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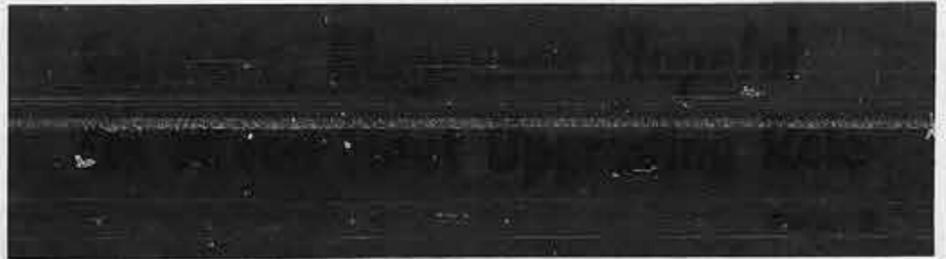
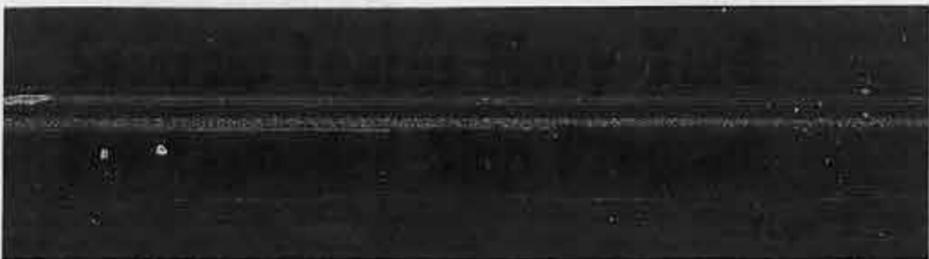
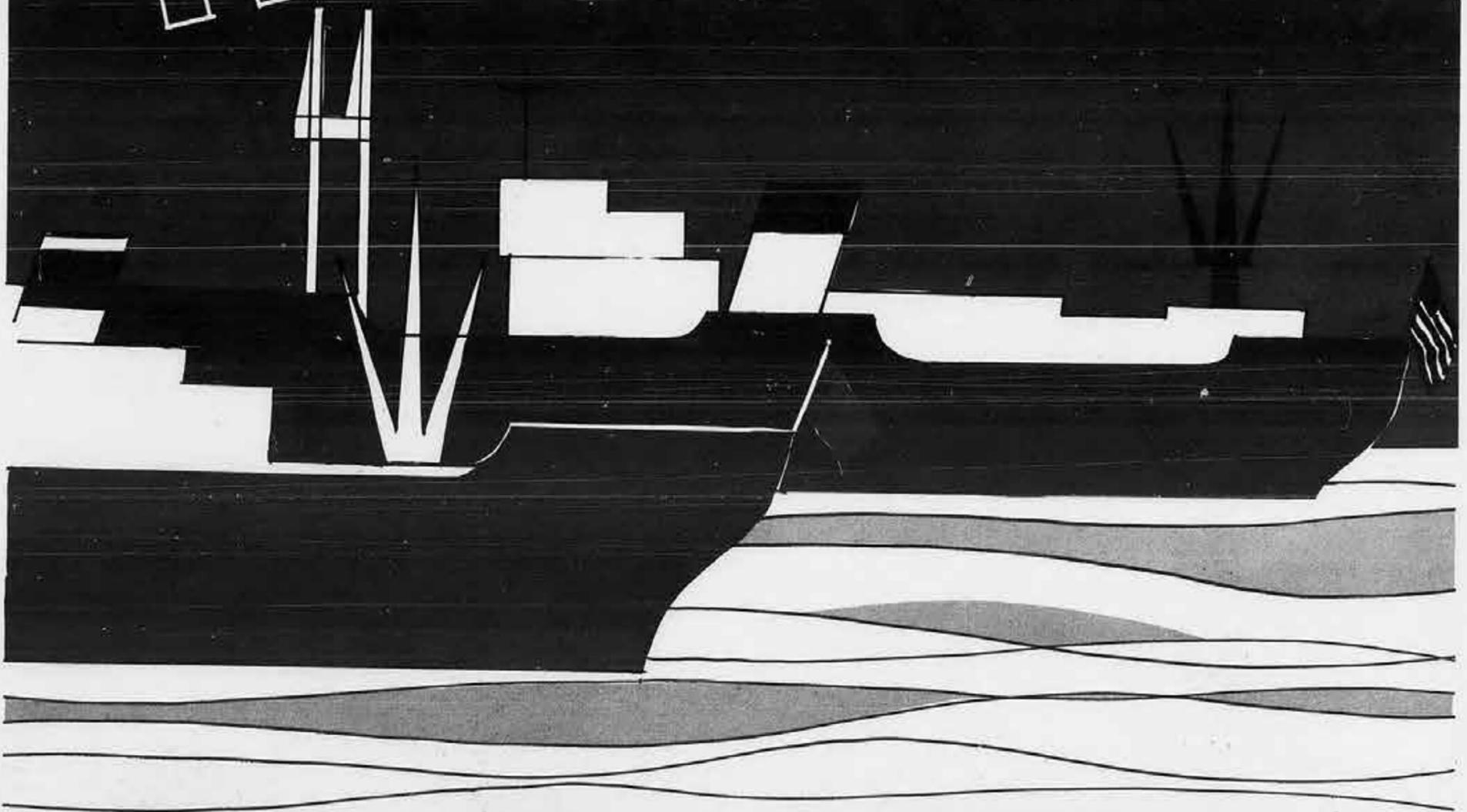
SEAFARERS LOG



February 14,
1969

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

THE
COLD WAR
GETS HOT ON
THE HIGH-SEAS



Seatrain Leases Brooklyn Navy Yard For Expanded Shipbuilding Program

WASHINGTON—The SIU-contracted Seatrain Lines announced recently that it expects to take over the naval shipbuilding facilities of the Brooklyn Navy Yard for the construction of large merchant vessels.

Arrangements are being made under a co-operative plan in which Seatrain Lines, the City of New York and the federal government are working out the purchase of the old yard and its subsequent lease to the shipping company. The City of New York will pay the federal government about \$23.5 million for the navy yard, which has been abandoned for some three years. Thereafter, a public corporation called CLICK—the Commerce Labor Industry Corporation of Kings County (Brooklyn)—would lease the yard and sub-lease 45 percent of it to the shipping operator.

Seatrain's part of the yard, which it expects to take over by April 15, will include the two largest shops, four drydocks and several piers. The company plans to invest \$15 million, of which \$9 million will be for facilities and \$6 million for working cap-

ital. Howard M. Pack, the company's president, reported the line will begin a development and building program that could total \$41 million during the first 18 months and employ up to 3,000 people during the first year and a half of operations. Within five years, expansion is expected to give jobs to as many as 9,000.

"We're in the large ship business," Pack explained. "We can build up to 200,000-ton tankers at the navy yard." He noted that the company planned to build two large vessels at the yard the first year.

Seatrain, one of the largest unsubsidized ship companies, now operates more than 50 container ships, oil and grain tankers and multi-purpose military cargo vessels. The 115,000-ton tanker Manhattan, the largest commercial American-flag ship, is owned by the line.

Joseph Kahn, Seatrain's chairman, said, "The creation of a shipbuilding facility by the company also would provide much of the production and conversion capability Seatrain itself needs for

the future. Shipbuilding space is at a premium and we will have created an opportunity to become the only major U.S. company capable of building as well as operating its own fleet."

New York's Mayor Lindsay stated that the agreement called for the employment of people from the neighborhood and would include many now chronically jobless who will be trained as steelworkers, riveters, welders, electricians, carpenters, pipe-makers and boiler makers.

CLICK has released the result of a survey which indicates that more than twice as much money as will be spent directly in the new venture will be generated in supplying auxiliary goods and services to workers at the shipyard.

Seatrain will receive a federal loan of \$5.8 million for the project, which is tied to job-training programs for poverty areas. The new Administration has stated it will introduce legislation that will enable the federal government to sell former military installations to cities at less than market value.

Seafarers Play Santa



Seafarers brightened Christmas for children in Maumee, Ohio. Ronald McGinn, ship's delegate, presents check from crew of the SIU-contracted Charles C. West (Reiss Steamship Company) to Dorothy B. McCrory, Administrative Assistant for the Miami Children's Center. Donation was made at Christmas time and was much appreciated.

Expansion of Soviet Merchant Fleet In Mediterranean Reported by Tass

MOSCOW—Wide expansion in the Mediterranean of the burgeoning Soviet merchant fleet was reported here recently by Tass, the official news agency of the U.S.S.R.

While Italy remains the major nation in the area with whom the Soviets are trading, Tass pointed out that "this situation may soon change." The volume of cargo borne in Russian bottoms to the developing nations of the Mediterranean "has almost doubled" within two years, the agency declared.

Part of this enlarged trade is due to the transportation of machinery and equipment from Italy to the Soviet Union, where a large automobile plant is being erected, Tass said. It added that "at least 60 voyages of large motor ships are needed to carry the heavy and unwieldy equipment from Genoa and Venice to Zhdanov and Kerch" for the emerging automobile complex. The Soviets will build Fiat cars under Italian licenses. The U.S.S.R. is under intense internal pressure to expand its automobile production, Tass added.

Runaway Ships To Get Tax Bite In New Proposal

WASHINGTON—Foreign flag ships deriving their revenues from U.S. commerce would no longer get blanket tax exemptions under a bill proposed by Representative James J. Howard (D-N.J.).

The bill calls for amending existing tax laws to provide that earnings of ships which are under substantial control or ownership of U.S. citizens and which regularly serve U.S. ports should be subject to present tax laws, even though those vessels are operated under the flag of another nation.

The bill, which is now in the House Ways and Means Committee, would make it less profitable for American shipowners to operate under foreign registry.

Sea-Land to Build Eight Fast Ships In Next 2 Years

WASHINGTON—Eight huge containerships, with designed capability of a 33-knot service speed, are off the drawing-boards and expected to be in operation in about two years for the SIU contracted Sea-Land Service, Inc., the company confirmed here late last month.

The fast new Sea-Land vessels will be able to complete a round trip across the Atlantic to Europe in 10 days. This is at least four days faster than any containership now in operation or under construction.

Estimated to cost about \$25 million each, the giant ships will be about 940 feet in length—more than 200 feet longer than the largest containership now in service. Twin propellers driven by 120,000 horsepower engines will furnish the power for the 33-knot speed.

Private Financing

The ships will all fly the American flag and construction costs will be financed entirely by private means, a company spokesman said. Sea-Land will not seek ship mortgage insurance from the government.

Their unprecedented speed would make it possible for each of the vessels employed in the North Atlantic trade to make about 36 voyages each year.

Direct containership service to Vietnam was initiated by Sea-Land in 1967 with the sailing of the Bienville from Oakland, California.

Sea-Land provides sailings every 15 days from Oakland to Da Nang and provides a similar 15 day service from Seattle and Oakland to Camh Ranh Bay.

The company has a two-year contract with the Military Sea Transportation Service, soon to expire, which calls for another containership shuttle between Cam Ranh Bay, Saigon and Qui Nhon.

Levels Charge at MTD Meeting

Govt. Neglect of Merchant Marine Termed 'Criminal' by Congressman

WASHINGTON—Representative Thomas P. O'Neill, Jr. (D-Mass.) charged here last week that the nation's neglect of its once-dominant merchant marine and the recent decay and disintegration of that fleet have been "not just incredible but criminal."

The Massachusetts Democrat, who has just started his ninth term in the House, told a meeting of the nearly seven-million-member AFL-CIO Maritime Trades Department here that not just recent Administrations have been responsible for the rapid decline, but "both Democratic and Republican administrations over the past half-century."

O'Neill described as "a tragic story" the fact that "from the greatest seafaring nation the world has ever known, the United States has now sunk—and very likely that's the best way to describe it—sunk—to the point where our merchant fleet today is less than 20 percent—less than one-fifth its size—only 20 years ago." More appalling, the Congressman added, is that today nearly 95 percent of all U.S. foreign commerce—imports and exports—is carried by ships flying foreign flags.

"At the same time," he stressed, "the Russian merchant fleet has been increasing enormously: from 21st among the fleets of the world in 1950 to the fifth largest today."

But the flourishing size of the Russian fleet is not the most critical threat faced by American trade today, Representative O'Neill declared. "More important is the horrifying obsolescence of the fragmentary fleet we have left. Four out of five American merchant ships, vessels flying American flags, came out of our

shipyards during World War II, making them 25 years old and older. And while this obsolescence continues, the American shipbuilding industry has dropped to 14th in rank among the world's maritime nations.

To his audience, comprising representatives of government, industry and labor, O'Neill continued:

"In terms of trade and jobs and prosperity, our neglect is unforgivable. In terms of the indispensability of the merchant marine to national defense and security, our neglect has been disgraceful."

The Congressman deplored the pocket veto last year of legislation—overwhelmingly approved by the Senate and House—to create an independent federal maritime agency. The re-establishment of such an autonomous maritime body could have provided the first step toward reversal of the decay which has victimized our merchant fleet, he said.

However, O'Neill said he was "decidedly optimistic about the prospects for effective maritime legislation in the new Congress." "I am optimistic about the re-passage of the independent agency bill—and Presidential approval this time—and I am optimistic about the enactment of legislation to modernize our merchant marine program."

The Bay state lawmaker based his optimism concerning the inde-

Welcome to SIU Gallon Club



Seafarer Donald Wagner, who sails with SIU as a bosun, is the proud recipient of a Gallon Club pin from Dr. Joseph Logue, left, SIU medical director as Nurse Mary Larsen, RN, looks on. Wagner becomes the seventh Seafarer to achieve this unique distinction. He has formed the habit of donating a pint of blood when he reports for his annual physical examination at the SIU clinic. Dr. Logue has set a goal of 50 members for the Gallon Club, which was originated last year. Several Seafarers are already on their second gallon.

U.S. Continues Slack Pace

Japan Top World Shipbuilder As 1968 Orders Hit Record

LONDON—With world-wide merchant shipbuilding hitting an all-time high last year the United States continued to lag behind. Japan continues to be the overwhelming leader, according to the final quarterly report for 1968 just issued by Lloyd's Register of Shipping. Japan's order-books at the close of the last quarter of 1968 showed an increase of 801,944 tons as compared with an increase in U.S. orders of only 216,953 tons—a ratio of almost four to one.

The largest single year-end rise in vessels on order was Sweden's 922,906 tons, which brought that Scandinavian nation's total orders up to third place for the year. Japan again led in total volume by having 18,085,024 tons on order at the end of the year.

"Japan's record output in terms of tonnage launched during 1968 is more than four times that of 1962, while West Germany has regained second place ahead of Sweden and Britain," Lloyd's reported.

Under construction in the world shipyards at the end of 1968 were 1,811 vessels aggregating a total of 15,769,023 gross tons, Lloyd's said. These figures do not include shipbuilding within the U.S.S.R. and mainland China.

United States tonnage on order at the end of the year aggregated 11,602,369; Sweden had 4,742,915 tons on order; West Germany, 3,901,988 tons; United Kingdom, 3,816,164 tons; France, 3,014,776 tons; Norway, 2,030,284 tons; Denmark, 1,944,231 tons; Spain, 1,912,055 tons, and Italy, 1,768,036 tons. Poland, the Netherlands and Yugoslavia also topped the one million mark in orders.

The total order book at the end of 1968—vessels under construction as well as orders on which work had not yet been begun—was 3,414 vessels totalling 48,911,257 gross tons. This Lloyd's states as a record figure—4,390,091 tons above the previous quar-

ter and the largest increase during any one quarter.

As 1968 closed, 716 ships of 4,923,770 tons were under construction—compared with 5,224,122 tons the previous quarter. Launched for the period were 796 vessels of 4,692,704 tons, up from 3,876,167 tons. Completed were 830 vessels of 4,891,822 tons, up from 3,715,942 tons.

Four More Seafarers Win Licenses; Total Upgraded Engineers Now 309

Engineer's licenses have been issued to four more Seafarers after they successfully completed training at the School of Marine Engineering sponsored jointly by the SIU and District 2, MEBA. A total of 309 men have now passed Coast Guard examinations after taking the course offered by the school. Three of the Sea-

farers in the latest group of graduates are newly-licensed third assistant engineers and the other has been upgraded to second assistant engineer.



Siney



Bone

James Siney makes his home in Baltimore when he is not at sea. Brother Siney, who has been sailing since 1953, joined the SIU in the Port of Baltimore in 1958. His last ship was the Kenyon Victory on which he sailed as third assistant. Siney is an 11-year veteran of the U.S. Army and was wounded in action during World War II.

William Bone is a native of

Optimism Voiced at MTD Seminar

Nixon's Cooperation on Strong Fleet Seen Likely by Magnuson, Garmatz

WASHINGTON—Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee said last month he was "optimistic" that the Democratic Congress and the new Republican Administration could work together on revitalizing the U.S. merchant marine.

In remarks prepared for delivery at a day-long seminar sponsored by the AFL-CIO Maritime Trades Department, Magnuson said he based his forecast on the belief that Congress could not have "any substantially lesser degree of co-operation" from the Nixon Administration on maritime matters "than we received from the previous Administration."

His counterpart from the House, Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, echoed Magnuson's "disappointment" over the failure of the Johnson Administration to move forward in the merchant marine field.

Garmatz was critical of the fact that a bill to reconstitute the Maritime Administration as an independent agency, passed overwhelmingly by the 90th Congress, was pocket vetoed last Fall. At the same time, he accused the Johnson Administration of having "backed off" from agreements reached with Congress on a maritime program and, instead, of having come up with "totally unacceptable" legislative proposals.

The House Merchant Marine Committee chairman added:

"Perhaps the new Administration will have a better understanding of the vital requirements of American seapower. In any event, I am more determined than ever that we continue with renewed vigor our efforts to create an independent federal Maritime Administration, and provide the legislative framework for a substantial

and well-balanced maritime program."

Magnuson took the same tack in assessing the prospects of working with the Nixon Administration, declaring:

"I am hopeful that the new Administration sincerely wants to serve the needs of the United States, and if those needs are to be served there must be a rebuilding of our fleet. And if the campaign promises of the President prove to be an accurate guide to his future actions in the area of the merchant marine then we should receive from the new Administration a meaningful program to revitalize the fleet."

Optimism seemed to be the watchword at the seminar, which drew several hundred representatives of maritime management, labor and government. Among the other speakers were:

• James R. Wilson, Jr., director of the National Security Division of the American Legion, who applauded a statement made by Nixon last September, in which he called for "a sharp increase in the transport of U.S. trade aboard American-flag ships," setting a goal by the mid-1970's of 30 percent carriage on U.S. vessels, as opposed to the present 5-percent level.

• Page Groton, director of the Boilermakers Iron Shipbuilders Marine Council, who noted that Nixon's campaign pledge was backed up by the platform adopted at the Republican National Convention in Miami Beach, Fla., pledging "a realistic ship replacement program to meet the chang-

ing pattern of our foreign commerce."

• Edwin M. Hood, president of the Shipbuilders Council of America, who said that the Johnson Administration held the maritime industry at "arm's length," and who added that the merchant marine "now looks to the Nixon Administration for leadership" in developing "mutually responsive co-ordination between government, management and labor" in the interests of maritime revival.

• Archibald E. King, chairman of Isthmian Lines, Inc., who urged Congress and the Administration to give "primary consideration" to the unsubsidized segment of the fleet by giving them "first preference in the allocation of U.S. government-controlled or sponsored cargo," and by allowing them the same privilege, now enjoyed by subsidized operators, to establish "reserve funds with tax deferment to replace their vessels."

In keynoting the conference, O. William Moody, Jr., administrator of the nearly-seven-million-member MTD urged participants to look "not to the past, but to the future." He said that the outlook for 1969 was bright because of the Nixon Administration's pledges and because the 91st Congress "contains, for the most part, old and valued friends of the merchant marine."

Active U.S. Fleet Continues to Drop MARAD Reports

WASHINGTON — The number of vessels in the active ocean-going U.S. merchant fleet continued to drop during 1968, according to a recently-released report from the U.S. Maritime Administration. According to the report, there were 1,033 ships of 1,000 gross tons and over in the active fleet as this year began, 30 less than on January 1, 1968.

The report also revealed that the total privately-owned fleet decreased to 967 ships, which was seven less than on January 1, 1968. The total U.S. flag merchant fleet decreased by 180 ships since a year ago to a present total of 2,071.

Six ships in the privately-owned fleet were transferred to foreign flags in 1968, and five were sold for scrap. The number of large oceangoing ships under contract for conversion or construction on the first of this year was 78, compared to 72 a year ago.

Four new ships were delivered from construction during November and December. They are the tanker Overseas Audrey to Overseas Bulk Tank Corp.; the Delta Mexico to Delta Steamship Line; the American Lynx to U.S. Lines, and the Indian Mail to American Mail Line.

Baytown, Texas, and now makes his home in Houston. The 28-year-old Seafarer last sailed aboard the Achilles as oiler before earning his third assistant's license. Bone has been sailing since 1966 after three years service with the Navy in Vietnam. He joined the SIU in Houston in 1968.

William Versloot, 42, was born in New Jersey and now lives in Passaic with his wife, Phyllis. He has been going to sea since 1951, and joined the SIU in the Port of New York. Brother Versloot last shipped on a 92-day voyage aboard the James.

James Alexander Jr. makes his home in Atlanta, Georgia, where he was born 35 years ago. He has been sailing since 1963, and joined the SIU the same year. He last shipped as oiler for a 100-day trip on the Robin Locksley. Alexander, who is unmarried, is a four-year veteran of the Navy.

Engine department Seafarers are eligible to apply for any of the

upgrading programs if they are at least 19 years old and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department, in addition



Versloot



Alexander

to six month's experience as wiper or the equivalent.

Seafarers who qualify and wish to enroll in the School of Marine Engineering can obtain additional information and make application for the course at any SIU hall, or they may write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232, or telephone the school at (212) 499-6600.

Bases View on Campaign Promises

New Hope for U.S.-Flag Fleet Seen By President of Shipbuilders Council

SAN FRANCISCO—The new Nixon Administration was recently seen here as bringing with it a resurgence of growth in the nation's merchant fleet. Edwin M. Hood, president of the Shipbuilders Council of America, expressed this view here late last month to the annual meeting of the Western Shipbuilding Association, and based his optimism on statements made by President Nixon while campaigning for office.

"Few Presidents of the United States have entered the White House with a detailed exposition of their thinking with regard to shipbuilding already contained on the public record," Hood declared. "But President Nixon has!"

The SCA president pointed out that, as a candidate, Nixon had advocated "the prompt restoration of the United States as a first-rate maritime power" and called for better co-ordination between merchant and naval shipbuilding in order to attract investment capital and retain stable labor forces; make better use of credit facilities; and bring about realistic amortization procedures and long-term government cargo commitments.

Nixon also promised support for a domestic shipbuilding program to produce a fleet of American-flag merchant ships capable of carrying 30 percent of the nation's trade and commerce instead of the present five percent. Beyond this, Hood stated, Nixon had advocated tax incentives and cargo assistance for domestic shipping operations and the application of research and development programs to the maritime fleet.

"If our new President can

achieve the goals I have just summarized, he will have succeeded in an area where his immediate predecessors have been eminently unsuccessful," Hood stated. "Though there is much optimism favoring full achievement, even partial accomplishment will result in a greater magnitude of naval and merchant shipbuilding than has been the case during the past eight years."

Hood pointed to the "galloping obsolescence" which has been overtaking the U.S. ocean-going merchant fleet—as well as the nation's fishing and Great Lakes fleets—and declared that "further procrastination in the reconstruction of U.S. sea power resources could endanger the national security."

Cites Russian Growth

"In the last decade," Hood pointed out, "the Russians have advanced to a position of sea power strength from which the interests of the United States and the entire Free World can now very definitely be challenged. As Russia has moved ahead, the U.S. has dropped from first to ninth position, and the Soviet Navy is presently second only to that of the U.S."

"The Russians have been building many more merchant ships than we have. At mid-1968, they were constructing 448 ships com-

pared to our 58 . . . For the past several years new ship deliveries to the Russian merchant fleet have outpaced U.S. deliveries by a ratio of nearly 8 to 1 . . . about 80 percent of the Soviet shipping fleet today is less than 10 years of age, while approximately 80 percent of the American merchant marine is 20 years of age or older . . .

"In the past 20 years, more than 1,000 ships have been added to the Russian merchant marine, while in the same period our shipping fleet has contracted by about 1,000 vessels . . ." he continued.

"While the Russians have been putting together a formidable merchant marine and naval force, which in the words of the Chief of Naval Operations, Admiral Thomas H. Moorer, represents a 'threat to the United States' supremacy at sea', those responsible for our maritime policy have seemingly been oblivious to all that has been taking place."

Raps Past Policies

Hood indicated that "the gross deficiencies that have marked the Johnson Administration's performance" as regards maritime can now be reversed and the Nixon Administration presents an opportunity to do so.

"By any scale of measurement," he added, "the prospective work volume from governmental as well as commercial sources could well place U.S. shipbuilding on the brink of unprecedented growth. Fortunately, every major shipyard in the U.S. is 'gearing up' for this prospect. Through management skills, capital improvements, new techniques and cost reductions, a significant renaissance in U.S. shipbuilding is taking place. It holds great promise for the future in terms of work stability, employment for craftsmen and ship-year profits and—more dramatically—as an expression of declared national intention that the aspirations of free men and women everywhere will not be subjugated de facto through Soviet expansionism on the seas."

ried almost unanimously.

Officers for the new term were installed by SIUNA Vice President Frank Drozak, who spoke on the problems facing the maritime industry over the next three years. He advised the elected officers to keep well informed and in close contact with the International so as to be able to most effectively protect the job rights of the MSTU membership.



SIUNA Vice Pres. Frank Drozak swears in the newly elected officers of SIU-Military Sea Transport Union in San Francisco. Left to right: George Grier, Darrol Van Auker, Joseph J. Leal and Raleigh Minix.

MSTU Re-elects Joseph Leal To Secretary-Treasurer Post

SAN FRANCISCO—Members of the SIUNA-affiliated Military Sea Transport Union last month elected Joseph J. Leal to a second term as secretary-treasurer of the Union. Leal, who was unopposed, will serve in the Union's top post for another three years.

Also elected with Leal were Raleigh G. Minix, Darrol Van Auker and George T. Grier as business agents. They will also serve for a second term.

The ballot also included nominees for four SIU convention delegates. Successful candidates for these posts were Secretary-Treasurer Joseph J. Leal, Business Agents Raleigh Minix and Darrol Van Auker and Charles J. Rehill.

Two propositions dealing with constitutional amendments were also voted upon. The first names the order of succession in the event of the incapacity of the secretary-treasurer as the business agent who received the highest number of votes in the last election, followed by the business agent who received the second highest number of votes.

The second proposition provides for non-payment of dues by a member who is on leave without pay due to his being a patient in a USPHS or other accredited hospital. Both propositions car-

Receives Community Service Award



SIU Vice President Lindsey J. Williams, right, accepts the Community Service Award of the year, given by the Greater New Orleans AFL-CIO at Port's SIU hall. Presenting the award is A. P. Stoddard, left, president of the local AFL-CIO. SIU Port Agent in New Orleans, C. J. (Buck) Stevens also participated in the ceremony with Williams.

Two Million Workers Benefit By Minimum Wage Law Hike

WASHINGTON—More than two million of America's lowest-paid workers got a pay raise to \$1.30 an hour this month when the third step of the 1966 amendments to the Fair Labor Standards Act took effect on February 1.

On the same date, 1.5 million persons who had not previously been covered by the law moved under its protection. More than half of them are employees of smaller retail stores; most of the remainder work in restaurants, hotels and motels.

There is no change in the wage-hour protection for most of the 44 million workers covered by federal law. Their minimum pay guarantee went up to \$1.60 a year ago and, with a few exceptions, their maximum straight-time hours have been pegged at 40 for many years.

The ones who will benefit by the February 1 change come from the group brought under the wage-hour law for the first time by the 1966 amendments.

Some Still Exempt

This group includes nearly 9 million persons who were brought under the law at a \$1 minimum two years ago, raised to \$1.15 last year and to \$1.30 this year. Some occupations are exempt from hours coverage, but for most in this group the straight-time limit drops this year to 40 hours a week after having been pegged at 44 hours the first year, 42 hours last year.

The 1.5 million newly-covered workers move in at the same \$1.30 level as if they had come under the law two years ago.

About half of the new group and about 1.3 million of the group moving up from the \$1.15 wage guarantee now earn less than \$1.30 an hour and will benefit immediately from the higher rate, the Labor Department estimated.

Their wage increases will add up—again an estimate—to \$505 million a year, all going to workers earning poverty-level incomes.

Restaurant, hotel, motel and farm employees remain exempt from the maximum hours provision of the law and where workers receive more than \$20 a month in tips, employers can credit tips toward up to half the amount of the minimum wage.

The workers newly covered this year are those working in estab-

lishments which do at least \$250,000 gross volume of business a year. Last year, only places doing more than \$500,000 business were covered.

Except for farm workers, all those covered by the \$1.30 step this year will have their wage guarantee lifted to \$1.45 next February 1, and to the standard \$1.60 level on February 1, 1971. Before that date arrives, of course, Congress may have boosted the minimum wage—a major legislative goal of the AFL-CIO.

Under present law, the minimum pay for covered farm workers—only those on large farms are covered—doesn't go any higher than the new \$1.30 level. The cutoff was part of the compromise necessary in 1966 to achieve the breakthrough of bringing farm workers under the Fair Labor Standards Act for the first time.

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U.S. Supreme Court Upholds NLRB Fringe Benefit Ruling

WASHINGTON—The Supreme Court, reversing the 9th U.S. Circuit Court of Appeals at San Francisco, ruled last month that the National Labor Relations Board has the power to enforce a contract against an employer who refused to abide by its terms, including fringe benefits.

The court, with Justice William O. Douglas dissenting, upheld a 1965 labor board order against Joseph T. Strong, doing business as Strong Roofing and Insulating

Co. The board directed Strong to sign a contract with Roofers Local 36, Los Angeles, stop refusing to bargain with the union, and pay his share of the pension and welfare funds agreed upon by the union and the Roofing Contractors Association of Southern California.

Justice Byron R. White, who wrote the majority opinion, said Strong sought to withdraw from the employers' association a few days after it completed negotiating a four-year agreement with Local 36 in 1963, and "refused repeated demands from the union that he sign the contract."

In 1965 the NLRB ordered Strong to abide by the contract. The 9th Circuit appeals court enforced the NLRB order except for the payment of fringe benefits, which it said was "beyond the powers of the board." The NLRB appealed.

Inquiries Valid

"The board is not trespassing on forbidden territory," the high court ruled. "when it inquires whether negotiations have produced a bargain which the employer has refused to sign and honor, particularly when the employer has refused to recognize the very existence of the contract providing for the arbitration on which he now insists."

To this extent, the court said, the "contract is the board's affair, and an effective remedy for refusal to sign is its proper business." It added: "Arbitrators and courts are still the principal sources of contract interpretation" but the board may prohibit conduct which is an unfair labor practice "even though it is also a breach of contract remediable" by arbitration and in the courts.

Justice Hugo Black concurred in the reversal but would direct that the case be remanded to the NLRB for a decision on arbitration. Justice Black wrote in his dissent that "arbitration is not a process which the board is either equipped or qualified to follow."

New Fla. Canal To Provide Gulf, Atlantic Linkup

TALLAHASSEE, Fla. — Considerable progress has been made over the past year on the Cross Florida Barge Canal project which is to link the Atlantic and Gulf Coasts of that state. L. C. Ringhaver, chairman of the Canal Authority announced this month in an interim report on the project.

Completion of the work, however will probably be delayed because of the curtailment of federal funds. Ringhaver called for a four-year funding program to insure a through waterway by mid-1973 which will be usable though not completely finished.

The report noted the completion of two of the five locks for the canal during 1968. These are the Inglis Lock near the western end, and the St. Johns Lock near the Rodman Dam, which is also newly operative. In all, the project is termed approximately one-third finished.

When completed, the Florida barge canal will provide 185 miles of toll-free, protected waterway which will link the inter-coastal route near Jacksonville with the deep water of the Gulf of Mexico.

The Canal Authority, which is the local sponsoring agency, is a public corporation. The project itself is federally financed, federally constructed and federally operated.

Ringhaver emphasized that transportation of bulk commodities is cheaper by barge transportation than by overland means. For example, he pointed out, it costs about four mills to move a ton one mile by barge, about 13 mills by rail, and about four cents by truck.

"This Won't Hurt a Bit"



Seafarer Herman C. Mora gets a blood test in the SIU's medical center at the San Francisco hall. Administering the test is Lab Technician Sharon Marino. A chief cook, Mora is 15-year SIU vet.

Birth of a Modern Freighter



The SIU Pacific District-contracted Matson lines is building two 34,000-ton ships for its intermodal freight services in the Pacific. Above is the skeleton of one of the new freighters as it begins to take shape at the Bethlehem Steel shipyard at Sparrows Point, Md. Vessel is due for a spring launching.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

January 24, 1969 to February 6, 1969

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	3	0	1	1	0	9	3
New York	44	37	16	24	14	308	326
Philadelphia	7	14	9	7	2	39	18
Baltimore	27	11	18	14	8	164	62
Norfolk	7	12	4	4	0	38	15
Jacksonville	11	3	2	0	0	44	38
Tampa	5	3	1	3	0	35	25
Mobile	20	13	4	1	3	107	55
New Orleans	47	32	23	26	1	206	113
Houston	31	19	7	10	0	127	141
Wilmington	18	31	11	29	9	63	12
San Francisco	45	84	48	56	32	72	12
Seattle	3	13	9	15	10	61	7
Totals	273	272	153	190	79	1273	827

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	0	2	0	1	2	5	5
New York	33	68	20	38	13	207	249
Philadelphia	3	5	6	10	6	18	5
Baltimore	13	8	9	7	5	104	65
Norfolk	12	6	3	7	3	33	20
Jacksonville	9	9	0	1	2	32	27
Tampa	1	6	0	2	0	15	24
Mobile	13	18	2	4	1	77	74
New Orleans	25	53	14	20	1	103	157
Houston	25	31	12	13	0	102	132
Wilmington	7	23	8	15	13	25	12
San Francisco	38	89	42	71	46	50	9
Seattle	14	12	11	14	15	39	7
Totals	193	328	127	203	108	810	786

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	0	1	0	0	5	1
New York	25	14	15	15	16	230	86
Philadelphia	6	3	4	3	2	17	12
Baltimore	12	5	15	6	3	120	51
Norfolk	2	8	3	5	5	18	29
Jacksonville	11	5	1	0	0	31	19
Tampa	1	5	2	0	0	25	14
Mobile	21	12	0	6	0	96	42
New Orleans	35	31	7	16	2	173	66
Houston	19	13	5	10	3	122	60
Wilmington	14	12	9	10	3	39	3
San Francisco	32	54	34	51	36	41	13
Seattle	5	11	6	6	6	44	9
Totals	185	173	102	128	76	961	402

Birchers' Attack on Grape Boycott Hiding Behind 'Housewives' Skirts

NEW YORK—If there are any housewives in an organization called Housewives United to Protect Food Supply, you'll probably find them at a local cell meeting of the John Birch Society. It's all part of a desperate attempt to counter the effectiveness of the labor-church boycott of struck California grapes.

Openly identified with the "buy grapes" campaign are the National Right-to-Work Committee and the Farm Bureau Federation—long time allies in union-busting campaigns.

The Birch Society, however, is apparently hiding behind the front name of "Housewives United" to do its part to discredit the boycott.

Identical leaflets in several cities, signed by the mysterious "housewives" group charge that the grape boycott is inspired and financed by the Communists and claim that food prices will "skyrocket" if it is successful.

Leaflets distributed in the New York area bear only a Post Office box number in Larchmont, N.Y. But the same leaflet signed by the same Housewives United group, passed out in front of Atlanta supermarkets, carried a local address for the organization—3081 Maple Drive, NE.

Oliver Singleton, Atlanta-based AFL-CIO regional director, drove to the address and found there an American Opinion Book Store—one of the many such John Birch Society bookstores located throughout the nation. It carried the usual assortment of right-wing extremist literature which included large stacks of leaflets attacking the grape boycott.

Meanwhile, in defiance of the "buy grapes" campaign by the

Birchers and the Right-to-Work advocates, five major food store chains—A&P, Big Apple, Colonial, Kroger and Winn-Dixie—discontinued sale of California grapes at the urging of local clergymen and a representative citizen's committee who support the boycott of the United Farm Workers Organizing Committee.

Similar large chains in Chicago and Detroit had earlier announced that they would no longer carry California grapes and the Mayors of Chicago and Philadelphia joined with the chief executives of other cities in banning the purchase of California grapes by city institutions.

A hint of the reason for the stepped-up right-wing attack on the grape boycott came in an editorial reprinted in the national newsletter of the Right-to-Work Committee.

The editorial was, appropriately enough, from the Los Angeles Herald Examiner—the struck Hearst newspaper which has waged a union-busting campaign against its workers for more than a year.

"The boycott has cut the pickers' workweek from a normal six days at the season's peak to four days," the editorial complained.

The boycott, of course, is the result of a refusal by California grape growers to recognize the right of their workers to union representation—and the fact that farm workers don't have the protection of the National Labor Relations Act.

But the "work" committee quotes a "loyal" grape worker it sent on a nationwide tour to counter the boycott as telling his audiences, "the root of our problem is lack of a right-to-work law."

AFL-CIO Economist Warns

Record-High Interest Rates Could Bring About Recession

WASHINGTON—The danger of an economic recession has emerged with the record-high prime interest rates instituted by the nation's big banks and the resulting credit squeeze, labor economist Nathaniel Goldfinger warned here recently.

The new seven percent prime interest rate—the amount banks charge to their biggest and best credit risks—was viewed by Goldfinger as too severe for the national economy, which has been running briskly for the last three years.

"Slapping on the brakes all of a sudden is very dangerous because there is a possibility of going through the economic windshield," the director of the AFL-CIO Department of Research declared.

It is much wiser to slow down the economy, Goldfinger declared.

"If the monetary managers of the Federal Reserve System wanted to act in the monetary area, they could increase the reserve requirements on banks," he said, which would have a more gradual slowing effect.

He said that the board's action raising its discount rate was unnecessary because the temporary income tax surcharge, along with the "very strong lid on the increase of government expenditures" and other economy-dampeners were already slowing the rapid rise in sales, production and employment.

The higher prime rates will not only be felt by the richest and biggest borrowers, but throughout the nation, Goldfinger noted.

A seven percent rate for the big corporations like General Motors or General Electric is really an understatement, he said, "because on big loans, the banks also require that 20 percent of the loan remain in the bank as an interest-free deposit."

This 20 percent deposit added to the seven percent interest rate adds up to an effective rate of

8.4 percent, Goldfinger pointed out.

"I don't think it takes much imagination to see what kind of interest rates medium-sized businesses and small businesses, farmers, home buyers and consumers will pay," Goldfinger added.

Noting that mortgage rates were running at 7.25 and 7.5 percent at the end of 1968, he predicted the rates will go up toward eight percent for the country as a whole.

Meanwhile, the interest rates for smaller business will move even higher than the eight to 10 percent rates of recent months.

"And interest rates on installment loans to consumers, which have been running around 12 and 18 percent, will move a lot higher," he added.

Inflationary

"The sad part," the federation's top economist said on Labor News Conference, is that these interest rates "get built into the price structure so they increase the price of everything you buy . . . they are an inflationary factor."

Goldfinger said that many economists feel the surtax, which siphons about \$11 billion in additional revenues from consumers and businesses, would gradually slow down the economy a bit and slow down the rate of price increases.

He noted that the surtax is bringing the federal budget toward a surplus.

"Because of that factor, many economists believe that gradually, economic expansion would begin to slow down on an orderly basis" and price pressures would ease over a period of time, he added.

Coffee Time Down South



Seafarers Ronnie Bradford (left) and Clayton Thomas enjoy a good cup of coffee in the cafeteria at the New Orleans hall. Brother Bradford sails in the deck department and was recently on Columbia Baron. He lives in Mobile. Thomas joined SIU in New Orleans.

Loyola Study Finds

Job Training Programs Essential To Upgrading of Poor Rural Areas

NEW ORLEANS—An intensive study of the problems of joblessness in rural areas of Louisiana shows that new industry alone will not help local people find employment. They need training too.

Unless the local workers have a good education or skills, the introduction of new industry often "does nothing for the local people, but rather imports a new work force."

The recently completed study, made by Loyola University's Institute of Human Relations funded by the U.S. Department of Labor, concludes that "a concentrated program of employment and skill training in rapidly industrializing rural areas" is needed if the jobless or underemployed men and women "are to be fully integrated into the industrial society."

Rural Project

The 15-month project involved 933 men, women and youths in the rural Louisiana parishes of St. James, St. John the Baptist, St. Charles and St. Tammany.

More than one-half of all those recruited listed no skills, and few of the others had the skills required by employers in the area. Almost one-third had never been employed in a regular job.

Nearly all had had trouble finding suitable work despite the dramatic economic expansion of the region, spurred by the growth

of the space and petrochemical industries.

Despite intensive efforts at placement by the project, only 244 of the 933 enrollees had jobs at the time of the final tabulation. Another 191 were in school, the armed services or a training program. The rest were unemployed.

Perhaps the most important conclusion to be drawn from Project Reach is "that the people served need additional, or in many cases their first, skill training," the report notes. "These individuals stand with one foot in the traditional agrarian culture of the South, and with the other in the space age."

The report also made these observations:

- Special arrangements for transportation must be made in rural areas in any scheme to place the hard-core unemployed in permanent jobs or in training.

- Payment of a living allowance during training cuts the dropout rate significantly.

- The poor are much more apt to finish a training program if there's a job waiting at the end. Job development is the key element in any such program.

SIU WELFARE, VACATION PLANS

December 1-December 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	973	\$ 10,733.76
Death Benefits (Welfare)	29	79,410.32
Disability Benefits (Welfare) . .	1,258	285,537.00
Maternity Benefits (Welfare) . .	20	4,000.00
Dependent Benefits (Welfare) .	3,544	71,865.67
(Average: \$202.78)		
Optical Benefits (Welfare) . . .	692	1,038.60
Out-Patient Benefits (Welfare)	3,690	29,253.50
SUMMARY (Welfare)	10,206	481,038.85
Vacation Benefits	1,891	766,880.11
(Average: \$405.54)		
Total Welfare, Vacation Benefits Paid This Period . . .	12,097	\$1,248,718.96

1968 Ship Cargo On Great Lakes At Stable Level

CLEVELAND — American-flag bulk carriers on the Great Lakes moved about as much tonnage in 1968 as in the previous year, Vice Admiral James A. Hirshfield, president of the Lakes Carriers Association reported here.

Consisting mainly of iron ore, coal, grain and limestone, the actual 1968 tonnage recorded was 191,947,440, as compared with 1967 figures some 450,000 tons higher—a difference of only .23 percent—making 1968 the ninth highest season on record, the report stated.

Unusually favorable water levels in the connecting channels of the Great Lakes enabled the utilization of maximum carrying capacity by large fleet units. Shipments from all of the lake ports benefited, registering moderate gains over 1967, from the forwardings of tonnage moved from Eastern Canada. These set another high for the seventh consecutive year, reaching 15,764,225 gross tons.

Cargoes of iron ore totalled 83,631,049 gross tons—a 3.75 percent gain over 1967. Bituminous coal shipments were 48,657,184 net tons, 7.64 percent less than in the past year. This decrease reflected a diversion of tonnage from Chicago and the removal of one Lake Ontario port from operating status.

Enlarged House Labor Unit Maintains Liberal Majority

WASHINGTON—The House Education and Labor Committee, like its Senate counterpart, will have a strong liberal majority in the 91st Congress.

The committee was slightly enlarged by changing the ratio of 19 Democrats and 14 Republicans in the 90th Congress to 20 Democrats and 15 Republicans.

Democrats had four vacancies to fill and assigned Negro congressmen to three of the spots. Adam Clayton Powell of New York, the former chairman of the committee, returned from exile to take the low-seniority spot at the bottom.

Louis Stokes, brother of the mayor of Cleveland, won a committee assignment as did William Clay of St. Louis. Clay knows labor problems first hand as apprenticeship training director for a local of the Plumbers and Pipefitters and earlier as an organizer for the St. Louis local of the State, County and Municipal Employees.

Also moving onto the committee is Joseph M. Gaydos, from a Pittsburgh area district with a heavy concentration of Steelworkers. Incumbent Democrats who moved off the committee are Sam M. Gibbons, a Florida liberal who won a coveted seat on the Ways and Means Committee, and House Majority Leader Carl Albert of Oklahoma.

Republicans filled three vacancies with two conservatives and a moderate.

The moderate is Orval E. Hansen of Idaho, whose record in the state legislature includes a vote against a so-called "right-to-work" law.

More conservative is Earl B. Ruth of Salisbury, N.C., who was dean of students at Catawba College and won an upset victory in a new district last year after having switched his registration from Democratic to Republican.

An Outspoken Foe

Most conservative of the GOP newcomers is Earl F. Landgrebe, who won the seat of retired Charles A. Halleck, longtime GOP stalwart. As a state senator, Landgrebe voted against virtually all social legislation and he said during the campaign that he opposed government spending programs because most government planners "are bums who couldn't make a living as doctors or truck drivers."

Representative Carl D. Perkins (D-Ky.) remains as chairman of the committee, with Edith Green (D-Ore.) and Frank Thompson, Jr. (D-N.J.) next on the seniority list.

Committee appointments were later than usual this year because the initial Democratic caucus insisted on enforcing a neglected rule—that appointments made by the Democratic members of the Ways and Means Committee, who choose members of other committees, must be acted on by the full Democratic caucus.

This rule resulted in an unprecedented and successful revolt by Mrs. Shirley Chisholm, who represents a black ghetto district of Brooklyn, N.Y.

She had been assigned to the Agriculture Committee. And she told the caucus that she didn't think she could do any good on the Agriculture Committee.

The somewhat startled caucus passed her amendment to delete her name from the Agriculture Committee list and Ways and Means Chairman Wilbur D. Mills (D-Ark.) promised to try to find a spot for her on another committee.

There were changes but not significant shifts of liberal-conservative strength on other committees.

The one spot on the powerful Appropriations Committee went to a Colorado liberal serving his third term, Frank E. Evans.

LABOR ROUND-UP

Sam H. Scott, 67, president of the Stone Workers from 1944 to 1968, died recently after a brief illness. At his death he was district director of his union and a vice president of the North Carolina AFL-CIO. Scott stepped down as Stone Workers' president last September 1 but remained active in his other posts. Formerly he was president of a Tobacco Workers' local union and a staff representative of that international.

President William H. McClellan of the Fire Fighters and Thomas R. Donahue, executive secretary of the Service Employees, were elected to the board of the Muscular Dystrophy Associations of America at its meeting in New York last month. McClellan succeeds William D. Buck, retired president of the Fire Fighters, on the board. Donahue, former assistant secretary of labor, moves up from a vice presidency in MDAA.

President Hunter P. Wharton of the Operating Engineers was elected to a three-year term on the board of the United Community Funds and Councils of America at the organization's annual meeting at NYC last month. He succeeds Jacob Clayman, administrative director of the AFL-CIO Industrial Union Department who retired from the board.

C. J. Haggerty, president of the AFL-CIO Building and Construction Trades Department, has been reappointed to the President's Committee on Employment of the Handicapped for another three-year term. The President's Committee is composed of representatives of labor, industry, the professions and national civic, veterans and handicapped organizations. Founded in 1947, it has fostered a more enlightened attitude toward the employment of the handicapped, who number one in every 10 persons in the United States.

Reflection . . .



The Nixon Administration and its Urban Affairs Council has been reviewing and evaluating some of its predecessor's programs, including those designed to eliminate poverty.

Who are the poor in America? Where are they found?

Most of us never come into direct contact with them. They are recently being "discovered" anew by teams of researchers sent to study their plight in the rural counties of the deep South and in the economically by-passed scarred hills of Appalachia. In these areas there are not just isolated pockets of misery but entire communities of deprivation beyond despair.

Statistics only illuminate the depths of the poverty in the U.S. It is well to realize, however, that while 71 percent of the total number of poor families are white, percentage-wise, non-whites fall below the subsistence level in much greater proportion, enveloping one household in three.

These are the human beings who live in drafty shacks with inadequate toilet facilities or no toilets at all. Pure drinking water is rare. An adequate, well-balanced diet is a rarity.

It is no wonder that the Negro infant mortality rate is unbelievably high—and getting worse while the nation's as a whole is improving. Tufts University in Boston, which has set up a health center in the Mississippi Delta, discovered that the death rate for Negro infants in the region rose by 25 percent between 1960 and 1964 alone. It is obvious that local authorities had done absolutely nothing for their poor—they had merely looked away from the misery.

"The pre-school child from the time of weaning until approximately six years of age is the most vulnerable to problems of nutrition," Dr. Arnold E. Schaefer, chief of the National Nutri-

tion Survey being conducted by the Department of Health, Education and Welfare told a Senate committee recently. He added that "hidden hunger"—caused by "low-nutrient tissue levels from a continued inadequate diet" reduces "physiological functional performance" among its other effects. In simpler terms, people become incapable of sustained work. No wonder the armed forces reject such a high proportion of inductees from such areas.

It becomes clear that job training programs—desirable as they are—can only work in conjunction with an over-all program of decent nutrition and vastly improving the health of the poor.

Some of the nation's poor flee to urban areas mainly in the North. Upon arrival, most of them discover that they have traded one misery for another. They do not fit into their adopted environment. They have neither the skills nor the health for the jobs available. They often end up as "refugees" on relief.

A picture emerges of two Americans—one relatively advancing in health and security, the other left to deteriorate and to die. They are separate and very unequal. And they hardly know each other.

An Administration which has posed for itself the task of unifying the country, must also draw together the two Americans. It is not only unfair to build walls around poverty. It is a tragic waste of our most precious resource, which is people.

This country must marshal its vast resources to eliminate the scourge of poverty which has caused such deep anger and disaffection within the nation—that deep disaffection which leads to anger and to violence.

As Medical Costs Soar

AFL-CIO Calls For All-Out Drive To Enact National Health Plan

WASHINGTON—A national health insurance program is essential if all Americans are to have "the wonders of modern medicine" at a price they can afford, writes AFL-CIO Social Security Director Bert Seidman in the current issue of the AFL-CIO magazine, *The Federationist*.

Interest in the program, Seidman points out, has mounted rapidly in recent years as people find it "increasingly difficult to pay their health bills" and secure adequate health care.

The time has come, he declared, for labor and other progressive groups to unite in a determined drive in Congress to secure passage of a "medically advanced and economically sound" national health insurance law.

The article traces the history of proposals for NHI and explains the AFL-CIO's position as to what it should do and how it should be constructed and financed.

Interest Still Alive

A universal, compulsory system of medical care insurance was first advocated in the United States prior to World War I, Seidman recalls, and in the years since interest has waxed and waned but has never died.

Now, he adds, the combination of spiraling medical costs, the passage of Medicare and proposals for extending that program have convinced a growing number of people that the nation needs universal health insurance.

Such a program, the article

states, should cover not only workers and their families but also the unemployed, students and those on public assistance.

Its benefits should provide for hospital costs; physicians' services in the office, home and hospital; nursing care; home health services; psychiatric services; eye examinations and prescription drugs.

By national health insurance, the AFL-CIO is not advocating a government-operated health system such as that of Great Britain, Seidman stresses, adding:

"Rather, it would be a financial mechanism to pay for the costs of medical care for all people much like the present Medicare program for the elderly. It would not interfere with the clinical practice of medicine."

Patients would have both a free choice of physicians and health delivery systems. The government would not "freeze-in" either the fee-for-service system or a capitation system, that is, periodic payments based on an individual or family covered by health care.

But no one should get the idea that the AFL-CIO favors "a completely laissez faire system under national health insurance," Seidman says. "We would not tolerate sky's-the-limit doctor fees and we

would insist on controls and incentives for moderating hospital charges."

Because NHI would cover those on public assistance and the unemployed, the article calls for a program financed on a tripartite basis under social security with the government, employer and employee each paying one-third of the cost.

Seidman estimates that the program the AFL-CIO envisions could provide more comprehensive and higher quality health services to Americans "for no more and perhaps less than we are now spending for personal health services."

He notes that total U.S. health expenditures are now running at more than \$50 billion annually and amount to 6.3 percent of the gross national product, the nation's total output of goods and services.

By comparison, he points out, all other nations spend less in this area both in total dollars and as a proportion of the total economy—yet most of them have national health programs covering substantially all of their citizens.

Expect Hard Fight

Labor does not expect the support of organized medicine in a campaign for national health insurance, Seidman concedes. However, he observes, "The American Medical Association was opposed to Medicare and it is now law."

Seidman cites a Harris poll taken in 1967 showing that union members "are not the only ones who want" NHI. The poll found that a majority of the public wants "Medicare for all," which is what the program would provide. Fifty-one percent answered "yes," 39 percent "no" and 10 percent were "undecided."

"It is time to bring the wonders of modern medicine to all the American people. It is time for national health insurance," Seidman concludes.

A Happy Moment



Retiring after 25 years as a Seafarer, Joseph A. Vosilla accepts first pension check from SIU Headquarters Rep. Roy Kelly as his wife, Jennie, smiles approval. Vosilla of Astoria, N.Y., sailed as a deckhand.

Electrified Fishing Process Corrals Eager Gulf Shrimp

PASCAGOULA, Miss.—A unique new fishing method developed by Department of the Interior personnel has Gulf shrimp literally leaping out of the mud and into the net.

Tests by the Bureau of Commercial Fisheries gear research station here indicate that an electrified trawl system may open up daylight fishing hours for the brown shrimp fleet.

Since pink and brown shrimp normally spend the day burrowed into the bottom and come out to forage at night, trawling for these species is ordinarily restricted to the night hours. This, in effect, reduces the fleet's activity at sea by almost 50 percent.

Electric Shock

The new system involves the use of electrodes that deliver a very low voltage current to the area where the shrimp are hiding; the shock causes the shrimp to jump involuntarily out of the mud or sand, and they are then scooped into the trawling net.

Daylight experiments with a single-rigged electrified trawl on a mud bottom (the type favored

by brown shrimp) resulted in catches ranging from 96 to 109 percent of the catch taken with single-rigged standard systems at night.

A sand-and-shell bottom is preferred by the pink shrimp, and here the electrified system proved somewhat less effective, yielding only a 50-percent catch rate.

Port of Houston Gains 10 Percent In Year's Cargo

HOUSTON—The Port of Houston has, for the first time, topped the 15-million-ton freight mark at its Buffalo Bayou terminals to register an impressive rise of 10 percent in cargo handled during the year, Port Director J. P. Turner reported last month.

When the last figures were compiled, at the end of November, tonnage at Houston had climbed well over the entire 1968 period. Additional gains are expected to develop when figures for December are available.

A considerable boost in foreign trade general cargo was responsible for a major portion of the growth in freight, which overshadowed a slight decline in domestic barge traffic and the coastwise tanker trades.

The Port handled 16,249,661 tons of foreign cargo—consisting of 4,733,060 tons of general freight and 11,516,601 tons of bulk cargoes—for the 11-month period ending November 30. This compares with the entire 1967 total of 14,720,883 tons—a record at that time.

An additional 52,288,275 tons was added by domestic barge traffic and tankers in the coastwise trades. The previous year's total in these categories was 52,539,785 tons.

Goal of Former Administration

Job Safety Standards Upped To Help 46 Million Workers

WASHINGTON—Revision of safety and health standards to provide greater protection for 46 million workers under the Walsh-Healey Act was announced by the Labor Department last month.

The law sets basic labor standards for work done under federal contracts over \$10,000 in value. The revision, updating standards in effect since December 1960, was announced by outgoing Labor Secretary Willard Wirtz.

Changes in the standards aim at reducing injuries from fire and accidents, and "the alarming number of cases" of impaired hearing and pneumoconiosis (a lung disease) caused by excessive noise and air contaminants.

In one area, the revision provides for the adoption of nationally recognized consensus standards, such as the National Fire Protection Association code and safety measures set up by the USA Standards Institute.

Also adopted are regulations established by federal agencies, including ordinance standards of the Defense Department and hazardous materials standards of the Transportation Dept.

The revision brings into the Act an occupational noise standard to reduce the danger of loss of hearing from job noise. The standard sets a maximum acceptable sound-measure level of 85 decibels

If a firm is unable to meet this level immediately, an interim level of 92 decibels is acceptable, provided an effective hearing conservation program is drawn up to protect employees and reduce the noise level to 85 decibels by January 1, 1971. While the noise level exceeds 85 decibels, annual audio-metric exams will be given to exposed workers.

The revision also spells out stricter standards to control air contaminants and adopts the Threshold Limit Values set forth by the American Conference of Governmental Industrial Hygienists with certain exceptions.

The exceptions include the current standards issued by the USA Standards Institute in the field of air contaminants and the new standard of the U.S. Public Health Service for coal dust.

The coal dust standard, Wirtz said, "is designed to prevent coal miners' pneumoconiosis, which has resulted in serious illness among miners and an alarming number of deaths."

The revision, published in the Federal Register for January 17, becomes effective 30 days thereafter.

April 1 Marks Final Chance To Take Medicare 'Part B'

WASHINGTON—A last chance to sign up for Medicare's supplementary medical insurance covering doctor bills is being offered persons born before October 2, 1901, and for those who were enrolled in the plan earlier, but dropped out before January 2, 1967.

Both the Social Security Administration and the Railroad Retirement Board have sent out reminders that people in either of these categories have only until April 1 to sign up for the insurance, known as Medicare "Part B."

Others eligible to sign up at this time are employees and their wives who have recently attained 65 or will reach that age before April 1, other persons 65 and over who did not previously enroll, and other dropouts from the plan who wish to re-enroll.

Social security beneficiaries and civil service annuitants should enroll at their nearest social security office. Persons under railroad retirement may sign up at a Railroad Retirement Board office, or through cards being sent out by the board.

The monthly premium for the doctor bill insurance is \$4 but previous dropouts from the plan and some who passed up an earlier enrollment opportunity may have to pay a slightly higher premium.

The Cold War Gets Hot on the High Seas

The continuing decline of the U.S.-flag merchant marine has become a growing source of concern, not only to members of Congress and leading spokesmen for maritime labor and industry,



Charles F. Duchein

but to many other Americans who consider the national security and economic prosperity of the nation threatened by further neglect of our maritime position among other countries of the world. Reprinted below is a recent address by Charles F. Duchein, President of the Navy League of the United States, in which he details the problems facing our merchant marine and offers his suggestions on how to correct them.

Isn't it high time we stopped talking about the mess in the merchant marine and started giving a positive American touch to our crucial situation at sea?

What needs to be done is to build up our maritime posture to a pre-eminent world position. The Soviet Union's new oceanic vision dictates a vastly accelerated build-up of our merchant fleet. Instead, we tamper with the long term prosperity of this nation through our neglect of what I am convinced can be the chief stimulator of the national economy—the foundation for future prosperity.

Our fast moving 20th Century industry depends increasingly on strategic materials carried from overseas in ships. The burgeoning trade along the sea lanes of the world affords the most inviting possibility for economic growth in our history. But you and I know we now carry only a fraction of even our own trade. The tragedy is we are not capitalizing on the exploding lucrative world markets—we continue to talk when positive action is called for. While we talk about the mess in the merchant marine, we ignore the positive action our government must take to get back up on the maritime step.

My message today is not to decry this "mess in the merchant marine" nor to try to fix the blame. Instead, I choose to highlight the tremendous oceanic opportunity unfolding. As part of the educational process, as a first step we need to know more about the economic situation of the sea. We must delve deeply into the complexity of the U.S. waterborne transportation industry. There are high stakes involved in building up our overall oceanic strength and we need to know the facts.

I say, let's get on with it, let's start building a merchant fleet that will be the pride of every American—that's my answer to the mess in the merchant marine.

U.S. Fleet Continues to Slip

In simple terms, during the period of my presidency of the Navy League, the American merchant marine slipped down the totem pole of our own trade carrying from 7.3 percent to a mere 5 percent. As this slippage was taking place, the American merchant marine declined from 1900 ships in 1950 to 1100 ships in 1968. During this same period, the Soviet fleet mushroomed from 1.9 million tons to 1400 ships of 10.4 million tons.

Deplorable as this comparative record seems, the implications are tremendous. Frankly, based on hard economic facts, as a businessman I see a long-term bullish trend in the maritime market. For example, an authoritative Harbridge House study concluded that while carrying a fraction over 7 percent of our trade, the United States saved a billion dollars yearly in gold flow from the revenue of this trade. It doesn't take a mathematics major to see what this would mean toward gold flow reversal if we carried 50 percent of our trade.

Economically, this is an index of what carrying trade can mean if we go after the market. This tantalizing fact has not escaped Mr. Nixon. This is precisely why he has made the revitalization of the merchant marine "a highest priority economic task." But while the President-elect knows this economic fact of life, few Americans do. And their lack of interest, understanding and concern, to my mind, is the chief reason why we are in such serious trouble.

The problem boiled down to basics is an educational one. Yes, education—and the aggressive merchandising of the American maritime product. We might well take a page out of the bold aerospace industry's promotional book to regain a number one world maritime position.

Speaking of modern methods of merchandising, Jack Gilbride, President of Todd, and a good friend of mine, and I must say one of the most progressive American shipbuilders, is telling the nation through a fine program of educational communications—"you can't

walk on ¾ of the earth's surface." How strange that the American people and their government, at this late hour, need such elementary oceanic education; but, unfortunately, they do. No, you can't walk on the water. But there is gold in the oceans of the world—and strength—and security. Actually, Americans are just beginning to grasp the fact that the modern gold rush of today is toward the new, the challenging last world frontier—the oceans. Talk to your stock broker if you are not convinced that what I am saying is accurate—your fabulous Californian gold rush of '49 is now exploding to the entire world of water.

Whether it was slothful thinking, sporadic strikes, the indifference of the decision makers in our government, the failure to comprehend the vital importance of the merchant fleet brought about the present plight. Whatever it was, and it was many things, bold imaginative plans are needed now.

In terms of the American touch, the almost flawless flight to within 60 miles of the moon by the Apollo 8 shows there is still plenty of vitality in the American people—when they are pressed. I watched the launch at Cape Kennedy; what a marvelous experience! While catching my breath as I stared at the rocket soaring into space, to myself I humbly thanked Stalin, Khrushchev, Brezhnev and Mikoyan. Who launched Apollo 8? I would say, "unquestionably Sputnik." The Soviets touched a sensitive American nerve—we can't stand a second place position, and that is good. The psychological shock of Sputnik's first spin in space awakened this nation. And Apollo 8, if it did nothing else, showed the tremendous American potential to produce, to create, to think—it showed the strength of our will and our determination and it came at a time when the world was beginning to wonder.

What we need now is some sort of shock treatment; Americans will then demand that we build our merchant marine to the strong, modern, competitive position world conditions dictate. Actually, the Russian revolution at sea provides the same competitive challenge. Though hardly as dramatic, the exploding Soviet maritime strength has far more ominous political, economic and military implications.

Focusing on the Red revolution at sea, the central significance of the competitive merchant marine stands out. How do we stack up? Four out of five of our merchant ships are of World War II vintage. But not Soviet ships—four out of five of their ships are less than 10 years old. While the Soviet Union builds better than 1,000,000 tons of merchant ships each year, 448 ships this year, for example, we build 48. In point of relative priorities in 1965 the Soviet government spent more than \$600 million on merchant ship construction. In the same year we spent a mere \$150 million. Her vigorous ship construction program already has given her 10.4 million tons of merchant shipping and 1400 ships, with a projection of 27 million tons by 1980. Having already passed us by the end of this year, unless the trend is reversed, the Soviets in ship count will knock us out of our fifth place position as a merchant power.

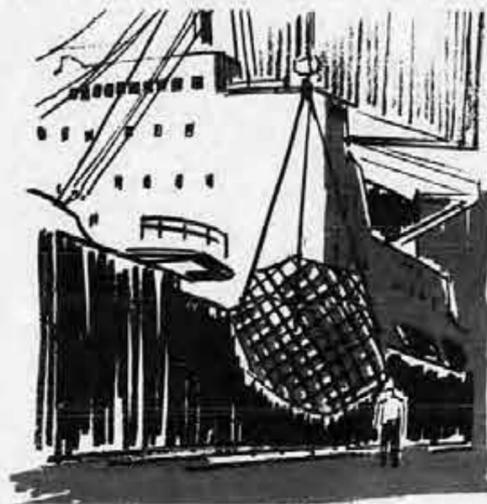
What does this maritime morbidity report mean in terms of military readiness? For many months public interest has been sharply focused on Vietnam. Our merchant marine has done a marvelous job in meeting the shipping requirements for Southeast Asia. Over 98 percent of the beans, bullets and jet fuel is carried to our military forces there and the merchant marine deserves great credit. But another "hot spot" somewhere else would stretch our ship elastic limit beyond the breaking point. For this reason, watching the Middle East tinder box starting to flare up again is not only a nightmare for our strategic planners, it is a warning to remind us of our global responsibilities and requirements.

The Soviet merchant marine serves as the spearhead of her foreign policy, and even more than her navy,

reveals her global ambitions. Her patterns of commerce and trade objectives conveys intentions that extend world wide. To protect her planned world trade she will need a global surface fleet—a navy that can project its powers overseas and compete for control of the seas.

How do we shape up in our merchant fleet planning to meet this mounting menace? Current thinking on the U.S. merchant marine is pegged almost exclusively to two points. First the defense needs and second the U.S. import and export trade. The policy position for the latter is "to support and expand U.S. commerce and carry a fair share of U.S. cargo." That's hardly good enough to reap the great rewards of the exploding market.

Perhaps instead of thinking of the U.S. merchant marine, we should think of the "U.S. Maritime Trans-



portation Industry." The goal should be to compete aggressively for world markets for U.S.-built ships and for a proportion of the total world ocean shipping—but to do so will take a progressive national maritime policy.

Look for a moment at the U.S. airlines industry. It did not achieve its present position nor is it maintaining and advancing it without government assistance. But the assistance was deliberately aimed at achieving U.S. dominance in air transport world wide.

A framework of sound military planning accentuates the importance of a build-up in shipping. While the Vietnam experience reinforces the vital statistics for logistical war support, Mr. (Robert S.) McNamara, as Secretary of Defense, failed to establish even the rock bottom ship requirements. This specious money saving tactic accelerated the decline of our ocean transport. We've paid the price in Vietnam. We've seen what it means to be dependent—even to a small degree—upon foreign ships in time of war. With valid defense requirements met, however, the merchant marine will gain a marked impetus toward the posture that is mandatory. The defense interest demands the revitalization of our trade-carrying shipping, as the new administration proposes to do. The requirement must be met by ships built in the United States by United States citizens and ships which bolster the American economy with the revenue reaped from carrying the great volume of American overseas trade.

Congressional leaders like your Representative Bill Maillard (R-Calif.), who comprehend the significance of the sea, are alert to the issues. They already have moved to put the U.S. maritime transportation industry on a solid footing. Their leadership toward establishing a separate maritime department is gratifying as a first step in building an enlightened, vigorous maritime voice in our government, as Defense Department organizational trends will confirm.

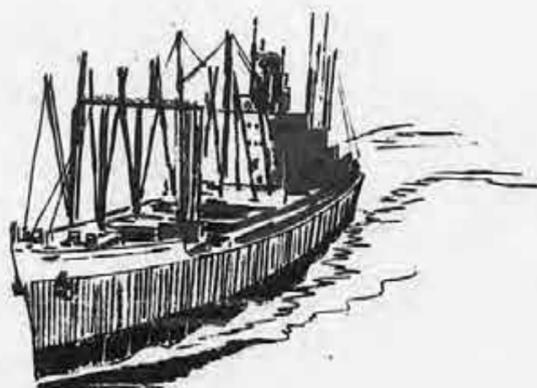
This positive action is indeed timely, for the Soviet ship construction geared to population growth reveals its strategic goals of carrying a major portion of world trade. Observing Soviet merchant shipping carrying nearly 95 percent of the war supplies to North Vietnam gives us an insight into their tactics. After unloading at Haiphong Harbor these ships slip down to Australia and pick up cargo for their return trip to Europe. And they don't have much difficulty getting this cargo, for they under-cut the freight rates of other nations on the order of 15 to 25 percent. This is their economic package approach to cornering the ocean trade market for Communist shipping.

Part of Power Structure

The Soviet merchant marine is centrally controlled and part and parcel of their government power structure. A single signal from the Kremlin, as we observed in Cuba, turns all of their merchant ships around in a disciplined way that impresses seafarers on all of the seven seas.

Now, what does this mean in terms of competitive tactics as an instrument of political and economic

(Continued on Page 10)



Cold War Grows Hot on the High Seas

(Continued from Page 9)

penetration? It means that the individual elements of our merchant marine are competing with the total economic power of the Soviet Union. And their tactics are rough and tough. If our shipowners and shipbuilders do not receive the help—competitive incentives—from our government, quite evidently they will be driven off the seas. And this is exactly what is happening. Subsidies in the shipping business have come in for considerable discussion in our press and in our Congress. For the most part these are open subsidies and are modest compared to the less visible subsidies of other segments of the economy. We deplore spending money on subsidies and obviously indulging in an over-simplification, we tend to beat labor across the knuckles for forcing this kind of support. Subsidies somehow don't have a good American ring. Semantically, they are poison.

Similarly, Americans don't like to put their money on a "sick horse" and what they are constantly hearing is that our merchant marine, rusty and poorly painted, is going down the drain and dying. You don't buy much stock with that kind of commercial. Not that this is necessarily a Madison Avenue problem, but our self-image at sea requires repair. Nor do Americans, as a rule, like to look too deeply into complex problems. In other words, our plight on the oceans is largely a problem of understanding. Growing up with ideas of competitive trade and transportation, every child in England and Japan knows what the merchant marine means to his nation. They see a lot of ships. They learn early in life what these ships mean to their economy. It's in their blood. This is the reason why I say WE have got to start with some grass roots education if this island country is going to capitalize on the economics of the oceans.

Americans simply don't understand how much they are affected by world trade, and what it means to their own pocket books in dollars and cents to compete successfully in trade carrying and ship construction.

The pragmatic economist and most of our scholars and scientists, just as Mr. John Q. Citizen for that matter, land-bound in their thinking and their interests, too, must be lured to look inquisitively at the oceans with objective intellectual interest. Now, what I propose is that

we bring the oceans of the world to the American people in a way that invites their attention to what the waters of the world mean in concrete economic terms.

For the past 18 months, I have toured the greater part of this nation and have talked largely about my reaction to the way we have conducted the Vietnam War in context of global strategy. And I might add that I have been somewhat critical. Had the maritime concept been understood and accepted, Haiphong Harbor many months ago would have been blocked to the Communist ships that have carried the preponderance of arms used against our men in combat. As a consequence, the war would have long since been won or at least we would have talked on our terms, rather than from a pusillanimous position at the peace table confrontation.

What has impressed me most has not been the handling of the war by our political leadership, but the spirit of our American fighting men—the youth of our nation—in the fox holes of this distant battlefield.

From the youthful American viewpoint of our forces at sea—there is room for much optimism in the prospect for the oceanic future. Make no mistake, America's destiny is oceanic.

To you, friends, and the maritime leadership of this distinguished group in this delightful world port of San Francisco, I propose for your consideration the following five point program to give our merchant fleet a pre-eminent world position.

First, and foremost, the formulation of national maritime policy providing positive incentive to gain a competitive maritime position on the oceans of the world. The failure of our government to formulate basic policy is the most critical element in cleaning up "the mess of the past in our merchant marine." The new Administration, with a minimum of delay, must provide national policy, undergirded by an oceanic doctrine, to guide our government in the military and merchant marine and oceanic programs of a scientific, technological and educational nature. A platform plank provides for such.

Second is strategy. Our nation must orient its national strategy to the oceans of the world, just as the Kremlin has done in recent years. In so doing, our planners must recognize the valid need, both military and economically,

of a modern, competitive merchant marine that confidently sails the seas and carries a preponderant portion of the burgeoning world commerce. To do so will require the construction of many more naval and merchant ships than we are producing at present.

My third point is, therefore, ship construction. America must go after the merchant marine market by building a minimum of 100 ships a year for at least the next decade.

Fourth, Oceanic Education must be fostered in our school systems to give our youth as good a subject grounding in the seas as they now receive on the land environment. The Sea Grant College program on the college and university level must be pursued with the utmost vigor to mobilize the best minds of this nation; the scientists, the scholars, the student in the pursuit of oceanic solutions to the pressing problems of state. I know I don't have to remind you that in recent history when great powers lost control of the seas, they lost their greatness. Consider Spain after the defeat of the Armada, France after Trafalgar, Japan after Midway, England after the exhaustion of two wars.

My fifth point is a proposal I have previously made for the establishment of a Maritime Manhattan Project that gives the magnitude impetus to the maritime research programs largely neglected of late. My concept follows along the same lines as the Manhattan Project that produced the atomic bomb. Its purpose would be to give a sea based profile to the revolutionary technological advances this nation is capable of achieving—in our 20th Century. Obviously, I am thinking in terms of the swiftest, most modern, streamlined merchant and naval ships, the kind that can compete and maintain a strategic mastery of the environment of the oceans.

A single sentence sums up my proposal, "The security and prosperity of the United States and its allies depend increasingly on the military, economic and political exploitation of the world oceans." If we pursue this program that I propose with vigor, vision and determination, I am confident that our flag will fly with pride worldwide in recognition of American supremacy of the high seas and our mastery of the World ocean. But above all, America will be made more prosperous and secure.

Nader Team Launches Report Blasting Federal Trade Body

WASHINGTON—The man who has been most active in exposing the shortcomings of big business has turned his attention to a government target—this time the Federal Trade Commission.

Ralph Nader—critic, publicist, lawyer and author—has assembled a volunteer army of seven young legal brains, working without pay, who have conducted an in-depth probe of just how the federal regulatory agency has been carrying on its assigned function of protecting the consumer.

"Nader's Raiders," the unofficial name given to the team working under his direction, has drawn up a sizzling critique of "the little old lady of Pennsylvania Avenue"—as the FTC is known in some Washington circles. Covered in the document—which is guaranteed to raise more than eyebrows in the Capital's bureaucracy—is the agency's officials, its methods and its philosophy of operation. What is more, the young iconoclasts have suggested they may embark on "similar studies of other governmental agencies."

The study's sharpest barbs have been directed at FTC Chairman Paul R. Dixon, who is charged with investing the regulatory agency with a genial "Tennessee-Mafia atmosphere" which contributes to "party politics and congressional ties." These, the probers say, have perverted "to a great extent the work FTC should be doing." They call for the resignation of Dixon, and are highly critical of other personnel in the agency, which they dub a dumping ground for political hacks.

FTC's performance is labeled as "shockingly poor" and attributed to a love-hate complex with

big business and Congress—resulting in selective enforcement. Targets are chosen with an eye to avoiding offense to persons in either area who enjoy positions of influence.

The "raiders" have tabulated the FTC's case load and complaints of recent years and drawn the conclusion that the agency has cracked down only in those areas which are fortunate enough to have Congressional representatives who are known to be actively concerned.

Some of the more interesting reading in the report is a listing of high FTC officials together with their Congressional "sponsors."



The Konstantin Sukharov, factory ship fitted for canning and processing, joins an updated and growing Soviet fishing fleet.

Newest Soviet Fishing-Training Ship Highlights Growth of Russian Fleet

A spanking new vessel which doubles as both a fishing motorship and a school for seamen has joined the U.S.S.R.'s rapidly expanding merchant fleet.

The Kompas, a 2,520-deadweight ton vessel built in Copenhagen, was recently delivered to the Soviets. She is the 15th in a

projected series of 21 refrigerated fish carriers and is capable of hauling in her own nets of fish as well as receiving and storing the catches of smaller Russian fishing boats. The difference is that the Kompas is outfitted as a seagoing school, with accommodations for 110 apprentices, as well as classrooms in which they will be trained in navigation, radio communications and general seamanship.

Although the Kompas—as is true of many vessels in the flourishing Soviet fleet—was built in a foreign shipyard, the Soviet

shipbuilding industry is undergoing rapid expansion and working at full capacity.

No small part of this expansion has been directed toward growth of the Russian fishing industry, which today boasts a modern, fully automated fleet of various types of vessels—well equipped to store and process large catches without having to put in to port for long periods of time.

The Soviets have also been converting passenger ship-freighters to factory ships. An example is the Konstantin Sukharov, a 12,675-ton vessel with a length of 532 feet. Fourteen of these Zakharov class factory ships are now operating in the king crab, shrimp and herring fishing grounds off Alaska in the North Pacific. Equipped with complete canning and processing facilities, they carry a complement of 640 and are accompanied by upward of 20 large trawlers.

The Soviet merchant fleet as a whole has been growing at the rate of a million tons a year. This phenomenal increase has imposed a strain on the trained manpower available to crew the ships—which is perhaps one reason why the Kompas has been outfitted for training crews.

Starting in 1950, when the Russian merchant fleet consisted of 432 ships aggregating somewhat less than two million tons, it now consists of approximately

12 million tons of up-to-date vessels, the majority of which are less than 10 years old. Today the Soviet fleet is in sixth place among maritime powers, according to Lloyd's Register of Shipping, and is expected to overtake the United States ageing merchant fleet—which totals 12.9 million tons—by the end of this year.

The contrast in relative movement is all the more startling when it is realized that, unless a comprehensive shipbuilding program is quickly started in the U.S., the American-flag fleet will dwindle to 620 ships, from its present 900, by 1970. At the present growth rate, the same year will see a Soviet fleet exceeding 15 million tons while the U.S. fleet will have dwindled to about seven million tons.

New ship deliveries to the U.S.S.R. have been running eight-to-one over United States deliveries. They have 12 vessels under construction for every one on order here.

According to Admiral Thomas H. Moorer, U.S. Chief of Naval Operations, the Russians are "surging forth with a maritime program nothing short of miraculous." He points out that "the modern and growing Russian fishing fleet also serves a strategic political function" as well as an economic one.

On the Mend in Yokohama



Two SIU men on the road to recovery are seen here in the new wing of Bluff Hospital in Yokohama, Japan. The two Seafarers are R. C. Blair, second pumpman off the Connecticut, at left, and Alvern Vielso, oiler off the Choctaw. Both men praised the modern and up-to-date facilities of this marine hospital and said they were made comfortable.

Recollections of WW II Experiences Are Still Vivid for Seafarer Herinck

To Seafarer Peter Herinck, who retired on an SIU disability pension at the age of 65 last December, life aboard ship was not always a bed of roses. In a recent telephone conversation with a LOG reporter, Herinck recalled some of his experiences during World War II which, he said, make him "jump today even thinking of them."



Herinck

Brother Herinck spent about a year and a half in the South Pacific—mainly in the New Guinea area—during World War II. He recalled being a gunner and loader on the Liberty Ship SS Johnson, during which time he vividly remembered the invasions of Bloody Beach and Finchhaven, in New Guinea.

"We were under attack several times during this period," Herinck reminisced. "As a result, I received a citation from Washington. So did the ship. It received many wings, which are customarily attached to the ship's stack to show service under fire.

"We were right in the thick of things during the attempted invasion of Mauritia, in the Celebes Islands, eight miles southwest of the big Japanese fortifications there. We never did take the island—though we darned sure tried. And all concerned gave and received a lot of hell in the attempt."

Herinck was also a participant in the big Luzon invasion in the Philippines, when the island was taken back from the Japanese. This was the biggest convoy in the Far East. It consisted of a total of 857 ships, all of which met in Orlandia, Dutch New Guinea (now Irania).

Wounded at Okinawa

"About two and a half months before the end of the war," Herinck recalled, "I was wounded during the invasion of Okinawa. There was a big air raid which brought such intense fire upon the ship that we received the order to 'go over the side.' The lifeboats were lowered and the crew proceeded to get to them as quickly and as best they could. We had just about enough time to put our life jackets on. In the excitement and the rush to go over, I jumped head first into the nearest lifeboat."

"It's a good thing I didn't break my head," Herinck reminisced. "But I did break my arm—and badly. I was in intense pain, with what turned out to be multiple fractures. The fire was so heavy upon the lifeboats and the surrounding water that we couldn't make shore. We had to turn around and come back to the ship, which was still under heavy fire.

"I guess I must have been aboard ship about 18 hours with broken bones sticking out through the punctured skin on my arm. You can well imagine the suffering I went through. Later on the firing died down and we made shore where I was able to get the attention of the medics.

"I must have spent about two months in that naval tent in the war zone. There were plenty of casualties all around—men moaning with pain day and night. During this period," Herinck recalled, "we had a Japanese mascot. Imagine a Japanese mascot in that war! He was a 13-year-old boy whom we called 'Mike' because we couldn't remember his Japanese name. Even at his tender age he had been trained as a kamikaze pilot to make a suicide aerial dive-bomb attack on allied ships. However, he was somehow

captured and turned out to be a very friendly and helpful fellow."

His arm still in a sling, Seafarer Herinck was repatriated on the SS Jason Lee. He could make the side of the ship only with extreme difficulty because of the arm, however and fell over the side twice before successfully boarding the vessel. He was fished out of the sea with grappling hooks each time.

Hawaii was the first stop on the way home. That first night on shore, Herinck recalled, he was playing cards, one-handed, with fellow Seafarers when bedlam seemed to break loose. Alarms went off, whistles blasted. The officers were shouting, "War's over." Yes, hostilities had finally come to an end, and there was the biggest celebration ever, in which all of Honolulu went wild.

On the way back to the States they made San Francisco, where Brother Herinck was sent to the Marine Hospital to recuperate while his arm healed.

Later, with the war over, it was back to work. Herinck made several trips to France, after that, on the army transport SS Ernie Pyle, named for the famous correspondent killed by Japanese machine gun fire on Ie Shima—just off the west coast of Okinawa—in 1945. Their mission was to pick up GI's in France and to bring them home. In this work, Herinck's knowledge of German and French was much in demand, and his services were often utilized as an interpreter on the transport. They also were engaged in taking German prisoners of war from internment camps in Texas to England, where they were put to work in coal mines for a while, Herinck remembers.

Jack-of-All-Trades

Previous to his war experience, Brother Herinck had a varied career which ranged from a period as a flight instructor—he had his own plane—to a time when he tried going into business for himself with a bar and restaurant for two years, 1936 and 1937. During this period he developed an intense interest in the bitter maritime strike then in progress and wrote a story about it which appeared in Time magazine. He says that among the notices he received about his story was one from the Polish trade unions—they wanted to make him an honorary member.

Born in Belgium in 1903, Herinck first went to sea in 1943. He has sailed as a room steward and also as a second cook and baker. He joined the SIU in 1943 in the port of San Francisco. He also recalls a stint as assistant cook on the Liberty Ship SS Robert D. Walker. His last ship was the SS Mariposa (Matson Lines) where he sailed as BR.

Brother Herinck makes his home in San Mateo, California, where he has a room full of tape recorders. Taping all types of music is a hobby he finds continually enjoyable and rewarding.

SIU Veteran is 'Going Home' After Over 50 Years at Sea

After more than 50 years at sea, Seafarer Frank Hernandez is retiring on an SIU pension to his native Puerto Rico—"to take it easy and just putter around."

Frank, who was born 66 years ago in San Juan, began his long career in 1915 shipping before the mast on schooners sailing out of Tampa, Jacksonville and other Gulf area ports. He recalls those days with fondness.



Hernandez

"I guess the more time passes, the more I remember them as the good old days," he says. "But, the truth is we've come a long way since then. In those days I used to think the \$32 a month wages was pretty good money."

Brother Hernandez is one of the real old-timers of the Union. He joined the SIU in 1939 while sailing in the steward department aboard the Barbara. For the next 20 years he shipped as messman aboard vessels of the old Bull Line—except for two years' duty

on troop ships in the Pacific during World War II. His last ship was the Overseas Anna.

Interviewed at New York Headquarters where he received his first pension check, Hernandez expressed his gratitude to the SIU "for all it has done for me throughout the years."

"I never dreamed, years ago, that I would live to see the day when an old-time sailor would have a pension and welfare program that not only takes care of him, but his family as well," he said. "We have our Union to thank for this."

Sharing Brother Hernandez' retirement years with him in the "Land of the Sun," as Frank remembers it, will be his wife, Rafaela. "It won't be all loafing," he says. "I'll keep busy around the house, keep up with my hobby of building model sailing ships, visiting friends.

"And I'll probably spend a good deal of time down at the harbor," he added with a nostalgic smile.

Wages Being Held

Certified checks, representing wages due for service on the Oceanic Tide (Resolute Marine Associates), are being held at New York Headquarters for the following Seafarers:

- | | |
|---------------------|----------------------|
| Gerald Fuglsano | Fred Gentry |
| Charalambos Dertuso | Harubide Maeyama |
| Tatsuma Nagayama | Yukio Itoman |
| Paul Lopez | R. Senaga |
| James Hart | Jorge Velasco |
| Ronald Carraway | Leopoldo Conejero |
| Ismael Aniceto | Angel Belmonte |
| Felipe L. Escaner | S. Sakiyama |
| Eddie Stevanous | Percival Wicks |
| Phillip Livingston | Joe Vustech |
| Edward Troughton | Moses Crosby |
| Rosarose Sisenando | Alberto Valencia |
| Fedfilo Inacac | Jesse Washington |
| Richard Monterusso | Akiro Takao |
| Steve Smith | Sylvester Zygarowski |
| Shigeru Miyagi | Dan Ticer |

Because these checks are certified, they cannot be mailed to individual home addresses. They can, however, be mailed to Port Agents, if requested, or members can claim them from Ray Kelly at Headquarters.

SIU ARRIVALS

- Teddy Ivey**, born September 29, 1968, to Seafarer and Mrs. Jacob Ivey, LaFollette, Tenn.
- Brett Ballard**, born December 1, 1968, to Seafarer and Mrs. James F. Ballard, East Flat Rock, North Carolina.
- Grace Bell**, born January 16, 1969, to Seafarer and Mrs. Archibald Bell, Bellflower Calif.
- Darlene Hunt**, born January 8, 1969, to Seafarer and Mrs. Michael Hunt, Philadelphia, Pa.
- Celia Rose Chavez**, born December 14, 1968, to Seafarer and Mrs. Vincent Chavez, Seattle, Washington.
- Sarah Notton**, born November 18, 1968, to Seafarer and Mrs. Arthur C. Notton, Superior, Wisconsin.
- Mark McCauley**, born December 15, 1968, to Seafarer and Mrs. Martin E. McCauley, Silsbee, Texas.
- Samantha Gail Thompson**, born October 17, 1968, to Seafarer and Mrs. James Clayton Thompson, Jacksonville, Florida.
- Kimberly Barthole**, born January 2, 1969, to Seafarer and Mrs. Albert V. Barthole, Jr., Chester, Pa.
- Beverly Ramos**, born December 25, 1968, to Seafarer and Mrs. Joaquin O. Ramos, Baltimore, Maryland.

From the Ships at Sea

"We have just about completed a good run to the Far East with a fine crew and no major beefs," reports **John H. Rossow**, meeting secretary aboard the **DeSoto** (Waterman). The ship, which sailed from Bangor, Washington, and touched ports at Da Nang, Saigon and Guam, was scheduled to tie

up for pay-off in New York this week. He reported that two men were hospitalized at Da Nang and another at Guam. **J. F. Castrovener**, meeting chairman, said the crew adopted a resolution calling for action on all ship's meetings at the quarterly meetings at Union headquarters. A committee was elected to make recommendations in the crew's interest to a headquarters representative when the ship arrives at the port of New York. A discussion was also held on the pension plan. Deck Delegate **Edwin Morris** reported that the crew requested a new supply of books for the library. There was a unanimous vote of thanks to the ship's delegates for their efforts on behalf of the crew. The **DeSoto's** delegates are **T. L. Sloan** (ship's delegate), **E. Morris** (deck), **M. A. Miller** (engine) and **L. A. Power** (steward department).



Rossow

Earl C. Wallace, meeting chairman on the **Seatrain New Jersey** (Seatrains Lines), was elected ship's delegate, reports Meeting Secretary **Donald H. Jones**. The crew adopted a motion to consult with the boarding patrolman and headquarters concerning the steward's storage space and the quality of night lunch meats. "This ship is not fully equipped for Far East runs," Wallace reported. The crew also asked that kickout panels be installed in doors and bulkheads.



Wallace

Seafarers on the **Fairisle** (Pan-oceanic Tankers) enjoyed an outstanding Christmas dinner, thanks to the efforts of the steward and his top-notch department, reports Meeting Chairman **Joseph Stevens**. According to **Lucien Drew**, meeting secretary, **Vernon Hopkins** was elected new ship's delegate. Brother Hopkins reported that things are running smoothly with only a few minor beefs to be taken up later. A suggestion was made that the messman should make sure the canned fruit is always chilled before serving.



Drew

"Everything is running as well as can be expected," reports meeting Chairman **Timothy Sullivan**, aboard the **Transeneca** (Hudson Waterways) "with only few minor beefs." He reported that there was no lunch service in Chittagong, where cargo was discharged, and that some crewmembers used sampans to go



Sullivan

ashore. Meeting Secretary **Luther Gadson** recorded the election of **Dewitt Hollowell** as ship's delegate for the remainder of the voyage.

The oldest SIU book member, and the oldest man aboard the ship, is ship's delegate on the **Cortez** (Cortez S.S. Co.), reports **Robert Martinez**, meeting chairman. He is **Bert Dawson**, "one of the real SIU old-timers." Meeting Secretary **L. D. Pierson** noted that the crew adopted a motion praising the steward department for a very good holiday meal and for excellent menus throughout the trip. There were no beefs and no disputed overtime reported by department delegates as the vessel proceeded on its return run from Saigon.



Martinez

"Everything is fine on the ship, and the old man says that this crew is the best one he has sailed with in a long time," reports Meeting Chairman **M. Olson**, aboard the **Mobilian** (Waterman). **William V. Matthews**, ship's delegate, reports that the crew



Matthews

passed a motion to ask the chief engineer to stop catching rain water for the ship's supply of drinking water. A motion was also adopted to find out if the crew is eligible for attack bonus pay. The port of Da Nang was bombarded by enemy rocket fire while the ship lay tied up at the dock there. The entire crew joined in praising Chief Steward **Herbert L. Skyles** and his department for the fine chow at Christmas time and for the good menus throughout the trip.



Skyles

Richard S. Asmont
Please get in touch with your brother John Asmont in New Orleans as soon as possible in regard to a very important matter.

Harold B. Stever
Your wife Margaret would like to hear from you as soon as possible. The address is 23 1/4 River Road, Philadelphia, Pennsylvania 19128.

Rudolph R. Cefaratti
Please contact the Harrisburg Bank, P.O. Box 5278, Houston, Texas, or visit the bank personally as soon as possible. It is necessary for them to verify information regarding your account.

Ligon Randolph Hart
Please contact Newton B. Schwartz at 500 Branard at Garrott, Houston, Texas 77006, as soon as possible. The telephone number is (713) JA 8-2863.

Tony Radiz
Dick Duet would like you to save his safety glasses for him and asks that you contact him as soon as possible.

James J. Gordon was elected ship's delegate on the **Monticello Victory** (Monticello Tanker Co.) at the ship's regular meeting, it was reported by **D. J. Fegan**, meeting chairman. A motion was made and passed to have each crew member donate \$2 to the steward for having the ship's television set repaired, and for making a call from Singapore to Union headquarters in the States concerning "very poor mail service furnished by the company." The crew also adopted a motion that a request be made that shipping articles be limited to a maximum of seven months, and that crew members on vessels touching Hawaii be permitted to pay off by mutual consent with the company.



Fegan

William Donahue, 39: A sudden heart attack claimed the life of Brother Donahue December 1, 1968. The attack came early in the morning near the ferry crossing at Luling, Louisiana, as he was on his way to the tug **Shamrock** where he served as a pumpman. Seafarer Donahue had worked on a number of tugs of the **Crescent Towing & Salvage Co.** for many years. He joined the SIU in the Port of New Orleans in 1961. He was born in New Orleans and made his home there with his wife, Norma, a son, **William Jr.**, and a daughter, **Cheryl**. Burial was at **Westlawn Cemetery**.



Donahue

Leonard Lelonek
As soon as possible please contact M. Sporing, 721 Harvel Lane, Atlantic Beach, Florida, c/o Hall's Trailer Court, concerning your little girl.

Miguel Medina
Please get in touch with your daughter, Justina Medina, 520 Main St., Orange, New Jersey, as soon as possible.

John Crocker
Contact Rolande R. Goodwin, P.O. Box 1455, Norfolk, Virginia 23501, as soon as possible.

Herbert A. Miles
It is important that you contact your nephew, John Young, Jr., as soon as possible at 4166 No. Warren St., Fresno, California 93705.

WRITE TO THE LOG

FINAL DEPARTURES

Thomas Logan, 69: Brother Logan, a bridgeman for the Erie-Lackawanna Railroad for 45 years, died at **Unity Hospital** in Brooklyn, December 12, 1968. Born in Brooklyn, he was a life-long resident of that borough of New York City. Brother Logan had been active in the Boy Scout movement since its founding in 1910. Following his retirement on an SIU pension in 1964, he devoted all of his time to the Scouts, and was given the organization's highest award for his volunteer work. Seafarer Logan is survived by his wife, Helen. Burial was at **Evergreen Cemetery, Brooklyn**.



Frank Brooks, 72: Brother Brooks died of a heart attack December 14, 1968, at **Paul Oliver Memorial Hospital** in Frankfort, Mich., after a lengthy illness. A native of Frankfort, he made his home there throughout his life. Seafarer Brooks sailed aboard the carferrys on **Lake Michigan** for 40 years, and had served as fireman on the **Arthur K. Atkinson** from 1930 until his retirement in 1964. He joined the SIU in 1955. Brother Brooks was buried at **Rosehill Cemetery** in Frankfort. He is survived by a niece.



Harry H. Green, Jr., 60: Brother Green died at the **USPHS Hospital** in New Orleans December 26, 1968, following a lengthy illness. He had been retired on an SIU pension since 1962. A native of Savannah, Georgia, he lived with his wife, Dorothy, in New Orleans. Brother Green had sailed for more than 25 years as fireman, water tender and oiler. He joined the SIU at the port of New Orleans in 1939. His last ship was the **Del Mar**, in 1962. Brother Green was buried at **Greenwood Cemetery** in New Orleans.



Manuel Lopez, 58: Brother Lopez succumbed to pneumonia in San Francisco January 2 following a long illness. He sailed as chief electrician for 20 years until an accident at sea forced his retirement in 1966. Brother Lopez was born in Hawaii and made his home in San Francisco. He joined the SIU there in 1960. His last ship was the **Steel Seafarer**. Brother Lopez's remains were cremated and buried at sea. He is survived by his widow **Vineta** and a sister, **Elizabeth Kessler**.



Daniel Hogan, 54: Brother Hogan died at the **USPHS Hospital** in New Orleans of emphysema on January 2. A native of Wagner, Louisiana, Seafarer Hogan made his home with his wife, Flavia, in New Orleans. He joined the SIU in 1962 in the Port of New Orleans, and had sailed as wiper. Brother Hogan's last ship was the **Del Mundo**. Besides his widow, he is survived by four children. Burial services were held at **St. Rock Cemetery** in New Orleans.

Edward W. Taylor Jr., 47: Brother Taylor died July 24, 1968, in San Francisco following a brief illness. He had sailed as cook and baker for 11 years. His last two ships were the **Achilles** and the **Seatrain Carolina** on which he served as chief cook. A native of Fowler, California, Brother Taylor made his home in San Jose. He joined the SIU in the Port of Houston in 1964. Seafarer Taylor had served five years with the U.S. Army during World War II. He is survived by his widow, Jean, and his mother, Mrs. Melba Taylor. Burial services were held at **Olivet Cemetery** in Colma, California.



Harry H. Green, Jr., 60: Brother Green died at the **USPHS Hospital** in New Orleans December 26, 1968, following a lengthy illness. He had been retired on an SIU pension since 1962. A native of Savannah, Georgia, he lived with his wife, Dorothy, in New Orleans. Brother Green had sailed for more than 25 years as fireman, water tender and oiler. He joined the SIU at the port of New Orleans in 1939. His last ship was the **Del Mar**, in 1962. Brother Green was buried at **Greenwood Cemetery** in New Orleans.



Always Remember M & C Receipts
Seafarers are reminded that all periods of Maintenance and Cure for which receipts are issued by a signatory employer are counted toward their pension requirement. In order to insure proper pension credit, it is suggested that all receipts for M & C be reported to the SIU Pension Plan while the records are still available. For this purpose, a copy of the employer's receipt or a letter from the signatory employer—giving dates for which M & C was paid—will suffice.



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Seatrains' Action Seen Good Omen

To the Editor:

Shipbuilding, and the shipping industry in general, has been going down hill in the United States for so long that it was certainly good news to learn that Seatrain is taking over part of the old Brooklyn Navy Yard for the construction of new bottoms to add tonnage to our American-flag fleet.

This is a hopeful sign that ship owners have continued confidence in the future of the U.S. maritime industry, and it is especially encouraging when an independent, non-subsidized line, like Seatrain, undertakes this kind of venture. Expansion of the Seatrain fleet not only means more jobs for Seafarers and shipyard workers, but it also means a move in the right direction toward regaining U.S. prestige on the seas.

President Nixon, during the campaign, said that he would assert leadership "to make our merchant marine once again worthy of a great sea power." We can only hope that the President will act quickly by presenting some concrete proposals to Congress this Spring, and that those proposals will include greater attention to the needs of the long overlooked unsubsidized sector of this country's merchant fleet.

Sincerely,
Robert Peterson



'Bust-Out' Exit Too Wide A Door

To the Editor:

While attending the February 3rd membership meeting in New York the old familiar strain and arguments came up as far as pensions and contracts are concerned.

As for the contract, I am not going to write anything but I will note some things about the 20-year "bust-out."

For the record let us say that 20 to 30 percent of the people we are training stay in the business. Now most of these people are in their late teens and early twenties so let us say that they put in the time and at the age of 50-55 years they take advantage of the 20-year "bust-out." Anyone with logic and common sense can see that there is not and could not be enough money to pay off and perpetuate any fund.

As to a retirement age, when the government studied the age and earning period in a person's life they had the best actuaries and insurance people draw up plans of every type before they put them into effect. Sure, all plans of this range need modification. This the government does, and the Seafarers pension plan is being revised to meet the needs—but at the same time making sure the Plan is not going to be depleted or to create a welfare state of our members.

So to the hawks who clamor for change—I say let them stop having diarrhea of the mouth until they can present a sound, stable, continuing Plan of their own to talk about.

Fraternally,
E. A. (Andy) Anderson
A-203

Seafarer's Wife Lauds Welfare Plan

To the Editor:

I would like to express my sincere thanks to the SIU Welfare Plan for the very prompt attention which was given to me after my recent very serious illness.

On submitting bills and other information, the check to cover expenses was sent almost immediately.

I am very proud that my husband belongs to such a fine union. I wish all of the members well in the coming year.

Sincerely,
Mrs. Frances Kenny
Yonkers, N.Y.



Tax Reform Unkept Promise

To the Editor:

Promises, promises, promises . . . the little fellow who works for a living has his hopes raised for a long-due break—by candidates who run for office—and then sees them dashed on the rocks when the candidate becomes elected and faces the pressures which are so strong from the monied class.

We thought we were in for some lowering of taxes. Didn't Nixon promise to do away with the 10 percent surcharge on our already high tax? Now we find out that it just ain't so. It was a big mistake. We need more money than ever.

And where does it come from? From the salaried worker, of course, where else?

This might not hurt quite so much if we could see some comparable sacrifice—or, any sacrifice at all—on the part of the coupon-clippers and those who don't have to labor with their hands for a living.

Instead, we are told that 18 millionaires get away with it altogether. They don't pay one red cent in taxes!

Whether it's done by setting

LETTERS To The Editor

up tax-exempt foundations, or oil-depletion allowances or by investing in tax-exempt bonds, or with mirrors, the situation is a crying shame and calls for prompt reform.

What are our chances for tax reform this session? If the past is any guide to the future, they're darned slim. And they're even harder when the filibuster exists as a weapon in the Senate.

I guess what we need up there is a people's lobby to make the voice of the overburdened wage-earner heard real loud.

In this effort, the organized labor movement, as represented in the AFL-CIO, has its job cut out for it. We, as individuals, can increase that effort by writing to our own congressmen and letting them know that we are tired of tax-reform that remains in the talking stage.

Sincerely,
Adolph Jaworski

Pension Roster Grows

Ten Additional Seafarer Oldtimers Added to Roster of SIU Pensioners

Ten additional Seafarers have been added to the SIU's ever expanding pension list following completion of their long sailing careers. The latest Brothers to become eligible to collect an SIU pension are Clovis Compan, Claude Andrus, Frank Roull, James Leary, Frank Kraft, James Green, Ramon Vila, Dewey Gillikin, John Fancutt and Harry Galphin.

Clovis Compan has sailed since 1944 and joined the Union in the Port of San Francisco. A member of the steward department, he now lives in New Orleans with his wife, Dorothy. Seafarer Compan's last ship was the Del Norte.

Claude Andrus resides in Sulphur, Louisiana. Joining the Union in Port Arthur, Andrus was last employed as a tugboat captain



Compan Andrus

by Slade, Inc. Brother Andrus was born in Hayes, La.

Frank Roull is a native of Michigan who sailed as electrician. His last vessel was the Del Aires. Seafarer Roull makes his home

Marine Harold Welsh, Former SIU Scholar Home from Vietnam

NEW ORLEANS—Harold E. Welsh, a former SIU scholarship winner, and the son of Seafarer Harold R. Welsh, is home on leave from the Marine Corps after a 13-month tour of duty in Vietnam. Young Welsh won his scholarship in 1961.

A Corporal, Welsh is a member of HNS Company Office, First Battalion, 2nd Marine Division, now stationed at Camp Lejeune, North Carolina. He enlisted in the Marines after attending Loyola University in New Orleans. His father sails in the engine department and is currently on the Chatham (Waterman).

Corporal Welsh was an honor society senior at Jesuit High School in New Orleans at the time he was selected as an SIU Scholarship winner. He received a B. M. degree in Music from Loyola and later taught school in Linden, Louisiana, at a combination grammar and high school. He also worked with the school band. The 25-year-old Marine plays the violin and specializes in classical music.

Following his discharge in 21 months, he plans to pursue his music teaching career.

The senior Welsh has sailed with the SIU since 1943, when he joined the Union in New Orleans. He lives in New Orleans and is a native of Louisiana. The 49-year-old Seafarer sails as FOWT and served in the Navy from 1937 to 1940.



Roull Leary Kraft Green

in Dickenson, Texas, with his wife, Regina. He joined the Union in the Port of New York.

James Leary was a tankerman and was last employed by Interstate Oil Transport Company. A native of North Carolina, he lives now in Philadelphia with his wife, Hazel. He joined the Union in that Pennsylvania port.

Frank Kraft sailed as bridge-man and was employed by the Pennsylvania Railroad. Born in Jersey City, he now makes his home in Avon by the Sea, New Jersey, with his wife, Helen. Brother Kraft joined the Union in the Port of New York.

James Green held a cook's rating. The North Carolina native was last employed by the Norfolk, Baltimore and Carolina lines. He makes his home in Norfolk with



Galphin Fancutt

his wife, Lillian. Seafarer Green joined the SIU in the Port of Baltimore.

Dewey Gillikin sailed as bosun. Born in Beaufort, North Carolina, he still calls that city home. His last ship was the Jacksonville. Brother Gillikin joined the Union in the Port of Norfolk in 1943.

Ramon Vila was a cook who

formerly had sailed as fireman. He joined the SIU in the Port of New York and also last shipped aboard the Jacksonville. Brother Vila is a native of Puerto Rico who now makes his home in the Bronx, N.Y.

John Fancutt sailed as AB. His last ship was the Cabins. A native



Gillikin Vila

of Massachusetts, he now resides in Newark, N.J. Brother Fancutt joined the SIU in 1942 in the Port of New York. During the early part of his career, he was in the Coast Guard from 1924 to 1927.

Harry Galphin has sailed with the SIU since 1938, when he joined the Union in Savannah. Born in Florida, he makes his home in Jacksonville with his wife, Eunice. Seafarer Galphin last shipped aboard the Gateway City and held the ratings of AB and bosun. He served in the Navy prior to joining the SIU.

ATTEND YOUR UNION MEETINGS

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)

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CITY STATE ZIP

SEATRAN TEXAS (Hudson Waterways), January 17—Chairman, F. E. Parsons; Secretary, S. E. Hawkins. Few minor beefs to be taken up with patrolman. It was discussed that headquarters furnish information to the membership concerning progress on retirement pension plan.

COEUR D'ALENE VICTORY (Victory Carriers), January 19—Chairman, W. Tillman; Secretary, J. Craft. Brother W. Tillman was elected to serve as ship's delegate. No beefs and no disputed OT.

ALBION VICTORY (Bulk Transport), January 19—Chairman, J. Waith; Secretary, G. Troclair. \$10.00 in ship's fund. Few hours disputed OT to be taken up with boarding patrolman.

WESTERN CLIPPER (Western Tankers), December 29—Chairman, James Meares; Secretary, Lee Cummins. Discussion held regarding food. Ship's fund contributed to Brother Carl Vogel on the death of his father. No disputed OT and no beefs.

SEATRAN NEW JERSEY (Seatrains), January 19—Chairman, Earl C. Wallace; Secretary, Donald H. Jones. Brother Wallace was elected to serve as ship's delegate. Patrolman to be contacted regarding shortage of space for storage in steward department. Patrolman also to check on quality of meat aboard ship. Discussion held regarding the matter of adding reefer box to all Seatrains ships.

CORTEZ (Cortez), January 19—Chairman, Robert Martinez; Secretary, L. D. Pierson. Some disputed OT in each department. Vote of thanks was extended to the steward department for the excellent feeding throughout the whole voyage.

FAIRLAND (Sea-Land), No date—Chairman, Peter E. Dolan; Secretary, Ramon Odum. Ship's delegate reported that trip was good with a good crew on board. No beefs were reported by department delegates. Discussion held regarding pension plan.

PANAMA (Sea-Land), January 19—Chairman, John Ohannasian; Secretary, Bill Stark. Brother F. Vito resigned as ship's delegate and Brother A. Packert was elected to serve in his place. Delayed sailing disputed. Vote of thanks to the steward department for the excellent food.

DIGEST of SIU SHIP MEETINGS

BRADFORD ISLAND (Stewart Tankers Co.), December 29—Chairman, D. E. McCarvey; Secretary, C. L. Shirah. Brother Royce D. Bozeman was elected to serve as ship's delegate. No beefs were reported by department delegates. Discussion held regarding retirement plan.

OVERSEAS EDGAR (Maritime Overseas), January 19—Chairman, Arthur Roy; Secretary, L. Santa Ana. Ship's delegate reported that everything is running smoothly with no beefs.

BELOIT VICTORY (Admanthos Shipping), January 12—Chairman, Tad Chinski; Secretary, Thomas Harrell. Some disputed OT reported regarding launch service. Vote of thanks to the steward department for a job well done. Crewmembers extended a vote of thanks to ship's delegate, Brother Roy L. Powette, for a job well done.

OVERSEAS ULLA (Maritime Overseas), January 5—Chairman, A. D. Nash; Secretary, C. L. Anderson. Brother John Frazier resigned as ship's delegate and Brother A. D. Nash was elected to serve as new ship's delegate. Disputed OT in engine department to be taken up with boarding patrolman.

VOLUSIA (Suwannee), January 20—Chairman, Bob Porter; Secretary, H. C. Burnsed. Request made that galley exhaust fan be replaced. Discussion held regarding reefer boxes. New burners for galley range are needed. Some disputed OT in deck department.

MONTICELLO VICTORY (Monticello Tanker), January 16—Chairman, D. Fagan; Secretary, George A. O'Berry. Brother James J. Gorman was elected to serve as new ship's delegate. Motion was made that shipping articles be limited to a maximum of seven months. Also, crewmembers on vessels touching the State of Hawaii be allowed to pay-off under mutual consent. Some disputed OT in deck department to be settled by patrolman at pay-off.

TRANSMALAYA (Hudson Waterways), January 6—Chairman, W. R. Thompson; Secretary, Francis Hennessey. Discussion was held regarding retirement plan. Disputed OT regarding delayed sailing to be taken up with boarding patrolman.

MOBILIAN (Waterman), January 26—Chairman, M. Olson; Secretary, H. L. Skyles. Ship's delegate reported that everything is fine on the ship, and the Captain reports that this crew is the best one he has sailed with in a long time. Steward department put out a real fine meal for Christmas and New Year's Day, and throughout the entire trip. Vote of thanks was extended to the entire steward department.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

- PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard, Lindsey Williams, Al Tanner, Robert Matthews
SECRETARY-TREASURER Al Kerr
HEADQUARTERS 475 4th Ave., Bklyn. (212) HY 9-4600
ALPENA, Mich. 127 River St. (517) EL 4-3616
BALTIMORE, Md. 1214 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass. 663 Atlantic Avenue (617) RI 2-0140
BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 18U (716) TL 3-9259
CHICAGO, Ill. 7383 Ewing Ave. SIU (312) SA 1-0733 18U (312) ES 5-9570
CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741
DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110
FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-2441
HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207
JACKSONVILLE, Fla. 2608 Pearl St. (904) EL 3-0787
JERSEY CITY, N.J. 77 Montgomery St. (201) HE 5-9424
MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754
NEW ORLEANS, La. 620 Jackson Ave. (504) 529-7546
NORFOLK, Va. 115 3rd St. (703) 422-1892
PHILADELPHIA, Pa. 2604 S. 4th St. (215) DE 6-3818
PORT ARTHUR, Tex. 1348 Seventh St.
SAN FRANCISCO, Calif. 350 Fremont St. (415) DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848
SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334
ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434
TAMPA, Fla. 312 Harrison St. (813) 229-2788
WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (813) 832-7285
YOKOHAMA, Japan. Iseya Bldg., Room 801 1-2 Keigan-Dori-Nakaku 2014771 Ext. 281

SIU-AGLIWD Meetings

- New Orleans Mar. 11—2:30 p.m.
Mobile Mar. 12—2:30 p.m.
Wilmington Mar. 17—2:00 p.m.
San Francisco Mar. 19—2:00 p.m.
Seattle Mar. 21—2:00 p.m.
New York Mar. 3—2:30 p.m.
Philadelphia Mar. 4—2:30 p.m.
Baltimore Mar. 5—2:30 p.m.
Detroit Mar. 14—2:30 p.m.
Houston Mar. 10—2:30 p.m.

United Industrial Workers

- New Orleans Mar. 11—7:00 p.m.
Mobile Mar. 12—7:00 p.m.
New York Mar. 3—7:00 p.m.
Philadelphia Mar. 4—7:00 p.m.
Baltimore Mar. 5—7:00 p.m.
Houston Mar. 10—7:00 p.m.

Great Lakes SIU Meetings

- Detroit Mar. 3—2:00 p.m.
Alpena Mar. 3—7:00 p.m.
Buffalo Mar. 3—7:00 p.m.
Chicago Mar. 3—7:00 p.m.
Duluth Mar. 3—7:00 p.m.
Frankfort Mar. 3—7:00 p.m.

Great Lakes Tug and Dredge Section

- Chicago Mar. 11—7:30 p.m.
Sault St. Marie Mar. 13—7:30 p.m.
Buffalo Mar. 12—7:30 p.m.
Duluth Mar. 14—7:30 p.m.
Cleveland Mar. 14—7:30 p.m.
Toledo Mar. 14—7:30 p.m.
Detroit Mar. 10—7:30 p.m.
Milwaukee Mar. 10—7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans Mar. 11—5:00 p.m.
Mobile Mar. 12—5:00 p.m.
Philadelphia Mar. 4—5:00 p.m.
Baltimore (licensed and unlicensed) Mar. 5—5:00 p.m.
Norfolk Mar. 6—5:00 p.m.
Houston Mar. 10—5:00 p.m.

Railway Marine Region

- Philadelphia Mar. 11—10 a.m. & 8 p.m.
Baltimore Mar. 12—10 a.m. & 8 p.m.
Norfolk Mar. 13—10 a.m. & 8 p.m.
Jersey City Mar. 10—10 a.m. & 8 p.m.

Meeting held at Labor Temple, Sault St. Marie, Mich.
Meeting held at Labor Temple, Newport News.
Meeting held at Galveston wharves.

UNFAIR TO LABOR DO NOT BUY

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

- Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)
Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)
Genesco Shoe Mfg. Co. Work Shoes . . .
Sentry, Cedar Chest, Statler Men's Shoes . . .
Jarman, Johnson & Murphy, Crestworth, (Root and Shoe Workers' Union)
Boren Clay Products Co. (United Brick and Clay Workers)
"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America)
Jameson Sterling Corp. (United Furniture Workers)
Richman Bros. and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)
Baltimore Luggage Co. Lady Baltimore, Amelia Earhart

- Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)
White Furniture Co. (United Furniture Workers of America)
Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International)
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
All California Table Grapes (United Farm Workers)
Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)
Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)
Fisher Price Toys (Doll and Toy Workers)
Atlantic Products Sports Goods Owned by Cluett Peabody (Amalgamated Clothing Workers)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

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

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

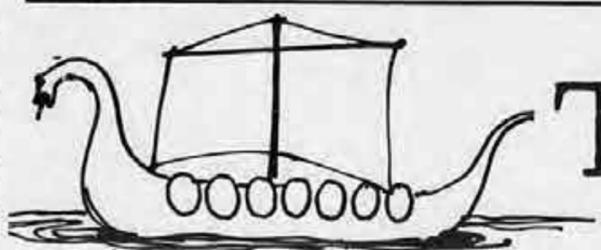
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you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

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

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

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

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



The Rune of Minnesota

ALTHOUGH THE PARTISANS of Christopher Columbus will never be convinced otherwise, it is now generally acknowledged that the early Viking Seafarers were exploring and colonizing the North American continent some four hundred years before the Santa Maria ever dropped anchor at San Salvador.

What is probably less known is that they penetrated the very heartland of the United States, in the vicinity of the Minnesota farm country. An ancient inscribed stone tablet offers mute testimony to this otherwise almost unbelievable fact.

There is ample evidence of early Norse exploration along the eastern seaboard of the United States—a stone tower at Newport, Rhode Island, rocks with Scandinavian markings at Taunton, Massachusetts. Three years ago Yale University made public a map dating back to 1440—52 years before Columbus set foot in the Bahamas—that shows with remarkable accuracy the outlines of the land masses of Greenland and the North American continent, then known as Vinland.

As historians have reconstructed events from existing documents and often told tales down through the ages, this Vinland—so named for the grapes found growing there—was not actually discovered by Lief Ericson, as is popularly assumed, but was first sighted by Bjarni Herjulfson, a young countryman of his, who spotted the coast of Labrador around the year 1000. This happened during a sea voyage from Iceland to Greenland, in which his vessel had been blown off course because of fog and snowstorms.

When his ship finally returned to Greenland, Herjulfson told Ericson of this unknown, uncharted coast, and Ericson became so intrigued that he recruited 35 seamen and set sail to explore this strange new land himself.

Ericson and his exploring party sailing in one of the long, graceful square-rigged vessels of the time, followed the coastline of the North American continent probably down to what is now Cape Cod. Once back in Greenland, their tales of this lush new paradise inspired yet another Viking, Thorfinn Karlsefni, to assemble a group of 160 colonists to establish a settlement in this newly-discovered land. The area was not as forbidding then as it is now because its climate was milder at that time.

After two years as what was probably the first colony in the New World, this Karlsefni settlement found that the Indians they encountered were more than they could handle—unfortunately a few of the colonists had provoked these Indians—and they were forced to abandon the colony, returning to their more familiar shores of Greenland.

Although the idea of colonization was given up, these Vikings continued to sail to the Vinland shores, mainly for the ample supply of lumber which was lacking in their home country. And other groups apparently established settlements on other parts of the east coast.

Indications that these Vikings went further inland came with the discovery of a large slab of sandstone measuring 31 inches high 16 inches wide and 6 inches thick, and inscribed with the ancient runic letters of the Scandinavian alphabet. The stone was found in central Minnesota, and it created a controversy that led a Norwegian historian to devote his lifetime to tracing its origin.

The slab, a "Rosetta Stone" of the midwest, was unearthed in 1898 by Olaf Ohman, a Swedish farmer, while clearing a field for pasturage on his Minnesota homestead.

Imbedded in the roots of a gnarled aspen tree, this Kensington Runestone, as it came to be known, was at first ignored and tossed aside. Later used as a doorstep for one of farmer Ohman's sheds, the inscribed side was fortunately placed down.

Somehow Norwegian scholar and historian Hjalmar R. Holand got wind of the old doorstep and obtained possession of it from Ohman.

Holand had the runestone shipped to his home, and during the succeeding seven years managed to translate the ancient inscription. Then, for the next 50 years, Holand was to devote his life to defending the authenticity of this Kensington Runestone and to developing his theories regarding the Scandinavian exploration in the middle west.

Lecturing widely throughout the United States, Holand also found time to write seven books on the subject of the Runestone, and went to Europe to search through thousands of ancient manuscripts in order to document his convictions concerning the slab.

During this time he also meticulously traced the probable Viking exploration route, starting from Norway to Iceland and Greenland, then down the North Ameri-

can eastern seaboard to Manhattan and back up the seaboard to the mouth of the St. Lawrence, north to Hudson Bay, down the Nelson River to Lake Winnipeg, and then finally down the Red River to the Alexandria, Minnesota, region where the stone was found.

Although Holand's theory of Viking exploration in the midwest has its many detractors and would-be debunkers, one of his main points of evidence was the age of the tree under which the stone had been found. Cross-sections of this tree indicated that it was at least 72 years old at the time of the discovery of the Runestone—and the roots of the tree had enveloped the stone entirely, thus making it impossible for someone to have "planted" it there—a familiar argument of those who cried "Hoax!"

Secondly, genuine Norse implements were found in the neighboring Minnesota fields, and these implements were declared authentic by both Swedish and Norwegian medieval experts who also conducted tests to determine their age. These artifacts—which included three axes, two spears, a firesteel and two ceremonial halbers—were found to be over 600 years old—and in addition, they were found along the only possible route an exploring party could have taken by boat to reach the Runestone site.

Another of Holand's discoveries—made while he was wading through countless medieval manuscripts—was a book of the Icelandic annals of 1342. In this volume, there was included the testimony of Nicholas of Lynn, who spoke of the Viking discovery of the magnetic North Pole, giving added weight to Holand's theory that the early Norse explorers had reached the North American midwest by sailing the northern route through Hudson's Bay.

In his investigation, Holand found a well-defined route, evidenced by the discovery of mooring stones along midwestern lake shores of the type commonly used in Norway for anchoring heavy boats. Holand went so far as to predict that just such a stone would be found in a special area near Lake Cormorant. Later, one of these mooring stones actually was found there to bear out his prediction.

The central point of Holand's theory was his translation of the ancient runic letters found on the Rune-

stone. They read:

"We are 8 Swedes and 22 Norwegians on an exploring journey from Vinland through the west. We had a camp by a lake with rocky islands one day's trip north from this stone. We were out and fished one day. After we came home we found 10 of our men red with blood and dead. Ave Maria. Save us from evil."

On the side of the Runestone was another inscription which referred to "this island." This puzzled Holand because the stone was found on a hillside which was certainly not an island.

Checking further, Holand chanced upon a government survey map of the region dating back to 1866, drawn up before white settlers had ever come to that part of Minnesota.

Indeed, the map showed that the hillside where the stone was found had at one time been surrounded by a swamp—and geologists have since speculated that 500 years ago a lake had covered the entire region. Had this been the case, the hillside could very well have been the "island" referred to in the inscription.

Also chemical tests of the Kensington Runestone indicated that it had been exposed for a considerable period of time to the corrosive action of acids found in the rainwater of the region.

Holand's final piece of evidence is in the letters and numbers themselves that were inscribed on the runestone. Through his studies he proved that they were of definite Norse medieval origin—the early Middle Ages period—and anyone wishing to forge or fake such letters and numbers would have had to know more than the scholars who deciphered them.

The accumulated evidence appears to offer convincing proof that the early Scandinavian explorers actually made it to the American midwest. Today a replica of the historic Runestone may be seen near the town of Kensington, Minnesota, where it was originally discovered.

Holand's translation of the inscription, in English, is engraved on the pedestal of this monument, which now stands as a fitting tribute to the hardy Viking explorers who roamed the North American continent over six centuries ago.



Replica of Kensington Runestone at Alexandria, Minnesota. Actual runestone is in museum there along with Viking artifacts and copies of King Magnus documents. Despite impressive archeological research, scholarly controversy about Viking discovery goes on.

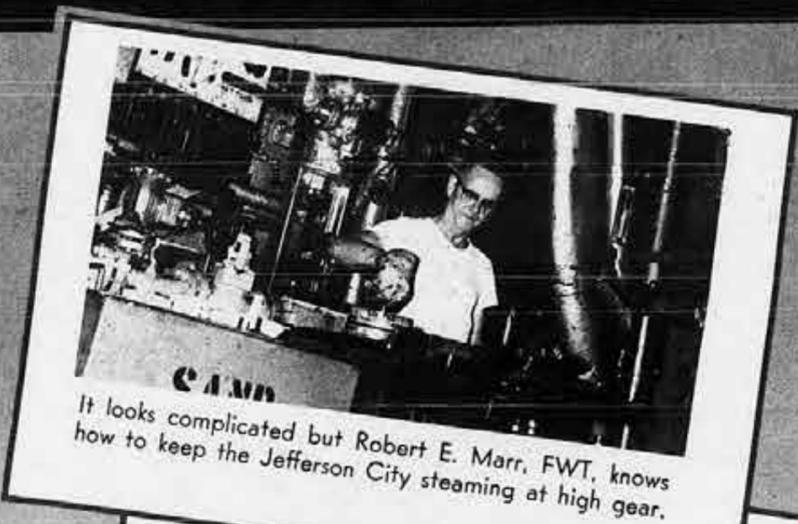
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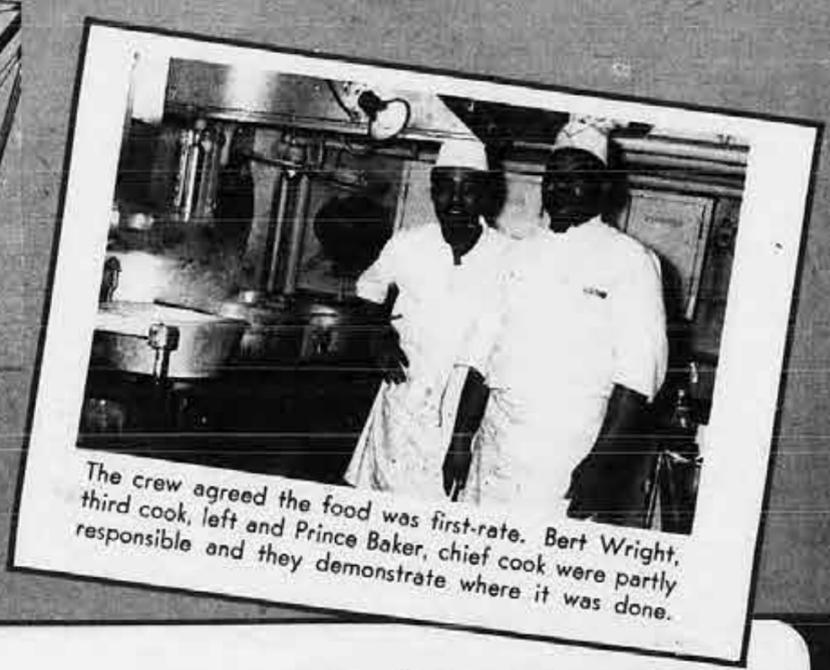


Home from the Viet Trip

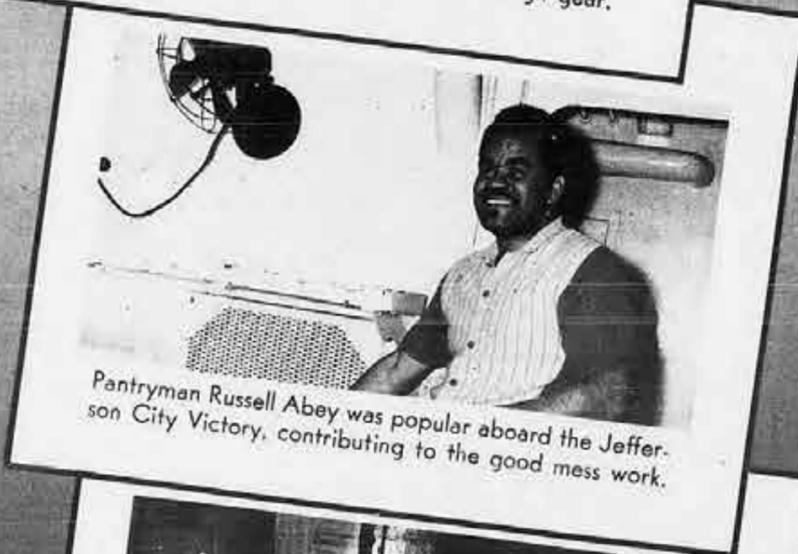
Returning from run to Vietnam and the Far East via the West Coast, the SIU-contracted Jefferson City Victory dropped anchor for pay-off at Bayonne, N. J. Although the vessel carried military cargo, the crew reports no trouble in Vietnam and no beefs during the long trip. There were some sign-ons on the West Coast.



It looks complicated but Robert E. Marr, FWT, knows how to keep the Jefferson City steaming at high gear.



The crew agreed the food was first-rate. Bert Wright, third cook, left and Prince Baker, chief cook were partly responsible and they demonstrate where it was done.



Pantryman Russell Abey was popular aboard the Jefferson City Victory, contributing to the good mess work.



Angel Medina, baker, left, tells NY Joint Patrolman Ted Babkowski the trip was one of the best he's had.

Seafarer Mykoniatos Panagiotis, FWT, right, describes trip to New York Joint Patrolman E. B. (Mac) McAuley at left.



Seafarers Hawssin Sumari, I., and Wallas Wright, OS, tell their experiences to New York Joint Patrolman Ted Babkowski, left.



Morris H. Silver, BR, Dewith Hutto, oiler and Hawssin Sumari, I.-r., talking to Mac McAuley at pay-off after the trip.

