

Slaying of Senator Kennedy Spurs Gun Control Measure

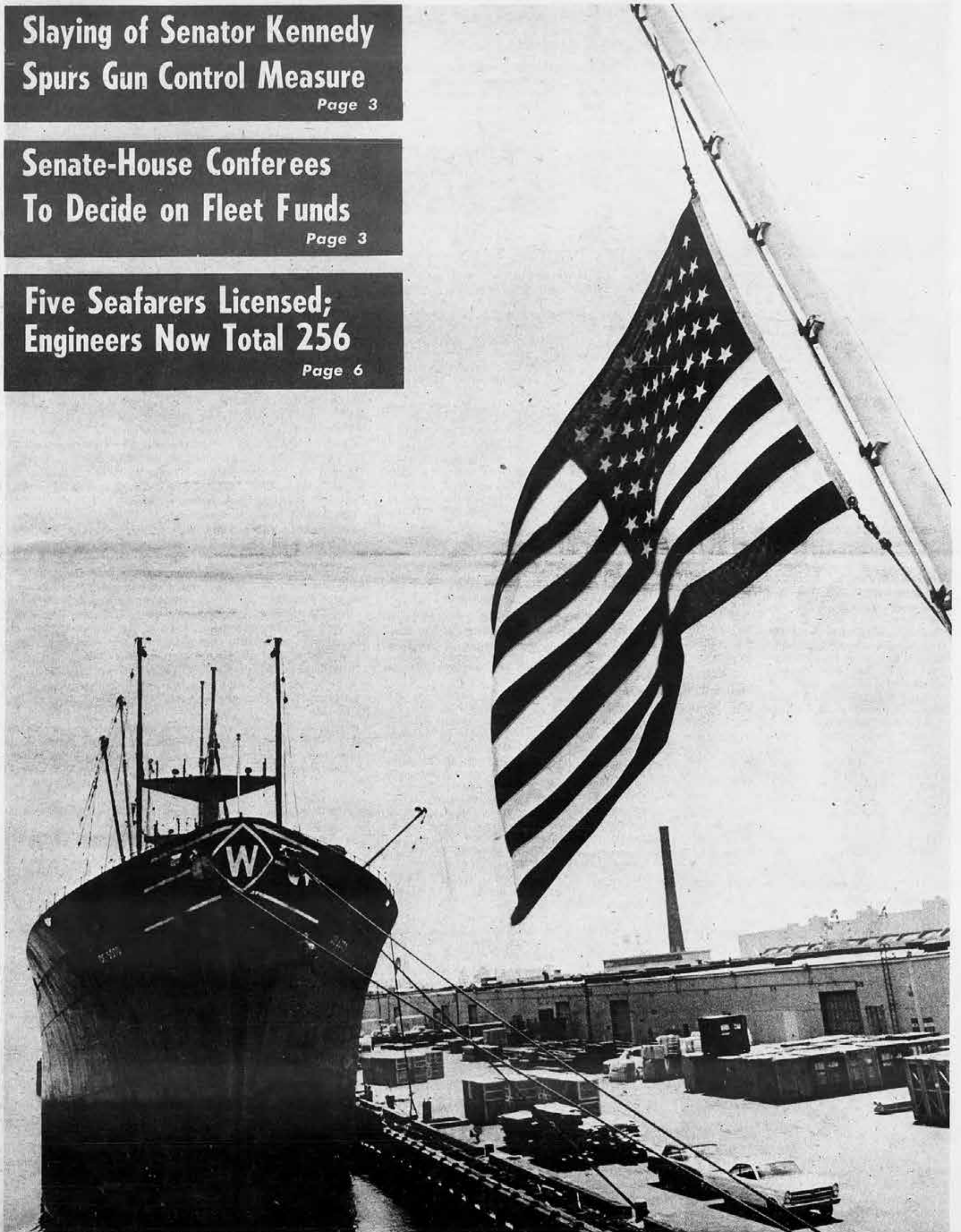
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Change in CG Disciplinary Procedure Deferred Following Protest by SIU

WASHINGTON—As a result of vigorous protests by the SIU and its affiliates, the Coast Guard Merchant Marine Council has deferred action on proposals that would have deprived Hearing Examiners of the right to dismiss charges or specifications against an accused seaman as a matter of law, and would have allowed the Coast Guard to review the examiners' decisions.

The SIU stressed that such proposals, if put into effect, would "deprive the seaman of substantial rights and due process (of law)," and hamper the legal process, as well as undermine the authority of the examiners and create "administrative chaos."

The decision to defer the proposals (46 CFR 137.23 and 137.35), pending further study, was made last month. The original Coast Guard proposals were put forth on March 29, and the SIU position was presented in a letter to the U.S. Coast Guard Commandant here on April 26.

Basically, the proposed rules would have given the Commandant the sole right to dismiss charges or specifications as a matter of law, and would further have given him the right to review and comment on not guilty determinations.

In arguing against the proposals, the SIU declared that the presently-existing regulations are already adequate to cover proceedings where a seaman is charged.

Undue Hardship

The proposed change in the rulings, the SIU argued, "would seriously result in unnecessary delay, prejudice, and would deprive the seaman of substantial rights and due process. . . . Under the proposed change, this authority (to dismiss charges or specifications as a matter of law) would be taken away from the Hearing Examiner. Not only would the man involved be deprived of a prompt determination, but the delay resulting from this change would create undue hardship and place a cloud over his qualifications and fitness to ship."

Outlining several other points of disagreement on the issue, the SIU contended that the proposed change "only takes the authority away from the Hearing Examiner to dismiss the specification or charge . . . but does not take away the right to refuse to dismiss it. The incongruity of this situation does not make sense. . . ."

Even though the Hearing Examiner, a qualified man, who exercises independent discretion and judgment . . . is in a better position to make the determination, the Union said, the whole change seems to indicate a lack of confidence in the Hearing Examiner who would, as a result, merely become a figurehead without powers. . . ."

The proposed change, the SIU said, would also put a heavy burden of "unnecessary and needless financial expense" on the individual charged, in that it "would require (him) . . . to retain a lawyer in almost every instance (and) would also require the filing of briefs in support of the application. The obvious delay in determination with respect to these specifications and charges would influence the seaman's decision and ability to ship and the length of time he should ship." Such a situation is "unjust and inequitable," the SIU declared.

Furthermore, "Under the proposed change, any appeal of determination would be made to the same party who made the original determination. This is not only unjust but in violation of due process."

The SIU noted that "When inquiry was made as to how many such instances occurred where the Commandant was dissatisfied with the rulings of the Hearing Examiner in situations involving dismissal of charges as a matter of law, there were no figures or facts available. Certainly changes of this magnitude, affecting the rights of all seamen, should not be made without all the facts. . . ."

'Not Democratic'

Concerning the second of the proposed rule changes—the one under which the Coast Guard Commandant would have been allowed to review the decisions of the Hearing Examiners—the SIU declared that "It is unfair to a seaman and his reputation to have him declared not guilty and then have the Commandant, on review, cast comment on the not guilty findings, which in effect is really casting aspersions on the seaman's reputation and non-guilt. This is not democratic and is not in compliance with due process of law. It would result in a situation where a seaman who has been found not guilty may have a finding by the Commandant say that he really is, although the not guilty finding still remains."

Congress Lifts Interest Ceilings On Federal Shipbuilding Loans

WASHINGTON—A bill lifting the six-percent ceiling on interest rates for federal shipbuilding loans and mortgages has been passed by Congress and is awaiting the signature of President Johnson.

The measure, which had the solid endorsement of the AFL-CIO Maritime Trades Department, other representatives of maritime labor and management—as well as Administration backing—amends Title XI of the 1936 Merchant Marine Act, which governs the maximum interest rate allowed on loans and mortgages for shipbuilding insured by the Commerce Department. It is designed to stimulate private con-

struction of merchant ships in U.S. yards.

The Senate passed the bill (S. 3017) on May 27. By removing the present six percent statutory interest ceiling on loans and mortgages insured under Title XI, it gives the Secretary of Commerce the authority to approve such higher interest rates as he determines to be reasonable, taking into account the range of interest rates prevailing in the private market for similar loans and the risks assumed by the Department of Commerce.

A companion bill (H.R. 14796) had been pending in the House. However, to speed action on the measure, the House adopted the Senate version and tabled its own.

Prior to passage of the loan interest legislation the Maritime Administration had reported it has applications asking mortgage and loan insurance totalling \$314,075,100 for the building of 70 ships and 691 barges with private funds. Tight money conditions, under which private loans have been bringing in more than six percent interest rates, MARAD noted, had prevented availability of money for shipbuilding loans because of the statutory six percent maximum interest rate permitted the Commerce Department under present law.

Commerce Department officials said once the bill becomes law there will be sufficient funds to cover shipbuilding loans at the higher rate.

Report of International President

by Paul Hall



A historic landmark, urged by the organized labor movement for the better part of a decade, is on the verge of realization following final passage by both the House and the Senate of the long-awaited "truth-in-lending" law.

For much too long the average worker in America, with a tightly-budgeted amount of take-home pay at his disposal, has been victimized by the sharp-shooting merchandizer who offers with the one hand and takes away with the other.

While this bill—fully backed by the Administration and only awaiting the President's signature—is not due to take effect until July 1, 1969, it nevertheless provides sound ground for the consumer to resist exploitation which previously was allowed to run virtually unchecked.

Therefore, the hard-working wage-earners, for which the law is designed, must begin now—after life-long economic victimization—to put the people with the too-fast arithmetic on notice that their tallying method is coming to a close.

The Truth in Lending bill provides, for the first time, that the consumer must be fully informed as to true interest rates on money borrowed or on goods purchased on the installment plan.

It is gratifying to know the working man has finally been assured of this vitally needed protection. The average American citizen wants only a fair return for his labors—adequate food, housing, comfort and opportunity for his family and himself.

Unfortunately, the traditional conviction that one must pay his share for goods and services, has been exploited over the years to such an extent that continued wholesale abuses made legislation against them mandatory.

No longer will the consumer be forced to accept loan or purchase terms on which the interest rate mysteriously doubles or triples with no explanation beyond the original sales pitch which persuaded him to sign a binding contract from which he had no recourse—regardless of the fact that he had obviously been double-talked.

It must be remembered, however, that the Truth in Lending law will not be an automatic shield against dishonest methods of stripping a worker of added dollars as he buys or borrows.

Had there not been a concerted campaign on the part of the business establishment to systematically fleece its customers during all these years, there would have been no necessity for a legal curb on the practice in the first place.

The new law, therefore, must be recognized for what it is. It guarantees consumers the right to know what they are getting into when they sign a contract and forbids withholding of any information regarding the contract's terms requested by the consumer. But it does not insure complete information unless it is demanded—and a contract, once signed, is still as binding as it ever was. Now that we have the law, we must use its protection to the fullest extent.

Truth in Lending is yet another important piece of legislation in the long list of laws legalized by the labor movement in its continuing drive to gain for workers all the rights and protections to which they are entitled.

Care must be taken to see that these hard-earned laws are utilized fully by those for whom they were intended—for one very significant reason: those who fought against them so diligently are busily devising whatever means possible to get around them. The only way to preserve our gains is to keep ever alert to attempts at cutting them down.

Seafarers Plying Vietnam Run Eligible For New Service Ribbon

WASHINGTON—A Vietnam service ribbon has been authorized by the Maritime Administration in recognition of the important contribution Seafarers and others in the merchant marine have made to the United States effort in Southeast Asia.

Acting Maritime Administrator James W. Gulick, in announcing the authorization, called attention to the patriotism of the "seamen of the American merchant marine who voluntarily answered" their country's call for men to serve the ships upon which our armed forces in Southeast Asia depend.

"It is appropriate," Gulick said, "that their country should recognize the devotion and competence of these men who have served, and continue to serve, their country so well in so vital a mission."

The new service ribbon has already been designed and approved by the Institute of Heraldry. Production is expected to begin shortly.

All Seafarers who have served at any time since July 4, 1965, in Vietnam waters-aboard U.S.-flag ships in the supply effort for the Vietnam conflict are eligible for the service ribbon when it is available.

Applications for the Vietnam Service bar should be made to the Office of Maritime Manpower, Maritime Administration, Washington, D.C. 20235, giving complete name, "Z" number, name of vessel, and period of service.

Relaxing in the Orient



While waiting for a ship, Seafarers relax in the SIU's Yokohama hall. Left to right are: Enos Allen, Robert Wagner and Egon Christiansen. They recently completed trip on Galacia Navigator.

Job Call at Headquarters



Paul Lopez (left), who ships in engine department and Raul Lopez of deck department, check jobs with New York dispatcher Ted Babkowski at SIU Headquarters. They found a good ship and were off to sea.

Senate Cuts Maritime Funds

Senate-House Conferees to Decide On Fleet Authorization Measure

WASHINGTON—The pressure being exerted upon Congressmen to cut the federal budget by \$6 billion in order to clear the way for the imposition of an Administration-asked 10 percent income tax surcharge has taken its toll on proposed budget expenditures for the U.S. Merchant Marine.

Bowing to the demands of economy, the full Senate last week voted to authorize only \$119.8 million for the building of new ships in fiscal 1969, with the possibility that the Administration may only spend as little as \$19 million for this purpose. The Senate Commerce Committee, as well as the House Merchant Marine Committee, had recommended that \$237 million be spent next year as the first step in revitalizing the American-flag merchant fleet.

Following the Senate cut, whatever funds are appropriated for maritime this year will be decided by Senate-House conferees.

Research Also Cut

The Senate also cut a recommendation of \$11 million for research and development for the merchant marine to \$6.7 million after some senators delivered demands for economy in the national interest. In each instance the final amount voted by the Senate matched the total originally requested by the Administration.

Exertion of this pressure to secure wholesale slashes in the budget comes as a result of the position taken by the House-Senate Tax Committees in response to the Administration's urging of a 10 percent income tax surcharge. The Tax Committee has refused to approve the tax hike unless \$6 billion is pruned from the national budget. As a result, the Merchant Marine, which has been used as a fiscal "whipping boy," became one of the first victims of the economy drive.

The final vote on the amended authorization bill—after the funds were slashed—was 78 to 2, with Senators Warren G. Magnuson (D-Wash.) and Daniel B. Brew-

ster (D-Md.) casting the only negative votes to indicate their disappointment over the fund-stripping.

Up until the vote on the authorization bill it appeared that members of the Senate and House Subcommittees on Merchant Marine, where the Congressional drive originated to upgrade the U.S. flag fleet, would be victorious in their fight to double the amount of shipbuilding funds requested by the Administration last January.

However, pressure on the Administration to cut federal spending, and thereby set the stage for Congress to pass its bill for a 10 percent income tax surcharge, appeared to overshadow the urgent pleas by Congressmen who seek funds to replace the obsolescent vessels that make up the bulk of the fleet.

With the full \$119.8 million authorized in the amended bill for shipbuilding, it is estimated that only eight or nine new ships could be built next year. However, the Administration has served unofficial notice that just \$19 million—barely enough for two ships—would actually be spent in fiscal 1969 and the remainder of the funds would be carried over to future years.

Could Be Restored

The only way the funds can be restored is if the Senate Appropriations Committee, which must act next, supports the Commerce Committee's recommendations. If it doesn't, no substantial construction of new ships in U.S. yards will be possible next year.

Following the Senate vote, the bill (H.R. 15189) was sent back for action on the amended version by the House, which had already approved \$245 million for

shipbuilding. The extra \$8 million was added by the House Appropriations Committee, after the Senate Commerce Committee had agreed to go along with the \$237 million sought by the House Merchant Marine and Fisheries Committee.

Senate-House conferees now must decide on the final appropriation figure.

Congress this year is operating for the first time under a new law which grants the right of authorizing funds for the merchant marine to the Senate and House Merchant Marine committees. The law provides that each legislative body must pass a similar authorization bill before an appropriations bill can be passed by both the House and Senate.

Deleted in House

Last month the House was ready to pass an appropriations bill which included \$245 million for new ships. However, an objection was raised on a technicality because the Senate had not yet passed its authorization measure. As a result the shipbuilding allotment was deleted from the House bill.

Disappointed Congressmen, who are determined to modernize the merchant fleet, said they would insert the necessary funds in a supplemental appropriations bill.

In face of the Senate's one-sided vote, however, it is doubtful that a subsequent bill would gain approval.

Economy Again the Excuse

The fight to cut the shipbuilding funds from the Senate authorization measure was led by Senators John J. Williams (R-Del.) and Frank L. Lausche (D-Ohio) who sounded battle cries for economy.

Assassination of Robert F. Kennedy Spurs New Demand for Gun Control

WASHINGTON—In the aftermath of the June 5 assassination of Senator Robert F. Kennedy (D-N.Y.), an aroused public rallied behind President Johnson's call for a strong gun control law to cover rifles—such as those used in the slayings of President John F. Kennedy and Dr. Martin Luther King—as well as pistols, the weapon used to kill Senator Kennedy.

(As the LOG went to press, a Senate Judiciary subcommittee had unanimously approved a proposal banning mail-order sales of rifles and shotguns.)

The House Judiciary Committee failed—on a 16-16 tie vote—to approve the Administration's gun control bill, introduced by Committee Chairman Emanuel Celler (D-N.Y.).

Only two Republicans joined northern Democrats in supporting the measure, and most southerners voted with GOP opponents.

But there were indications that the committee would reconsider its action in the wake of letters,

telegrams and editorial blasts expressing outrage.

President Johnson promptly denounced the committee's inaction as "a shocking blow to the safety of every citizen" and "a bitter disappointment to all Americans and to the President."

Johnson said there is "no excuse for failure to act . . . Of the two million guns added each year to the arsenal already in the hands of millions of Americans, one million are sold by mail order houses in interstate commerce, and 30 percent of the murders by firearms committed each year in this country are by rifle and shotgun fire."

As America paid final homage to the 42-year-old senator who had sought the presidential nomination of his party, the trade union movement voiced its feelings in a statement by AFL-CIO Pres. George Meany. He said:

'National Tragedy'

"Senator Kennedy's death is a national tragedy. But, beyond that, it is a profound reproach—not to the United States alone—but to a world that remains torn and shaken from one end to the other by political, social and cultural hostility, violence and lawlessness.

"Out of this tragedy some way must be found to contain or temper the blind, unreasoning waves of human hatred and discord that lead disturbed minds to violence and to the search for targets and scapegoats for their frustrations and animosities.

"Only then can there be any real hope that some element of

good might come from this last act of madness."

The assassination in Los Angeles sharply revived memories of the slaying of President John F. Kennedy, the senator's brother, in Dallas four and one-half years ago and the murder of Dr. Martin Luther King, Jr. in Memphis last April.

President Johnson, recalling those assassinations in a speech to the nation, declared that "those awful events give us ample warning that in a climate of extremism, of disrespect for law, of contempt for the rights of others, violence may bring down the very best among us. And a nation that tolerates violence in any form cannot expect to be able to confine it to just minor outbursts.

AFL-CIO Backs Ban

The AFL-CIO at its 1967 convention called for a ban on mail order sales of all firearms and had supported an unsuccessful effort in the Senate to add a ban on mail order rifles as well as handguns to the crime control bill.

In the Senate, supporters of strong gun control legislation appeared to be picking up strength—particularly among senators from sparsely settled hunting states who previously had been adamant against any restriction on rifle sales.

Senator George S. McGovern (D-S.D.) announced that he is switching his position in the belief that South Dakota sportsmen "will agree with me that additional restrictions on purchases of rifles and shotguns are not an unreasonable price to pay in the hopes of reducing the horrible misuse of firearms in our society."

Another group of senators sponsored additional legislation to require national registration of all firearms. The Justice Department has urged all states to consider registration and permit systems for guns.

Meanwhile, the Post Office Department announced that it will notify local police departments before delivering any firearm.

Kennedy died June 6 in a Los Angeles hospital a little more than 24 hours after he was shot in the kitchen of the Ambassador Hotel. He never regained consciousness after six surgeons spent nearly four hours removing a .22 caliber bullet from his brain.

Sirhan Bishara Sirhan, 23, has been charged officially with the murder. Sirhan, a Jordanian, had immigrated to the U.S. in 1957 with his family.

Kennedy's body was flown to New York for a requiem mass June 8 in St. Patrick's Cathedral. Burial in Washington later in the day was in Arlington National Cemetery alongside his brother, John F. Kennedy.

Five others who were with Kennedy as he left the hotel ballroom after a victory speech on the results of the California Democratic primary were also wounded but later reported in good condition. Among them was Paul Schrade, West Coast regional director of the Auto Workers, who underwent surgery for removal of a bullet in his skull.

SIU Vessel Rescues 19 Korean Seamen In China Sea Storm

Seafarers on the SIU-contracted Oceanic Ondine rescued 19 Korean seamen from the sinking Panamanian-flag vessel Toryu, in the China Sea, it was reported recently.

The Ondine sighted a flare at about 0500 on the night of March 9 and headed for the stricken ship. The Koreans were spotted in a lifeboat which was battling 30-foot swells and gale force winds in a violent China Sea storm. The boat contained the Master, a mate and 17 seamen. After the rescue the Koreans were taken to Da Nang, Vietnam, then to Cam Ranh Bay, where they were repatriated to South Korea by the Korean Army. Three other survivors were picked up by the U.S.-flag freighter Glory of the Seas.

The entire rescue was cited by the MSTs Commander of Naval Forces, Philippines.

The Ondine had stood by the Toryu for about 27 hours, attempting to get a crew and line aboard for salvage. However, the lights aboard the stricken ship went out at 2300 hours and 20 minutes later she disappeared from the radar screen. The Oceanic Ondine left the scene the following day.

House Passes Clean Poultry Bill; Strict Inspection Standards Set

WASHINGTON—The House has voted overwhelming 351-17 approval of a federal poultry inspection bill strongly supported by consumers, labor and the Administration.

The legislation sent to the Senate for action gives states two years to set up strictly-enforced inspection programs for the 13 percent of poultry and poultry products that does not cross state lines—about 1 billion pounds a year. The federal government will pay half the cost.

Poultry sold in interstate commerce is already covered by federal inspection and the House bill includes strengthening amendments to the 10-year-old federal program.

The bill requires that state programs "at least equal" federal standards, including continuous inspection and rigid sanitary standards.

A spot check by the Agriculture Department of retail markets in 16 states showed that 20 percent of uninspected chickens sold were unfit for human consumption—while none of the federally-inspected chickens in the sample showed signs of disease.

The House bill is similar to the meat inspection legislation enacted by Congress last year after a bitter fight in which aroused consumers proved a stronger lobby than the big meat packing trade associations.

By contrast, the extension of the principle to poultry stirred little controversy.

Congress had already felt the wrath of consumer opinion. And the big trade associations in the poultry industry represented processors who dealt almost exclusively in interstate commerce—and were already covered by federal inspection.

The House bill carries exemptions for small processors—those doing less than \$15,000 worth of business a year—and permits exemptions of growers who do their own processing. A Republican amendment to raise this exemption to \$100,000 was voted down.

The legislation permits a state to take more than two years to put its program fully in effect if it is already well under way when the two-year period is up. However, if a state fails to set up an adequate program, or lets its enforcement standards slip below the promised level, the federal government will step in with its own inspection program.

Major support for the legislation came from the Meat Cutters, whose members risk infection and

disease when they work in uninspected plants.

The union's top officers, President T. J. Lloyd and Secretary-Treasurer Patrick E. Gorman, hailed the House passage of "a strong consumer protective and worker protective bill" and expressed the hope that the Senate will "act quickly" to complete action on the legislation before Congress adjourns.

There has been no congressional action, however, on President Johnson's concurrent request for the start of a fish inspection program.

"If poultry inspection is spotty today, fish inspection is virtually non-existent," Johnson told Congress.

Ironically, it is because of the magnitude of the problem that opposition from the fish processing industry is so great. In both the meat and poultry areas, there had been a substantial federal inspection program in operation and the problem was reduced to extending coverage to the minority of meat and poultry sold without crossing state lines.

Truth-in-Lending Law Wins Passage After Eight-Year Campaign by Labor

WASHINGTON—Congress has given its final approval to a truth-in-lending bill which will require stores and money-lenders to tell consumers in simple, easy-to-compare terms what they are paying in credit charges and interest. After an eight-year campaign, in which unions had a major role, final passage came with amazing ease.

It cleared both the House and Senate by voice vote and was sent to the White House for President Johnson's certain approval. The President had called for passage of the legislation at every session of Congress during his Administration.

"Great Victory"

Former Senator Paul H. Douglas (D-Ill.), who initiated the concept of truth-in-lending and first sponsored the bill back in 1960, termed its passage "a great victory for the people."

Douglas praised Senator William Proxmire (D-Wis.) and Representative Leonor K. Sullivan (D-Mo.), the floor managers of the legislation, "for the way they steered the bill through in a strong and improved form."

And it was the trade union movement, Douglas said, lining up behind the bill, "which gave it mass support and helped to finally put it over."

For this support from union members who wrote letters, passed resolutions and lobbied for the bill, Douglas added, "we are eternally grateful."

AFL-CIO Legislative Director Andrew J. Biemiller noted that Douglas "led the lonely fight for many years" and termed the legislation a "monument" to his efforts. He joined in thanking Mrs. Sullivan and Proxmire for leading "this year's successful battle" to

bring to consumers and wage-earners the "sound credit protection legislation which they badly needed."

The legislation requires stores and lending institutions to state the full charge for credit and interest both in total dollars-and-cents cost and in terms of true annual interest.

It would enable a family buying on the installment plan or borrowing money to shop for the best buy in credit—without a degree in mathematics.

For example, the most commonly used methods of quoting finance charges are "add-on" rates, "discount" rates, and the monthly rate on the unpaid balance.

True Rate Required

The new legislation means that the person who borrows \$1,000 to be repaid over one year at an "add-on" rate of 10 percent must be told that the true interest rate is 18.5 percent and the dollar cost of the credit is \$100. If it is a 10 percent "discount" rate, it must be translated into a 20.5 percent true interest and an actual cost of \$111.10. And if the rate is two percent a month on the balance, he must be told that he will pay a true rate of 24 percent a year at a total cost of \$130.

Garnishment provisions in the final version of the bill aren't as strong as the House originally passed—or as the AFL-CIO had sought.

But it does make it illegal for an employer to fire a worker the first time his pay is garnished.

And it exempts the first 75 percent of a worker's after-tax pay—or \$48 a week, whichever amount is higher—from garnishment. And whenever the federal minimum wage is raised, the \$48 figure goes up also. It is computed on the basis of 30 times the minimum wage.

Some states have laws giving greater protection. In those cases, the superior state laws will apply.

Exempt from the credit charge disclosure law are all purchases under \$25, items under \$75 in which the total credit charge is \$5 or less, and any sales over \$75 in which the credit cost is not more than \$7.50.

An important provision of the bill is aimed at home repair salesmen and others who seek to get unsuspecting customers to sign a mortgage or a second mortgage on their homes under the pretense that it is a normal installment contract.

To start with, the salesman would have to inform the customer that the paper is a mortgage on his home. But even then the customer would have three days after signing to cancel the agreement if he has second thoughts.

Advertisements of goods or loans—whether published or broadcast—must quote true interest and total cost if any credit or interest charges are used in the advertisement.

The bulk of the bill takes effect July 1, 1969; the garnishment provision becomes effective July 1, 1970.

The Atlantic Coast

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



Passage by the House of the Clean Poultry Bill, strongly supported by labor, brings the day closer when diseased chickens will no longer be sold to an unsuspecting public. It is obvious that such consumer bills can be passed, and are passed, when legislators receive a steady flow of letters from concerned constituents.

Seafarers can continue to help by urging the Senate to adopt the House-passed poultry bill so it can become law.

Philadelphia

The Delaware Port Council honored SIU Port Agent John Fay recently. Fay is secretary-treasurer of the Council, which represents the Delaware Valley and vicinity.

Among those present at the ceremonies were SIU President Paul Hall, who is also president

in any good ship. Earl's been a Seafarer for 17 years.

Shipping has been very good here and prospects look bright for the coming period.

Baltimore

James Michael is waiting around for a long trip after sailing on the *Antinous*. Jim is a 22-year man and sails in the steward department.

Refreshed after a short vacation, Edward Levy is scanning the boards for a trip to the Far East. He's been sailing SIU ships for 24 years.

George Kontos recently returned to this port from the *Pennmar*. He's interested in any ship running long and far. George has high praise for our welfare and vacation plans.

Puerto Rico

Oliver Flynn is anxious to get off the NFFD rolls and get a good ship.

Among the oldtimers doing standby work for Sea-Land are Joe Garcia, Carlos Diaz, Barillo Estrella and Enrique Vargas.

Frank Miller is holding down an AB job on the *Ponce*. Frankie Maldonado is an oiler on the same ship. Luis Hernandez, Adrian Texidor and Ernesto Torres are around the hall, waiting to ship.

Boston

Francis Buhl recently completed an AB's job on the *Summit* and will be ready for another ship shortly.

A ship heading for the Far East will have a good bosun in Arthur Harrington. Arthur has sailed with the SIU 22 years and last made the *Vantage Venture* as deck maintenance.

William McKeon registered for a BR's job after completing a trip on the *Ocean Anna*. The "Commodore" is holding down the hall until the right ship comes along.



Flynn

Kontos

of the AFL-CIO Maritime Trades Department; Ray McKay, President of District 2, MEBA, and Peter M. McGavin, executive secretary-treasurer of MTD.

Warren Bullard registered for a good oiler's job, while Ed Toner is keeping his eyes open for the first ship that needs a good AB.

Just off the *Potomac* is 27-year SIU man, James Bergeria. He sails in the engine department and is ready to go again.

Protasio Herrera was NFFD awhile but is now set to ship as soon as possible. He's anxious to turn out the fresh bread and is well known as one of our better bakers.

Norfolk

Earl Mansfield had two good trips in a row on the *Producer*, as AB. A 27-year veteran, Earl is interested in a short run to Europe next time out.

Earl Javins sailed in the deck department aboard the *Potomac*. After a vacation, he's interested

Surveying The Damage



A Viet Cong shell struck the SIU-contracted *Steel Apprentice* in Saigon harbor June 3, causing a hole about two feet in diameter in the side of the ship, some 25 feet from the bow. Surveying damage, L. to R.: Ralph Duffell, chief electrician, E. Brumfield, wiper, L. Doering, ship's delegate, J. Bocala, baker. At right is local Vietnamese.

Worker Delegates at ILO Parley Protest Jailing of Argentinian

GENEVA—Protesting the imprisonment of an Argentinian trade unionist, worker delegates to the annual conference of the International Labor Organization here refused to take part in the election of Argentina's Secretary of Labor, Reuben San Sebastian as president of the ILO's four-week session.

San Sebastian won election through government and employer representatives and Jean Moeri, veteran Swiss labor leader, emphasized the action of the worker delegates was not directed against San Sebastian, but was a protest against the five-year-sentence given earlier this year to Eustaquio Tolosa of the Argentinian dockers union.

The Argentinian government prosecuted Tolosa because he had voted at a London union federation meeting to support a boycott of the government for its anti-labor policies.

Moeri stressed that by refusing to subscribe to San Sebastian's election the workers were not challenging his good will or ability. At the same time, Moeri continued, the workers' decision not to vote against him was to be interpreted as a "gesture of conciliation."

Seek Release of Unionist

"It is our earnest hope," Moeri said, "that the government of Argentina will seek to improve its relations with trade union organizations and that it will release the imprisoned trade unionist."

When opening the conference, or general assembly, of the 118-member United Nations specialized agency in Geneva's Palace of Nations, Roberto Ago of Italy, chairman of the ILO's Governing Body emphasized the session's human rights theme.

He urged the more than 1,000 delegates and their advisers to use the general debate as an oppor-

tunity to lay down guidelines that will enable the ILO to best address itself to the "highest and noblest" of its tasks. This is, he said, the determination, the affirmation and the safeguarding of fundamental human rights.

The head of the ILO executive body urged that the agency make a special effort "to meet the aspirations and needs of young people."

Earlier, David Morse, the ILO director general, had urged the conference to draw new guidelines to achieve for all "the ideals of freedom and dignity, economic security and equal opportunity."

Human Rights Is Theme

Morse said in a human rights report setting the theme for the conference that there must be no slowdown in "the promotion of the rule of law, of political democracy and of civil and political rights."

Cannery Workers Propose Controls On Samoan Tuna

LOS ANGELES—The SIU-NA-affiliated Cannery Workers Union of the Pacific has called for the establishment of a ceiling on tuna production in American Samoa "by restricting such production to the total tuna pack processed within continental United States."

In a letter to the Director of the Office of Territories of the Interior Department in Washington, Cannery Workers President Steve Edney said "it is clear that concrete steps must be taken now to control this runaway tuna production."

Edney suggested that the quota should not exceed 10 percent of the canned tuna processed by facilities located within the continental United States during any calendar year. He noted that a year-long review by the union indicated that "serious economic problems and hardships have resulted from the ever increasing tuna pack of American Samoa, and further, that such production can be controlled without detriment to the economy of American Samoa."

The Cannery Workers president pointed out that placing a ceiling on tuna production would not be unique as evidenced by the quota established in the Virgin Islands regarding the production of watches.

Gear Being Held

The following Seafarers from the Monticello Victory can claim personal effects left on this vessel at the U.S. Customs Office, 7300 Wingate, Houston, Texas:

Calvin Stevens, Monte Smith, Edward Olsen, John Edlund, Raul Cantu, Jr., Jackie McDaniel, Egon Christiansen and Marvin Chatom.

Hall Named to Boy Scouts' Board; First Labor Member To Be Elected

CHICAGO—SIU President Paul Hall became the first labor member ever to be elected to the national executive board of the Boy Scouts of America at the organization's annual meeting here which also adopted a long-range plan to enroll more boys from ghetto and rural poverty areas.

Hall, who also is a vice-president of the AFL-CIO and a member of its Executive Council, said in accepting election to the board that it would be a "distinct privilege to have the opportunity to work with the other members in the interest of the youth of America. I hope I will be able to make a worthwhile contribution to the efforts of the Boy Scouts of America, an organization which I have long admired."

Hall was the only new member elected to the Scouts' board at this year's meeting as it adopted an eight-year plan, entitled "Boypower 76," to raise the total number of scouts to 6.5 million boys by 1976 and to help "prepare a new generation with the skill and confidence to master the changing demands of America's future and to give leadership to it."

Hailed by Perlis

Leo Perlis, AFL-CIO Community Services director, hailed Hall's election to the council as recognition of "the tremendous job being done by union members as Scouting volunteers and awareness of the great potential the trade union movement represents as a source of productive community leadership." Perlis noted that support of Scouting has been a part of the AFL-CIO Community Services program for a number of years and that 25 percent of adult volunteers in Scouting are union members.

A resolution adopted by the BSA council expressed "sincere appreciation for the labor-scouting partnership as we join hands in the interest of citizenship training, character development, and mental and physical fitness for the boys of America."

It further noted that the AFL-CIO leadership has urged local and international unions and their members to participate in scouting.

Through its "Boypower 76" the BSA hopes to increase the number of participating adults from last year's record 1,597,397 in proportion to the expected 50 percent increase of boys during the coming eight years. There are now 4,461,111 Scouts enrolled and the plan seeks to involve "deeply a representative one-third of all boys," with a considerable number coming from underprivileged families.

Wide Community Activities

Hall, who also is president of the seven-million-member AFL-CIO Maritime Trades Department and chairman of the AFL-CIO Committee on Organization, has been active in a wide range of community programs devoted to helping the less fortunate of the nation. He is a vice-president of the Civic Center Clinic in New York, an organization which provides psychiatric treatment for youthful offenders as an alternative to prison sentences, and received the Civic Center Clinic's Humanitarian Award for his efforts in its behalf.

A member of the Advisory Council of the President's Youth Opportunity Campaign, he was saluted last year by Governor



Irving Feist, newly-elected President of the Boy Scouts of America, (right) shows SIU President Paul Hall long-range plans for youth programs in poverty and ghetto areas. Hall became first trade unionist elected to serve on Boy Scouts national board.

Hulett C. Smith of West Virginia for his activities in providing job training and career opportunities in the merchant marine for unemployed youth of Appalachia in the "Mountains to the Sea" program.

In March of this year, Hall was named "Man of the Year" by the Anti-Defamation League of B'nai

B'rith "in recognition of his devoted efforts and leadership in helping to build a world of freedom, equality and justice." Also he was awarded the Citation of Honor of the National Committee for Rural Schools as a result of his "vigorous advocacy of educational and economic opportunity for the youth of all origins."

The Pacific Coast

by Frank Drozak, West Coast Representative



Vice-President Hubert Humphrey is expected to be the major recipient when the California delegation won by the late Senator Robert F. Kennedy decides its future course.

During the primary, Senator Eugene McCarthy indicated he would not join in a "stop Humphrey" movement but would continue his search for delegates

regardless of the outcome in California. A noteworthy development is the fact that a third of the state's Republican voting in the primary, failed to vote for Governor Ronald Reagan as a favorite son hopefully dampening his bid for the party Presidential nomination.



Malyszko

Unfortunately, Max Rafferty defeated incumbent U. S. Senator Tom Kuchel in the primary, depriving the Republicans of a liberal Senator. It is important that labor back Democratic candidate Alan Cranston in the November election against the ultra-conservative Rafferty.

San Francisco

We have paid-off the following ships this period: Columbia Victory, Kyska, Los Angeles, Seatrain Florida, Oakland, Steel Chemist, Hattiesburg Victory, Steel Rover, Steel Designer, San Francisco and Raphael Semmes.

In transit are the Geneva,

Achilles, Loma Victory and Trans-Oneida.

Wilmington

Shipping is excellent for all departments and ratings. The outlook for the next period is for more of the same.

Paying-off were the Seatrain Maryland, Sagamore Hill, Steel Advocate, Seatrain Georgia and the Cosmos Trader. We have five ships in transit, while six signed-on.

Walter Marcus, one of our pensioners, has left the hospital and sends his regards to all his old shipmates. He would like to hear from them.

Seattle

Cecil Mills recently completed a job as oiler on the Amicus. After spending a week at home, he has just taken the second pumpman's spot on the Vantage Venture.

Simon Chaban is taking a rest after doing a good job as baker on the Seattle. He'll be ready for a new ship shortly.

Joseph Malyszko would like a bosun job after sailing as deck maintenance on the Wayne Victory.

Shipping has been extremely good for two weeks and the upcoming period is promising.

Five More Seafarers Earn Licenses; Total Upgraded to Engineer Now 256

Five additional Seafarers have received an engineer's license after passing Coast Guard examinations following completion of the course of study at the School of Marine Engineering sponsored jointly by the SIU and District 2, MEBA. A total of 256 men have now upgraded to licensed engineer through the school.

Three of the men are new third assistant engineers, while two received a second assistant's license.

Clyde Cahill is a new second assistant engineer. He is a native of Ohio and lives in New Orleans. Brother Cahill joined the Union in that port in 1945. The 46-year-old seaman sailed as FOWT.

George Bishop sailed as FWT before receiving a third assistant's license. Born in Alabama, he makes his home in Fairhope, Ala. A member of the Union since 1964, he joined in Mobile. He is 31 years old.

Wade Pritchard is 37 years old and joined the Union in Galveston, Texas, in 1948. He is a native of Florida and resides in Lutz, Fla. Brother Pritchard sailed as

electrician before receiving a second assistant's license.

Raymond Holder lives in



Pritchard

Holder

Tampa. The 52-year-old native of Alabama joined the Union in Tampa. He has sailed with the SIU for 26 years and formerly held an electrician's rating. He is a newly-licensed third assistant engineer.

Before receiving a third assistant engineer's license, Joseph Judge sailed as FOWT. A native of Butte, Montana, he lives in Seattle. Brother Judge joined the SIU in Houston in 1965. He is 39 years old.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they



Bishop

Judge

are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

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

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The first exhibition of the Louisiana Maritime Museum was on display recently in the library of the International Trade Mart. The museum is still without a permanent home.

For several years, leaders in the maritime and affiliated industries have discussed the need for such a museum, which would honor the port of New Orleans and the Mississippi Valley and its importance in the growth of America. The museum was formed with the purpose of furthering the science, practice, tradition, and history of marine transportation of every type.

It will endeavor to acquire all types of marine artifacts, models, historical documents and nautical instruments. Also included in the recent exhibit, valued at some \$100,000, were rare photographs and documents—covering 250 years of city history—plus a collection of models and materials showing the history of boating from primitive man's log raft to modern super freighters.

New Orleans

Jack Cobb is on the beach after sailing as steward on the *Falmouth*. He made one trip to Pakistan and one to Vietnam. Jack recently visited some relatives in Florida and Kentucky.

John "Tiny" Adams shipped as night cook and baker on the *Del Norte*. He will try to make the *Del Mar*, especially if it's heading down South America way.

William Murrell returned from a voyage to West Africa as AB on the *Del Monte*. Bill is NFFD right now, but as soon as he recovers, he'll take the first AB's job to come along—any ship, any run.

Peter Morreale recovered from a foot injury and is looking for a good chief cook's job. Pete will go anywhere, he said.

Mobile

George Bales is registered in group one, deck department. He

had a long session in drydock and is anxious to ship. George had completed a trip aboard the *Kyska* before his illness.

After a good bosun's job on the *Maiden Creek*, John Hun-



Hunter

Hartley

ter will get in some fishing and shrimping before going back to sea.

Another Seafarer on the *Maiden Creek* who enjoys a bit of fishing is William Barnes. He was steward on that ship. Bill has sailed from the Gulf area for 25 years.

Illness deprived the Seafarers on the *Vantage Progress* of a first-rate chief cook, when Stavros Petrantes left that vessel. The 15-year veteran is well again now and ready to sail on the first good ship to hit the board.

Louis Hartley is registered in group two, engine department. He recently completed a fast trip aboard the *Halycon Panther*. Louis has shipped from the Gulf area for many years.

Houston

J. A. Zierels is looking for a good bosun's job.

A. Pinchook is on the beach after completing a trip on the *Aldina*. C. L. Moody just got back from the Far East and will spend some time on tueboats before taking another bosun's job.

Fathom Must Go As Decimal Gets Royal Navy Nod

LONDON—It doesn't take too long to fathom why the Royal Navy has abolished the fathom. It's because people are living in a world of decimals and the Admiralty has come to the conclusion it will be better to state depths in meters instead of fathoms.

For instance, 40 fathoms, now becomes 43.1520 meters.

Small British coastal vessels have always used feet and inches because the measurement is more accurate.

In America, the United States Navy will continue to use fathoms at sea and feet and inches in shallow waters.

The fathom goes back to ancient Greece, where it represented the distance between the hands of a man standing with his arms outstretched. That came down finally to an even 6 feet, which now makes the fathom 1.8288 meters.

The Royal Navy planners also believe they'll sell a lot more charts in meters than in fathoms. Last year, the Admiralty sold nearly 2,000,000 charts—in fathoms—worth the equivalent of \$1,500,000.

Manufacturers will have to makeover depth sounding equipment because of the shift and men calling the depths will have to check with the man at the chart to make certain they're both using the same unit. Otherwise there may be a screech of steel on rocks.

Abolishment of the fathom is in line with Britain's general shift to decimals. The first decimal pennies were recently put into circulation for 50 million people who have been accustomed to sixpences, shillings, half crowns and crowns for ever so long.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



We have been officially notified by the Great Lakes Association of Marine Operators (GLAMO) that their negotiating team will meet with us to negotiate a new contract.

William Crippen of American Steamship Company and Henry Rake, Reiss Steamship Company, will represent GLAMO while Fred Farnen and Jack Bluit will represent the Union. As usual, we will keep the membership abreast of all developments through this column and at the membership meetings.

Contracts with several other companies not represented by GLAMO also expire this year. The first one is Ann Arbor Railroad. Prior to our first session with this company, we travelled to Frankfort, Michigan, home of Ann Arbor and held meetings with the crews regarding wages, pensions and welfare.

Great Lakes shipowners are still fighting the railroads regarding coal rates from Lake Erie ports for trans-shipment by Lake or Lake-rail to domestic destinations. Tonnage handled by shipowners in 1967 was down 2.2 million tons compared to 1966 levels.

The new \$40 million Poe Lock will open to traffic July 13. The lock will permit vessels up to 1,000 feet long to enter Lake Superior and has been under construction for seven years. It is one of four locks in the Sault complex operated by the U.S. Army Corps of Engineers.

Chicago

Shipping was extremely good last period, with entry ratings at a premium. All vessels serviced are in good shape and the crews are anxiously awaiting negotiations to begin on the new contract.

Just returned from a trip to Vietnam is Ed "Buddy" Worth, who sailed as crew messman on the *Citadel Victory*. While aboard this ship, he learned how to bake bread, cake, etc., and intends to follow-up this training by attending the cook's school in Toledo—providing the Army doesn't take him first. While he was at sea the Board reclassified him. In the meantime, Buddy will be available for a second cook's job on the Lakes.

Perry Spilde was on the tanker *Detroit* until the ship laid-up. He'll spend some time fishing in Iowa before shipping again. Julius Johnson stopped in to say hello

before taking off for Seattle to ship as electrician or deck engineer. When he returns, he will enter the engineer's school in Toledo.

Duluth

Shipping has picked-up considerably here with plenty of jobs



Worth

Jenkinson

for rated and unrated men. There have been numerous inquiries concerning contract renewals slated for this fall. These inquire concern wages, benefits and work rules.

Orval Jenkinson is finally fit for duty after recuperating from an automobile accident in January. Orval ships as fireman. Eugene "Ike" Isaacson shipped on the *Uhlmann Brothers* as watchman. A shipmate is Joseph McLevis of the deck department. Tom Newgren, who sails as watchman on the *Buckeye Monitor*, received his AB ticket through our upgrading school.

Frankfort

The City of Green Bay paid-off for 48 hours recently but no word has been received about a change of schedule as of this date. We have met with officials of the Ann Arbor Railroad Company in Dearborn, regarding wage negotiations, but no settlement was reached. No date was set for a future meeting.

Alpena

Shipping is progressing normally for this time of the year. The crew from the *J. B. Ford* was laid off and the company was anticipating the lay-up of the *E. M. Ford*, as well, but changed its mind.

All Seafarers who dropped in to see our new hall were very pleased with the accommodations and location.

SIU WELFARE, VACATION PLANS

May 1—May 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare)	5,379	\$ 59,424.84
Death Benefits (Welfare)	41	97,933.18
Disability Benefits (Welfare)	1,171	258,163.00
Maternity Benefits (Welfare)	35	6,993.00
Dependent Benefits (Welfare)	487	98,725.02
(Average: \$202.75)		
Optical Benefits (Welfare)	539	8,143.25
Out-Patient Benefits (Welfare)	5,728	43,843.50
SUMMARY (Welfare)	13,380	573,225.79
Vacation Benefits	1,602	673,264.78
(Average: \$420.26)		
Total Welfare, Vacation Benefits Paid This Period	14,982	\$1,246,490.57

Court OK's Back Pay Award To Darlington Mills Workers

RICHMOND, VA.—The U.S. 4th Circuit Court of Appeals has brought some 500 discharged workers and the Textile Workers Union of America within one step of final victory in a 12-year struggle for justice.

The court, in a 5-to-2 decision, upheld a National Labor Relations Board finding that Deering Milliken and Co., Inc., closed its Darlington, S.C., plant in 1956 to discourage unionism in its 26 other U.S. plants.

The decision also enforces the NLRB's order that the firm pay the discharged employees lost wages from the date of their layoff until they are offered reinstatement or placed on preferential hiring lists in other Deering Milliken mills.

The company has 90 days from the date of the decision, May 31, to request a U.S. Supreme Court review of the Appeals Court ruling. This would be its final move in the long, drawn-out case.

The exact amount of wages that will be coming to the discharged Darlington workers if the Appeals Court decision sticks cannot be determined, he pointed out, because each worker's "lost wages" since 1956 will differ. But the total "will likely run into the millions," he estimated.

The NLRB decided back in 1962 that Deering Milliken committed an unfair labor practice when it closed its plant immediately after TWUA won a representation election because the move was made to thwart union activity.

It ordered the firm to bargain with the union about effects of the shutdown, to restore employees to similar jobs, and to make them whole for any pay they had lost because of the closing.

The 4th Circuit Court of Appeals denied enforcement of the board order, by a 3-to-2 vote, on grounds an employer has the "absolute prerogative" to go out of business in part or entirely, at any time.

However, the Supreme Court in March, 1965, held "that a partial closing" of a plant is an unfair labor practice "if motivated by the purpose to chill unionism in any remaining plants" of a single employer.

It then returned the case to the NLRB to determine if this was what happened at Darlington.

In its decision of June, 1967—which is now upheld by the Appeals Court—the NLRB reaffirmed its 1962 decision and found that the "chilling" described by the Supreme Court "at least in part, lay behind the decision to close the Darlington mill."

The board, by a 4-to-0 vote, also found in reaching its conclusion that:

- Those in control of Darlington "had other business interests" sufficiently substantial to give promise of reaping benefits "from the discouragement of unionization in those businesses."

- The company spent \$400,000 to improve the Darlington mills in the first eight months of 1956 and no serious consideration was ever given to closing the mill until it went union.

- The company directors, headed by Roger Milliken, met and decided to shut down just six days after the employees voted for TWUA.

- Milliken told his stockholders at a 1956 meeting that he would not run the mill with a union and he sent messages to officials of his other mills clearly indicating he would close unionized plants.

LABOR ROUND-UP

The American Bakery and Confectionery Workers negotiated a new two-year contract for 20,000 "wholesale" workers with gains of 44 cents an hour described by ABC as the "finest settlement ever achieved" in the baking industry. A pattern accord was won from Continental Baking Co., in Paterson, N.J., and then agreed to by other major wholesale firms in the bread and cake industry—American Bakeries, Interstate Baking, General Host, formerly the General Baking Co., and Ward Foods. The pact covers members in "wholesale" bakery plants from New York to Oklahoma. The new two-year agreement will affect workers in all areas except for members of ABC Local 1, Chicago, and Local 4, St. Louis, who went on strike for a Monday-through-Friday workweek.

The Teachers union has launched a drive for a "million dollar militancy fund" to help the nation's teachers establish their right to organize and bargain collectively. The fund was launched at a meeting in New York of classroom teachers and representatives of other national unions, state and local bodies, which took time out

also to honor four teacher representatives who had served jail terms during the school year for violation of strike-breaking injunctions. AFL-CIO President George Meany, in a message saluted the courageous members of the AFT and declared that public officials "must learn that threats, injunctions and jail sentences will not educate children, provide better school systems, solve the problems of neglected youngsters in ghettos or provide the wage levels and decent working conditions that America's teachers need and desire." The militancy fund will be used in state legislative campaigns and to aid families of jailed leaders.

Members of the International Brotherhood of Electrical Workers have ratified a new three-year contract with the New Jersey Bell Telephone Co. ending a six-week strike. The new contract covering about 8,300 IBEW members, calls for wage increases totaling 19.5 percent over the three years with initial increases ranging from \$4 to \$12.50 per week retroactive to May 26. Members of the Communications Workers who had accepted contract terms earlier, honored the IBEW picket lines.

Mail-Order Slaughter!



The life of yet another prominent American was taken this month by the use of a deadly firearm. The assassination of Robert F. Kennedy was fostered—however indirectly—by arms merchants within our own country who place personal profit above all else.

Following the assassination of the late President John F. Kennedy in 1963, widespread debate on the need for gun control in the United States was undertaken by all—both in and out of government circles—but nothing concrete was ever done about it. The so-called "gun-lobby" opposed restrictions of any sort.

The gun lobby has had its way long enough. The slaughter by arms of any American—whether prominent nationally or just prominent to wife or husband and children—must no longer be condoned.

After the assassination of Senator Kennedy, President Johnson reiterated his plea for the strict control on private ownership of guns which he had issued following the wanton murders of both the late president and Dr. King.

Rights are no more than privileges earned through trial and proven responsibility. Of all the civilized nations in the world, the United States remains the only country which—on a federal level—allows possession of firearms without proven responsibility for such possession.

In the President's own words, guns in this country "are involved in more than 6,500 murders" annually, compared "with 30 in England, 99 in Canada, 68 in West Germany and 37 in Japan." Added to this, it is a matter of record that the estimated 50 million to 200 million guns in private hands in the United States last year were responsible for 10,000 suicides and 2,600 accidental deaths.

Such human carnage is inexcusable in history's stronghold of democracy and free-

dom. A shocked and saddened citizenry knows it at home and a shocked and critical world knows it abroad.

Since the assassination of Robert F. Kennedy the demand for some sort of gun control has gained an added momentum—coming so quickly after the national indignation ignited by the assassination of Dr. King—which we hope will not again be thwarted by the National Rifle Association and its adherents in the gun lobby.

There is, unfortunately, a lack of overall purpose toward gun controls in this election year. Though pressure mounts daily, many legislators have advanced their own bills to meet the tailored interests of their own constituencies and are sticking by them as the be-all and end-all to a problem which involves all 50 states. Hopefully, these regionalized efforts will be consolidated into a solid federal law which would preserve the well-being of all Americans.

We would all do well to remember the opening words of the second amendment of the U.S. Constitution which reads: "A well-regulated militia. . ." Control and registration of firearms, as sought by level-headed Americans in the wake of continued evidence of violence and tragedy through misuse, is not prohibition—it is wisdom.

We have yet to see any bill proposed which would outlaw the purchase and maintenance of a firearm by any citizen proven to be law-abiding, mature and legally sane. Curtailment of indiscriminate mail order procurement of guns—as urged by the AFL-CIO at its 1967 convention—is not an infringement on the right to bear arms; it is a rational guarantee that responsible citizens, able to prove themselves responsible to such a right, will continue to enjoy that privilege.

The open hunting season on our citizens, must be closed forever. Hunting for "Sport" is one thing; hunting for humans by malcontents is quite another!

SEAFARERS ON THE UPGRADE



McGahern is at right in coxswain's position. The men must not only know their own jobs perfectly, but are also trained to take over the job of a stricken shipmate if such an emergency arises.



Among the procedures the Seafarers must learn are oar positions. Here McGahern demonstrates sweepoar position.

SEAFARERS who currently sail as OS and wiper are provided with an excellent opportunity to upgrade themselves at the SIU's Harry Lundeberg School of Seamanship.

Operated in the port of New York, the school is fully approved by the United States Coast Guard and features the latest in fire fighting and lifeboat training. The curriculum stresses complete shipboard safety and proper training for all Seafarers. The Coast Guard gives a lifeboat ticket examination to all men as soon as they complete this part of their training.

The course usually lasts two to three weeks. An OS can upgrade to AB, while wipers can advance to Qualified Member Engine Department, enabling him to sail as firemen, oiler, watertender, electrician, junior engineer, pumpman, reef engineer, deck engineer or machinist.

A member of the deck department needs twelve months of sea time as ordinary seaman while QMED requires six months sea time as wiper to apply for upgrading. For previous graduates of the Lundeberg School the time requirement is six months as OS or three months as wiper. Those applying are asked to bring their Coast Guard discharges. Any necessary assistance in arranging transportation to New York will be provided by your SIU Port Agent. Room and board while attending the upgrading school is free to all students.

The school features the finest instructors available as well as the latest in instructional material. Deck department Seafarers wishing to upgrade are taught marlin spike seamanship which includes knots, splicing, handling and use of block and tackle, basic rules of seamanship and securing procedures. Engine department upgraders are taught use of tools, nomenclature and replacement of machinery, fittings and devices for supplementing machinery.

Many Seafarers have been successful in climbing the upgrading ladder—from entry rating to a license—after preparation at the Lundeberg School.

To apply for your upgrading training see the Union Agent in any SIU port, or apply directly at the school at 675 Fourth Avenue, Brooklyn, N.Y. 11232. The telephone number is 212-499-6565.



Instructor Paul McGahern holds a cartridge as he demonstrates correct way to use a Very pistol. He explains how far and high the pistol fires, the parachute discharged by pistol, and other points about this valuable signaling device.



McGahern explains correct lifeboat position for fresh water tank. Left to right: Louis Otero, going for lifeboat ticket, James Ferando and Marcus Thomas, upgrading to AB. Tank is placed under seat for use when needed.



Vernon Adkinson is taught the usage of the chain locker. Anchor is hauled aboard the ship by means of a windlass. In addition to qualifying for lifeboat ticket, Adkinson also attended Lundeberg School for AB upgrading.



While enthusiastic Seafarers look on, Paul McGahern fires Very pistol into the air. White or colored balls of fire are projected by the gun. The pistol is an invaluable aid in attracting attention if shipwrecked at sea.



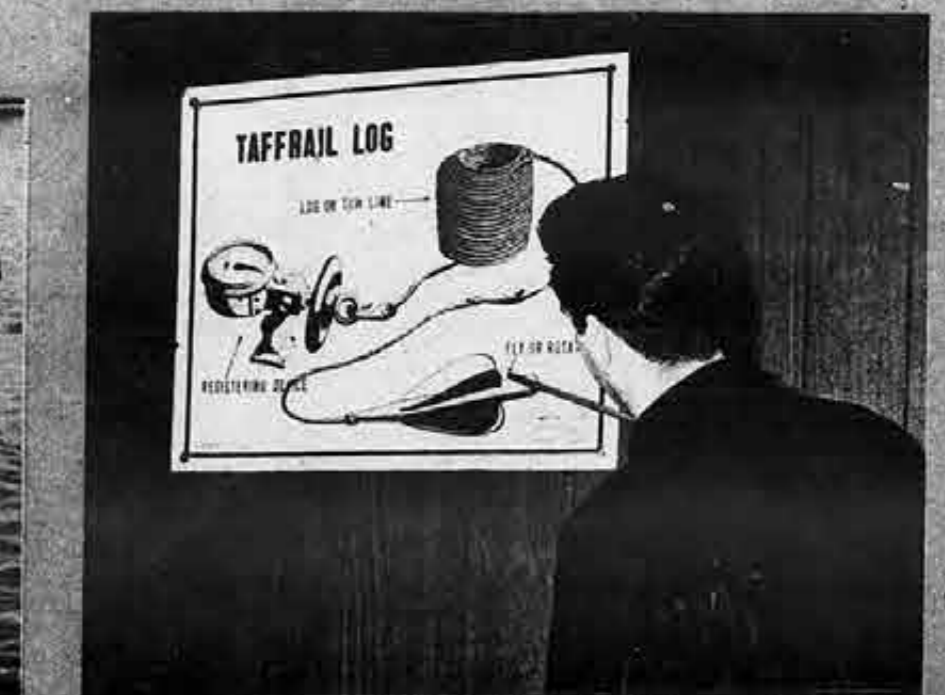
Ellison gives instruction on proper uses of shipboard machinery to Otto Roberson in the machine shop of QMED school. Roberson is going for his FOWT endorsement.



Instructor Ellison explains different valves to seaman Tom Bolton who is upgrading to FOWT. Bolton joined the Union in New York City in 1967.



Conducting a class in QMED is instructor Edwin Ellison. He's holding an all-purpose Navy nozzle, explaining the different parts and showing Seafarers correct way to keep nozzle clean and functional.



This device is used to learn whether bottom is muddy, rocky, etc. Lifeboat testing draws to an end with Seafarer Vernon Adkinson using the boat hook to pull lifeboat to dock. Seafarers passed test with flying colors. School is located at Mill Basin.

Proposal by Boyd to Build Foreign Would 'Bury' Fleet, Halpern Says

WASHINGTON—A Republican member of Congress charged here recently that a proposal by Transportation Secretary Alan Boyd for the construction of U.S.-flag cargo vessels in foreign shipyards would "bury" the nation's merchant marine.

Representative Seymour Halpern (R-N.Y.), speaking at a meeting of the seven-million-member AFL-CIO Maritime Trades Department, said the foreign building plan would "undercut our domestic economy and put our balance of payments into greater jeopardy," adding that other Boyd proposals would "completely stifle private investment in new ships."

The New York Congressman accused Boyd of having "betrayed" Democratic leaders on Capitol Hill by negotiating a proposed maritime program with them last fall, and then failing to "live up to his part of the bargain."

Halpern added that Boyd had also "double-crossed" some segments of the maritime industry who had sought to "trade off" the rest of the merchant marine "in return for assurance that their own interests would be protected."

Because of the efforts to reach agreement with the Transportation Secretary, the Congressman continued, Democratic legislators came up with a program which, he said, "simply is not enough to do the job that is required." He urged that legislation now pending in the House and Senate be amended to extend tax-deferred construction reserve benefits, now available only to the subsidized lines, so that all operators can put aside funds to build more ships.

Also, he said, unsubsidized lines should get "first crack at foreign aid and military cargoes" as a means of strengthening this segment of the fleet. Halpern noted that the carriage of this cargo, at preferential rates, by lines receiving construction and operating assistance from the government "would constitute a double subsidy."

The Congressman suggested further amendments in the bill to:

• Encourage government agencies to sign long-term contracts with unsubsidized operators for carriage of foreign aid and military cargoes, so that these operators can plan "the orderly replacement of their older ships entirely with private capital."

Protect Independents

• Build safeguards into the law to assure that independent operators get priority for new ship construction funds, once the government has fulfilled its contractual obligations to the subsidized lines.

• Provide equal treatment for all operators in the payment of operating subsidies.

These changes in the law, Halpern said, will remove the "threat of maritime's extermination at Alan Boyd's hands."

At another MTD meeting last week, an official of a marine research corporation accused the U.S. Food and Drug Administration of having "arbitrarily blocked" the sale and use of a protein concentrate which, he said, could "materially" reduce malnutrition in America.

Paul Sutton, executive vice president of Alpine Geophysical Associates, Inc., of Norwood, N.J., and New Bedford, Mass., said that the FDA had given its approval to fish protein concentrate only "after five years of study and exhaustive examination." He added that the federal agency then "dealt it a death blow" by insisting that the product be shipped in one-pound packages.

He declared that this move had the effect of "removing any possibility of developing an economic base for this product in the United States."

Fish protein concentrate, sometimes called fish flour, is a highly nutritious, odorless, tasteless powder manufactured from whole fish. Sutton said that its use could "bring about a revolutionary change in the health and self-sufficiency of some two-thirds of the world's population which now suffers from an inadequate diet."

He questioned whether the FDA had "submitted to pressures from giant and wealthy lobbyists and pressure groups" representing the nation's dairy and grain interests which long have opposed development of fish protein concentrate.

Stalled on Approval

Sutton noted that federal approval of the fish protein concentrate came only after "they could no longer refuse to grant approval to a product which is so gravely needed by the protein-deficient peoples of the world, a product which had been proven to be remarkably valuable and undeniably safe by world authorities on human nutrition."

Charging that the grain and dairy lobbyists opposed to fish flour are centered in Minnesota, home state of Agriculture Secretary Orville Freeman, Sutton called on the Cabinet officer to help remove "the criminal one-pound-packaging restriction" from the FDA regulation approving the manufacture and distribution of fish protein concentrate.

Stressing the need for the new protein, the Alpine official noted that two-thirds of the world's population (some 2.2 billion people) "remains underfed" and even in America, there are 12 million families "whose health is poor, whose physical and mental capacities are inhibited and whose lives are shortened because of serious malnutrition."

Proposed Emergency Shipping Plan Opposed by Unsubsidized Companies

WASHINGTON—A proposed emergency shipping plan, being considered by the Defense Department, has drawn the objection of four unsubsidized SIU-contracted steamship companies who told top Administration officials and congressional leaders that it benefits the subsidized lines and poses a threat to the "very existence" of the unsubsidized operators.

Moving to block adoption of the plan—known as "Respond," spokesmen for the Central Gulf Steamship Corporation, Colombia Steamship Company, Isthmian Lines and the Waterman Steamship Corporation, requested that a committee of Government and industry representatives be set up to review all of the effects of the plan before it is implemented.

The subsidized lines originally proposed "Respond" about a year ago and now are pushing for its early adoption. Basically, it is an idea to obtain a peacetime Government commitment on cargoes in exchange for a pledge from merchant fleet operators that their ships, would be available to the Government in times of national emergencies.

As contemplated, however, the unsubsidized companies would have to bid equally with the subsidized companies for Government cargoes, even though the Administration—through subsidies—pays almost 40 percent of the operating costs of subsidized companies.

Called Unacceptable

The unsubsidized operators have advised Navy and Military Sea Transportation Service officials that the plan, as it stands, would be unacceptable because it is unfair to the unsubsidized lines.

"We firmly believe that first allocation of military cargoes should be to those American flag operators who have been operating their fleets and employing their crews without benefit of operating differential subsidy," they said.

In a telegram to Vice Admiral L. P. Ramage, MSTC command-

ant, the unsubsidized operators claimed "Respond" involves "not only future service to military transportation, but our very existence."

Copies of the telegram also were sent to the Secretaries of Commerce, Defense, Navy and Transportation, as well as to the Comptroller-General, and the chairmen of the House Merchant Marine and Fisheries Committee and the Senate Commerce Committee.

Legality Questioned

It was explained the unsubsidized companies question the legality of the shipping program—if adopted—and they wanted to alert the Comptroller-General of this possibility.

They point out that under the plan the Defense Department would "retain competitive bidding by substituting a cost efficiency factor, which we accept, provided we are placed on a cost parity with the subsidized lines with whom we must compete for this essential business."

"The present and past practice of competitive bidding and the intended future inclusion of cost efficiency as an element of qualification for United States Government cargo discriminates heavily in favor of subsidized operators, who have approximately 40 percent of their operating costs contributed as subsidy by the United States Government," the telegram continued.

"We believe the proposal must be fully examined as to any legal defect."

The unsubsidized operators also pointed out in the telegram that they have responded at all times when called upon to help the Government. Between 35 and 40 percent of all tonnage "sealedift" to Vietnam in 1966 and 1967 was handled by ships of unsubsidized companies, they added.

NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE	NAME	AMOUNT DUE
Adams, J. N.	\$17.62	Dolan, John V.	15.02	Kolby, Edmund	6.30	Lewis, Fitton	24.97	Merkin, P. J., Jr.	7.15	Salem, Alfred	9.84
Addington, Homer	15.87	Dorsett, Dwaln	3.62	Kokins, Walter	34.50	Lewkkel, L.	20.71	Matpack, Ilmer W.	5.57	Sampson, James L.	2.27
Almendras, F.	15.29	Dowd, O.	.75	Kopfler, W. B.	.95	Lines, T. O.	.50	Mathews, T. J.	29.67	Sanders, E. B.	23.51
Almendras, F.	261.04	Ellis, Francis M.	10.11	Labus, Thomas V.	18.74	Lockerman, W.	.52	Maxwell, K. J.	1.07	Sandors, Eugene B.	23.00
Alvarez, Ramon	21.17	Estreda, Albert	9.55	Lefrance, T. Smith	8.01	Lonczynski, Herbert	13.70	Mays, L.	12.51	Saunders, O. H.	1.84
Arnoff, Elden R.	9.83	Falgout, M. J.	14.44	Laird, C. W.	2.49	Long, R.	4.60	McAuliffe, W. A.	111.44	Saxen, J.	1.15
Atunston, A. A.	.01	Falser, H. M.	3.87	Lavigne, T.	12.83	Lyons, A.	2.25	McCay, Wm.	5.49	Saxen, J.	5.83
Ayler, Eugene	8.59	Fernandez, J. V.	3.68	Leavell, W. L.	.01	MacDonald, Samuel M.	6.44	McClintic, William	10.87	Selby, J. C.	.75
Badgett, William A.	.64	Figueroa, A. B.	1.94	Lekinivtz, Alfrad	4.64	Mahaffey, Lester J.	9.33	McDougall, L.	12.75	Sen, O.	.75
Bafla, Henry	7.93	Firia, L.	3.74	Leon, A.	4.18	Mansueto, J.	321.68	McGloves, F. S.	3.01	Shea, W. R.	4.26
Baroni, Tony A.	.40	Freder, G. E.	.58					McHale, Martin	5.91	Shall, J., Jr.	12.59
Beadles, W. H. S.	20.87	Galloway, N.	8.34					McLain, J.	2.32	Singleton, W. C.	3.62
Beckman, Donald W.	18.74	Galvin, F.	10.07					McLamore, John	9.30	Smith Edward R.	4.38
Bingenhimer, J. P.	33.44	Garrecht, Ronald	23.09					Mendoza, Ernest	18.53	Smith, R. C.	22.45
Boatner, R.	21.14	Garrecht, Ronald J.	4.00					Messerall, Bobby L.	4.04	Sommers, E.	21.14
Brabham, Wm. L.	16.80	Gentry, F.	20.40					Miller, C. E.	184.32	Stirling, Claude E.	1.00
Brackbill, R. R.	22.73	Gleason, J. H.	22.48					Missimer, D. B.	23.51	Steward, E. E.	27.81
Brazell, D.	13.00	Goutierrez, H. J., Jr.	13.57					Montgomery, D. R.	16.03	Stierheim, M. P.	27.37
Brian, R. E.	7.33	Gregory, Howard	9.83					Moreland, Dennis	16.85	Sunagawa, S.	13.97
Britton, E. G.	17.35	Hachey, L. W.	13.63					Morse, William E.	19.19	Swindel, W., Jr.	5.42
Brewer, William, Jr.	6.14	Hair, Geo.	5.13					Morse, William E.	15.07	Szanto, Steve	4.91
Brown, J. P.	103.08	Hanson, Karl Hans	4.94					Murrall, W.	21.97	Takamina, C.	59.50
Brown, J. P.	3.62	Harada, S.	.95					Myers, Jake	22.37	Takamina, Chosai	7.25
Brunker, C. C.	18.37	Harada, S.	11.28					Myers, Lee Roy	54.32	Thompson, J. W.	327.94
Brunnell, Victor	.53	Harp, Richard A.	4.29					Nelson, Arthur J.	2.87	Throp, F. R.	1.16
Bunn, Eugene J.	12.95	Hashagen, G.	2.32					Nelson, W. A.	33.44	Tinsley, E.	1.48
Burk, John M.	10.11	Hayes, F. B.	2.64					New, David E.	30.20	Tinsley, E.	85.93
Byers, J.	5.54	Hirabi, S. N.	.47					Nolan, U. E.	7.31	Toler, Richard L.	37.83
Byers, J.	1.12	Holland, R. A.	2.69					O'Sullivan, R. P.	2.17	Triguero, G.	3.00
Carboni, E.	6.19	Holland, W. J.	9.81					O'Swinkle, Wm. A.	2.25	Trinidad, A. P.	.81
Carroll, Earl D.	14.45	Holsabus, Marlen	29.70					Ovarton, R. R.	.75	Underwood, Donald C.	9.88
Carter, F.	.49	Holt, P. S.	13.57					Owan, John A.	4.48	Valladares, John	14.88
Charles, S.	404.94	Huckaba, J. J.	13.63					Owens, R. J.	.44	Varona, R. B.	2.21
Cline, J. E.	.70	Huckaba, J. J., Jr.	12.34					Owens, Robert J.	5.59	Yadria, H. R.	2.02
Cole, E.	14.38	Hulsebus, Merlen M.	20.55					Owens, Wm.	2.40	Vincini, C.	20.51
Collins, E. L.	10.97	Hunt, J.	1.43					Pakras, B.	3.01	Villacruas, L. R.	28.71
Connery, Wm.	.05	Itoman, Y.	64.35					Parker, J. W. Jr.	13.82	Vossbrinck, Jonathan	.57
Cooper, C.	4.32	Jackson, Forest	11.07					Paschallson, G. Jr.	2.88	Vossbrinck, J. H.	75.57
Coffan, Charles W.	11.61	Jackson, G. R.	2.17					Pastrano, F. A.	20.68	Wade, L. G.	1.41
Cousins, W. M.	5.14	Jackson, Tyrone	12.43					Patino, J.	3.77	Ward, M. F.	16.03
Craig, D. E.	16.03	Jardine, W. S.	4.22					Pereira, R. M.	9.14	Warr, G. R.	3.68
Craws, R.	10.00	Jensen, S.	19.98					Phillips, Harold L.	419.00	Wheatley, J. E., Jr.	1.13
Cumingham, W. N.	3.52	Johns, Williams D.	12.33					Phillips, Harold L.	500.00	Williams, D. S.	4.72
Dabao, L.	1.21	Johnson, A.	.49					Pieczkoln, Frank	1.22	Windshelmer, M.	195.32
Dabao, L. J.	18.87	Johnson, Neris	5.30					Pierce, Norman D.	7.31	Wolf, L.	.44
Davis, M. C.	.48	Johnson, Wm.	2.40					Potarsky, R.	2.94	Womack, James	4.91
Davis, M. J.	.44	Johnson, William H.	1.08					Pritchett, R. C.	12.43	Wong, H. M.	12.56
De Arce, R.	1.98	Jordan, A. W.	57.39					Ray, Robert F.	5.49	Wood, J. W., Jr.	30.36
Delacruz, A. T.	20.11	Judd, R.	19.43					Raynolds, F. L.	14.03	Wood, J. W., Jr.	434.88
Desilva, H.	34.90	Kelly, Clarence	2.27					Rios, J.	19.63	Wood, J. W., Jr.	12.81
Difietro, James J.	2.80	Kerr, George C.	24.00					Robertson, Philip	2.68	Woodall, Standish	4.04
Difietro, James J.	2.17	Kings, R. G.	12.43					Roney, J. S.	13.63	Young, J. R.	1.34
Dobak, John	9.83	Kings, R. O.	23.12					Russo, G. F.	.44		
Dolan, J.	3.00	Knight, R. C.	7.16					Saberon, B.	3.74		
								Sablin, J. R.	15.33		

The Delta Steamship Lines has notified the SIU that it is holding checks for unclaimed wages due crewmen as of February 29, 1968. The following Seafarers may collect their checks by writing to the Paymaster, Delta Steamship Lines, Inc., No. 2 Canal Street, International Trade Mart, Room 1700, New Orleans, La. 70130.



DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

May 30 to June 13, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	0	1	0	0	0	13	5
Philadelphia	14	10	10	6	7	14	9
New York	43	64	38	40	17	173	111
Norfolk	6	9	6	3	11	35	23
Tampa	7	9	2	2	1	12	17
Jacksonville	10	6	5	2	6	18	4
New Orleans	53	36	43	29	9	131	114
Houston	43	34	32	31	16	121	79
Mobile	44	20	10	11	8	19	19
Baltimore	26	12	18	17	18	88	18
Wilmington	13	31	15	23	18	27	1
Seattle	27	16	26	16	22	38	4
San Francisco	93	90	44	39	20	127	100
Totals	379	338	249	219	153	816	504

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	1	3	0	2	4	6	2
Philadelphia	6	3	7	3	4	8	3
New York	60	66	33	45	22	97	99
Norfolk	7	8	4	2	8	20	5
Tampa	3	7	1	6	0	4	9
Jacksonville	11	12	13	10	9	17	14
New Orleans	37	44	31	29	11	86	108
Houston	23	49	22	35	16	79	88
Mobile	22	18	10	16	6	53	17
Baltimore	15	20	16	12	18	67	54
Wilmington	14	17	8	14	19	25	0
Seattle	21	12	16	15	20	18	6
San Francisco	96	77	47	34	11	122	74
Totals	316	336	208	223	148	602	479

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	1	1	1	0	0	8	3
Philadelphia	12	3	3	1	4	4	7
New York	41	30	20	15	15	114	52
Norfolk	6	7	3	5	10	15	6
Tampa	2	6	1	2	1	7	11
Jacksonville	5	6	4	7	10	7	8
New Orleans	36	26	28	21	4	133	77
Houston	30	16	23	19	15	98	30
Mobile	21	19	3	11	5	61	23
Baltimore	19	7	16	7	19	49	28
Wilmington	8	15	10	12	10	14	1
Seattle	16	7	15	7	10	23	8
San Francisco	135	69	63	47	16	121	52
Totals	342	212	190	154	119	654	316

Six Veteran Seafarers Join Growing SIU Pension Roster

Six more Seafarers have joined the ranks of SIU pensioners after completing their careers at sea. The latest additions to the pension roster include: Nicholas Peters, William Karn, Harry Wolowitz, Wallace Lanasa, Gustav Lueth and John Farrand.

Nicholas Peters sailed in the engine department. He joined the Union in the Port of New York. Brother Peters served in the Navy during World War II. He was born in the state of West Vir-

ginia and resides in Fairmont, West Virginia. His last vessel was the Rice Victory.



Farrand Lueth

John Farrand sailed as FOW, pumpman and electrician. He was born in Greenfield, England, and lives in East Boston, Massachusetts. His last ship was the Malden Victory. He joined the SIU in New York.



Peters Karn

William Karn sailed in the Great Lakes and joined the Un-

ion in the Port of Elberta, Michigan. A native of Fond Du Lac, Wisconsin, he lives in Honor, Michigan with his wife, Harriette. Brother Karn sailed as AB and was last employed by the Ann Arbor Towing Co.



Wolowitz Lanasa

Harry Wolowitz sailed as FOW and joined the SIU in the Port of New Orleans. A Seafarer for 28 years, his last ship was the City of Alma. Brother Wolowitz was born in Maryland and makes his home in New Orleans.

An FOWT, Wallace Lanasa joined the Union in the Port of New Orleans in 1952. He was born in Westwego, Louisiana, and lives in that town. His last ship was the Penn Victory.

A Seafarer since 1944, Gustav Lueth joined the Union in New York. Born in Hamburg, Germany, he lives in North Bergen.

Hudson Waterways To Acquire Troopship In Trade for Tanker

WASHINGTON—Application by the SIU-contracted Hudson Waterways Corporation to trade in its T-2 tanker Zephyr Hills for the 494-foot vessel George W. Goethals, a World War II troopship now in the Hudson River Reserve Fleet at Jones Point, New York, has been approved, the Maritime Administration announced recently.

The Goethals, in mothballs since October 1959, will be put into service by the company after conversion into a dry cargo ship.

Hudson Waterways has agreed to pay the Government \$278,000 for the Goethals. This figure represents the excess value of the troopship, over that of the tanker, which is valued at \$72,000 for trade-in purposes.

In accepting the arrangement, the firm said it will enter into a contract with a shipyard to convert the Goethals into a standard C-3 cargo vessel for worldwide tramp operations. The ship was built in 1942.

Shoreside Supervisors Right-to-Picket OK'd by High Court

ALBANY, N.Y.—The N.Y. State Court of Appeals, the highest court of the state, has reversed a State Supreme Court ruling and upheld the right of the Shoreside Supervisors Union to picket stevedore companies.

The SSU withdrew its picket lines from the Brooklyn piers last October after a State Supreme Court ruling halted their drive to obtain bargaining recognition from the stevedore companies.

The State Court of Appeals, by a margin of 5-2, reversed the injunction ruling handed down by State Supreme Court Justice Anthony DiGiovanna and subsequently upheld by an intermediate Appellate Division.

The SSU, an affiliate of District 2 of the Marine Engineers Beneficial Association, struck the stevedore companies last October 19 after the companies refused to recognize the bargaining rights of shoreside supervisors.

Foreign Trade Zone Shipyard Unit Cited As Threat to U.S. Industry

WASHINGTON—New protests against a plan to establish a shipbuilding facility within the Foreign Trade Zone of the Port of New Orleans have been made by the Shipbuilders Council of America on the grounds that such a move would pose a serious threat to the stability of the U.S. shipbuilding and repair industry.

In identical letters to the Senate Commerce Committee and the House Committee on Merchant Marine and Fisheries, Edwin B. Hood, council president, pointed out that Equitable-Higgins Shipyards proposes to use foreign steel—on which no duty would be paid because of the zone exemption—to build barges, floating containers and various small vessels and then export the finished marine equipment.

If permission is given to set up such an unprecedented arrangement, the council maintains, it would seriously endanger the stability of the U.S. shipbuilding and ship-repair industry.

Hood has previously protested to

the Foreign Trade Zones Board, which is considering the application of the Board of Commissioners of the Port of New Orleans for approval to erect a ship construction unit inside the port's Foreign Trade Zone.

Precedent Feared

Officials of leading U.S. steel companies also have objected to the plan on the grounds it would establish a precedent and tend to encourage the use of duty-free foreign steel in similar shipyards elsewhere.

In an effort to enlist the aid of the Congressional committees against the Foreign Trade Zone shipbuilding plan, Hood wrote:

"In sum, the objection from a shipyard point of view is that a vessel eligible for use in United States domestic trade could be built within the foreign trade zone shipyard using foreign materials which at no time would become subject to the payment of any duty.

"If the same vessel were built instead in a United States shipyard, outside of the foreign trade zone, duty would have to be paid on any imported material.

"Thus the shipyard facility in a foreign trade zone would have a direct price advantage over any yard outside the zone measured at least by the duty that would be provided. The adverse effects on our industry would be obvious."

Support AFL-CIO Farm Workers BOYCOTT California Grapes

Whale Watching is One Sport Which Saves Taxpayers' Money

SUITLAND, Md.—U.S. Navy men have a new sport—whale watching. And while it may never gain popularity as a national pastime, it actually is important to the national interest in curbing costly sonar slip-ups.

The Navy is interested in whale movements, according to officials of the Naval Oceanographic Office here, because a whale sounds like a submarine on underwater sounding devices employed in anti-submarine warfare procedures.

Most of the whales are spotted in the Spring when the 40 to 60-foot sea mammals churn up the Atlantic coast from breeding grounds near the Bahamas to cooler, northern waters.

One oceanographic official said that during World War II, "a number of whales were depth-charged because ship officers thought they were enemy subs." He added that for this reason it was useful to alert sonar operators to the seasonal fluctuation in the number of whales off the East Coast.

He said 132 whales have been observed in the Gulf Stream between April, 1966, and December, 1967, and that the Navy is also charting the movement of schools of large turtles, which also are picked up by sonar operators.

Watching whales and turtles is not costing taxpayers a cent however, because the watchers actually are there to keep track of the Gulf Stream in the interest of national defense.

Career Which Spanned 64 Years Recalled by Retired SIU Veteran

"I first went to sea as a cabin boy aboard the Scottish tramp, S. S. Viemera. We were bound for Hoboken from the Caribbean with a load of sugar." The year was 1904 and the voyage marked the start of a 64-year career at sea for recently retired Seafarer Donald Gardner, who recalled some highlights of his sailing days.

After Brother Gardner left the Viemera, he took a job in the steward department of a ship called the Arras Castle, owned by the London Castle Lines. It was dog eat dog in those days, as the young seaman soon found. "I got off that ship because the first engineer ate my supper and when I argued with him about it, I got fired," he said.

"The same year, I got another ship back to Baltimore." In 1904, Baltimore experienced one of the worst fires in history—with an estimated \$125 million in damage to the business section. "I saw reflections of the fire in the skies that night," Gardner recalled.

After a stay in Baltimore, he was off to England again and the port of Hull, Yorkshire. After paying-off, Gardner went to London by train. This was shortly after the Boer War. "In England, shipping was fair and I easily got a ship in Cardiff, Wales," he said. "This was the Clanly, an Irish vessel."

Among his early trips were several to Spain and Gibraltar. "I sailed on a ship called the John Hall, Jr., for a while and then caught the Scottish Prince and a Russian passenger ship out of London."

On Russian Ship

On the Russian ship, he was a galley boy at a salary of one pound, or \$4.80, a month. Pay on other ships ranged at the time from \$7.20 to \$9.60 per month. Conditions on the ships ranged from poor to intolerable, Gardner remembers. After the Scottish Prince paid-off in Manchester, England, he caught a vessel owned by the Prince Line as second steward.

"Conditions on this ship were worse than the others," he said. The vessel was the Honorious, bound for Argentina, and Gardner had 13 officers and passengers to feed. "The food as a rule, was good for the officers, but the deck and engine men got very little that was worth eating. On one ship, the potatoes were steamed with the skin on, eggs were steamed in the morning and served later, and other food was also cooked well in advance of serving. There was also a particularly bad-tasting soup that was very sweet," he recalls.

"Fine prime beef was very rare and so were fresh vegetables. One company fed the men five-day-old stew for supper and it was unheard of for one ship to have three kinds of meat," the veteran seaman said. "The quality of food also often depended on the chief stewards, since some of them never wanted to prepare the food the way it should be prepared."

When World War I came, the shipping board started to provide better wages. "Before the war," Gardner said, "a cook's job paid only \$20 or \$25 a month. With the advent of the war, messmen and galley men earned \$20, a second cook and baker pulled down \$90, and the chief cook could earn \$100 a month while a steward got \$120. There were, however, no draws in foreign ports. If a man was short of money, he had to sell some of his clothing to get a few dollars."

Bought Fresh Milk

Brother Gardner believes he might have been "the first man ever to buy fresh milk for crewmembers in the Port of Philadelphia." He was a ship's baker at the time.

Gardner has also taken part in his share of strikes. "Once," he recalls, "I left a job when the company wanted me to starve the crew. I got off when I was told to feed them for 40 to 45 cents a day, per man. Some people don't know what we had to go through to get a high standard of food on these ships."

A native of British Guiana, Gardner now lives in Shirley, Long Island, N.Y. He joined the Union in its earliest days and his first SIU ship was the Irizpa as assistant cook. He's held every steward department rating and his last ship was the Transsuperior. Now 84 years old, the veteran Seafarer has seen many changes and improvements in the lot of seamen since those early days shortly after the turn of the century.

DIGEST of SIU SHIP MEETINGS

MADAKET (Waterman), May 19—Chairman, G. M. Houchins; Secretary, David C. Norris. No beefs, everything running smoothly, reports the ship's delegate. \$18.00 reported in ship's fund. No disputed overtime. Vote of thanks to cooks, messmen and ship delegate.

HOUSTON (Sealand Service), May 19—Chairman, J. McHale; Secretary, G. Walter. Ship's delegate reports everything running smoothly. Ship sailed short four men. No disputed overtime. Vote of thanks to stewards department.

KENT (Bulk Carriers), May 19—Chairman, Jose Ross; Secretary, H. Hailly. Ship's delegate reports bosun was transferred ashore at Key West due to illness. No beefs reported and no disputed overtime.

TRANSHURON (Hudson Waterways), April 26—Chairman, P. G. Winfield; Secretary, J. McPhaul. Ship's delegate reports no beefs. No disputed overtime. One man transferred to deck department at sea. Election of new ship's delegate, P. G. Winfield.

SEAMAR (Calmar), May 19—Chairman, Norwood Barbour; Secretary, Roy Taylor, Jr. Ship's delegate reports another television was brought aboard and old one is to be repaired. No beefs reported. Discussion held on retirement plan.

MISSOURI (Meadowbrook Transport), March 3—Chairman, Wilbur Purdy; Secretary, Maxime Eugawan. Ship's delegate reports some disputed overtime. No beefs reported. Everything running smoothly. No new business. Gave vote of thanks to ship's delegate and also to the steward's department.

OVERSEAS EDGAR (Maritime Overseas), May 17—Chairman, C. Quinn; Secretary, R. Stewart. Ship's delegate reported he contacted patrolman in Philadelphia and in Baltimore in regard to changing crews quarters. All repairs taken care of. New mattresses etc., are abroad. No major beefs reported.

STEEL APRENTICE (Isthmian), May 12—Chairman, E. Tatro; Secretary, P. Lopez. Department delegates report a fine trip. One man missed the ship at Long Beach. \$90.00 was reported in ship's fund. Lyle E. Doering was elected new ship's delegate.

MADAKET (Waterman), March 3—Chairman, Clarence Houchins; Secretary, Berry Tippins. Ship's delegate reports everything running smoothly. No major beefs. No disputed overtime. Ship's fund contains \$37.00. John T. Carnes re-elected ship's delegate and treasurer. Discussion with regard to Pension Plan.

AMES VICTORY (Victory Carriers), March 14—Chairman, J. Giordano; Secretary, Jack Long. Meeting called to elect ship's delegate. No beefs or disputed overtime reported. One man missed ship at Long Beach, Calif. Crew requests TV be installed on ship.

SEATRIN PUERTO RICO (Hudson Waterways), June 2—Chairman, T. Driscoll; Secretary, J. Carter. Ships fund stands at \$68.00. No beefs were reported by ship's delegate. New crew members given a talk on keeping the ship clean.

ROBIN HOOD (Moore MacCormack), May 29—Chairman, Malcolm Cross; Secretary, A. Shrimpton. Ship's delegate reports good cooperation between all three departments. Sum of \$55.00 in ship's fund. No beefs were reported by department delegates.

FANWOOD (Waterman), May 19—Chairman, Jack Kuberski; Secretary, Joseph Rioux. Charles R. Barnes was elected new ship's delegate. No beefs were reported by department delegates. Discussions was held concerning medical shots and the possible effects on crew members.

FINAL DEPARTURES

Preston Smith, 51: Brother Smith died on April 21, while sailing aboard the Manhattan. Death was caused by a coronary attack. Smith was a member of the engine department and sailed as FWT. A native of Tampa, Florida, he lived in that city. Brother Smith joined the SIU in Tampa and sailed for 27 years. Prior to joining the Manhattan, he sailed on the Cuba Victory. Surviving is his wife, Mae. The body was returned to the United States for burial.



Woodrow Gatewood, 51: A hemorrhage claimed the life of Brother Gatewood on April 26, at Lakeside Hospital, DeFuniak, Florida. A cook, he last sailed on the Walter Rice. Brother Gatewood joined the Union in Mobile and sailed 21 years. Born in Alabama, he resided in Baker, Florida. During World War II, he served in the Marine Corps. Surviving is his widow, Vonda. The burial was held in the Old Bradley Cemetery, Andalusia, Alabama.



Mario Serrano, 53: Brother Serrano died in Jewish Hospital of Brooklyn on May 10. He was born in Ponce, Puerto Rico and made his home in Brooklyn. Brother Serrano sailed in the steward department and was a Seafarer for 28 years. He joined the Union in Puerto Rico. His last ship was the Puerto Rico. Surviving is his wife, Maria Luisa. The body was buried in Rosedale Cemetery, Linden, New Jersey.



Wilson Jones, Jr., 24: Brother Jones died at Coney Island Hospital, Brooklyn, on March 25. He was born in Clarendon, Texas, and lived in Amarillo, Texas. A member of the engine department, his last ship was the Ezra Sensibar. Brother Jones joined the Union in New Orleans. He served in the Army from 1960 to 1963. Surviving are his parents, Mr. and Mrs. Wilson Jones, Sr., of Amarillo. The burial was held in Citizens Cemetery, Clarendon.



Henry Adams, 47: Brother Adams died on May 17, in Buras, Louisiana. He was a member of the deck department and joined the Union in the Port of New York. Born in Laurel, Mississippi, he had resided in New Orleans. Brother Adams last sailed on the Elizabethport. He is a veteran of the Air Force. Surviving is his brother, George Adams of Adams Run, South Carolina. The burial was held in Laurel.



the Air Force. Surviving is his brother, George Adams of Adams Run, South Carolina. The burial was held in Laurel.

Michael Miller, 64: Brother Miller died of pneumonia on April 5, in the USPHS Hospital, New Orleans. He was a native of Massachusetts and made his home in New Orleans. He joined the Union in that city and sailed for twenty years. A steward, his last vessel was the Steel Executive. Brother Miller served in the Navy during World War II. He is survived by his sister, Mrs. Mary Hjortsberg, of Valley Stream, Long Island, N.Y. The burial was held in Bernard Memorial Gardens, Chalmette, La.



Louis Harris, 74: A heart attack claimed the life of Brother Harris, April 13, in New Orleans. At the time of his death, he was on an SIU pension. He was a native of Houston, Texas, and resided in New Orleans. Brother Harris joined the Union in that city in 1940. He sailed in the steward department and held a steward's rating. His last vessel was the Steel Voyager. Brother Harris is survived by a son, Winston Harris, of New Orleans. The burial was held in the Garden of Memories Cemetery, Jefferson Parish, La.



Keep Informed On Welfare Rules

Seafarers are reminded that if they become ill or sustain an injury while on a ship, they should observe the following procedure:

Report promptly to your department head and keep a copy of the report for your own file; request a medical certificate when leaving the vessel unless hospitalized in a foreign port; notify the SIU welfare department immediately.

Unless these three steps are taken, there will be a delay in liability payment on the part of the company until they have checked with the vessel. This could cause a delay of at least a few weeks. If overseas and unable to write to the welfare department, the ship's delegate is urged to do so for you, stipulating clearly your name, book number, reason for leaving the ship and the hospital to which the Seafarer has been sent.

All ship's delegates are required to notify headquarters office if anyone leaves or misses the vessel for any reason. Seafarers have been stuck overseas for months because these procedures have not been followed.

Hoisting A Cool One



While waiting for shipping call at New York hall, these men enjoy a cold one on a hot day. Left to right are Tom McAloon, Pete Moran and his brother, Pat Moran. Photo was taken at Port O'Call bar.

Praises Passage of 'Truth-in-Lending'

To the Editor:

At last Congress has passed the "truth-in-lending" legislation which has been continually fought for by trade unions for the past eight years.

This new legislation will hopefully do away—once and for all—with the sly practices of many loan firms who make it a habit to either withhold or distort information concerning how much interest a borrower will have to pay on a loan. Many's the time when a person, having been led to believe that his interest would reach only "X" dollars, suddenly found it really was "Z" all along—after the deal has been concluded and nothing could be done about it. Until now, this trickery was legal. Because a legal contract for a loan had been signed, it was assumed that the unwary borrower was out of luck if he didn't know what he was getting himself into.

Senator Proxmire, Representative Sullivan and former Senator Douglas, as well as the trade unions who steadfastly held out for this legislation are to be commended for helping to achieve for the common man what he deserves—a fair shake.

Sincerely,
Sam Moorehead

LETTERS To The Editor

Boyd Maritime Policy Criticized

To the Editor:

Transportation Secretary Alan Boyd must be the only Government official anywhere, who tries to hurt, rather than help, an industry he seeks jurisdiction over.

Boyd has proposed immediate elimination of subsidized American-flag passenger lines and placement of the Maritime Administration under the Department of Transportation. He calls for all-out building in foreign shipyards of American Ships. He wants the decisions and the amount of subsidy for new ships under the control of the secretaries of Defense and Transportation.

Secretary Boyd's attitude seems amazing. Our ocean passenger and cargo business is already near ruin and he just doesn't seem to grasp the importance of the worsening situation he has helped to create.

The United States is one of the few major countries that does not support its fleet. The position of the United States among shipping powers is declining yearly. In fact, the United States is nearing a point where it will barely qualify as a maritime power. What exactly is the reason for Boyd's attitude towards our industry? He has admitted that the Administration has reneged on previous agreements with House and Senate leaders.

Our best hope appears to be the replacement of this man who appears bent on destruction of an industry that has always made great contributions to the commerce of America in peacetime and her defense in wartime.

Sincerely,
Thomas Mulligan

Danes Laud SIU For Help In Strike

To The Editor:

This is to inform you that the Danish Ships' Officers and Radio Officers' strike has ended. We would like to express our deep appreciation for the way your union received and helped our Danish friends during the time they spent in New York.

Yesterday we had the opportunity of speaking to Brother Nilsson of the Danish Seamen's Union, who was profuse in his praise for the assistance he had received in America. It is examples of such co-operation as this that show the real value of international trade unionism.

Sincerely,
C. H. Blyth
Assistant General Secretary
International Transport Workers Federation

Winner Thanks SIU For Scholarship

To The Editor:

I received the news of my having been awarded the Seafarers Scholarship Award with mixed and happy emotions.

I sincerely thank the administrators of the Seafarers plan and the membership as a whole, of the Seafarers International Union, who made it possible for me to participate for this award.

In the challenging years ahead, I shall work very hard and do my best to live up to the standards that you all have set before me.

I am proud that my father is a member of your fine organization and, again, I thank you for the courtesies and considerations extended to me.

Sincerely,
Gary Holm

Rifle Association Called Unrealistic

To the Editor:

The National Rifle Association, the largest group in the "gun lobby" opposing federal regulation of gun sales, claims that such federal controls are unconstitutional and that we Americans are acting out of emotion and like children by asking the government to take away one of our basic rights.

If the NRA so strongly believes this, then on principle alone it ought to lead the fight for another method to remove the dangers of political assassination and murder. But to simply shout "No" to all suggestions is to leave the door open to more of the same violence.

Also if the NRA wants to be realistic in its objections to federal controls, how can it object to the proposed restrictions that would be placed on the mentally ill and known criminals, etc., in obtaining guns.

Laws exist prohibiting the mentally ill from voting.

Events have shown clearly that such people could have an even worse effect on the democratic process when they are allowed to have guns with which they can kill candidates, and are only denied the ballot.

Sincerely,
Martin Brown

Seafarer Bill Liptford's Sunday Punch Might Carry Him to Ringside Glory

Seafarer William Liptford, who has already had some success as an amateur boxer, plans to turn professional shortly, secure in the knowledge that if his ring career should prove fruitless, he has a secure job waiting for him aboard SIU ships. "I'll ship out between fights," he said, "and continue to sail after I stop fighting."

A Seafarer since February, 1967, Liptford started as a messman and is now a third cook.

Brother Liptford told the LOG of his plans while working out at the Seafarers' Gym near the New York hall in Brooklyn. His coach is George Ripol, Director of Seafarers Athletic Clubs. Liptford, who is 22 years old, recently won three fights in the New York Golden Gloves competition, held at the Sunnyside Gardens in Queens. Two of his victories were TKO's. He competed in the welterweight sub-novice division and was eliminated in his fourth fight, when he lost a split-decision. There are three, two-minute rounds in amateur bouts.

Brother Liptford thought the decision should have been the other way around as did Ripol. "Liptford's punches turned him around a few times," Ripol said of the Seafarer's opponent. "Now he'll have to wait until the next Golden Gloves competition to get another chance at the coveted title."

"I'll compete in the open division the next time," Liptford said. After the competition, he will embark on his pro career and has already talked to a possible manager. Bob Jones, a former singer turned fight manager, has expressed an interest in him.

Won Medal

As a souvenir of his victories, Liptford received a medal with three palm leaves on it—each one representing one of his wins. "We also got little miniature golden gloves for competing," he said. The matches were sponsored by the New York Daily News.

"I was 12 years old when I became interested in Boxing," Liptford recalled. "An acquaintance who fought in Army competition, gave lessons to neighborhood youngsters. He taught us how to punch, showed us the proper moves, how to build up speed and set up light and heavy bags for us to work on."



Seafarer William Liptford works out on the heavy bag in Seafarers gym at the New York hall. Looking on is his coach, George Ripol, director of Seafarers athletic clubs. Brother Liptford, who has sailed 16 months, plans a pro career after next Golden Gloves.

A native of Roderfield, West Virginia, he lives in Twin Branch, West Virginia, and although the sport has lost some of its popularity, West Virginia is a pretty good boxing state, with numerous fight clubs. One of these, the Modern Press Boxing Club, Liptford joined. "We sometimes had crowds of 6,000 in the field house where we boxed," he said. He entered the Golden Gloves in Huntington, and gained the semi-finals in his home state.

Brother Liptford once fought an opponent from the state prison in West Virginia. "Our boxing club and others would fight men from the prisons and we would compete for titles. I fought one inmate for the title of "Middleweight champion of Parkers-

burg." If the inmate won, he'd carry the title back behind the walls. I lost the first time, then beat him in a return match." Liptford had an overall record of ten wins and five losses in his amateur bouts.

Fan Of Clay

As a boy, he read a lot about boxing and also was a frequent viewer of televised fights. Cassius Clay and Floyd Patterson, former heavyweight champs, are his favorites. "I like their speed and footwork," he declared. Although he considers Joe Frazier, current WBA champion as a good fighter with a hard punch, Liptford is convinced Clay would beat him. "No doubt about it!" he said emphatically.

His interest in the merchant marine grew when he saw an SIU pamphlet describing the advantages of a sailing career and the training programs offered by the Union. Soon after filling out his application, he was accepted for training and came to New York where he attended the SIU's Harry Lundeberg School of Seamanship. His first ship was the Beaver Victory, aboard which he had a messman's job. Other ships on which he has sailed include the Henry, Columbia Banker and Montpelier Victory.

"I like it, Liptford says of sailing. "It is a good occupation and a good education. You can see a lot of the world and learn about other people's customs.

Brother Liptford always finds time to stay in shape during his spare hours on shipboard. "I'll go to the laundry room and pack some sheets into a bag and use it for a punching bag," the 5-foot, 11-inch boxer says. "I also do exercises—pushups and isometrics—and shadow box a lot. I find it's quite easy to stay in shape on a ship."

PERSONALS

Robert Reddington

Please get in touch with your mother, Mary Reddington, 6826 Summerfield Road, Toledo, Ohio, as soon as you possibly can.

Charles Koch

Your mother, Mrs. Carl Koch, would like to hear from you in regard to an important matter. Contact her at 1202 Ridge Drive, South Charleston, W. Va. 25309, at your earliest opportunity.

Friends of Joseph Jacobs

Former Seafarer Joseph Jacobs is now in the Army and stationed in Danang, Vietnam. He would like to hear from his shipmates who call at this port.

Wayman Lizotte

Your daughter, Patricia Ann Lizotte, would like to hear from

you as soon as possible in regard to an important matter. Her address is P. O. Box 3177, Agana, Guam 96910.

Charles Powell

Please contact your brother, Frank Powell at 12845 Market Street, Apt. No. 50, Houston, Texas 77015.

Willie James McCoy

Please contact Mrs. Ida Mae McCoy at 2850 Dannel Street, New Orleans, La. 70115.

Fred Holmes

Personal belongings left on board the Steel Executive have been itemized and stowed for you. Please contact ship's delegate Stephen Sloneski as soon as possible.

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.

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.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners.

Earl Shepard, Chairman, Seafarers Appeals Board

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.

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.

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.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities.

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.

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.

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.

HASTINGS (Waterman), April 14—Chairman, Melvin Bass; Secretary, John Wells. Brother M. Bass was elected to serve as ship's delegate.

MALDEN VICTORY (Alcoa), May 12—Chairman, Donald Nelson; Secretary, James Manila. No beefs were reported by department delegates.

RAMBAM (American Bulk), April 25—Chairman, Frank B. Paylor, Jr.; Secretary, Frank Foley. Ship's delegate thanked the crew for their cooperation throughout the voyage.

HOUSTON (Sea-Land), April 21—Chairman, C. Hemby; Secretary, G. Walter. Everything is running smoothly with no beefs and no disputed OT.

DEL MONTE (Delta), May 12—Chairman, L. Blanchard; Secretary, Peter Gonzalez. Ship's delegate thanked the crew for their fine cooperation.

SEATRAN OHIO (Hudson Waterways), May 16—Chairman, Calvin D. Morris; Secretary, Marvin Harbor, Jr. Ship's delegate reports one man missed ship in Danang.

PRODUCER (Marine Carriers), May 19—Chairman, William J. Smith; Secretary, J. R. Egan. No beefs or disputed overtime reported by Ship's delegate.

DIGEST of SIU SHIP MEETINGS

LOS ANGELES (Sealand), May 23—Chairman, B. Schults; Secretary, W. Langford. Ship's delegate reports \$25.96 in ship's fund.

PENN TRANSPORTER (Penn Shipping), May 19—Chairman, S. Cieslak; Secretary, Roman Viloria. Ship's delegate reports no beefs and no disputed overtime.

MARGARET BROWN (Bloomfield), May 26—Chairman, Otis Pines; Secretary, Ray Holt. Ship's delegate reports all disputed overtime will be taken up with Chief Mate and patrolman at pay off.

SEATRAN NEW YORK (Hudson Waterways) (no date)—Chairman: none; No beefs reported. A few hours disputed overtime reported.

KENYON VICTORY (Columbia), April 21—Chairman, C. Dandridge. G. Dandridge elected ship's delegate. Ship's delegate reports no beefs, no disputed overtime.

CHATHAM (Chatham), March 30—Chairman, William Padgett; Secretary, Robert Creech. No disputed overtime reported by ship's delegates.

SEATRAN TEXAS (Seatrains Lines), May 27—Chairman, G. Quinones; Secretary, G. Quinones. Ship's delegate reports three men missed ship in Vietnam but rejoined at Okinawa.

SEATRAN LOUISIANA (Hudson Waterways), May 5—Chairman, J. Kennedy; Secretary, W. Yarbrough. Everything running smoothly.

STEEL VENDOR (Isthmian), May 5, 1968—Chairman, John J. Morrison; Secretary, Fred Shaia. \$25.60 was reported in the ship's fund.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
New Orleans July 16—2:30 p.m.
Mobile July 17—2:30 p.m.
Wilmington July 22—2:00 p.m.
San Francisco July 24—2:00 p.m.

Seattle July 26—2:00 p.m.
New York July 8—2:30 p.m.
Philadelphia July 9—2:30 p.m.
Baltimore July 10—2:30 p.m.
Detroit July 12—2:30 p.m.
Houston July 15—2:30 p.m.

United Industrial Workers
New Orleans July 16—7:00 p.m.
Mobile July 17—7:00 p.m.
New York July 17—7:00 p.m.
Philadelphia July 9—7:00 p.m.
Baltimore July 10—7:00 p.m.
Houston July 15—7:00 p.m.

Great Lakes SIU Meetings
Detroit July 1—2:00 p.m.
Alpena July 1—7:00 p.m.
Buffalo July 1—7:00 p.m.
Chicago July 1—7:00 p.m.
Cleveland July 1—7:00 p.m.
Duluth July 1—7:00 p.m.
Frankfort July 1—7:00 p.m.

Great Lakes Tug and Dredge Region
Chicago July 16—7:30 p.m.
Sault St. Marie July 18—7:30 p.m.
Buffalo July 17—7:30 p.m.
Duluth July 19—7:30 p.m.
Cleveland July 19—7:30 p.m.
Toledo July 19—7:30 p.m.
Detroit July 15—7:30 p.m.
Milwaukee July 15—7:30 p.m.

SIU Inland Boatmen's Union
New Orleans July 16—5:00 p.m.
Mobile July 17—5:00 p.m.
Philadelphia July 9—5:00 p.m.
Baltimore (licensed and unlicensed) July 10—5:00 p.m.
Norfolk July 11—5:00 p.m.
Houston July 15—5:00 p.m.

Railway Marine Region
Philadelphia July 16—10 a.m. & 8 p.m.
Baltimore July 17—10 a.m. & 8 p.m.
Norfolk July 18—10 a.m. & 8 p.m.
Jersey City July 15—10 a.m. & 8 p.m.

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

DIRECTORY of UNION HALLS

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Inland Boatmen's Union
United Industrial Workers

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YOKOHAMA, Japan. Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

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."

Sitzel-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, (Boot 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

Jamestown Sterling Corp. (United Furniture Workers)

Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)

Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

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)

Giumarra Grapes (United Farm Workers)

Peavy Paper Mill Products (United Papermakers and Paperworkers Union)

Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)

From the Ships at Sea

Ship's delegate **William Ekins** told newcomers on the *Del Norte* (Delta) that the ship's fund gets a \$1 donation from each man and \$4 for the movie fund if they wish to see film. He also explained the benefits of the ship's fund, such as \$50 for crewmen hospitalized in a foreign port. Movie director **Leroy Rinker** reported that "we have received \$55 for the movie fund from the ship's officers in addition to the \$182.50 from the ship's treasurer, **Bill Kaiser**." A total of \$233 was spent for seven movies in Houston and in addition \$2 for phone calls to Houston from New Orleans and Corpus Christi. This leaves \$2.50 in the movie fund, Rinker stated. Delegates elected were **Joe Martello**, engine department; **Robert Hubbs**, deck department; and **Horace Curry**, steward department. **Nick Pizzuto** asked that a new laundry cleaning list be posted, it was reported. Some crewmen have asked about having frozen orange and lemon juice and crabs added to the



Ekins

stores, as in past year. The *Del Norte* will visit Rio, Buenos Aires, Rosario, Santo, La Guaira, Curacao, then New Orleans for the payoff.

Ships's delegate **Richard Buie** reports "a quiet and uneventful voyage to date" for Seafarers on the *Robin Hood* (Moore - McCormack). There has been "good cooperation between all three departments," Buie reported. **Malcolm Cross**, meeting chairman, writes that **A. Steinsvik**, oiler, was hospitalized in Zeebrugge, Belgium. Meeting Secretary **Aussie Shrimpton** reported that the ship's treasury contains the sum of \$55. The crew washing machine is to be



Hubert

kept clean at all times, with a duty roster posted, showing which department is responsible for its cleanliness on a weekly basis, Shrimpton wrote. The crewmen heard from chief electrician **Joe Hubert** on the necessity, while in Italy, of using the port hole screens in the crew messhall, to combat the flies.

Memorial Day services were held on the *John B. Waterman* (Waterman), in memory of all those seamen who have died or were lost at sea, according to ship's delegate **Horst "Ted" Treddin**. He reported that "the vessel was stopped at 1906 hours in Latitude 28-58 North and Longitude 89-01 West. Services were presided over by the Master, **John Wemmer**, and all crewmen who were not on watch, attended. At the end of the services, a wreath was solemnly thrown into the sea. Three long blasts were sounded on the whistle, bidding farewell to those who have departed."



Treddin



SIU Honors Soviet Crew

The SIU presented a "Brotherhood of Sea" award to the Russian ship *Orekhov* in Vancouver last month for crew's efforts in the recovery of eight bodies of Seafarers lost when the *Panoeceanic Faith* sank in the North Pacific October 9, 1967. In above picture, taken by Russian crewmember, body of Seafarer from *Faith* is lifted aboard *Orekhov* in stormy seas.



U.S., Canadian and Russian representatives attend luncheon after presentation. L. to R.: **Stuart Gifford**, Mayor of Westminster, B.C.; **John Brown**, Maritime Trade Council; **Steve Troy**, Seattle SIU Port Agent; **Richard Slott**, American Consul, and *Orekhov's* Captain **A. I. Fatianov**, who accepted award.



At presentation, Troy delivers award to Captain Fatianov. Others present are *Orekhov* crewman **Alex Kovalenco**, Slott, Norm David, Vice-Pres., SIU of Canada, Brown and Gifford. Kovalenco leaped into water to help recover the bodies.



Russian motor ship *Orekhov* at dockside in Vancouver.

SIU ARRIVALS

Salvador Saavedra, born February 21, 1968, to Seafarer and Mrs. **Carlos L. Saavedra**, New Orleans, La.

Raymond Bonafont, born May 6, 1968, to Seafarer and Mrs. **Ramon Bonafont**, Rio Piedras, Puerto Rico.

Gertrude Dixon, born December 27, 1967, to Seafarer and Mrs. **George Dixon**, Philadelphia, Pennsylvania.

Edna Gale Dough, born December 20, 1967, to Seafarer and Mrs. **Robert Ray Dough**, Wanchese, N. C.

David Douglas, born December 28, 1967, to Seafarer and Mrs. **David Douglas**, San Francisco, California.

Walter Dorris, born April 4, 1968, to Seafarer and Mrs. **Douglas E. Dorris**, Hatteras, North Carolina.

Dawn Baxter, born April 21, 1968, to Seafarer and Mrs. **Bradley A. Baxter**, New Orleans, La.

Hazel Ramirez, born April 15, 1968, to Seafarer and Mrs. **Edgaro Ramirez**, of New Orleans, Louisiana.

Juan Ramon Martinez, born April 24, 1968, to Seafarer and Mrs. **Santos Martinez**, Metairie, Louisiana.

SEAFARERS LOG

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ANTHONY ANBALDI

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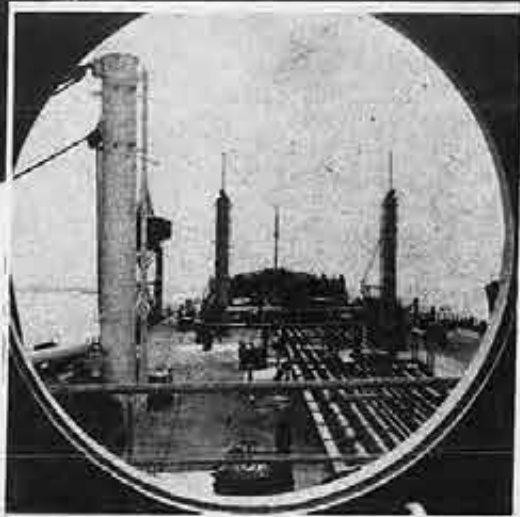
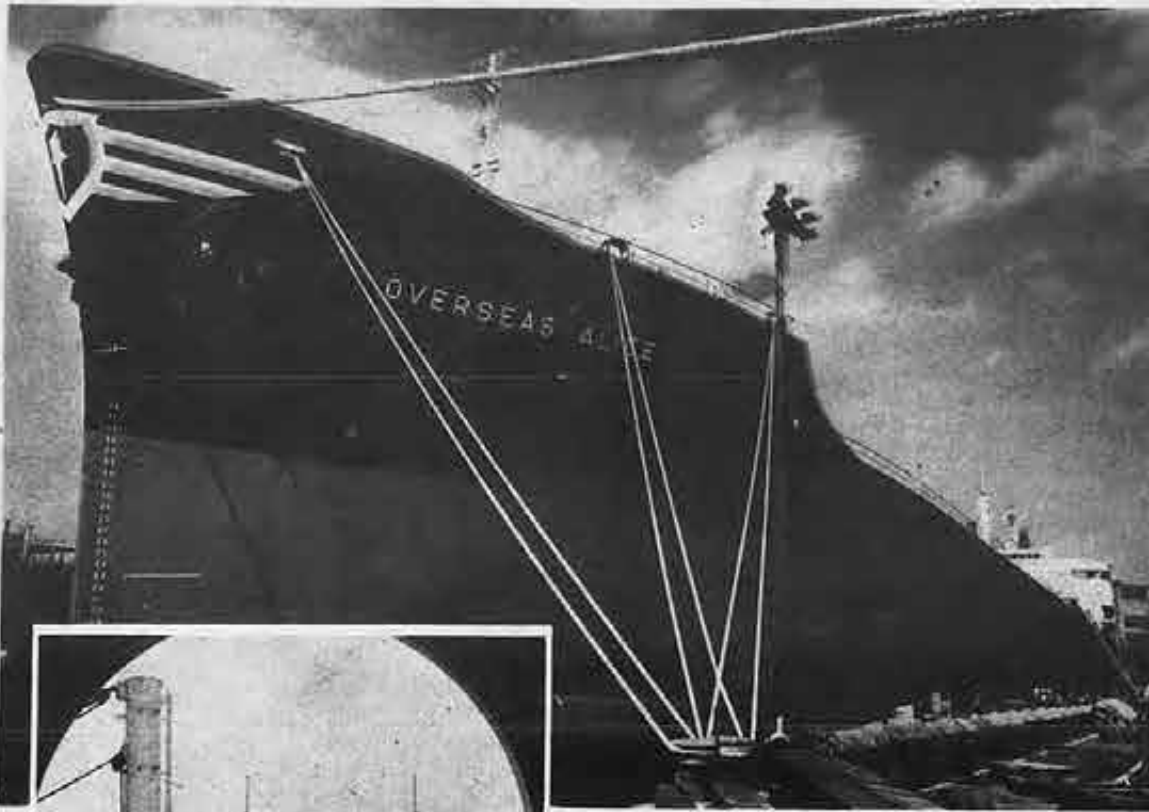
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Lifeboat Class 199 Weighs Anchor



After attending the SIU's lifeboat school, these men have passed Coast Guard examinations and obtained their lifeboat ticket. In the front row, left to right: **Clarence Harvin**, **Paul Ames**, and **Arche Nunnally**. In the back row, senior instructor **Paul McGaharn**, **Ed Fogger**, **Walter Hildabrant**, **Robert Ramsden** and **Carlos Garcia**.

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View from porthole shows the efficient layout of the sleek tanker. This vessel is one of three new sister ships.

Overseas Alice Casts Off

THE first U.S.-flag tanker to be built for an independent operator since 1961, the SIU-contracted Overseas Alice, has embarked on her maiden voyage after crewing up in Baltimore last week. She will sail in the coast-line trade, carrying crude oil between Alaska and Washington state. The new tanker, one of the most modern ships to sail down the slipways, is typical of the outstanding ships that could be built in U.S. shipyards if there were an equitable national shipbuilding program.

At launching ceremonies held in March, Stephen Shalom, a director of the tanker's owners, Maritime Overseas, said the company had been forced into building the Overseas Alice in the absence of a national policy, because the company could not afford to delay any longer the replacement of its aging tankers. However, the lack of an "equitable" national maritime program is holding up plans for further ship construction in U.S. shipyards, company officials said.

The Overseas Alice, and two sister ships now being built, cost \$11-million each.

Constructed at the Bethlehem-Sparrows Point Shipyard, the Overseas Alice, is 660 feet long, has a turbine engine that puts out 15,000 horsepower, and has a 37,250-ton carrying capacity making it among the most economically and physically practical of today's tankers.

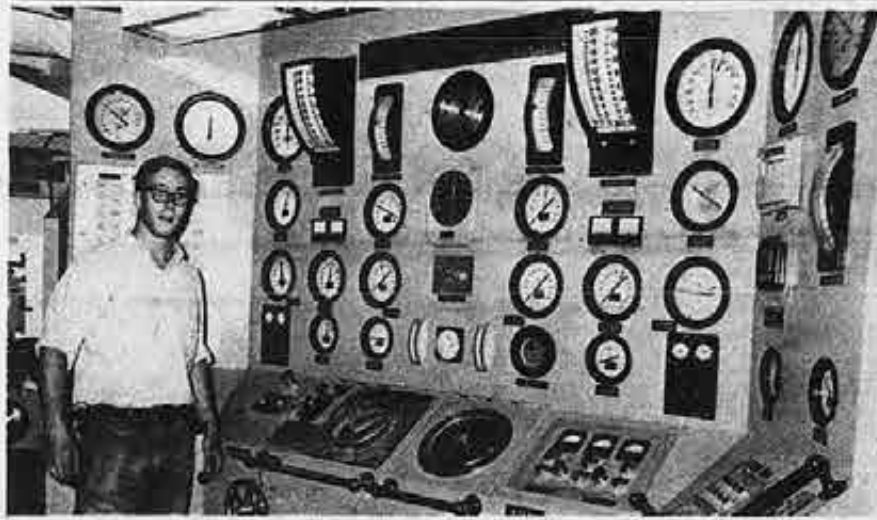
The entire ship is air-conditioned with individual controls in each room. A special two-way electronic crew-calling system consists of a buzzer and flashing light unit in each watchstanding room and allows the man going off watch to alert the next man in line that he is due.

The vessel has a new type of interior channeling. The bulkheads require no painting or maintenance.

The mess and recreation halls are mahogany-paneled and pastel-colored, and the walls are covered with paintings.

The galley is fully centralized with four iceboxes to handle the daily load, and five or six walk-in boxes beneath the galley for storage.

Sleeping rooms are spacious and each room has outlets for radio and television antennas.



Wiper Dick Whelan (at left) examines centralized control board in engine in engine room.



AB Jose DeCosta (right) unpacks in modern foc'sle that has all the comforts of home.



Chief Cook Ezteban Cruz (left) has space to whip up seven meals at once in giant galley.



At right Seafarers J. Jones, E. Bemintende, A. Antoniou and R. Lawrence visit mess deck.



Washing dishes can be a snap with this setup say this pair of Seafarers, Timothy and John Henderson, who signed on as pantrymen for new vessel's first voyage.



A. H. Southers and George Hand, oilers, think this recreation room, with comfortable chairs and wide-screen television, rates with luxury of a modern lounge.



Everything's new on the Alice so shipmates OS Joe Crandell and Chief Bosun Perry Konis familiarize themselves with ship's equipment, including gangway winch.