing a total of some \$340 million which will mean construction of between 25 and 30 new vessels.

The Pennsylvania Congressman said he would take the floor during the authorization debate to spell out Congressional intent "that this money be committed, at once, for the task of beginning to rebuild our commercial fleet with all possible speed."

At the same time, Rooney said, he would speak on the way the funds should be "spread across the entire U. S.-flag fleet."

"For years, the Maritime Administration has reserved these construction dollars for use exclusively by the subsidized segment of the industry. The authority has always existed to use construction differential subsidies for all segments of the fleet—but for years this authority has been ignored," Rooney concluded.

An earlier gathering of labor, industry and Congressional leaders, sponsored by the MTD, heard Representative Thomas F. Foley (D-Wash.) declare that ocean transportation is becoming more important, not less important, and necessary improvement of the maritime industry will require substantial outlays by the government.

Grogan Warns of Dangers In 'Weak' Merchant Fleet

WASHINGTON—The nation's defense and its economy "are in grave danger because of the weakness" of the U. S. merchant marine, President John J. Grogan of the Marine and Shipbuilding Workers warned a luncheon gathering here recently.

Survival and revitalization of the merchant fleet, Grogan said, depend upon labor and management in the maritime industry finding "a common ground for coordinating our talents and policies."

The luncheon, attended by leaders in government, labor and the maritime industry, was given by The Propeller Club of Washington to honor Grogan's "outstanding" contributions on behalf of the maritime industry.

In his prepared text, Grogan pointed out that the U.S. merchant fleet is old—more than 80 percent of it over 20 years old—and carries only 7.3 percent of the nation's international trade.

Between 1951 and 1965, he noted, the active U.S. fleet "dwindled" from 1,955 ships of 22.4 million deadweight tons to 1,000 ships of 15.5 million tons. The U.S., he said, dropped from first to sixth place as a maritime nation.

By contrast, he continued, Russia's merchant fleet grew from 560 ships of 2.6 million tons to 1,250 ships of 9 million tons over the same 14 years—and the Soviet Union during that period advanced from 21st to seventh place as a maritime nation.

Soviet Strategy

The U.S.S.R. is well aware of the decline in the U.S. merchant marine, Grogan said, and plans to enlarge its own fleet so as to spread Communism and at the same time crack our policy of "containing" it.

"The burgeoning Soviet merchant marine," he declared, "is providing Russia with a weapon which is at the same time military, political, economic and psychological."

Estimating that the U.S. fleet, as small as it is, accounts for \$1 billion a year "in helping to wipe out the balance of payments deficit," Grogan said: "A strong, modern merchant marine could go a long way to help wipe out the entire deficit."

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



We had a big eight-inch snowfall in Detroit recently, but two days later, it was all gone thanks to the mild weather with temperatures in the 70's.

For a while, we thought the storm might delay the sailing season, but we are now in full swing. Most of our deck crews are reporting and so far we have been fortunate enough to fill all the rated jobs available.

With the possible threat of a steel strike on the Great Lakes this season, the big companies will be importing steel at a record pace.

The new Allouez Dock at Superior, Wisconsin, has been opened to shipping, according to the Port Authority. The facility is especially suited for loading and unloading steel, containers and related cargo categories, having direct discharge to rail or truck. The dock has two bridge cranes, each having a 48,000-pound capacity.

Frankfort

The Ann Arbor Railroad Company has leased the Milwaukee and it has begun operations out of Frankfort as of April 1. There are plenty of opportunities for able seamen, firemen and oilers to fill the jobs on carferries.

Cecil McLeod passed away recently. He had sailed as fireman on the MV Chief Wawatam of the Mackinac Transportation Company.

William A. Karn has filed his application for a pension and we wish him well on his retirement. Bill has been working on the Ann Arbor carferries.

Charles Johnson came by the hall to say hello to his friends. He is on a pension now.

Chicago

As previously reported fit-outs in this area are well underway, with most of the after end crews aboard. Forward ends are in the process of boarding.

One of our old timers will not be reporting this year, after 22 years with Gartland. Lloyd Kizer, oiler, made his application for pension. Lloyd sailed on the Henry R. Platt and put in 5,107 days seetime with the Gartland Company. Lloyd plans on moving to Florida, where he and his wife will operate a small restaurant. He was a steady shipper and we wish him well.

Frank Perry is operating a small restaurant in Chicago, a half block from the new hall on Michigan Ave. Frank sailed as cook and his last ship was the Highway 16 of the Wisconsin and Michigan Steamship Co. Frank told us he's doing pretty well for a start and hopes that SIU seamen and cabbies will drop by for a snack. If his food is as good as the chow he turned out on the Highway 16, Frank should have a booming business.

The Diamond Alkali of Boland was the first SIU-contracted ship to come here this season, pulling in at the Rail to Water Dock. She is on a steady run between Muskegon and Chicago.

Duluth

With the crewing-up of the C. A. Reiss, C. C. West, H. N. Snyder and D. P. Thompson, we have been lucky in filling rated jobs. Most of the AB's, firemen and oilers that we recently placed,

were recruited in Wisconsin and Minnesota during our recent recruiting drive.

The Coast Guard cutter Woodrush has broken the ice in the Duluth-Superior Harbor and has since left to place men on light houses and buoys in the Lake Superior area.

Alan Kuehn, who sails in the Chicago Trader's deck department, entered the Detroit USPHS Hospital recently. We hope he makes the fit-out.

We wish to thank Tom Madden, oiler on the same vessel, for the great help he gave us at the Duluth Engineers Upgrading School.

Toledo

With crews of twenty vessels reporting for fit-out, this port is experiencing a busy time. Many old friends are reporting back, including Conrad Schmidt, Everett Noack, Arthur Cady and Steve Laffey.

Delegates attending the Ohio-Michigan COPE conference in Cleveland from this port were impressed with what the speakers had to say. The Toledo Port Council's drive to secure a fire boat for the harbor has been successful, with the City Council apportioning funds for \$4,700.

A concerted voter registration drive is on among the affiliated local unions of the Toledo Port Council, MTD. Results have been highly successful, according to officials.

Alpena

The Iglehart, owned by Huron Portland Cement Co., was the first ship in this area, followed by the S. T. Crapo of the same company.

The U. S. Gypsum will be the first vessel to dock at Stoneport.

One of our old-time members, Edward Werda is in the Detroit Marine Hospital. We wish you a speedy recovery, Ed.

Cleveland

The season has officially opened here with the Huron Cement Company's vessel, Iglehart, the first ship to enter port. The first replacement sent out was Don Kapela who shipped as oiler on the John T. Hutchinson.

Notices have been sent out to crews to report and all ships should be ready for sailing by the middle of April. We are fitting-out six vessels and they should pretty well clean the board by sailing time.

The word that the Frank Taplin would not go out anymore, saddened the hearts of some of the seamen. She was a big favorite here and we hope they find another good ship to take her place.

Buffalo

Shipping has started in the port of Buffalo with the call-back of the Erie Sand and Gravel ship crews. The Kinsman Marine Transit ships have recently been activated and paint gangs have already been dispatched to begin painting hulls.

One Man, One Vote Rule Extended to Local Govts.

WASHINGTON—The Supreme Court has extended its one-man, one-vote doctrine to thousands of city councils and county governments. It ruled that in local government—as in the state legislatures and the U. S. House of Representatives—election districts must be substantially equal in population.

The 5-3 decision completed the political revolution the Supreme Court set off in 1962, when it broke with past precedent and entered what an earlier court had termed the "political thicket."

That initial decision, in a Tennessee case, merely asserted the right of federal courts to judge the apportionment of a state legislature by the yard stick of the 14th Amendment's guarantee of equal protection of the law.

In subsequent decisions, the Supreme Court spelled out the requirement that both houses of a legislature be set up on one-man, one-vote population standards and said that "as nearly as is practicable, one man's vote in a congressional election is to be worth as much as another's."

The first of many cases involving apportionment of local governing bodies to reach the Supreme Court challenged the method of election of the Midland County, Texas, governing body.

Four of the five county commissioners were elected from districts of grossly unequal size.

One commissioner represented the city of Midland, the county's only urban center, with 67,906 people.

Three commissioners were elected by districts with populations ranging from 814 to 852.

After two lower state courts disagreed, the Texas Supreme Court took a compromise position. It said the districts were too far out of line to meet the requirements of either the Texas or U. S. Constitution. But it said that the redistricting did not have to follow one-man, one-vote guidelines but could take into account such factors as "land areas, geography, miles of county roads and taxable values."

The U. S. Supreme Court majority overturned this verdict and directed that population be the only criterion for redistricting.

The decision, written by Justice Byron R. White, declared that wherever "the votes of some residents have greater weight than those of others . . . the equal protection of the laws has been denied."

It stressed also that "a city, town or county may no more deny the equal protection of the laws than it may abridge freedom of speech, establish an official religion, arrest without probable cause, or deny due process of the law."

LABOR ROUND-UP

Sam Ezelle, secretary-treasurer of the Kentucky State AFL-CIO has been elected to the board of the National Association for Retarded Children. Ezelle, who received the NARC's award of merit last year, is a member of the Kentucky Commission on Employment of the Physically Handicapped and a director of the Kentucky Association for Retarded Children.

A 51-day strike by members of the Glass Bottle Blowers ended when a union committee voted to accept a new three-year package of benefits valued at up to 95 cents an hour for 35,000 production and maintenance workers. Still to be settled, however, are contracts for 15,000 skilled workers and West Coast production employees. The strike settlement came after employers made a new offer at the request of GBBA President Lee W. Minton following previous turn-downs. The agreement, covering 17 firms with plants east of the Rocky Mountains, eases a bottle shortage that had spread to the drug, food and distilling industries.

President William D. Buck of the Fire Fighters, who has held office in the union for 28 years, has announced he will not be a candidate for re-election at the union's convention in August. Buck became a member of the St. Louis Fire Department in 1930 and rose to the rank of captain. Active in the union, he was

elected a vice president in 1940 and secretary-treasurer in 1956. He was named president in 1957 and has been re-elected at each convention since.

The Air Line Pilots and United Air Lines broke a 17-month deadlock and reached agreement on a new two-year contract that includes procedures for resolving a dispute over crew size on a new jet plane. The previous contract had expired Jan. 1, 1967, and part of the \$100-to-\$500 monthly increase will be retroactive to that date. The chief stumbling block had been the issue of whether the new two-engine, 100-passenger Boeing 737 jet should have two or three pilots. The first of the 737s are scheduled to be put in service in April. Under the agreement, all flights will carry three pilots for a six-month evaluation period.

A two-year contract providing wage increases of \$11 a week for 8,000 employees of Macy's stores in New York was ratified by members of Local 1-S, Retail, Wholesale & Department Store Union. The settlement, reached just in time to head off a strike, provides general wage increases of \$6 a week retroactive to last February 1 and another \$5 next February 1, a boost in pension benefits from \$3.25 to \$3.75 per month times years of service, and improvements in sick leave, hospitalization benefits, and medicare coverage for employees aged 65 and up.

Going, Going—Almost Gone



The closing of the U.S. reserve fleet "boneyard" located in Astoria, Oregon, was recently announced by the Maritime Administration.

Only seven vessels remain in this refuge for once-proud ships, and they will be up for sale shortly.

In addition, the Maritime Administration reported that another "boneyard", this one in Wilmington, North Carolina, is scheduled for phase-out shortly.

The closing of these facilities is a good indicator of the crisis situation that is now facing the U.S. merchant fleet.

Due to the continued downward spiral of the U.S. fleet, the nation has had to fall back on reserve fleet tonnage in time of emergency to bolster our lagging ship capacity.

It is now apparent that this backstop is wearing thin, and with it our ability to transport urgently needed military cargoes during time of crisis.

Of the vessels remaining in other U.S. reserve fleet facilities, most are at least 25 years old, and show the marks of time and historic service.

The best of the reserve fleet ships have already been employed for use in the Vietnam conflict, and their slowness and inefficiency are a severe handicap when essential military cargoes are urgently needed on far-off continents.

In view of the continued deterioration of the reserve fleet and the fact that much of the active U.S. merchant fleet is fast approaching obsolescence, it would appear imperative that the U.S. embark on an accelerated program of shipbuilding to replace our aging fleet.

Unfortunately, the opposite is true. Instead of upgrading our merchant fleet to meet the nation's economic and military

needs, the Administration saw fit to cut U.S. maritime appropriations drastically in its 1969 fiscal budget.

Despite the fact that the House Merchant Marine and Fisheries Committee has hiked this recommendation considerably in its review of the maritime budget, the increase faces tough sledding if and when it faces Congressional appropriating committees.

The nation can be very thankful for the maritime watchdog capacity now vested in the House Merchant Marine Committee, but even with their best efforts and intentions, the impetus for a maritime buildup must come from the Administration.

For its part, the Administration has portrayed itself as the harried exchequer of the national treasury, fearful only that the bottom will fall out if adequate funds are appropriated to upgrade our merchant fleet.

Why it is that maritime has been designed as the fiscal whipping boy has never been clearly explained by the Administration or its predecessors.

Certainly they have been extremely generous to other U.S. industries who contribute far less to our economic well-being than maritime does.

Government largesse is clearly demonstrable in its research and development appropriations to many U.S. industries, plus the inclusion of generous tax loopholes for those with a thumb in the fiscal pie.

Perhaps the Administration believes that like Old Man River, the U.S. fleet will just keep rolling along.

However, with the ominous depletion of both our active U.S. fleet and reserve fleet vessels capable of useful service, the U.S. merchant fleet is headed for a hard slide, and its continued ability to roll along lies in the hands of an Administration which thus far has lacked the foresight to stem the dangerous situation that now exists.

Copper Unions Reach Agreements For Majority of 60,000 Strikers

WASHINGTON—Copper unions have come to terms with management for the bulk of the 60,000 workers on strike since last July 15 and pushed for settlements covering 8,500 employees in the fabricating end of the industry, the only unsettled sector.

The unions reached provisional agreement with the Kennecott Copper Corporation, Anaconda Company and American Smelting and Refining Company for employees of their copper mining, milling, smelting and refining properties and their lead and zinc operations, and with Kennecott for a big Chase Brass mill at Cleveland. Contracts covering 6,000 Phelps Dodge Corporation employees were ratified earlier.

Approval of the pacts is conditioned on satisfactory settlement of local issues at each property, and ratification by each of the 26 unions involved in the long strike.

The striking unions also reached agreement with two smaller companies—Miami Copper Company and Inspiration Consolidated Copper Company—for 1,500 workers at Miami, Ariz. They warned that the strike against Anaconda's brass and wire fabricating plants and three small independent firms will continue unless agreement is reached in the next few days.

"Members of the six striking unions simply are not going to be forced by the companies to accept the substandard proposals they have made for these opera-

tions," said Chairman Joseph P. Molony of the unions' Nonferrous Industry Conference.

The six unions are the Machinists; Electrical, Radio & Machine Workers; International Brotherhood of Electrical Workers, Auto Workers, Steelworkers and the unaffiliated Teamsters.

Wage gains in the agreements ratified during national negotiations were put by the unions at 54 cents an hour at Kennecott, 56 cents at Anaconda and from 40 to 55 cents for ASARCO.

Pension Goal Reached

The ASARCO pact provides a long-time objective of all the striking unions—a company-wide pension plan. Also it calls for wage restructuring, steps toward eliminating the disparity between contracts at company properties, and extension of the severance pay program to all properties.

The Kennecott pact calls for an identical economic settlement covering all Western Mining Di-

vision employees, members of 40 locals of a dozen international unions. Anaconda workers in Montana, Nevada, Arizona and New Jersey will work under similar wage scales and contract provisions.

Pension improvements in the latter two companies parallel those negotiated with Phelps Dodge Corporation, the first big firm to settle, and ASARCO. Monthly benefits are increased to \$5 per year of service. Workers retiring at age 60 may get \$130 monthly supplements until they become eligible for social security benefits. Widow's pensions were won, and disability pensions were raised to a minimum of \$100 a month.

Most of the pacts call for five months' pay in the event of retirement, disability or death. Laid-off workers will receive \$25 a week for the first 26 weeks, \$50 for another 26 weeks for a maximum of \$1,950. The two provisions are "firsts" for Anaconda workers.

Senate Passes Bill Curbing Aid To Countries Seizing U.S. Ships

WASHINGTON—Foreign nations that seize American fishing vessels face loss of U.S. aid dollars as a result of the Senate's action in voting 69-to-9 on a bill to curb such open sea "piracy."

The loss of foreign aid, especially aimed at offending Latin-American countries, is contained in an amendment to a proposed law that the U.S. government indemnify owners of seized vessels. Only owners paying a participating fee would receive payment for losses and damages.

Action by the Senate followed protests from the SIUNA-affiliated Atlantic Fisherman's Union about raids from Ecuador and the filing of charges by Captain James Ackert, SIUNA vice-president and president of the fisherman's Union, that Soviet fishing vessels are violating the Mid-Atlantic Fisheries Agreement between the U.S. and the U.S.S.R.

Senator Thomas H. Kuchel (R-Calif.) is the author of the amendment to cut off foreign aid to the aggressor countries and he spearheaded the drive to have it adopted by a heavy vote.

"It would be ludicrous to provide means to reimburse United States fishermen without proceeding against the offending country," he declared.

Under Kuchel's proposal, a nation would have 120 days to reimburse the U.S. government for compensation to the owner of a seized fishing vessel. If no effort is made, then the President would be required to suspend all foreign aid, amounting to millions a year in most cases, to that nation.

The overall bill then was passed by a vote of 49 to 24. It tightens a law enacted in 1954 for the protection of American fishing vessels. The U.S. intends to act against any nation that seizes a ship outside of what the country regards as another nation's territorial waters. It refuses to recog-

nize the claim of Latin-American nations that their territorial jurisdiction extends 200 miles seaward from their coasts.

The last American vessel seized off South America was the Paramount taken into custody last March 20 by Ecuador while it was 46 miles at sea.

Former Seafarer Seeks Information On Liberty Ships

All Seafarers who have served on Liberty ships, are invited to help former Seafarer John Bunker, who is compiling a book on the famous Liberties in war and peace.

Bunker would like to receive accounts of unusual voyages, long trips, snafus, battle actions, unusual cargoes, collisions, etc. Also welcome would be accounts of ships under the Marshall Plan and other aid cargoes in the post war years.

Many of these freighters were skippered by men in their early 20's and Bunker would be interested in hearing from or about some of these men.

Anecdotes and humorous incidents are welcome, plus any incident or story about the crews that you feel should be included in this history.

Please send your experiences to him at P. O. Box 95, Piney Point, Maryland 20674.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Gulf South Research Institute, a private non-profit organization, has completed a study of the Port of New Orleans finances and recommended that the state of Louisiana should take steps to underwrite a minimum of \$172 million in capital improvements over the next ten years.

The GSRI emphasized the need to replace obsolete and depreciated facilities, traced the ascendancy of competitive Gulf ports and documents various sources of tax funds used in port development elsewhere.

The institute assesses the changing environment of port cargo handling technology and relates facility requirements to port-generated revenues. It concluded that the charges and tariffs at the Port of New Orleans have already reached a competitive maximum. Unless the capital facilities program can be continued, the port will not be able to accommodate demands for its services and "will undoubtedly suffer a competitive setback," the report declared.

New Orleans

Louis "Baldy" Bollinger is on the beach after completing a trip to Morocco and Spain aboard the Alcoa Master. The ship was a real good feeder, thanks to the work of the steward Mike Dunn. "Baldy" told us the crew was complimented by the Captain as "the best I had in twenty years." The Alcoa Master had such oldtimers aboard as John Whited, Sam Lemoine and George Esteve.

The deck department has a total of some 350 years of seetime among them. They turned in an outstanding performance, thanks to all the skill and know-how acquired through the years.

Mobile

Frederick Johnson is registered after a long trip to India with the Steel Voyager. Fred has shipped in the deck department more than 15 years.

Just back from Vietnam, O. E. "Don Q." Ferguson has registered again. An oldtimer in the Gulf area, Don Q lives in Richton, Miss.

Floyd Peavy last sailed on the Monticello Victory as chief cook. He expects to enjoy a little vacation after a year on that ship.

W. C. Daniels was second cook on the Sagamore Hills, which made a fast trip to Vietnam. He will ship as soon as his wife is fully recovered from a recent illness.



Peavy



Tucker

Richard Tucker has been dry-docked awhile, but is feeling much better and expects to sail soon. Dick usually ships as AB.

Shipping has been good here. We expect to pay-off five ships this period.

Houston

Frank Radzvila has returned from a visit with his family in California. Frank sails as steward and is waiting for a job on an India-bound vessel.

Claude Denny got off the Trans-Champlain and is waiting for a job on the Bradford Island, running coastwise from Houston to Tampa. Claude ships in the deck department.

Shipping has been good here this period and it looks like it will continue on a steady course.

Labor has endorsed the candidacy of Dan Yarborough for Governor. In the race for the seat in the 22nd Congressional District, Clyde Doyal, Mayor of Pasadena, has also received the full endorsement of labor. Doyal will try to unseat Bob Casey, who has held the seat for six years.

Fresh From the Oven



Second cook and baker John Skoglund turns out a batch of rolls for Seafarers aboard the Producer (Maritime Overseas). Brother Skoglund helped keep the men well-fed during trip to Amsterdam.

SIU of Puerto Rico Wins Key Election At Crambar Plant

PONCE, Puerto Rico—The SIU of Puerto Rico last month successfully won a decisive majority in representation elections at Crambar Industries, Inc., a subsidiary here of the Uniroyal Corporation. The vote was hailed by SIU of Puerto Rico President Keith Terpe as the result of a hard, well-fought campaign.

The final tally on the 679 votes cast was 342 in favor of joining the SIU, 279 for no union, and 48 votes—all of which were for the SIU—challenged by the company.

Crambar manufactures footwear and rubber products.

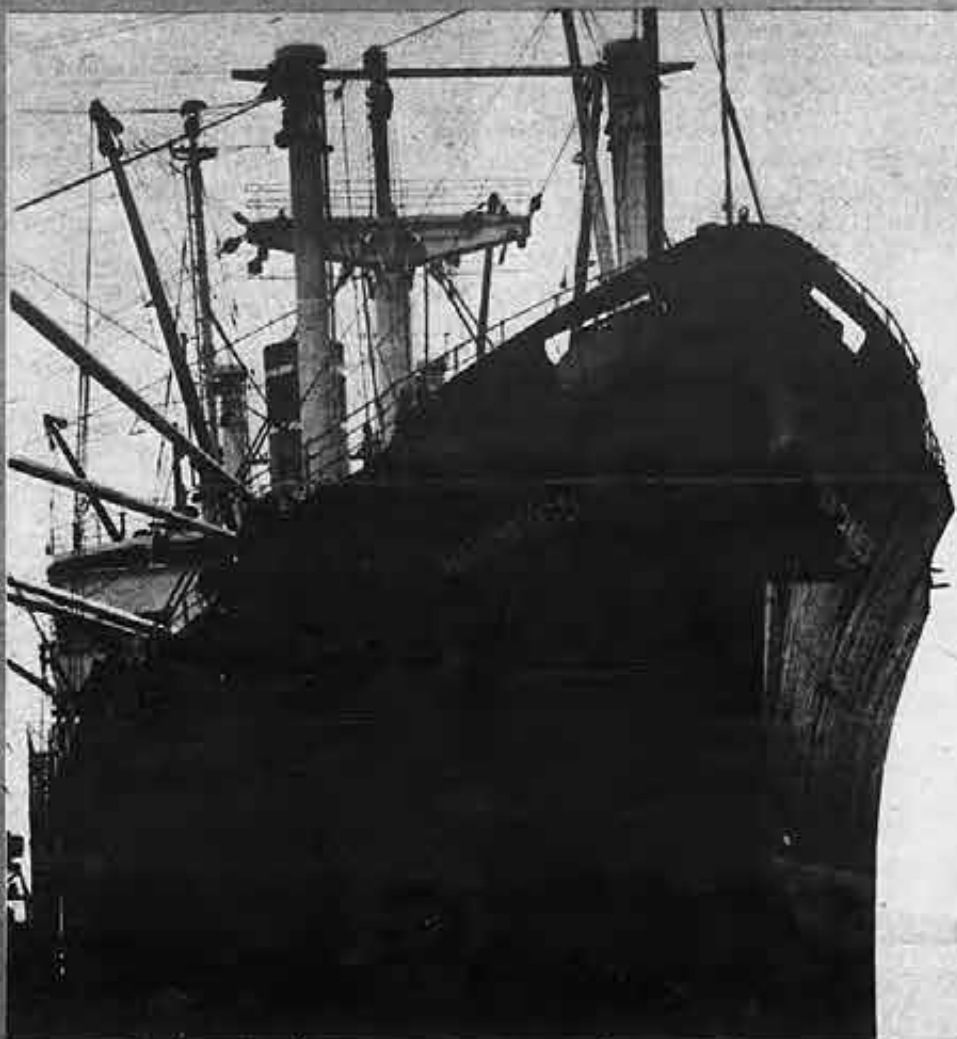
In its attempts to keep the union out, the company laid off over 150 of its 800 workers two weeks before the election in order to nullify their vote. The 48 challenged votes were questioned by Crambar on the ground they had been cast by some of the employees who had been laid off.

Though the results were clearly in favor of the SIU, in typical anti-labor style the company has begun delaying tactics with charges of an unfair election and the filing of a petition with the National Labor Relations Board. The union has already shown that not one provision of the National Labor Relations Act has been violated, but the Crambar legal strategy will put off negotiations and NLRB certification.

In another development in its organizational drive here, the SIU of Puerto Rico plans to begin campaigning for union representation at the General Cigar Corporation shortly.

It's Payoff Time In Baltimore

"It's a grand ship and she sails like one of the queens," boasted one of the deck hands aboard the Alcoa Marketer when the vessel made it to port at Baltimore after a long, pleasant voyage with only a few beefs and no disputes according to the report of the chairman.



Three Seafarers are packed and ready to go ashore. Left to right with a smile are D. Knight, W. Higgs and J. Breland.



Patrolman Paul Gonsorchik (seated) and SIU Representative Bob Pomelone (center) speed things up.

Enjoying a good cup of java in crew mess hall are, left to right, Shipmates A. Phillips, L. A. Wright and A. Watson.



Fine inspection of stores is made by F. Fullbright, (kneeling), and Paul Martin B. Falk and R. Caraballa.



And In Busy Bayonne, Too

It was a balmy day on the New Jersey shore when the SIU-contracted Lucile Bloomfield put in at the bustling port of Bayonne and began unloading cargo.



No Seafarer is afraid of a little hard work and Veteran Oiler Clovis K. Selter proves he's no exception as he demonstrates how he keeps his waistline trim with a twist.

The galley crew rated a vote of thanks from all the men for a job well done. Left to right are J. Callum, B.R.; Bob Bengle, M.M.; U. Schneider, M.M.; C. T. Baloy, 3rd cook; U. Rpiedor, baker, and John Fifer, the jovial steward.



SIU Headquarters Representative E. B. McAuley chats with Roy Guild, bosun, and Bob Wambold, fireman, after payoff in Bayonne, N.J.



Oiler Charles R. McKay enjoys a little relaxation after ending another tour of duty on the good ship Lucile Bloomfield. Charlie's looking forward to hear from former shipmates.

House Committee Would Double Maritime Budget

(Continued from Page 3)

The House committee also submitted hikes in the 1969 budget allotments for maritime research and development and state marine schools. The 1969 budget estimate for research and development was \$6,700,000, which the House maritime committee hiked to \$11,000,000. The committee termed the increase as "far from adequate" but said that they approved it only because the Maritime Administration designated the \$11,000,000 figure in its initial request for maritime funds.

Garmatz' report on the new bill also shows that the committee did not alter the Administration's '69 budget recommendation of \$206,000,000 for operation of "different" subsidies or the \$5,279,000 for reserve fleet expenses. The committee also concurred with the '69 budget allotment of \$5,177,000 for maritime training at the U. S. Merchant Marine Academy at Kings Point, N. Y.

The Maryland Congressman stressed the importance of hiking the funds allotted for the merchant fleet and declared that the U. S. can no longer afford the "luxury and expedience of eliminating needed merchant ships as a convenient device for reducing budget outlays."

Budget Cuts Increase

During the course of their deliberations on the '69 fleet budget, the House Merchant Marine Committee had requested from the Maritime Administration a listing of the original requests for ship construction subsidies made by MARAD from fiscal 1964 through fiscal 1969. The information submitted by MARAD divulged that in every instance, the Budget Bureau cut the original requests and that the practice had increased in severity since 1966.

The vote by the House on the maritime budget recommendation submitted by the House Maritime Committee is expected shortly.

Under a law passed last year, the House Merchant Marine and Fisheries Committee was empowered for the first time to review Administration maritime budget requests and to make any fiscal revisions that they deemed necessary to upgrade the U. S. fleet.

However, even if the committee's authorization bill is approved by the House, it still must pass intact through the appropriations committees of Congress, and must have the approval of the Budget Bureau for commitment.

Hearings Held

The new maritime appropriations bill submitted by the House maritime committee followed on the heels of nine nonconsecutive days of public hearings conducted by the Merchant Marine and Fisheries subcommittee between February 27 and March 27.

During the course of the hearings, testimony was heard from representatives of the Secretary of Commerce, the Federal Maritime Administration, the Bureau of the Budget and representatives of maritime labor and the maritime industry.

One of the labor representatives who testified at the hearings was SIU President Paul Hall.

During his testimony, Hall urged that the House Merchant Marine and Fisheries Committee raise the maritime appropriation to the \$388 million originally requested by the Maritime Administration and charged that when "all the camouflage" is removed from the Budget Bureau authorization request, all that remains is "a mere \$18 million in new funds for ship construction during the coming fiscal year."

Hall stressed that the action of the committee on the Administration's maritime budget appropriation "will be an indication of its determination to assure our nation of an adequate, sound, effective merchant marine."

When questioned during the the hearings by subcommittee members on how he would feel if the original amount he requested was to be authorized by the full House committee, Acting Administrator James W. Gullick replied that, personally, he'd be "delighted."

However, Gullick added that when he is called before the House Appropriations Committee to testify on funds for the fiscal 1969 maritime program, he would have to appear in his capacity as a spokesman for the Administration.

Challenging the Champ



While in the Brooklyn SIU hall waiting to ship out, Seafarers George Martinez, AB (left) and Fred Kritzer, DM, enjoy a challenging game of checkers. Kritzer has been Merchant Marine checker champ since '53.

DISPATCHERS REPORT

Atlantic, Gulf & Inland Waters District
From March 21, 1968 to April 3, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	3	0	0	2	16	8
New York	37	32	29	33	6	189	129
Philadelphia	11	8	15	6	4	7	12
Baltimore	26	11	16	7	3	130	66
Norfolk	13	6	4	4	9	34	43
Jacksonville	12	10	9	10	10	15	9
Tampa	4	4	4	4	1	22	13
Mobile	18	24	13	22	4	72	37
New Orleans	57	36	15	17	2	164	110
Houston	24	31	20	11	11	106	71
Wilmington	20	24	14	20	12	28	2
San Francisco	40	72	27	33	21	83	34
Seattle	14	10	13	11	12	55	17
Totals	281	271	179	178	97	921	551

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	0	1	3	8	1
New York	32	49	28	26	13	119	116
Philadelphia	4	6	7	2	6	13	18
Baltimore	22	18	8	14	5	87	61
Norfolk	5	6	1	3	11	26	9
Jacksonville	7	10	6	10	12	9	10
Tampa	5	3	2	4	1	6	12
Mobile	17	24	20	24	4	53	28
New Orleans	30	37	10	19	2	78	122
Houston	23	21	13	17	7	89	53
Wilmington	11	12	9	10	24	14	1
San Francisco	36	51	25	26	11	66	12
Seattle	8	13	8	9	13	27	18
Totals	203	252	137	165	112	595	461

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	2	0	1	3	2
New York	24	13	27	13	5	121	38
Philadelphia	8	6	9	1	5	11	4
Baltimore	20	10	11	7	1	80	56
Norfolk	7	9	5	4	6	15	24
Jacksonville	6	9	2	7	9	6	6
Tampa	5	2	2	1	1	9	4
Mobile	18	13	20	20	4	57	24
New Orleans	56	20	9	5	1	173	79
Houston	29	12	22	18	3	86	54
Wilmington	4	7	5	8	5	21	0
San Francisco	52	34	34	27	21	70	18
Seattle	7	7	14	2	5	38	18
Totals	238	144	162	113	67	690	327

YOUR DOLLAR'S WORTH Seafarer's Guide to Better Buying

By Sidney Margolius

Between retailers and manufacturers juggling prices and manipulating taste, and consumers' own ignorance of food values, many families who can least afford it waste precious dollars in buying food.

That's the observation of a long-time expert on food values—Frank Anastasio, Executive Director of the Mideastern Wholesale Co-operative. This is one of the wholesale supply organizations owned by consumer co-op stores in various regions of the country. Because they are owned by consumers, the co-ops don't indulge in high-pressure selling. They only look with amazement at some of the prices people pay for such "foods" as flavored water and presugared cereals, and try to buck the tide by offering their own Co-op real foods.

Anastasio is especially concerned that items like canned sodas and fruit-flavored "drinks" have their biggest sale in low-income areas. In fact, some of the buying clubs recently organized to help low-income families save on food—as part of the "war" on poverty—are heavy buyers of canned soda, the co-op executive finds. At least it can be said that by buying their products wholesale they are paying less for nothing.

One of the problems is that moderate-income families are greatly influenced by TV advertising. For example, Anastasio reports that even the co-ops, while they tried for a long time to resist, finally had to stock the flavored sipping straws that were in demand for awhile. This product merely added a little flavor to a drink as the child sipped through the straw. As long as the flavored straws were advertised on TV

they sold like mad. As soon as the TV ads were discontinued, people quit buying.

Anastasio also is worried by the tendency of lower-income families to buy the higher-priced famous-name brands of canned foods rather than a retailer's own brands.

As just a couple of examples observed by this writer from a recent survey, several well-known brands such as S. & W., Del Monte and Green Giant, cost 30 to 44 percent more than retailers' private brands for similar qualities. Of brands of canned corn checked, Green Giant comes out most expensive. So ho, ho, ho, Green Giant.

Another money-losing tendency of low-income families, perhaps induced in part by lack of cash, is buying the smaller sizes. Anastasio says that these families often buy the eight-ounce cans of vegetables instead of the 303 size (16 ounces.) Stores are very competitive on the 303 sizes and cut prices on them, but take a higher margin on the smaller sizes. (Again from the survey, some of the same brands of such products as beans and peas cost 30 to 40 percent less in the 16 and 17-ounce cans than in the 8 and 8½-ounce sizes.)

Not only manufacturers but the supermarkets manipulate customers, Anastasio warns. One of the favorite selling tricks is to feature an advertised special on coffee with a big display at the end of an aisle, and next to it a display of cheap candy. The store gets a 50 percent margin on the candy.

Much of supermarket selling today relies on such impulse buying. Displays of high-profit items at aisle ends and the check-out counter often are aimed especially at children, Anastasio points out. The mothers, on the other hand are manipulated into buying expensive foods.

Lifeboat Class No. 196 Graduates



These graduates of the SIU lifeboat class just received lifeboat tickets after passing the Coast Guard examinations. In front row, left to right: Henry Batch, Jerry Farmer and George Troy. Back row: Instructor Paul McGaharn, Clarence Hobbs, Dave Keber, Larry Holland and Ronald Runnells. The 196th class graduated on April 8, 1968.

Seafarer Drags For Lobsters When Not Sailing as Bosun

Seafarer Brian Trujillo is currently sailing as bosun on the Gateway City (Sea-Land), running to Europe. In addition to his career in the merchant marine, however, Brother Trujillo spends considerable time as a commercial fisherman off the coast of Long Island.

As a private fishing boat owner, Trujillo has taken a great deal of interest in the problems of the American fisherman and recently explained some of his views on the subject.

The owner and operator of a commercial fishing boat out of Shinnecock Inlet, Brother Trujillo fishes for lobsters and often catches other "saleable fish" in his lobster traps. American fishermen have recently had some company in those fishing grounds—namely Russian fishing trawlers.

"I noted the Union's interest in the fishing treaty signed with the Russians and thought our Brothers in the SIU might care to hear how this might affect the local fisherman in the area of the treaty's boundaries", Brother Trujillo explained in a letter to the SIU.

"The area I fish is directly where the Russians have been allowed to operate", he stated. This area, he pointed out, is "hardly productive enough for the small dragners and lobsterboats working from Shinnecock and Fire Island Inlets. Why then would the Russians be interested in an area that can only be called productive during the fluke season, June to August?"

Stronger Legislation Needed

Since the Russians depend greatly on fish for food, they have a huge fishing fleet. If this large fleet comes on the beach and starts working with "10 or 12 boats", in less than two weeks "they will sweep the bottom clean and the area will be lost to small dragners for a good time to come."

Brother Trujillo states that "the time has come for more legislation to protect the American Fisherman from almost overwhelming foreign competition, not to give waters away in return for some vague agreement not to fish cer-

tain waters at certain times of the year." Thanks to competition from foreign fishermen, Trujillo declared, American fishermen "have had it hard during the last few summers".

Just as the Seafarers has known the burdens caused by the runaway-flag operators, his counterpart in the fishing industry has been given "just a little more competition" by the "powers-that-be" in the Government. Treaties have allowed foreign boats to operate within the boundaries of the United States, Trujillo said.

"I firmly believe that this treaty should be dissolved and that the United States territorial waters be extended to the Continental Shelf at least," he said. If not, he feels that the foreign fleets will in a short time strip the immediate U.S. coastal areas of all fish—both edible and oil producing. If this is allowed to happen, the five new subsidized dragners we are building "can be sold to Russia and the money for them used to buy frozen fish blocks from behind the Iron Curtain."

Brother Trujillo is a native New Yorker who joined the SIU in that port in 1961. The 29-year-old seaman sailed as AB before qualifying as bosun. A conscientious seaman, he shared in the earning of safety award while sailing on the Hurricane (Waterman), now known as the Amerigo.

Eight Additional Seafarers Welcomed To Growing Ranks of SIU Pensioners

The SIU pension ranks welcomed eight additional Seafarers into the fold recently. The men, who have completed their sailing careers are: Milton Robinson, William McKay, Egbert Goulding, William Long, Henry Put, Andres Echevarria, John Peccia and James Carter.

Milton Robinson sailed as AB and bosun. Born in Alabama, he lives in Mobile with his wife, Doris. Brother Robinson joined the Union in Mobile and last sailed on the Erna Elizabeth.



Robinson McKay

William McKay sailed in the steward department since joining the SIU in Miami. A 27-year veteran, he makes his home in New Orleans. Born in Brooklyn, his last ship was the Del Norte.

Egbert Goulding is a native of the British West Indies. A steward, he joined the Union in New York in 1938. Brother Goulding's last ship was the Seatrain Delaware.

William Long shipped as AB. A native of Marshall, Texas, he makes his home in New Orleans.



Goulding Long

Brother Long joined the SIU in that port in 1939. His last ship was the Del Sud.

Henry Put was born in Belgium and lives in Hoboken, N. J. An AB and bosun, he joined the SIU in Port Arthur, Texas in 1946. His last ship was the Sapphire Gladys.



Put Echevarria

Andres Echevarria sailed in the steward department. Joining the

Union in New York, he sailed 23 years. A native of Puerto Rico, he lives in Brooklyn. His last ship was the Ponce.

John Peccia was employed as bridgeman by the New York Dock Railway. A native of Italy, he makes his home in Brooklyn with



Peccia Carter

his wife, Emma. Brother Peccia joined the Union in New York.

James Carter sailed as cook and joined the Union in 1941 in Mobile. Born in Alabama, he lives in Mobile. His last ship was the Yaka.

PERSONALS

O. R. Patrick

Please contact Lee Roy Mrozinski or George Kries, Jr., at Liberty Farms Trailer Court, R. R. 1, Lot 43, Valparaiso, Ind.

Harry Oliver

Rudy Mantie would like you to contact him at 1241 South Main St., Yreka, Calif. 96097, or phone area code 916: 842-2494.

Luigi (Cosmo) Gaudino

Please contact your family, or their attorney, Angelo C. Faraci, Esq., at 25 Main Street East, Rochester, N.Y., immediately. Or phone Area Code (716) 232-7027. This is in reference to the family estate.

James Crawford, Jr.

Your sister, Mrs. Frank Laine, Jr., is anxious to learn of your whereabouts. Please contact her at 4451 Laine Avenue, New Orleans, Louisiana.

Augustin W. Morales

It is urgent that you contact your family as soon as possible at 78 Kokoku-ku Futomachi, Yokohama, Japan.

Scott Longshore

Please contact Nadine Longshore, Office of the Town Clerk, Municipal Building, Canton, New York 13617, as soon as you possibly can.

Charles McClung

Please contact Bill Pugh, Staff Director, Nicholas Community Action Association, at 519 Church St., Summersville, W. Va. 26651, as soon as you can, in regard to a very important matter.

Thomas Smith

Please contact your son, Paul Babbitt at the SIU hall in Seattle as soon as you possibly can.

SIU ARRIVALS

Tracey Kinney, born December 26, 1967, to Seafarer and Mrs. Richard A. Kinney, Independence, La.

Martha Garza, born February 16, 1968, to Seafarer and Mrs. Eugene A. Garza, New Orleans, La.

Salvador Santos, Jr., born February 2, 1968, to Seafarer and Mrs. Salvador Delos Santos, Seattle, Washington.

William Oakley, born December 12, 1967, to Seafarer and Mrs. Raymond R. Weller, Lincoln Park, Mich.

Iris Zimmerman, born February 12, 1968, to Seafarer and Mrs. Richard Zimmerman, Cleveland, Ohio.

Michael Gibson, born February 29, 1968, to Seafarer and Mrs. Clyde J. Gibson, Clyde, N.C.

Melissa Braddy, born January 25, 1968, to Seafarer and Mrs. Thomas M. Braddy, Toms River, N.J.

Michael James Baraldi, born February 14, 1968, to Seafarer and Mrs. Richard Baraldi, Darby, Pa.

William Jenkins, Jr., born January 24, 1968, to Seafarer and Mrs. William Jenkins, Port Arthur, Texas.

Joseph Cordero, born October 25, 1967, to Seafarer and Mrs. Jorge Cordero, Brooklyn, N.Y.

Daniel Wales, born February 13, 1968, to Seafarer and Mrs. Will Wales, Nederland, Texas.

Maria Beatrig Rivera, born January 31, 1968, to Seafarer and Mrs. Paul Rivera, Bayamon, P.R.

Wendy Gail Daniels, born February 8, 1968, to Seafarer and Mrs. Masceo E. Daniels, Belhaven, N.C.

Patrick Vito, born December 27, 1967, to Seafarer and Mrs. Rosalis Vito, Houma, La.

Cindy Garner, born January 22, 1968, to Seafarer and Mrs. Sidney A. Garner, Baltimore, Md.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn, N. Y. 11232. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information). NAME, STREET ADDRESS, CITY, STATE, ZIP, TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS, CITY, STATE, ZIP.

Low-Cost Housing Needed Near Jobs

To the Editor:

The President's Commission on Civil Disorders, in attempting to show the path toward remedying the dangers growing out of severe and widespread poverty, declared that a massive Federal program must be instituted to construct millions of low-cost homes for the nation's poor. But the Administration's present housing programs provide for only about one-third of what's needed. At the same time, tensions are growing, and there is an ever-widening gap stretching between the "haves" and the "have nots" of American society.

Yet we still hear businessmen babbling that "It's up to those so-called 'have nots' to get out of their self-made rut. Opportunity is there if they'll just look and we aren't going to help people who won't help themselves."

Now a study has been released by the National Committee Against Discrimination in Housing which clearly shows what labor has been saying for a long time: that slum housing

afford to know any less than there is to know about each candidate's views.

A prime issue of concern to all labor is the important struggle against so-called "right-to-work" laws, which management die-hards are pushing once again in California and elsewhere. They claim that RTW laws will protect a worker's rights, gain him more benefits, higher salaries, etc. All voters should remember that these claims are only a smokescreen for union-busting activities.

All but one state which has adopted an RTW law has had a drop in per capita income in relation to those states who wisely steered clear of such legislation. Arizona had a per capita income in 1948 of \$156 below the national average. After it adopted an RTW law, by 1965 its per capita income had not risen—as the right wingers had claimed it would—but plummeted to \$376 behind the national average. And it was still falling.

In 1955, Utah was \$251 below the national average in per capita income. Then it passed an RTW law. By 1965, it had dropped to \$391 beneath the national average.

When the candidates campaign, whether they are running for municipal, state, or national office, we must keep abreast of what they stand for on issues such as RTW, civil rights, etc. If we are lax, we will be hurting only ourselves.

Sincerely
James Walsh

Discovers LOG In Dentist's Office

To the Editor:

While sitting in the dentist's office of the U.S. Coast Guard, waiting for a tooth to be fixed, I picked up your paper, *The Seafarers LOG*, and read about the "Ships' Christening" and "Kissing the Blarney Stone," plus quite a few other articles which were very interesting.

Indeed it is a very nice newsy little paper. By little I mean the size is nice to handle, and one can read it aboard a boat on a windy day without it going out of your hands and flying overboard.

Sorry to say I sneaked it home.

No doubt you are all surprised to hear from a woman.

I run my own boats, two of them, with another woman. We can't all be born boys but it's still in the blood, and they say girls always take after their fathers. So there you are.

I crossed the North Sea about 20 times or more on my father's schooners, before I was 21 years old. I was swinging between the masts in a hammock at the ripe old age of six months.

Now we do commercial fishing six months of the year, and I have an ocean-going license.

I hope I can manage to get another copy of your paper, next time I go to the dentist, where there are usually two or three copies.

Wishing you a very happy Easter,

I remain Sincerely,
(Miss) **Vera Lane**
Miami, Florida 33142

LETTERS To The Editor

is often so far from a job geographically that the poverty-stricken person can't take a job which might raise his income because he is stuck in the only area he can afford—the slums. "Jobs," the report affirms, "are moving beyond the geographic reach of those who need them most."

This has a lot to do with the tension between blacks and whites. For instance, the report shows that in five major U.S. cities, the black population nearly tripled in the past 20 years, while the cities lost 360,000 manufacturing jobs to the economically well-off suburbs populated by whites. The plain fact of travelling distance, time, expenses, and other difficulties cut these vital jobs off from those who needed them most.

One cannot pull himself up by the bootstraps if there are no bootstraps.

George Johnson

Know Candidates Before You Vote

To the Editor:

The upcoming elections involve many vital issues on foreign and domestic affairs, from Vietnam to civil rights for minority groups. It is important that we all follow the advice of the Committee on Political Education of the AFL-CIO and get to know the issues thoroughly.

The shape of Congressional balance of power between liberals and conservatives, Democrats and Republicans, is every bit as important as the two men who will soon be elected to the nation's highest Executive offices—the President and Vice President.

When the Executive Branch is saddled with a Congress controlled by men of an opposing party or philosophy, there is always rough going. For this reason, when we vote, we can't

Fifth Graders 'Adopt' Del Alba; Win Honors With Maritime Exhibit

Fifth-grade students of the Immaculate Conception School in Lake Charles, Louisiana, have gained a comprehensive knowledge of the U.S. maritime industry and a first-hand understanding of American merchant seamen through their "adoption" of the Seafarers aboard the SIU-contracted Delta Steamship Company's vessel, *Del Alba*.

The project first got underway after the children's teacher, Sister Mary Patricia, read about an "Adopt a Ship Plan" sponsored by the United States Propeller Club, decided that the project might be of interest to her pupils, and wrote a letter seeking further information on the plan.

In answer to her inquiry, Del Alba Purser E. E. Hunter, a member of the SIU-affiliated Staff Officer's Union, visited the 33 children at their classroom and later carried on personal correspondence with them and with Sister Mary Patricia. "We can't thank Mr. Hunter enough," Sister Mary Patricia said recently.

The children worked up a maritime-oriented social science exhibit around the *Del Alba* and her 44-man crew and won first place with it in the school's science fair. In addition, the class project later took first-place honors in the whole school district's science fair, at McNeese State College in Lake Charles.

Seeking State Honors

This month, the project is competing for all-state honors in the state capital at Baton Rouge.

Perhaps the most important aspect of the "Adopt a Ship" program is the fact that these, and other children who have participated on the project, have learned "to love and respect" merchant marine seamen—"especially the *Del Alba's* crew," Sister Mary Patricia's wards said. They have learned the part played by seamen in the Vietnam effort, geography, world trade, customs of people throughout the world, and intimate information about Seafarers and their personal lives.

"I learned a lot about ships and how the whole world depends on the merchant seamen," one of the youngsters explained. Another child added: "We started the project knowing the merchant marine needs men and hope some of our boys would think of it for their own careers."

Hunter was much impressed by the "interesting and probing ques-



E. E. Hunter of the SIU-affiliated Staff Officer's Association talks with some children of Class 5A. Hunter helped in their "adopt a ship" project, communicating with them while sailing as purser on *Del Alba*. Left to right: Sister Mary Patricia, teacher, Dave Giovanni, Karl Schram, Anne Romero, Renee Patin, Steve Stoma, Tommy Latiolais.

tions" the youngsters asked when he visited the school. He recalled that the seamen on the *Del Alba* first learned of the children's project through five letters they sent to the ship. Some of the letters were received after the ship had taken a military cargo to Vietnam.

One student asked for the ship's itinerary so she could check it on the class room's world map. Another stated that information learned through answering letters from the vessel could be used in English, social studies and science classes.

Hunter received a temporary informal promotion when one student wrote that her brother asked her if she had ever known a ship's captain and she told him: "yes, a very nice one." Hunter thanked her but informed the young lady that he was a purser.

Another letter included a prayer that read: "Dear Lord, please help the *Del Alba* and her crew. Let nothing happen to them and let them travel safely. Keep the crew happy, united and close to you." The school children offered this prayer for their seafaring friends each day. Hunter later told the children the prayer surely must have done some good since the vessel had enjoyed good weather for nine consecutive days after leaving Naha, Okinawa.

Maritime Exhibit

Hunter sent the children 100-yen and 50-piaster specimens of foreign money from Vietnam, which they included in their class exhibit. Other articles received from the *Del Alba* included a list of the crew members and their duties; one doll from Vietnam and another from Hong Kong; a large map tracing the route of the ship; a photograph of the *Del Alba*; and copies of the letters written by the children—plus Hunter's replies.

The project has helped the youngsters understand foreign money; expanded their knowledge of geography; and taught them some foreign words. Among the most important points they learned was "how much the

United States needs a merchant marine," one youngster pointed out.

As presented by Sister Mary Patricia's class, their project opens with an explanation of the "adopt a ship" plan. A brief history of the *Del Alba*—including its role in the Military Sea Transportation Service—follows. After a report on the men and their duties aboard ship, the youngsters tell what they have learned. Among points most stressed are a comprehensive knowledge of the U.S. merchant marine and its seamen; how other people live and, in the words of one student: "how much people depend on each other."

Officers Were SIU Men

The Captain and Chief Mate on the *Del Alba*, Matthew J. Reynolds and Winthrop Voorhees, are both former SIU members who were more than happy to participate in the project. One letter, addressed to Captain Reynolds, began: "Ahoy! How are you? I'm Neil Schmitt in 5A. We would like to ask you some questions about the ship."

The children's project has had some side effects. When the youngsters first wrote to the *Del Alba*, some Seafarers thought the vessel was adopting a group of orphans. Not knowing it was they who were being "adopted," the men took up a collection amounting to \$78 and sent the money to the children. This was ample proof to the youngsters of the traditional generosity of seamen. Part of the money received was donated to charity, some was used to buy film strips and other classroom aides, and, as a welcome treat, just a little was spent on an ice cream party.

Each *Del Alba* crew member received a Christmas card from a school class member. Even if their project does not win the state competition, the youngsters and Sister Mary Patricia are convinced it was more than worth while. These children in Lake Charles have done much to promote a real understanding of American merchant ships and the men who sail them.

Upgraded Engineers Must Pick Pension Within Ninety Days

Seafarers who have obtained a license through the jointly sponsored SIU-MEBA District 2 training school must, within 90 days of completion of their course, elect to participate in one of two available pensions. Under Option "A," the Seafarer can waive SIU eligibility for full participation in the MEBA 2 pension; under Option "B," he can retain eligibility for the SIU pension and qualify for a reduced MEBA 2 pension. In the absence of a written expression of opinion, the full MEBA District 2 pension will apply.

The Ocean's Waves

A SILENT MENACE

It is early morning, February 7, 1933, in the North Pacific. The silver moon gleams through the clear sky and glints on the churning waves. The U.S. Navy ship Ramapo is bucking squally 60-knot winds. As the craft slides into a trough between waves, the watch officer turns to look astern. Amazed, he stares as the stars go black—first from sea-level, then up and up. The entire sky astern goes dark, as high as the crow's-nest. He grabs the rigging and holds on. The black wall is a wave, careening toward the lone vessel. It plows under the ship, lifting it like a cork, then silently rumbles on its way into the darkness, leaving the unharmed ship to wrestle with the squall as before.

This single freak wave, origin unknown, towered 112 feet high—as tall as an 11-story building—and is the highest wave ever recorded. It's only one of some 15 types of waves that roam the world's oceans and inland waters—from waves that crawl at two to three miles an hour to those that rocket across thousands of miles at nearly 600 miles per hour. What causes them? Where do they begin? How do they get their tremendous power?

First of all, a wave is not what it appears to be; it is not a mass of water gliding across the surface of the sea, but rather a form or shape that moves forward, filled with water which merely rises and falls, essentially in place. It's a lot like a cracking whip, in which ripples travel from one end to the other while the whip's individual parts rise and fall but travel nowhere.

At the same time, the water within the wave-form rotates, like a number of rollers or ball-bearings. The result of these motions is that the water moves forward and up under a crest, then down and back nearly to its starting position under the trough. There is a very slight advance in the direction of the wave's movement, called the heave of the sea, which can move objects in the absence of currents but this is negligible.

Basically, there are three major categories of waves: Wind Waves, spurred by the pressure of the wind on the water's surface; Tsunamis, born in under-sea earthquakes; and Internal Waves, which travel below the water's calm surface, but whose origin is as yet unknown.

Wind Waves

The same slight breeze that gently rustles leaves on trees in the summer is enough to start wind waves moving. Somewhere between 2¼ and 2½ miles per hour the wind begins to push ripples ahead of it. As they flow, the wind exerts increasing pressure on the ripples' windward slopes, and creates a small low-pressure area on the leeward slopes sheltered by the crest. Thus, the wave is both pushed and tugged along simultaneously. The stronger the wind, the greater the wave—provided certain other conditions are present.

High waves require time and a broad, open expanse of sea in which to grow. This fetch—the distance over which the wind is able to drive the water—is very important. So is the duration of the wind, which should generally blow steadily and in one direction.

When these components properly mesh, the most powerful wind-waves will be produced. These will consist of long waves, so called because of the long distance between each successive crest.

The longest wind waves ever recorded were measured to be 3,700 feet from crest to crest. They raced at 90 miles per hour, and it took 27 seconds for two successive crests to pass a fixed point.

Other long waves have even longer time intervals, or periods, between the passage of two successive crests past a fixed point, but their causes involve a more complex tangle of distant storms, air pressure disturbances, the shape of coastlines, and submarine earthquakes, as well as localized wind. Some of these waves have periods extending from a few minutes to several hours.

Paradoxically, none of these long waves reach heights of more than six inches at sea, but when they roll onto coastal areas they often produce a continual flow of smashing waves known as breakers which are 40 feet high. And while the smaller breakers can provide an enthusiastic surf-board rider with much leisure fun as he rides the foamy crests, the

larger breakers frequently inflict heavy damage on the coast of Barbados and other islands in the Lesser Antilles. Without warning, they appear on clear, windless days, and continue for two days or more. It was only as recently as 1959 that the cause was traced to severe weather disturbances in the North Atlantic, thousands of miles away.

When a storm churns up the waters more violently, with strong winds shifting haphazardly, the results is a confused mass of storm waves or sea waves of different sizes and shapes, tumbling over from all angles. In the often turbulent North Atlantic, the fetch for winter gales is 500 to 600 miles, or enough for a 40-knot gale to raise storm waves 35 feet. Prolonged gales in that area, or in the North Pacific, may build waves over an 800-mile stretch to 55 feet but this is the exception. The vast majority of storm waves never reach more than 12 feet from trough to crest.

However, conditions sometimes do produce storm waves averaging 30 feet high, like those that tossed the Italian liner Michelangelo in 1966. In that case, the waves combined at one point to produce a towering mass of water that smashed into the ship 81 feet above the waterline. This was much the same as the 1933 experience of the Ramapo with its monster wave of 112 feet.

Wave experts contend that some waves like these huge ones are predictable. In rough seas, though not necessarily in storms, they say one wave in 20 will be more than twice as high as average. Such a wave probably hit the Michelangelo. But the wave that lifted the Ramapo was a freak, probably produced by two large waves crossing and creating one giant single one.

The power exerted by wind waves is staggering. During a storm off the Scottish coast in 1877, a formidable breakwater comprised of concrete and stone weighing 5 million pounds, solidly bound to the bedrock below, was whisked away by waves with a crushing pressure of 6,340 pounds per square foot.

At the entrance to Holland's Amsterdam Harbor, a freak wave swept in and vertically lifted a 20-ton concrete block to place it atop a pier five feet above the high-water mark. And at Cherbourg, France, waves rushing through the English Channel tossed a 7,000-pound block over a wall 20 feet high.

Inland waters, oddly, are also a breeding ground for massive wind waves. One of these is the reflected wave which builds up as the wind whips the water, much like the sloshing of water in a bathtub. The wave is hustled along to one end of the area by the wind. Then, after rolling up on the bank, it actually reverses direction and bounces back to the other side under its own power. In 1954, one such wave was pushed by the wind to the southeastern shore of Lake Michigan, where it was reflected back the way it came. As a result, a huge unexpected wave smashed into the Chicago shoreline killing seven men.

A similar inland water wave produced by wind is known as a seiche (pronounced "saysh") which has similar origins but different results since the water continues to rock back and forth between shores. These are common in Lake Erie because of its long, narrow shape, shallow depth and prevailing winds.

Tsunamis

On August 27, 1883, one of the most tremendous natural explosions in history took place when the volcanic island of Krakatoa, in the Sunda Straits between Java and Sumatra, blew itself off the map. The sound of it was heard as far away as Australia and India hours later, and the eruption gave birth to a 100-foot-high wave that roared over nearby coastal areas, killing 36,500 people.

On April 1, 1946, underwater earthquakes in the Aleutian Trench sent waves 90 miles long rumbling across 2,300 miles of open sea at about 600 miles per hour. Four hours later, these low waves passed under a ship off the Hawaiian Islands so gently that they went unnoticed by the captain. Their combined strength then emerged as they grew to a 57-foot height and smashed into Hilo—destroying the harbor facilities, wrecking parts of the city, killing 173 people, and causing \$25-million worth of damage.

These earthquake-caused waves are the destruc-

tive seismic sea waves, more commonly known as tsunamis (pronounced "su-nah-meez" and derived from the Japanese term meaning "large wave in harbors"). They occur mostly in the Pacific, because it is entirely encircled by active earthquake areas which stir up waters.

Because of the great and frequent danger of these killer waves, Tsunami Warning Systems have been put into operation by the U.S., Japan, and Russia to provide residents of the endangered areas with ample time to evacuate. This system hinges on the fact that earthquakes shock waves travel through the floor of the ocean and continental land masses at 10,000 miles per hour and arrive far before the tsunami. The shock waves are detected by strategically located seismographs and a warning is then flashed to the threatened area. This system has proved highly successful in curbing loss of life.

Internal Waves

Although the 112-foot wave which tossed the Ramapo is the highest visual wave ever recorded, others on record have reached some 260 feet in height—beneath the sea's placid surface. They occur at the boundary between any two layers of water of different density, which is produced by two water layers of different salinity or temperature. These waves may be ordinary or long, and usually flow at speeds two miles per hour. Their cause is unknown but the limited data available on them suggests that they are in some way related to weather disturbances and tides or tide-generating forces such as the pull of the moon.

These internal waves were responsible for trapping countless vessels in the days of sail. Even with moderate winds to puff the sails, captains were baffled to find their ships "sticking" in "dead water." These waves were particularly common in cold Arctic waters where a thin, low-density layer of fresh water from melted ice covered the thicker body of saltwater. Slow-moving ships generated internal waves as they pressed forward and found themselves held fast by the resistance of these very waves. The solution, soon discovered, was to bring the vessel up to speeds exceeding two knots, beyond the grip of the waves.

Much is being done to research the various ocean currents and waves through satellites and other oceanographic techniques. As the effort grows, perhaps the incessant energy of waves will be put to the practical benefit of mankind.



A wind wave, which can be started by a slight breeze, will keep building up pressure and hit on an unprotected beach such as this spot along the East Coast and inflict great damage and loss of life.



Often a sturdy seawall is needed to guard low-lying coastal villages and towns against the fury of the gale-whipped waves, which require a broad, open expanse of sea in order to grow and move rapidly.

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

SIU Lifeboat School

Stresses Safety Through Teamwork



Seafarers man the oars during lifeboat test conducted by Coast Guard examiner. Lifeboat ticket examinations are given by Coast Guard at SIU's Harry Lundeberg School waterfront facility at Mill Basin, Brooklyn. In coxswain position is Iconis Kommios.



Seafarer Al Dotterer pays close attention as Paul McGaharn, senior instructor, explains correct way to man lifeboat during a classroom session at the SIU lifeboat training school.



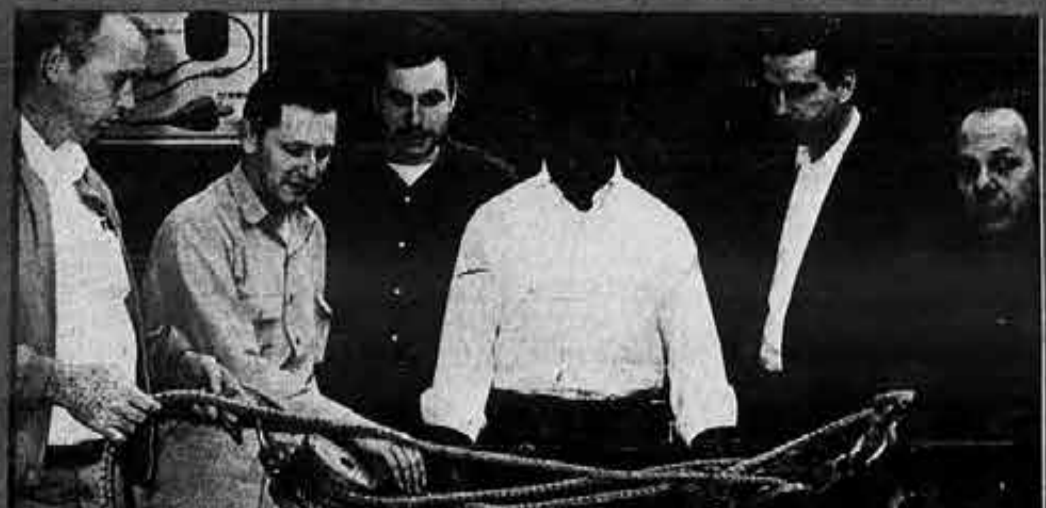
McGaharn shows P. Bantz, fireman-oiler, how to secure "sea painter" knot, used to keep the lifeboat along the side of a ship. A knowledge of five common knots is major requirement.



Al Dotterer, who sails as OS, is shown steering lifeboat. Conducting the test for Coast Guard is Lee Harvel. Brother Dotterer joined the union in 1967. He and fellow Seafarers received top-flight SIU instruction and passed the test with flying colors.



Coast Guardsman Lee Harvel, Bosun's Mate I/C, tests Bill Taylor in knot-tying, while instructor C. Balanger observes his progress. Brother Taylor sails in the deck department.



D. Tuttle (second from left) tests his knowledge of the two-fold purchase block, used for handling cargo. Looking on, left to right: R. Taylor, A. Dotterer, W. Waiter, and instructors Paul McGaharn and C. Balanger. Four students sail in deck department.