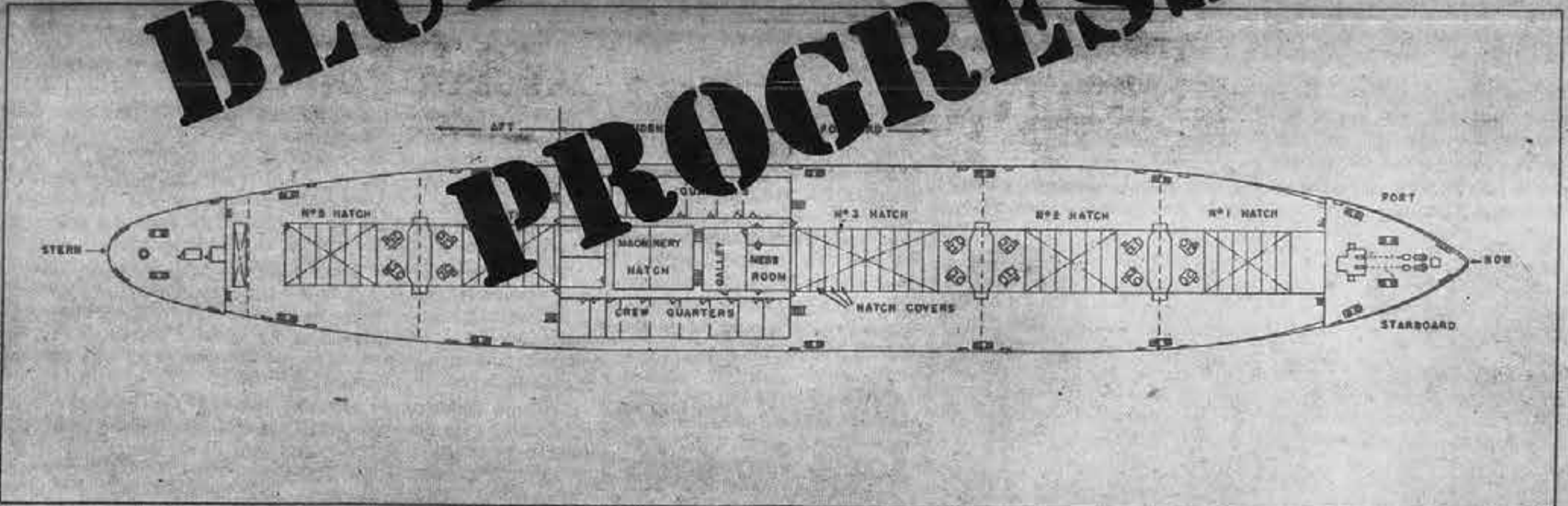
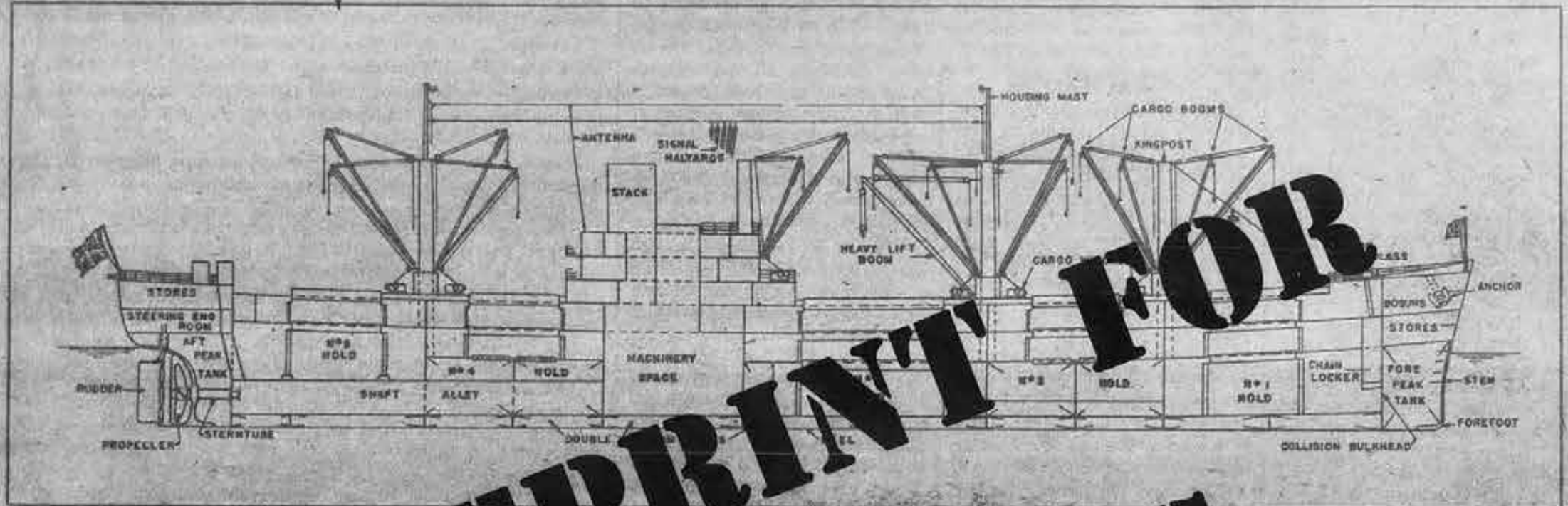




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

An Independent MARAD

Story Page 3



BLUEPRINT FOR PROGRESS

**Nominations for SIU Office
To Close on August 15**
Story Page 3

**Congress Authorizes \$211 Million
For New Ships and Research**
Story Page 3

**Four More Seafarers Upgraded
By SIU Deck Officers School**
Story Page 5

**Soviet Fleet Gaining Steadily
In Competition for World Trade**
Story Page 5

Authorization Bill Passes Congress; \$211 Million for Ships and Research

WASHINGTON—A maritime authorization bill which calls for \$200 million for new ships and \$10.9 million for research and development was pushed through Congress last week by members of the Senate and House Merchant Marine Committees who have been fighting to secure enough budget funds in fiscal 1969 to upgrade the merchant fleet.

The bill which now goes to the White House for the President's signature, provides that these amounts will be included in the Appropriations Bills of the Senate and House when they come up for a final vote.

Formerly, all budgetary funds for the Maritime Administration were recommended by the Appropriations Committees of both houses. Generally, the proposals of the two Merchant Marine Committees were ignored, especially their requests for funds that would help revitalize the merchant fleet. Such a condition prompted the Merchant Marine Committees to seek passage of a bill that would empower the committees to authorize how much money should be allotted to MARAD. This maritime authorization bill was passed and signed into law last year.

A number of obstacles had to be overcome in the final moments before the authorizing legislation was passed—first by the Senate, and then by the House.

The first stumbling block was

removed after the Senate-House conferees worked out a compromise on how much should be made available in fiscal 1969 for new ships and research. This action came after the Senate failed to go along with the original recommendations contained in the House authorization bill. The joint conference committee settled on the \$200 million for construction and \$10.9 million for research.

A 'Sad Picture'

Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, which includes the Merchant Marine Subcommittee, steered the authorization bill through the Senate after he declared the new ships were needed because of the "sad picture" of the American merchant marine today.

He also pointed out that the "House was adamant" in its stand to obtain sufficient funds to build new ships for the rapidly declining merchant fleet. The House had wanted \$237 million for construction of additional vessels and \$11 million for research. These

amounts had at first been reduced to \$119.8 million and \$6.7 million by the Senate, which made necessary the joint Senate-House conference to settle on the final figures for the authorization bill.

Representative Edward E. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, led the battle to have the bill pushed through the House and also had served as chairman of the House conferees at the Senate-House conference.

Both Garmatz and Magnuson are hopeful that the full \$200 million can be spent to build as many as 25 vessels in fiscal 1969 despite the economy drive on the part of the government.

They have been waging a continuous fight since the beginning of the Ninetieth Congress to have funds allotted for the replacement of the overage vessels in the deteriorating U.S.-flag merchant fleet. After the Budget Bureau and the Administration cut back the proposed budget of MARAD to \$119.8 million for additional ships, both Merchant Marine Committees pushed the figure ahead to \$237 million.

Then the authorization bill ran into trouble because of a concerted effort to cut the government's budget by \$6 billion in order to pass the Administration-sponsored bill for an income tax surcharge of 10 percent.

The authorization bill got through the House but was delayed in the Senate. As a result, when it came time to include the \$237 million in the House Appropriations Bill, the item had to be dropped—along with the research funds—on a technicality because the new law provides that both houses must first pass authorization bills before the maritime allotments can be annexed to the appropriations bills.

SIU Taxi Drivers Score Top Gains In St. Louis Pact

ST. LOUIS—Taxi drivers of the SIUNA-affiliated Transportation and Allied Workers of St. Louis, Local 1, have won substantial gains in a new three-year contract signed with the Yellow Cab Company.

Quincy Nickels, president of Local 1, said the contract offers a substantial increase in income for the drivers and bars any company lockout. The pact also provides that the entire fleet of the company-owned cabs are to be air-conditioned.

A meter rate increase on the flag pull from 45 cents to 55 cents is guaranteed as well as a substantial increase in the existing light mileage charges.

The agreement also insures that grievance procedures will be cut from 13 days to five days and that seniority shall prevail at all times on hours of work, on shift assignments and on days off.

SIU Deck Officers School Upgrades 4 More Seafarers

Four more Seafarers have upgraded to second or third mate after completing the course of study at the Deck Officer's School sponsored by the SIU and the American Marine Officers Union. Two of the men are new second mates while two received a third mate's license. A total of

The training program, operated under a reciprocal agreement be-



Lehtonen



Donnelly



DeQuartel



Nooney

37 Seafarers have their licenses after attending the school.

Leo Lehtonen is a new second mate. The 52-year-old Seafarer joined the SIU in 1960 in New York. He was born in Finland and makes his home in Lake Worth, Florida. Brother Lehtonen previously sailed as AB.

Adrian Donnelly is a new second mate who formerly sailed as AB. He joined the Union in 1948 in the Port of New York. The 42-year-old Seafarer was born in Midland Park, New Jersey and lives in Hawthorne, N. J.

Eimert DeQuartel is a new third mate. A resident of Westwood, N. J., the 45-year-old Seafarer was born in Rotterdam, Holland. He sailed as AB and joined the Union in 1958 in New York City.

Edward Nooney is a third mate. The 47-year-old Nooney is a former AB and bosun. Joining the Union in New York, he has sailed with the SIU for 16 years. Brother Nooney was born and lives in Jersey City, New Jersey.

tween the SIU and the American Marine Officers Union, is the first of its type in the industry.

Applicants can begin training at any time. The period of instruction is determined by each member's individual ability and knowledge, and the instructor's satisfaction of his readiness to take the examination.

The training program was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as that available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineer's examination.

SIU deck department men interested in the program should apply at any SIU hall.

Report of International President

by Paul Hall



A new impetus for the creation of an independent maritime administration was signalled by the recent unanimous approval by the Senate Commerce Committee of legislation which would make the maritime administration a separate federal agency.

The legislation, which still has to be approved by the full Senate, gained the overwhelming support of the House last year when it voted 324 to 44 for the creation of an independent maritime agency.

The SIU and the AFL-CIO Maritime Trades Department consider this bill a top priority measure in our fight to revive the flagging U.S. merchant fleet.

As a part of the Department of Commerce, the Maritime Administration has found itself mired in a welter of red tape and bureaucracy which has seriously interfered with the implementation of a suitable program to prevent the entombment of the U.S. merchant fleet.

The decline of the U.S. merchant marine can be traced to 1950 when it was formally annexed by the Department of Commerce.

During the period from 1936-1950 when the Maritime Administration functioned as an independent body, the U.S. fleet represented a vital and growing industry.

However, since 1950 when it became an appendage of the Department of Commerce, the U.S. merchant marine has experienced a precipitous decline.

It is curious to note that with the exception of the U.S., every major maritime nation has embarked on a massive shipbuilding program which will insure them of independent means to transport their cargoes.

The most significant, and perhaps the most ominous, is the crash shipbuilding program that has been undertaken by the Soviet Union.

The Soviet Union long ago outgrew its caricature as a nation of Ivans bent only on guzzling their daily rations of vodka.

Today, the Soviet Union is a vast, self-sufficient monolith bent on global supremacy.

It is no coincidence that they consider their merchant marine as a potent weapon in expanding their military and economic influence around the world.

Compared to other nations, Communist and free-world, the U. S. stands conspicuously alone as a nation bent on the absolute destruction of its merchant marine.

It is hard to understand this neglect of our merchant fleet at a time when the U.S. is spending vast sums of money to stay apace of the Soviet Union in an arms race which began with the Soviet introduction of the Iron Curtain.

Any rumor, true or false, that the Soviets are taking the lead in any facet of military endeavor sends waves of anguish throughout the entire defense community.

How is it that such an obvious breach of our defense capabilities as the decline of the U.S. fleet represents is met only by inaction and stony-faced silence on the part of those entrusted with our national welfare?

We believe that the decline has been nurtured by indifference and that this indifference is the direct result of the lack of a federal maritime agency to fill the void of inaction that now exists.

In a preface to the 1967 Annual Report of the Maritime Administration, President Lyndon B. Johnson said the following in praise of the U.S. merchant fleet: "Throughout American history, the merchant marine has been indispensable to our security and prosperity. Today our merchant marine binds us in peaceful commerce with the increasingly interdependent nations of the world."

With an endorsement like that, the U.S. merchant fleet deserves much more than the efforts of Transportation Secretary Alan S. Boyd to have it scuttled.

New Oceanography Commissioner



SIUNA Vice President James Ackert, right, is sworn in as Massachusetts Commissioner of Oceanography by Governor John Volpe. Ackert's duties will include advising the Governor on matters pertaining to oceanography and various other ocean-related topics.

Showing Where They Stand



The Seafarers contingent among labor unionists lending support to striking Metropolitan Insurance Company workers in New York last week included (l-r): Headquarters dispatcher Ted Babkowski, SIU Rep. George McCartney, Jim Demetrius, Dominick Brancoccio, Pat Santoro, Paul DiFata. Holding up sign at rear is Hans Gottschlick.

Farm Workers Win Sizable Gains In Newly Signed Pact With Schenley

DELANO, Calif.—The AFL-CIO United Farm Workers Organizing Committee has signed a new contract with Schenley Industries, Inc., setting rates the union believes are the highest paid any agricultural workers in the continental United States.

UFWOC won wage increases of 15 cents an hour for grape laborers and irrigators — from \$1.75 an hour to \$1.90; 20 cents for tractor and truck drivers, to a new rate of \$2.05; 30 cents for crew leaders—from \$1.95 to \$2.25.

Also agreed to were pruning rates of \$2.10 an hour for hand pruners and \$2.25 for operators of recently introduced pneumatic pruning rigs, a step toward automating the fields.

Ranch Committee Chairman Paul Vargas announced, in addition to wage improvements, Schenley representatives agreed to set aside 10 cents per hour per worker into a health and welfare fund keyed to retirement, and for dental and medical care for workers and their families.

Director Cesar Chavez signed the agreement for UFWOC, with AFL-CIO Director of Organization William L. Kircher also signing as a witness.

It was a memorable occasion for both men, who performed the same function Apr. 6, 1966, when Schenley first agreed to recognize the infant union after a bitter eight-month strike and a boycott widely supported by U.S. unions.

This is the union's third contract with Schenley. The first one was for \$1.75 an hour minimum. The second was a renewal contract maintaining the same minimums. This year the workers decided it was time for a raise and management wanted some changes also. Nine days of peaceful talks brought agreement on a two-year contract.

The farm workers' paper, El Malcriado, said of the new pact: "This is the way labor and management should deal with each other, with mutual respect and consideration, on a rational and humble basis." The Giumarras and other growers who refuse to sign "are hurting themselves as well as their workers."

"When will they learn?" Under the new Schenley pact,

piece rates for pickers will average \$3.25 an hour, the union said. Vine tying will bring \$2 an hour or 2.5 cents per vine, whichever is higher.

Nominations for SIU Office To Close on August 15

NEW YORK—Nominations for union office in the 1968 SIU-AGLIWD elections which opened on July 15 will continue until midnight August 15. A total of 45 elective posts will appear on the ballot, with voting to be conducted from November 1 through December 31 of this year.

Qualifications

To properly qualify, nominees must have their credentials in headquarters by midnight August 15. The requirements for nomination are set forth in Article XII and Article XIII of the Union constitution. Among the requirements, Article XIII of the constitution provides that each candidate must submit with his credentials a signed statement testifying that he is not prohibited from holding union office under the Law. The text of this statement is contained in Section 1 of Article XIII.

In order to assist members interested in filing for a place on the ballot, Secretary-Treasurer Al Kerr has prepared printed copies of this statement and they are available in all SIU port offices. Members may also obtain the printed form by contacting the SIU Secretary-Treasurer, Al Kerr, by telephone, mail or telegram for a copy.

The Secretary-Treasurer points out that in the event the printed form is not available it is permissible for a member to write out the statement, as contained in Section 1 of Article XIII of the Constitution, in his own hand writing and that it will be accepted provided it is signed by

Senate Commerce Committee Votes To Establish an Independent MARAD

WASHINGTON—By a unanimous voice vote, the Senate Commerce Committee has approved a bill to remove the Maritime Administration from the Department of Commerce and establish it as an independent agency. The House had long since passed the bill by an overwhelming vote of 324 to 44 last year—some nine months ago.

The SIU and other representatives of maritime labor and management have long advocated such a move on the grounds that an independent MARAD would be free to revitalize the rapidly deteriorating American merchant marine, which has been allowed to become increasingly obsolescent because of bureaucratic red tape in the Commerce Department.

Senator Warren G. Magnuson (D-Wash.), chairman of the Commerce Committee, which includes the Merchant Marine Subcommittee, said an independent MARAD was vital if a modern merchant marine is to be achieved in the face of the continued lack of an adequate maritime policy by the Administration.

Establishment of an Independent Maritime Administration has been a high priority legislative goal of the nearly seven-million-member AFL-CIO Maritime Trades Department which successfully opposed inclusion of the agency in the new Transportation Department in 1966.

Independent status for MAR-

AD was also supported by the AFL-CIO convention in 1965 and this support has since been reaffirmed by the AFL-CIO Executive Council.

Proponents of the independent MARAD bill (H.R. 159) point to the fact that the U. S. merchant marine has been on a downhill course since the agency was absorbed into the Commerce Department in 1950, while under an independent maritime commission from 1936 until 1950, however, the U. S. flag fleet was built up.

The Commerce Committee's action on the bill, which now goes to the full Senate for a vote, was a rebuff to government officials who have been striving for two years to have MARAD shifted into the Department of Transportation, headed by Secretary Alan S. Boyd. The Administration also favors the shift and has been opposed to the bill creating an independent MARAD.

Cites Lack of Program

Following the Committee's vote, Magnuson said the "establishment of a high-level maritime agency independent of the Department of Transportation is necessitated by the failure of the Administration to assume a responsible role in development and implementation of maritime policy."

Under the provisions of the measure, an agency known as the Federal Maritime Administration would be created. This FMA would not be under any other department in the executive branch of the government or under the authority of the head of any such department.

At the head of the FMA would be a Federal Maritime Administrator, appointed by the President with the advice and consent of the Senate. With the exception of the first Administrator, whose term would expire June 30, 1969, all future heads of the FMA would serve four-year terms.

The bill also calls for a Maritime Board composed of three members and established within the FMA. Chairman of the Board would be the Administrator of FMA and the other two members would be appointed by the President—also with the advice and consent of the Senate.

Transfer of Authority

Certain powers now vested in the Secretary of Commerce would be transferred to the Administrator, and other powers would be transferred to the Board.

Further, the Administrator would appoint a Deputy Maritime Administrator who would serve in his absence or disability as Acting Administrator. The Deputy could not sit as a member or acting member of the Board under any circumstances, however.

Another requirement of the bill is that within one year of enactment of the proposal, the Board must submit to the President and the Congress a report on the "current condition" of the American merchant marine in relationship to the criteria set forth by the

1936 Act. The report is to include appropriate recommendations for such further legislation or programs as the Board deems necessary.

For a time it had appeared the bill might not be reported out of committee at this session but a hearing of the Senate Merchant Marine and Fisheries subcommittee last May prompted renewed efforts for its adoption.

Secretary Boyd appeared at the hearing—which was aimed at seeking action on pending legislation to revitalize the merchant marine—and proposed a maritime program of his own that ignored all measures offered by maritime labor and many members of Congress. Also, leading senators and members of the House charged Secretary Boyd's program was a complete reversal of the arrangement they had made with the Administration in September, 1967.

As a result, Senator E. L. Bartlett (D-Alaska), chairman of Merchant Marine and Fisheries subcommittee, said he was going to call up the bill, pending in the Senate for the creation of an independent MARAD for immediate consideration.

Boyd's program proposed the transfer of MARAD to his own department, called for all-out building in foreign shipyards, and elimination of existing tax-free capital reserve funds—among other proposals—but he offered no plan for upgrading the U. S. flag merchant fleet to its traditional status of supremacy on the oceans of the world.

Detrimental Plan

Secretary Boyd's policies would greatly hurt, rather than help, the maritime industry.

After Boyd released the details of his program, SIU President Paul Hall declared:

"Anybody who may have had delusions about a marriage between maritime and the Department of Transportation must now realize how futile their hopes have been. Secretary Boyd has made it plain that, if he ever gets his hands on the merchant marine, he'll administer the coup de grace as quickly as possible."

At the time that the House originally passed the bill last October 17, Hall, who is also president of the MTD, spoke of the need for an independent MARAD, free of the restraints of being under a Cabinet-level Secretary and capable of going directly to the President and Congress.

Correction

Due to a printing error in the July 19, 1968 issue of the Seafarers LOG, the starting date for voting in the 1968 SIU election was incorrectly announced as November 4. The correct date for commencement of voting is November 1, and balloting will continue through December 31.

Vice President Humphrey Rules Out Any Chance of 'Deal' With Wallace

WASHINGTON—Vice President Hubert H. Humphrey has made it unmistakably clear that he would have no part of a "deal" with former Alabama Governor George C. Wallace even if that means losing the presidential election. Humphrey, resuming his campaign for the Democratic nomination after a bout with the flu, declared at a New York press conference:

"I would rather not be President, I would rather not be nominated as the presidential candidate than depend on a racist vote to get the nomination or the election."

The Vice President issued his declaration amid mounting concern among both Democrats and Republicans that Wallace's third-party candidacy could draw enough electoral college votes to prevent either of the major party candidates from achieving a majority. This would throw the choice of President into the House of Representatives, where each state would cast a single vote controlled by the dominant party in its House delegation.

This is precisely the goal Wallace's strategy is aimed toward. The former Alabama governor, who stands little chance of winning an Electoral College majority himself, would then be in a position to seek what he calls "a covenant" to throw the support of his electors to either of the other candidates in exchange for concessions on legislation, federal appointments, etc.

In other developments:

• The Glass and Ceramic Workers joined the list of unions giving direct and formal endorsement to Humphrey's candidacy. President Ralph Reiser, announcing the action of the union's executive board, cited the Vice President's 23 years of service in elective office and said: "In that time, he has never lost touch with the working people, minority groups, the poor and dispossessed. He never stopped building a better country for all."

• Humphrey, in response to an invitation from Representative Hale Boggs (D-La.), chairman of

the Democratic convention Platform Committee, outlined seven "themes" he suggested the party platform must stress:

1. "Peace, national security and arms control.
2. "Civil peace and social justice—firm order in our cities with programs to insure a decent life for all our citizens. . . .
3. "A 'Marshall Plan' to enhance the quality of life in our great metropolitan areas. . . .
4. "Programs and policies to achieve the goals of full employ-

ment, higher incomes and rising living standards. . . .

5. "The strengthening of our free enterprise system to insure continued economic growth without inflation.

6. "An open presidency in an open society, designed to insure citizen participation at all levels of government. . . .

7. "The adaptation of the institutions which maintain and strengthen our society to the discoveries of science and technology."

Mobile Units to be Studied For U.S. Port Emergencies

WASHINGTON—The development of mobile emergency port facilities—enabling the American Merchant Marine to more effectively carry out its role as the nation's fourth arm of defense—will be considered in a seven-month study authorized by the Maritime Administration.

MARAD said it had awarded a \$82,230 contract to the Bechtel Corporation of Vernon, Calif., to make a three-part study of the requirements to restore essential functions of ports damaged in natural or military disasters. The project will detail how much port facility equipment—with related manpower and planning data—is needed in the event of emergency for various ports, as well as the unloading of essential civilian and military support cargo, including fuel and perishables.

According to the announcement by Acting Maritime Administrator James W. Gulick, "the availability of emergency port facilities will improve the degree to which the U.S. Merchant Marine will be capable of providing disaster relief, and of serving as a naval and military auxiliary in time of war or national emergency."

Three Phases

The study itself will be conducted in three phases, with Phase I considering emergencies which permit no advance planning and which assume urgent need for port facilities based on the presumption of the existence of critical suffering and deprivation. Port "packages" will be designed which take into consideration the combinations and number of particular items of mobile port facility equipment required.

Also included will be a comparison of alternative means of procuring the needed equipment, including the feasibility of utilizing double bottom structures of surplus Liberty ships as mobile piers or causeways, and will determine the safest and most economical means of transporting the "packages" wherever needed.

In Phase II, the study will consider emergencies in which specific advance planning and selection of equipment to suit specific port rehabilitation plans is possible. One function of port packages in such emergencies will be to supplement military logistic

operations, and responsibilities for operating and maintaining the equipment under various conditions will be defined. Criteria will be developed by which it can be determined whether to return the equipment used in this type emergency to a reserve depot, or to incorporate such equipment into long range rehabilitation plans for the port.

In Phase III, requirements for new equipment or major modification of existing equipment for the port "packages" will be identified, based on the conclusions of Phases I and II.

The Atlantic Coast

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



It was heartening to see Congress pass its first maritime authorization bill after the long struggle by House and Senate merchant marine committees to have it brought up for a vote before the current session ended. We hope the measure will be promptly signed so that the \$200 million for new ships it calls for in fiscal 1969 can be not only appropriated but actually spent toward upgrading the U.S.-flag fleet.

Norfolk

Robert Greene was steward on the *Transyork* until he left that vessel on the West Coast. Bob returned to Norfolk and is waiting for a good ship to Europe.

Lester Smith was AB on the *Seatrain Puerto Rico*, running to the Far East on a three-month voyage. After taking a vacation and catching up on some work around the house, he's ready to sail again.

P. G. Vaughn has been hospitalized twice since his last job, but is now FFD and ready to ship. His last job was second cook and baker on the *Merrimac*.

Baltimore

Jan Swiatek just paid-off the *Chilore*, running between the West Coast and India for 18 months. Brother Swiatek sails as FOWT and has 15 years in the Union.

Waiting for a good job is 30-year man Harry Bennett, recently on the *Baltimore* as utility. Harry will take any run.

Joseph Gibowicz was on the *Seatrain Ohio* for nine months. He's looking for a good ship, any run.

Boston

Amos Buzzelle will take the first good third cook's job to hit the board. Amos is anxious to hit the high seas again after a spell in

drydock. His last ship was the *Robin Goodfellow*.



Buzzelle



Gibowicz

Michael Gison will be ready to ship in about a week. "Big Mike" was last aboard the *Cabins*, where he held down an AB's job.

Joseph Di Santo was chief electrician on the *Battle Creek* and will be ready to ship after his honeymoon. Joe took the plunge and all his shipmates wish him the best of luck.

Puerto Rico

Armando Ortego is doing a fine job in the steward department of the *Floridian*. Jimmy Botana is also on hand to help turn out fine chow.

Basilio Bonafont shipped as OS on the *Afoundria* after a long stay on the beach. This ship is running from San Juan to the West Coast.

Luis Ramirez is back in town after several trips to Europe on the *Charleston*.

Alberto Santiago is holding down an AB's job on the *Rio Haina*. This ship is running between San Juan and Santo Domingo, making three trips a week.

Economic Potential of Oceanography Ignored by Govt., Congressman Says

WASHINGTON—Oceanography could boom into a \$15-billion-a-year industry by 1975 provided the government accelerates its investment in marine technology, Representative Philip E. Ruppe (R-Mich.) declared here recently.

The Congressman, who is a member of the House Merchant Marine and Fisheries Committee, charged that marine research and development is being treated as "some sort of national stepchild," despite its economic potential.

Ruppe noted that the United States has made a \$4 billion commitment to the aerospace program for the current fiscal year. By contrast, he said, the investment in oceanography "is less than the cost of building a single space vehicle."

"A national investment in marine technology surely must make as much sense as our national investment in aerospace," he said. "To date, American oil companies have paid over \$4 billion to the federal and state governments for offshore oil and gas drilling rights. If all, or a substantial portion, of that money were reinvested in the sea, we would be able to make major strides in developing this potential."

Speaking at a meeting sponsored by the AFL-CIO Maritime Trades Department, Ruppe advo-

cated creation of a Cabinet-level Department of Maritime and Marine Resources to end the present "hodge-podge" under which 22 government agencies are involved in one phase or another of maritime, fishing and oceanography.

Most Logical Action

The Michigan Congressman pointed out that this would be the logical follow-up to House action last year in voting to create an independent Maritime Administration, free of control by the Department of Commerce, where the agency is now lodged, or the Department of Transportation as proposed by the Administration.

If maritime were an integral part of a Department "devoted exclusively to maritime and marine resource interests," Ruppe said, it would be "in the logical position to make its most effective contribution to the development of a proper program of ocean exploration and ocean utilization."

The Congressman was critical of the fact that "we have no overall national ocean policy, no definitive national program, no en-

tity capable of implementing such a policy or program, and no national budget for ocean development."

While the United States has been "plodding along with limited funds and limited interest," he went on, the U.S.S.R. has mounted a program that is "so ambitious, so far-sighted, that in just 20 years her capabilities in the field of oceanography have become equal to ours."

Citing comparative statistics, Ruppe declared:

Russia has over 9,000 personnel engaged in oceanography to our 3,700; some 1,500 professional oceanographers to our 1,000; offers undergraduate degrees in oceanography at 12 different schools compared to our one and has 200 oceanographic ships to our 150.

"Obviously," he said, "we are losing this race for the ocean's potential, and we're losing it to the nation that has openly boasted of its plan to 'bury' the United States through economic competition."

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Climbing the Upgrading Ladder



Seafarer Thomas J. Reno (center) is congratulated by Toledo port agent Don Bensman on his approval for upgrading at Harry Lundeberg School of Seamanship in Brooklyn. Looking on is his father, Frances Reno, former Ohio State Representative. Young Reno originally received his entry rating training at the Lundeberg school and spent a year on the Oceanic Ondine in the engine department.

Soviet Fleet Making Inroads On Carriage of World Trade

UNITED NATIONS, N.Y.—New evidence that the Soviet Union is using its expanding merchant fleet more and more as an economic and political tool is reflected in the latest copy of the United Nations "Monthly Bulletin of Statistics," which indicates the growth of the Communist nation's foreign trade.

The statistics show that Russia's exports to developing countries—including many that have received their independence in recent years—rose 17 times between 1955 and 1967, while the imports from these countries increased six times.

At the same time it was noted that Soviet Union's exports to other socialist countries doubled and those exports to market-economy countries multiplied almost four times.

This increase in the amount of goods shipped depicts how fast the Soviet merchant fleet, which is state owned and designed for quick conversion to military use if necessary, is growing each year.

Russia's total imports in 1955 were \$3,061 billion. This rose to \$7,913 billion in 1966 and increased its percentage gain in 1967 by rising to \$8,537 billion. Equally impressive are her exports which climbed from \$3,427 billion in 1955 to \$8,840 billion in 1966 and \$9,648 billion in 1967.

In Washington last month notice was being taken by the House Appropriations Committee of the tremendous progress attained by the U.S.S.R.

The committee's report on appropriations for the Department of Defense in fiscal 1969 cited the Soviet Union's expansion of its world influence through a greatly increased naval and maritime presence on the world's seas. "The Soviet merchant marine," the report said, "now numbers over 1,400 ships and is growing rapidly."

Russia's emergence as one of the world's major shipbuilding nations was recently pointed up in two other developments.

India's commerce minister Danish Singh, said his nation may solve its balance of trade deficit with Russia by buying cargo ships from the Soviet Union which has been purchasing vast quantities of iron, steel and railway cars from

India. It is expected that India may replace all of its aging vessels with new ships from Russian yards Singh said.

The Soviets recently sold a new cargo vessel to West Germany's Africa Line, and another Soviet ship has also been placed in the West German merchant fleet. A third is on order and currently under construction. These sales reverse the previous situation wherein Russia had had to purchase vessels from West Germany to meet its own needs for years.

Only 10 years ago, Russia had just 150 merchant ships. Today it has a fleet of 1,400 vessels, while the number of United States-flag ships has declined drastically with no significant replacement at all.

Also the Russian merchant fleet now carries all of the Soviet Union's foreign trade while America's merchant fleet carries less than seven percent of U.S. foreign trade. In addition, Russia has enough ships to hire out for charter to other nations, enabling her to grab more and more of the world's foreign exchange. The U.S. on the other hand, must frequently charter foreign-flag vessels to meet this nation's commitments.

Louisiana Rejects Right-To-Work Bill

BATON ROUGE, La.—A new "right-to-work" proposal was soundly beaten in a committee of the Louisiana legislature.

Its sponsor asked for consideration by the House Labor and Industry Committee of a proposed constitutional amendment to outlaw the union shop.

The committee considered it—and then voted 13-3 to kill the bill.

Louisiana once had a "work" law—and repealed it 12 years ago.

Model Cities Employment Guidelines Adopted by Building Trades Unions

WASHINGTON—The presidents of 17 building trades unions have unanimously adopted guidelines for employment and training of residents of areas earmarked for rehabilitation under the model cities program.

C. J. Haggerty, president of the AFL-CIO Building and Construction Trades Department announced the guidelines after a meeting of the union presidents here. He cited the "proud tradition" of the building trades in responding effectively to national emergencies.

The announcement brought statements from Labor Secretary W. Willard Wirtz commending the building trades department for its "sound blueprint" and from Secretary Robert C. Weaver of the Department of Housing and Urban Development congratulating Haggerty and the union presidents for their "initiative."

The guidelines implement a decision made in Bal Harbour, Fla., last winter when the union president's pledged cooperation with efforts to open up job and training opportunities for residents of inner-city slums.

Since that time, Haggerty told a news conference, unions and contractors, cooperating with the Labor Department under the Outreach program and other government-funded efforts, have screened about 12,000 applicants from minority groups and trained some 2,000 workers who have been admitted to unions in 45 U.S. cities.

May Take Year

Work under the Model Cities program may be a year or more away, Haggerty said, but the union presidents recommended that all affiliated unions and councils be prepared to "take into account not only the urgent need for doing the job but also for getting it done in good time" when the first contracts are awarded to employers.

Haggerty noted that the policy statement is a guide to local unions and councils in seeking agreements with employers in their area on rehabilitation and new construction work, including demolition repair and alteration of residential structures in urban areas under the Model Cities program.

"We want an orderly procedure that will not destroy our very valuable apprentice training programs," he said. "We are willing to accept suggestions for future procedure from the unions involved, and from the government agencies" responsible for developing the Model Cities program.

Wirtz said in his statement that the guidelines on the involvement of slum residents in the rehabilitation of their neighborhoods "form the basis for significantly improving the employment prospects of these disadvantaged residents" not just to prevent discrimination "but to enable a large number of unemployed to become productive wage earners."

Weaver expressed the hope that the policy statement "will provide a framework for a satisfactory construction manpower program to be negotiated with all elements in each local community." While the agreement applies to residential structures and commercial construction is not specifically covered, the "maximum opportunities" clause in the law

pertains to the entire Model Cities program "and will be rigorously observed," Weaver said.

Under the guidelines, building trades councils are advised to take the initiative in establishing a joint labor-management Model Cities Administrative Committee for each area. They are urged to negotiate special local agreements as supplements to existing agreements, specifying wage rates and conditions of employment.

Residents of slum areas who are eligible for work within the scope of the special agreements will be grouped according to their experience on construction work, as follows:

- Those fully qualified to be laborers or mechanics.
- Those with appreciable construction work experience but not qualified to be mechanics or laborers.
- Those with little or no construction experience.

The statement says that area residents who are fully qualified would be assigned at the rates for laborers or craftsmen provided in the agreement. Those with appreciable experience would be "given preference in employment opportunities" over beginners, and employed at a wage step in accordance with a schedule to be negotiated.

"The negotiated schedule should provide for wage step increments . . . dependent on the experience and performance of the employee," the presidents' policy statement said. "This schedule may or may not be identical with the wage schedule for apprentices" but should "provide the possibility for advancement to the top group."

Those with little or no con-

struction work experience are to be paid an entrance wage as negotiated by the parties.

In recruiting residents of the area to be rehabilitated, the B&CTD presidents recommended that the agreement provide a procedure for the preliminary screening of applicants and training before on-site work.

"Such preliminary training," the statement said, "should include orientation to work operations and safety." The training programs are to be developed in cooperation with representatives of federal and local government agencies and community groups.

The guidelines recommend that the local agreements provide where needed additional basic education programs under government or industry financing. This, it was noted, may result in the workweek for some employees being divided between on-site work and specified classroom instruction.

The number of employees in the second and third group of trainees—those with less than full experience—"shall be determined locally" where circumstances vary from craft to craft and job to job, the statement said.

Other provisions include:

- "The determination of size of workforce, establishment of quality standards and judgment of workmanship required, and the maintenance of discipline shall be the responsibility" of the contractor.

- "Provision" should be made for uniform starting times and for shift work at shift rates.

- "The agreement should provide specifically that there will be no work stoppage over jurisdictional disputes.

Eight Free World Vessels Added To North Vietnam, Cuba Blacklists

WASHINGTON—Five more ships have been added to the North Vietnam blacklist and three additional vessels, including the first from Japan, have been placed on the Cuba blacklist, according to the Maritime Administration.

Blacklisted for calling at North Vietnam ports are the 6,718 ton-Emilia Plater, the 6,904 ton-Ludwik Solski and the 4,911 ton-Pawel Finder—all flying the Polish flag—as well as the British-flag Pundua of 7,295 tons and the Lebanese-flag Rio of 7,194 tons.

The additions to the Cuba list are the British-flag tanker Athelaird of 11,150 tons, the Somali-flag Thios Costa of 7,258 tons and the Japanese-flag Chokyu Maru of 8,627 tons.

MARAD, which keeps records of all ships from Free World countries and Poland to determine what foreign-flag vessels call at Cuban ports, said it was the first time a Japanese ship had been listed since the blacklist was begun on January 1, 1963.

At the same time MARAD re-

ported two vessels were removed from the North Vietnam list by virtue of having been broken up. This list now stands at 53 vessels of 359,720 gross tons as of June 25, 1968. The vessels broken up were the British-flag Santa Granda of 7,229 tons, and the Lebanese-flag Nagos of 7,092 tons.

The Cuba list, as of the latest MARAD Report, includes 193 ships of 1,382,201 gross tons following removal of two vessels after they were lost or scrapped. These were the Cypriot-flag Free Enterprise of 7,805 tons and the Lebanese-flag Tertric of 7,045 tons.

MARAD further stated that the Italian-flag Agostion Bertani had been removed from the North Vietnam list upon a promise from the Garibaldi Societa Cooperativa di Navigazione A.R.L. that it would keep the ship and six others it controls out of North Vietnam and Cuban ports.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana AFL-CIO was successful during the recent session of the state Legislature in passing several major changes in the Workmen's Compensation Law.

These changes increased the maximum weekly benefits from the present \$35 per week to \$45 per week, increased the death benefits from 400 weeks to 600 weeks, and for total and permanent disability the duration was increased from 400 to 600 weeks. These were the first changes made in the Workmen's Compensation law here in 12 years.

Governor McKeithen vetoed the bills, July 12, however, and the State AFL-CIO has held several meetings to discuss this action. The Executive Board has called for a special convention of the State AFL-CIO for August 11, in Baton Rouge to take whatever action necessary in regards to the vetoes.

Although New Orleans has problems, including a need for more wharves, the port has experienced a growth in the amount of tonnage moving in and out of the public facilities during the first half of this year. Statistics show an increase in general cargo imports. The SIU got its share as shipping has been very good and the number of SIU ships passing through this port has increased.

The U. S. Corps of Engineers conducted a hearing here in New Orleans to consider plans to widen and deepen the Mississippi River Gulf Outlet from the Industrial Canal to the Gulf, outside of Breton Island. The Dock Board has proposed that the channel be deepened to 50 feet and widened to 750 feet. Delta Lines ships use the channel regularly and there have been some problems with vessels running aground in the past. Other companies have been similarly affected.

New Orleans

L. Grabban recently sailed as bosun on the *Maury*, formerly known as the *Alice Brown*. Brother Grabban told us he was greatly pleased with the new company, Krest Shipping, and will try to get a bosun's job on another of their vessels.

Clyde "Whitey" Lanier is on the beach after serving as steward on the *Del Sud* for quite a spell. Clyde isn't certain about his future plans.

Robert Chaisson was on the *Falmouth* for two trips to India. After a rest, he'll ship, preferably as bosun, the same job he held down on the *Falmouth*. Bob's not particular what ship or run he makes.

After 14 months on the *Del Sud* as bosun, Paul Turner is on the beach for a much needed rest. Paul will probably stay on the beach until Labor Day.

Mobile

E. M. Mercer just shipped on the *Claiborne* as chief electrician, making a Far East run. Brother Mercer said he prefers the two-



Turner



Curtis

week run to San Juan and back.

H. C. Weeks was BR utility on the *Robin Locksley*. He made the maiden trip on the *Delta Argentina* but said he still prefers the old ships. Still, H. C. liked the air conditioning and fine quarters on this new Delta vessel.

V. O. Guest just left the hospital after an operation and is back on his favorite ship, the *Del Sud*, as AB.

Houston

Shipping still remains good here with the outlook just as promising for the next two weeks.

A. C. Wilson made a trip to Vietnam on the *Pecos* and is ready for more of the same next time out.

Charles Hill was on the *Steel Seafarer*. After spending some time at home, his wife said it's time to go again, so Charles is looking for a good job.

Roy Curtis registered for a good third cook's position. He hopes to land on the *Cottonwood Creek*, going to Brazil.



Burt Lanpher (right), secretary-treasurer of the SOA, greets Pharmacist Mate Chester Robbins (center), and Captain E. A. Olssen after Export Bay bypassed quarantine inspection in New York.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 12 to July 25, 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	7	2	5	4	0	13	6
New York	42	60	40	25	7	238	78
Philadelphia	7	7	5	3	3	24	20
Baltimore	20	21	11	11	6	74	22
Norfolk	14	15	13	17	9	30	27
Jacksonville	12	7	7	4	7	20	2
Tampa	3	6	1	2	0	9	10
Mobile	28	25	17	19	1	64	28
New Orleans	52	39	22	16	4	147	74
Houston	70	34	29	29	10	151	96
Wilmington	15	30	19	27	19	30	1
San Francisco	31	64	18	60	46	68	10
Seattle	15	9	7	9	8	41	7
Totals	316	319	194	226	120	909	381

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	2	0	3	1	5	4
New York	38	42	35	38	15	122	60
Philadelphia	5	6	3	5	3	16	16
Baltimore	20	12	11	17	4	54	17
Norfolk	6	11	11	11	10	12	14
Jacksonville	10	15	10	14	10	20	13
Tampa	2	4	1	2	0	6	11
Mobile	13	27	11	14	11	48	30
New Orleans	30	53	17	23	2	85	96
Houston	22	42	23	26	17	97	102
Wilmington	11	18	13	15	15	14	0
San Francisco	41	48	39	36	49	50	8
Seattle	8	12	10	11	12	28	41
Totals	207	292	184	215	149	557	412

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	4	3
New York	42	20	28	13	20	138	50
Philadelphia	7	4	0	2	7	17	11
Baltimore	15	7	11	3	1	48	36
Norfolk	10	9	12	14	15	12	13
Jacksonville	4	7	6	6	16	5	8
Tampa	1	1	3	0	0	5	8
Mobile	14	11	18	10	3	57	39
New Orleans	40	21	11	12	3	122	69
Houston	26	27	26	10	3	107	67
Wilmington	10	9	9	8	9	24	0
San Francisco	33	79	44	76	25	46	43
Seattle	18	15	12	7	3	40	11
Totals	221	211	181	161	105	625	358

SIU-SOA Pharmacist Mate Clears First Cargo Ship Through Quarantine

NEW YORK—For the first time since U. S. Foreign Quarantine laws were enacted 100 years ago, an American-flag cargo ship was able to bypass quarantine inspection in the Port of New York last month due to the presence aboard of Staff Officer Chester Robbins, a graduate of the Pharmacist Mate Training School sponsored by the SIUNA-affiliated Staff Officers Association.

Arrangements for the new clearance procedure that enabled the freighter *Export Bay* to go directly to dock at the Naval Station in Bayonne, N.J., rather than dropping anchor at the Quarantine Station at Rosebank, Staten Island, were worked out last May by the U.S. Public Health Service with the SOA when the school's second class of Purser Pharmacist Mates graduated. Now all cargo ships with qualified Purser-Pharmacist Mates abroad will be given automatic radio pratique—permission to dock and unload—when requested as Staff Officer Robbins did from the *Export Bay*.

As the *Export Bay's* clearance was completed, the U.S. Public Health Service also announced that a more simplified system of quarantine clearance procedures had been agreed on to facilitate the entry of other ocean-going vessels entering the United States, as well.

Officials of the National Communicable Disease Center in Atlanta, Ga., and steamship association executives have been

conferring on the new clearance program—and agreed to it in principle—but no date has been set for putting the plan into use.

Under this plan, incoming ships, when they are a day out at sea, will advise by radio whether there is any illness aboard. They also will explain the status of vaccination certificates, previous ports of call and other quarantine data. After assessing the information, Public Health Service officers will decide if the vessels should proceed to their berths.

Many Will Qualify

It is expected that about 90 percent of the 37,000 ships arriving each year in the United States will qualify under the new system and in many instances it will not be necessary for quarantine officers to examine passengers or crewmembers. However, such clearance will not be granted automatically as in the case of U.S.-flag vessels.

When the *Export Bay* docked it was boarded at the pier by quarantine officials who certified that the first free entry was carried out correctly. Burt Lanpher, secretary-treasurer of the SOA, also

was on board when Captain Everett A. Olssen wrapped up the "Q" (Quarantine) flag and handed it to Robbins.

Lanpher said Robbins, like all 27 members of the second graduating class of Pharmacist Mates, received nine months of highly specialized medical training—including foreign quarantine instruction—at the U.S.P.H.S. Hospital, Stapleton, Staten Island. He pointed out that the cost of the entire training of each Pharmacist Mate was in excess of \$9,000.

It is estimated that American-flag operators whose ships have the Pharmacist Mates aboard will save \$100,000 a year by avoiding stops for quarantine inspections. Port of New York Authority estimates show more than \$1 million is spent by all shipping because of such delays.

Within a year, more than 100 SOA Purser Pharmacist Mates will be clearing their ships directly to the docks. Lanpher said Pharmacist Mates from World War II and the 26 graduates of the Pharmacist Mate Training School's first class in June 1967 will be given quarantine training sometime this year.

Union Authorization Cards Upheld as Valid by NLRB

WASHINGTON—The National Labor Relations Board will continue to apply the rule that a worker who signs a clearly-worded authorization card in a union organizing campaign has signified his intention to designate the union as his bargaining agent, NLRB members said recently in a unanimous 5-0 decision.

The board, in a case involving Levi Strauss and Co., Tyler, Tex., and the Clothing Workers, reviewed the rule it has followed for more than five years in card-check cases and spelled out the reasoning behind its orders to employers who destroy a union's majority by illegal means.

Noting that the validity of its card-check rulings "has been questioned by some courts and in some other quarters," the board affirmed a trial examiner's findings that the union had, in 1966, secured authorization cards from a majority of workers at the pants manufacturer's Tyler plant; that management later destroyed the union's majority by threats and promises and caused it to lose a 1967 election; and that the company should be ordered to recognize the ACWA and bargain with it.

The employer challenged the union's contention that it represented a majority of employees before the election. It claimed some of the cards should not be counted because they were obtained "under the alleged misrepresentation that they would be used only for the purpose of obtaining an NLRB election."

Trial Examiner John P. von Rohr ruled after hearing testimony that the union had 87 valid authorization cards in a bargaining unit with 163 employees, and the board agreed.

Authorization Signified

"The cards on their face," it said, "spell out in clear and unambiguous language an authorization for the union to represent the signer for collective bargaining."

The examiner held that, in some instances, the possibility of an election was mentioned but none of the employees was told that the cards would be used only for the purpose of getting an election.

The cards signed by the 87 employees were labeled "applications for membership" in ACWA and stated: "I, undersigned, hereby apply authorize the officers thereof to represent and negotiate for me in all matters pertaining to wages, hours and other conditions of employment."

The board commented: "Without ascribing to such cards . . . all the solemnity and binding effect associated with deeds, or wills, or contracts, or bills and notes, there is . . . in the case of clearly expressed authorization cards . . . no valid basis . . . for denying face value to the signed cards" without proof of misrepresentation or coercion in getting signatures.

The board added that "declarations to employees that authorization cards are desired to gain an election do not, under ordinary circumstances, constitute misrepresentations either of fact or of purpose."

Board Member Sam Zagoria signed the decision but said in a footnote that remarks made to two card signers could be interpreted as meaning that the cards would be used only for an election. Accordingly, Zagoria "would not rely on their cards in affirming the examiner's finding of majority status," the report said.

LABOR ROUND-UP

The Machinists have won a \$1.15 hourly raise in wages and fringe benefits for 1,016 members at Menasco Manufacturing Company in Burbank, Calif., following a seven-day strike. The three-year contract is the first settlement since the union began negotiations with several aerospace companies late in April (Menasco manufactures aircraft and space vehicle components). Employees of Menasco walked off the job after rejecting the company offer of \$1.04 an hour. The new contract will boost wage and fringe benefits 50¢ an hour retroactive to May 20—when the previous contract expired—and provides for additional raises of 30¢ next year and 35¢ in 1970.

Negotiators for the Railroad Signalmen and the nation's railroads failed to reach agreement on the union's wage proposal during three days of conferences in Chicago. They announced that talks will be resumed August 14. The Signalmen served notices in March on individual roads calling for sizable wage increases, skill differential pay and a cost of living escalator clause. The dispute went to "national handling" after negotiations on an individual basis proved fruitless and many man-

agements served sweeping counter-proposals calling for cutbacks in benefits and a 20 percent pay cut.

Another 1,100 Steelworkers, at nine plants of seven major companies, have completed a unique program to upgrade the educational level of workers to qualify them for advancement to higher-level jobs. The pilot program, which graduated 650 union members last January, has now come to a close and a joint union-management evaluation of the program will begin.

The Commercial Telegraphers announced that as of August 1 the name of the union is changed to the United Telegraph Workers, and that of the union's publication to the Telegraph Workers Journal. The name-change was authorized by delegates to the 1967 CTU convention in San Francisco. It was later approved by the union executive board and the AFL-CIO Executive Council, Secretary-Treasurer John T. Dowling said. CTU's history goes back to December 6, 1902, when Samuel Gompers, first president of the former AFL, signed its charter of affiliation.

Swamped?



The growing impact of the Soviet merchant fleet on the world's sea lanes was dramatically illustrated by the Soviet export and import totals cited in the July issue of the "United Nation's Monthly Bulletin of Statistics."

Based on figures submitted by the Soviet Ministry of Foreign Trade, the totals reveal that Soviet exports to developing nations increased 17 times between 1955 and 1967 and imports from these same countries rose six times in the same period.

The significance of these figures to the U. S. and the free world can only be described as ominous.

The drastic upswing in Soviet export and import totals to newly-emergent nations reveals that the Kremlin is making ever-increasing use of their merchant marine as an economic and political tool.

At the present time, the Soviet merchant fleet transports all of that nation's export cargoes as well as half of its estimated 92 million tons of foreign import trade.

The Soviets charter free world shipping to meet the balance of their foreign trade needs, but with the accelerated pace of construction in Russian shipyards, the necessity for chartering out any cargoes is expected to be cut by 50 or 60 percent in the near future.

In addition, the Soviets utilize their merchant fleet for foreign charter, thus gaining foreign exchange to help pay for programs at home and in their satellite countries.

Many Congressmen have evinced concern over the continuing Soviet fleet buildup and the threat that it poses to the free world.

The most recent example of this concern was contained in a report by the House Ap-

propriations Committee on a Defense Department authorization bill.

The committee warned that "the Soviet merchant marine now numbers over 1,400 ships and is growing rapidly." They also noted the expanded Soviet influence resulting from that nation's naval and maritime presence on the high seas.

It is apparent that the Soviets are taking full advantage of the debilitated state of the U. S. fleet and are proceeding with all deliberate speed to build a merchant marine that will be an asset both on the military and economic fronts.

The continuing Arab estrangement from the Western world and the subsequent tightening of bonds between the Soviet Union and the Arab nations is a good example of how the Soviet Union can utilize her fleet to put economic pressure on other nations.

Like it or not, a great deal of the world's oil supplies come from Arab nations.

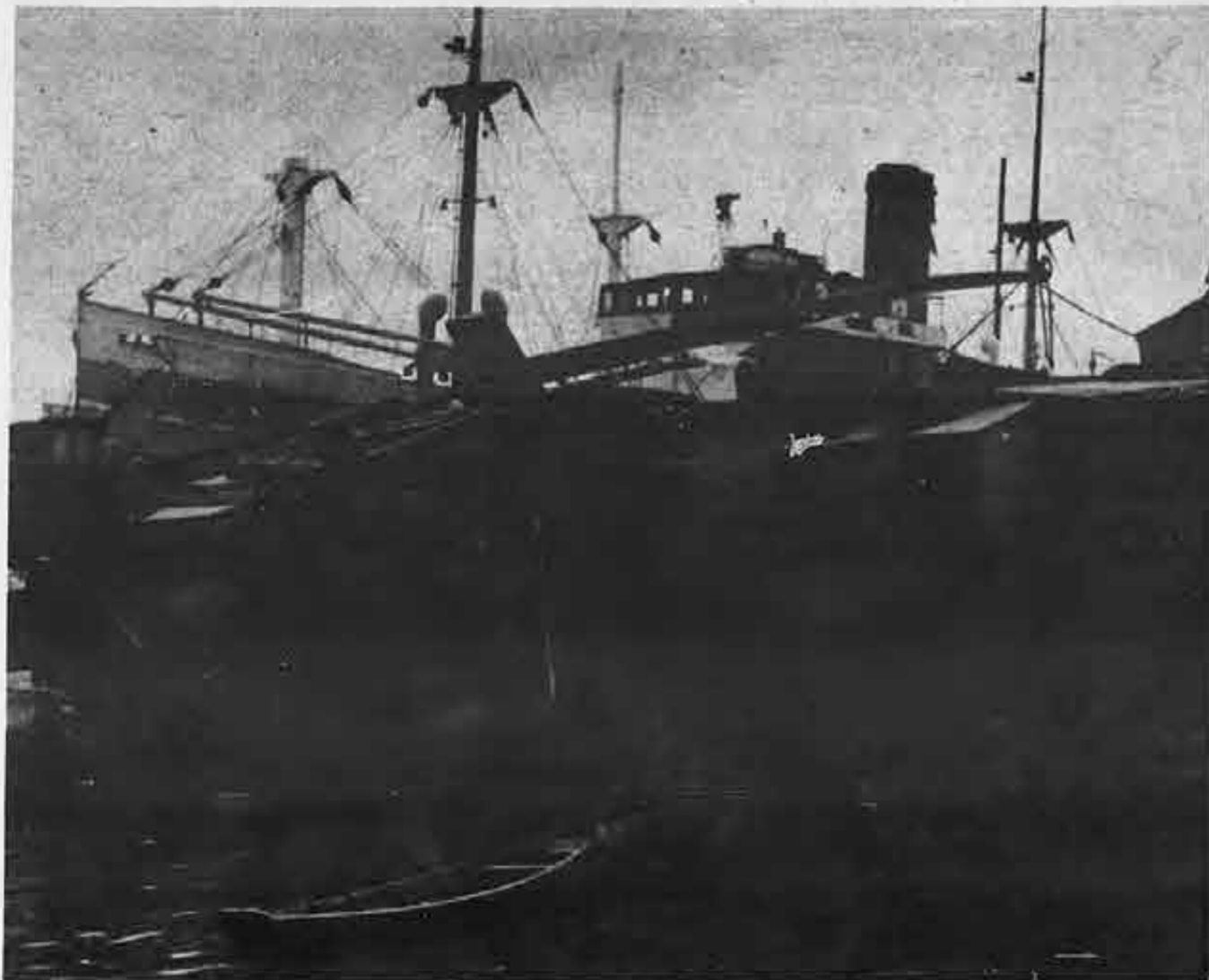
The Russians and the Soviet Union have already signed a bilateral shipping agreement, which means that a deal has already been struck on the carriage of cargoes out of the United Arab Republic.

It should be apparent to the U. S. government that a nation which controls the carriage of vital cargoes can tie an economic noose around the country of its choosing.

During his reign as Premier of the U.S.S.R., Nikita Khrushchev noted that there are many ways to win a war.

Through the buildup of their merchant marine, the Soviets have served notice that they are preparing for an all-out economic war.

The Question is—Can the U. S. afford to bring up the rear?



Sealift to SAIGON

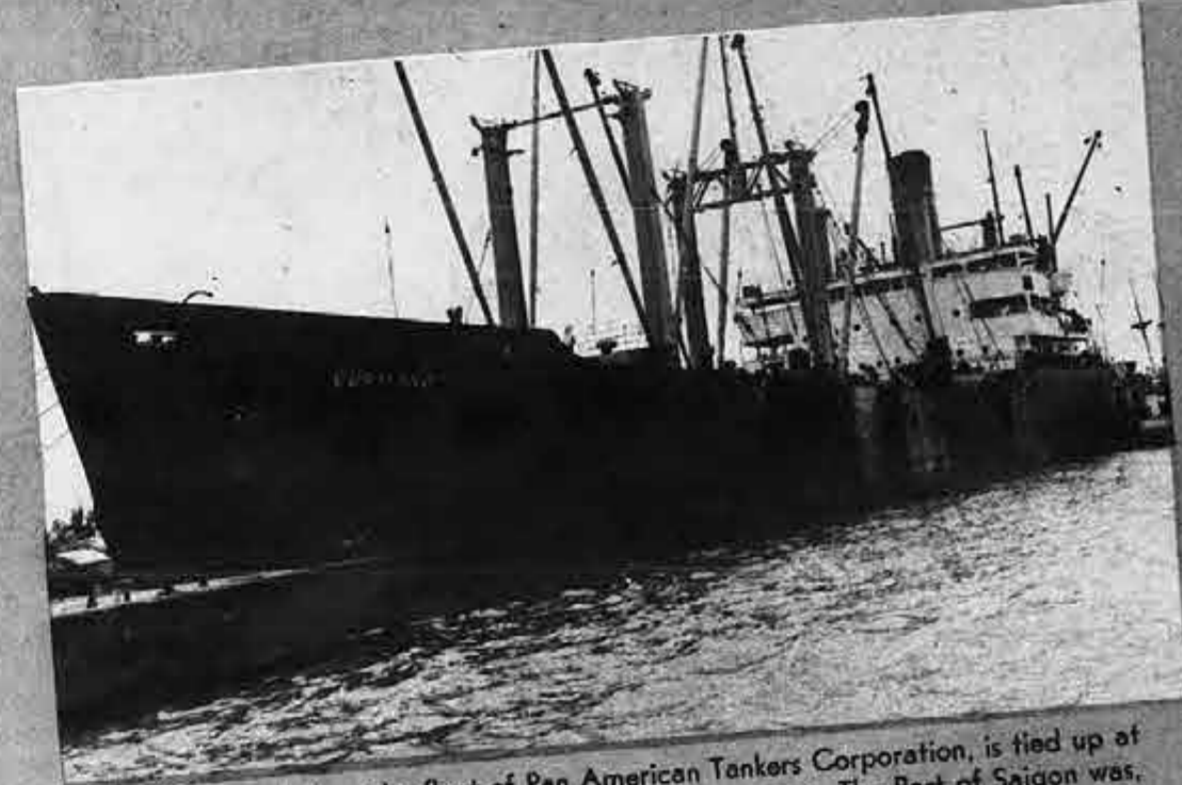
One of the busiest Ocean-going routes in the world today is the Sealift from the United States to Vietnam as SIU-contracted vessels steam into Saigon and other ports with needed military cargo. Pictured on these pages are a few of the ships and some of the Seafarers who have sailed to Southeast Asia recently. Crewmembers of the Whitehall, Bowling Green, Beauregard, Overseas Rose, Oceanic Tide and Cortland have all become familiar with the typical Saigon River scene shown at left.



Delegates on Bowling Green, (l-r): Louis Hacky, ship's delegate; Jim Smart, eng.; Jim Wallis, deck; Grady Faircloth, stwd.



W. Ingabord sailed on the Bowling Green (Pan Am. Tankers) as electrician. The vessel is heading up the Saigon River.



The Cortland, from the fleet of Pan American Tankers Corporation, is tied up at dockside in Saigon waiting to unload her military cargo. The Port of Saigon was, as usual, bustling with activity. Other SIU-contracted ships were also in port.



Among the Seafarers on the Cortland (upper right) are: Johnny Kennedy of the steward department at left; W. G. McClinton, steward dept. delegate, Rudolph Paschal, deck dept., and ship's delegate Mike Doherty of deck department.

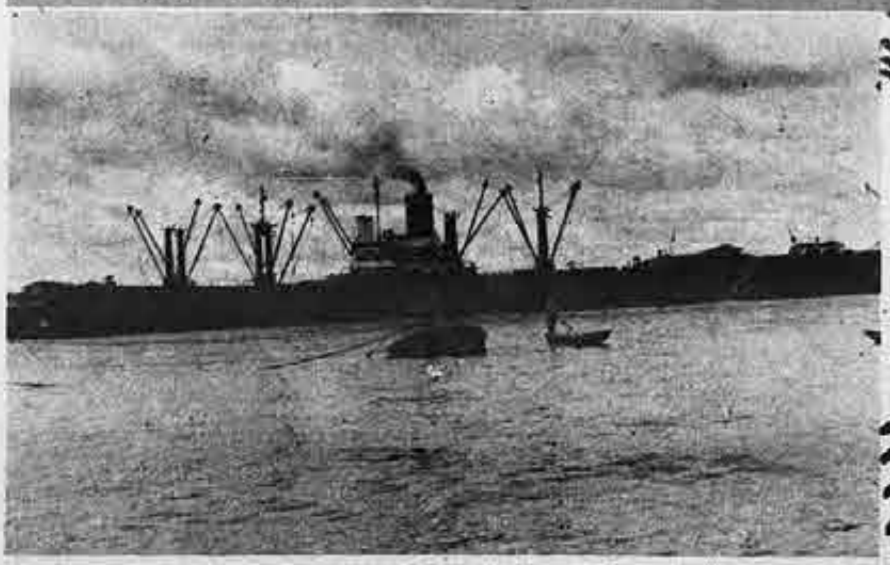
SIU Far East Representative Frank Boyne (holding board) goes over crew list of Seafarers with delegate Mike Doherty, at his left. Looking on are department delegates, R. Paschal, W. McClinton and other Cortland crew members.



Among the many ships sailing to Vietnam is the Beauregard of the Sea-Land fleet (above). The vessel has just tied up at dockside in Newport, South Vietnam.

At upper right are delegates on Beauregard. From left are ship's delegate Tom Lundy; Mike Canidy, deck; Jack Wheeler, steward; and Dick Backlock, engine dept.

Ben Freedom (at right) sailed aboard the Beauregard as the chief electrician. Seafarer Freeman is a native of Massachusetts and joined the Union in Port of New York.



The Ocean Tide (at left) does her part in keeping steady flow of needed supplies coming.

Saigon River as seen from a local sampan. The sampan is used as a launch for ships.



The Whitehall (Whitehall Navigation Corp.) passes a buoy as it makes it's way up Saigon River. Seafarers aboard reported they had enjoyed an excellent voyage.



While cargo from Overseas Rose unloads in Saigon, Seafarers have opportunity to relax. From left: G. Libby, R. Henley, G. Owen, N. Palombis, and M. Little.



Children are always interested in ships and these youngsters were no exception as they visited the Cortland, to delight of Seafarers, during a stop in Saigon.

Lebanese Unionists Visit SIU Headquarters



Three Lebanese trade union leaders visited SIU headquarters in New York, recently. Left to right are: John Saba, president of American University of Beirut Employees Union; SIU Representative Frank Pecqueux; Ali Houmani, president of Beirut Port Dock Workers union; team manager James Peake; interpreter Qais Al-Sharvati. Kneeling is Samih Zein, president of Port Company Employees and Workers union. The men were interested in internal structure of the SIUNA, its facilities and its ties with other trade unions.

Navy League Head Asks Crash Plan To Meet Soviet Challenge on Seas

WASHINGTON—The only way America can maintain supremacy at sea and overcome the challenge of the Soviet Union is through the establishment of a government-sponsored "crash" maritime project, according to Charles F. Duchein, president of the Navy League of the United States.

Speaking to League members and the officers and crew aboard the aircraft carrier USS Essex off Narragansett Bay last month, Duchein declared that the current scientific and technological effort now going into maintaining a modern Navy that can control the seas, and toward development of a modern competitive merchant marine, is far below what is required.

He warned that the government must set up a "crash" effort like the Manhattan Project, which developed the atomic bomb in World War II, or a top priority program like the Polaris and Atlas, Titan and Minuteman land-based missile development efforts, to meet the burgeoning maritime challenge over a broad scope by the Soviet Union.

Cites Soviet Challenge

"Soviet Russia is now building a million tons of the most modern shipping a year, as well as a modern navy, with which they intend to bury us at sea. Our merchant marine largely is aged and replacements are sorely inadequate," declared Duchein.

"We need a Manhattan-like program, adequately funded and strongly pushed by the Administration and Congress to cope with this real threat," said Duchein.

The "crash" national maritime project proposed by General Duchein would endeavor to attract top scientific talent in the country to add their efforts toward gaining the most modern ship de-

sign and building materials, as well as a frontal effort in the anti-submarine warfare field, to meet the rapidly growing Soviet submarine threat.

The Navy League president, citing examples of the growing Soviet challenge to American supremacy on the seas, continued:

"The recently disclosed creation of a permanent Soviet naval squadron in the Indian Ocean, moving into a potential vacuum in a highly crucial and volatile area as British military power withdraws, is a direct threat to our national security, approaching that of a threat of attack on South Vietnam cities."

He added that the development of Soviet cruise missile ships for the Russian and Communist-bloc, and Red-supported countries like Cuba and Egypt, requires the rapid missileization of the U.S. Fleet. This is evidenced by the sinking of the Israeli destroyer Elath by Soviet-made STYX missiles fired from speedy Soviet-built Egyptian missile ships. He stressed that the U.S. Fleet needs four-dimensional defenses with missiles against submarines, aircraft, satellites and now surface missile ships, such as the Soviet missile task forces of cruisers and destroyers in the Mediterranean.

Duchein called for five national research goals. These, he said, should be: designing a truly futuristic surface ship; launching a major merchant marine research revitalization program; production

of a compact reactor; pressing research for missileization of the fleet, and conduct of the comprehensive ASW (anti-submarine warfare) research under a "control-of-the-sea" concept.

Duchein declared that the House Armed Services Committee "added credence to the Navy League's plea for a real increase in oceanic research in recommending the allocation of \$50 million for submarine research, subsequent to the Scorpion disaster. The resounding overtone of past neglect of maritime research is inescapable," he concluded.

Unordered Goods in Mailbox Can Be Junked, FTC Says

WASHINGTON—If you didn't order it and don't use it; you don't have to pay for it—or even return it.

That's the advice the Federal Trade Commission gives in its Consumer Bulletin No. 2, dealing with unordered merchandise.

Unless the recipient has signed a contract—as with a book or record club—to pay for or return merchandise, he is free to throw all the dunning letters he receives in the wastebasket, along with the unwanted merchandise.

In fact, the FTC bulletin says, firms that seek payment or return of unordered goods must include a clear statement that the recipient "is under no obligation either to return the merchandise to the sender or to preserve it intact" and is required to pay for it only if he uses it or decides to purchase it.

Another FTC pamphlet, titled Fight Back, tells consumers what steps to take to "avoid being gypped" and to put a stop to business cheats.

Both pamphlets are available on request from the Federal Trade Commission, 6th St. & Pennsylvania Ave., NW, Washington, D.C. 20580.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The SIU, Great Lakes District, Credentials Committee report on nominations for the 1968 union elections was concurred in all Great Lakes District ports in special meetings held July 18. The report was submitted in compliance with the Secretary-Treasurer's pre-balloting report and the Union constitution.

The offices to be filled and the qualifying nominees are: Secretary-Treasurer Fred Farnen; Assistant Secretary-Treasurer, Roy Boudreau; Buffalo Agent, Stanley Wares, Richard Gordan; Chicago Agent, "Scottie" Aubusson; Duluth Agent, Donald Bensman, Arnold Perry; Frankfort Agent, Harold Rathbun. (Frankfort balloting is on a separate ballot in accordance with the constitution.

The election will be held between August 1 and August 31, 1968. Polling places will be located in all SIU Union Halls in Duluth, Chicago, Frankfort, Detroit, Alpena, Cleveland, and Buffalo as well as aboard all SIU, Great Lakes District-contracted vessels as per the Constitution. Members are reminded that they must present their full union books (in good standing) before they will be allowed to vote.

A Credentials Committee Notice of Election Report has been sent to all members at their last known address, utilizing the Union's records. Notices were also sent to all SIU-Lakes District contracted vessels and union halls for posting.

Credentials Committee members elected July 15, were: Otto Nitz, Louis Nowaczewski and Joseph Pilkey. Alternates are: John White, Tony Womwoll and Alex Lemanski. In addition to having been submitted and approved at the special meetings in Great Lakes ports, July 18, the Credentials Committee report has been posted in all Great Lakes District Union Halls in accordance with Article XIII, Section 2, of the Constitution.

Detroit

The SIU, along with other unions, attended a rally to help support the United Farm Worker's Union. The rally was held outside the huge Detroit Fruit and Produce Terminal at 8 p.m. as TV cameras rolled. Later that evening on TV, Mayor Jerome Cavanagh ordered the City Purchasing Commission to avoid buying California Grapes as a sign

of support for the striking farm workers.

The Mayor said that communities which enjoy certain rights should attempt to help other communities where those rights are jeopardized. He said that California farm laborers are "living in an age we should have passed long ago."



Modzelewski

Womwoll

Jerry Powell is back in town after attending the funeral of his brother at Hot Springs, Arkansas. Jerry is a wheelsman aboard the Ste. Clare in the Bob-Lo Company fleet. His brother was in the SIU, sailing mostly out of New York.

Richard Forgays is on the beach after sailing aboard the W. A. Reiss. Among the old timers on the beach are Andy Rebrik, Carl Green, John White and Harry Buccilli.

Chicago

Shipping is still good here and all jobs called in are being filled.

A couple of old friends have phoned us from the West Coast where they have been shipping the past few years. Carl "Whitey" Nelson still maintains his Chicago address, he told us. Stanley Modzelewski chatted with us about old times. We still remember the great way he puts together a Mulligan stew.

All vessels contacted are in good shape with crewmembers awaiting the outcome of contract negotiations being conducted in Detroit. On the local level, the IBEW is negotiating with the Bell Telephone Company. The next move is up to the company, a situation which also applies to the dispute between the Yellow and Checker Cab Companies and DUOC Local 777.

Duluth

Duluth is back on the map again now that the seaway strike is over. The docks were deserted for awhile but everything is getting back to normal. Shipping remains about the same as last period with rated men practically able to write their own ticket.

Cleveland

This port is starting to look alive again, but shipping is still a bit slow for some entry ratings. AB's and oilers, however, have no problem in finding a ship.

Bill Loveless is back in town after sailing salt water for 10 months. Bill will take a rest, then find a job on the Lakes.

Frankfort

Henry Bramer, oiler, and Roy Rommel, fireman, both from the Arthur K. Atkinson, are applying for pensions and looking forward to a happy retirement.

The Pacific Coast

by Frank Drozak, West Coast Representative



The United Farm Workers hiring hall is just two years old, but it is already one of the most important departments in the union. It has grown from a small and rather confused office in 1966, to an efficient operation that dispatches hundreds of workers on a few hours notice.

In addition to the one in Delano, there are hiring halls in Lamont, Hollister, and Partier, and another will soon be operating in Livingston. Manuel Sanchez, who runs the hiring hall in Delano, comments that some of the newer ranch committees sometimes have trouble handling grievances and setting up hiring halls. "But this always happens at first," he said. "They soon get used to working together. This is the best way to build the Union on their ranches."

"They won't be dependent on Delano. Soon the members will be organizing their friends on the other ranches in the area. It is already happening in Hollister and Lamont. This is the way we will unionize this state."

San Francisco

Shipping in this port continues at a brisk pace. Our ranks have been augmented to a good degree by trainees coming in from Piney Point and New Orleans. Any AB's, firemen, oilers, waterenders, can find a good job here.

We have paid-off 22 ships during the last period, while 11 vessels signed-on. A total of six ships are in transit. One pay-off was held at Port Hueneme.

Seattle

Shipping has been good during the last period and the outlook is very good for the next two weeks. We have paid-off five ships and signed-on three others. A total of seven vessels are in transit.

Karl Hellman just returned

Senate Group OKs 55% Top On Ship Aid

WASHINGTON—A House-passed bill to continue for two more years the present 55-percent ceiling on construction subsidies, allowed by the U.S. Government to subsidized operators whose ships are built in American shipyards, has been approved by the Senate Commerce Committee and sent to the full Senate for a vote.

The bill, which also continues a 60 percent subsidy for reconditioning and reconstructing passenger vessels, extends the existing ceiling until June 30, 1970.

Action was taken on the measure despite a move to block it in favor of a draft bill submitted by Transportation Secretary Alan S. Boyd to limit the extension of the subsidies and encourage construction of U.S. ships in foreign yards.

Senator Daniel B. Brewster (D-Md.), who filed a report on the bill (H.R. 17524), urged its passage and declared the Boyd backed legislation proposes a number of untried concepts that are unrealistic and destructive of the objectives of a U.S. national maritime policy. He said the bill was necessary to keep American operators on a parity with foreign competitors.

from a trip as bosun aboard the Manhattan, while John Indorf is taking his vacation after sailing as baker on that vessel.



Schwartz

Indorf

A. "Frenchy" Michelet returned to the sunny Northwest after taking the Portland to the East Coast, sailing as oiler.

Wilmington

Shipping has been excellent for all ratings and the outlook for the next period looks bright with several pay-offs scheduled. We paid off ten ships, while six signed-on. There are six vessels in transit.

Al Schwartz, a member for 21 years, is FFD again after a spell on the beach and is looking for a good ship. He was bosun on the Western Clipper the last time out.

U.S. 'Land-Bridge' Could Recapture Lost Sea Trade, MTD Seminar Told

WASHINGTON—Creation of a national corporation similar to the Communications Satellite Corp., to develop an American "land-bridge" for the movement of cargo between Europe and the Far East, was proposed last week by Senator Frank E. Moss (D-Utah).

Moss, a member of the Senate Commerce Committee, said U.S. steamship lines and railroads could tap a multi-billion-dollar market now controlled by foreign shipping interests if goods were to move "across this nation instead of going around the United States."

The "land-bridge," he said, would shorten by 2,000 miles the supply line between Europe and the Far East, and could cut the time in transit from the present 45-day span to "25 or 30 days," thus providing lower-cost shipping while giving "an enormous boost to the rail and ship segments" of the American transportation industry.

Moss spoke at a day-long seminar sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department. He joined with labor and management representatives from the nation's railroad and maritime industries in exploring the economic potential that could be generated by the "land-bridge."

Another speaker, President C. L. Dennis of the Brotherhood of Railway and Airline Clerks, urged the federal government to con-

sider abandoning plans for another ocean-level canal between the Atlantic and Pacific, declaring that with the "land-bridge" in the offing "it may never become necessary to build another Panama Canal."

Challenges Subsidized Lines

Captain Richard W. Stone, director of maritime operations for the Transportation Institute, a Washington-based research organization, said the "land-bridge" offered the nation's subsidized steamship lines "one last chance to show whether or not there's any profit to the taxpayers" in continuing multi-million-dollar ship operating and construction subsidies. Stone said the subsidized lines should use government aid "to compete for cargo that now moves in foreign bottoms," adding that this was the reason for giving subsidies in the first place.

J. A. Grygiel of Chicago, manager of market research for the Atchison, Topeka and Santa Fe Railroad, told the seminar that his rail line, in cooperation with Penn Central, already has offered "a package of proposals" to steam-

ship groups calling for a unitized train of 80 cars moving between New York and California on a five-day schedule in each direction.

In proposing a corporation patterned after COMSAT, Moss said it would combine both federal and private investment. Federal funds, he said, would be "seed money" to get the project going, while private capital would give the "land-bridge" what he called "the long-range capacity to grow and serve."

The Utah Senator said that such a move "would demonstrate our national determination to tap the great potential that this new transportation plan contains, and would make the maximum use of our public and private resources in its implementation."

Dennis said that the feasibility study of the "land-bridge" versus another sea-level canal should be accompanied by two other federal actions: Assistance in "the promotion of American bottoms for transporting containerized freight," and development of "a high-speed cross-country network of transportation."

The union official said that the money that could be saved if the new canal idea is abandoned "would be best invested in developing a sound merchant marine fleet and rail network that would offer the world of international trade a high-speed service, a premium service at premium rates with premium pay for the owners and employees."

Stone called on maritime and rail interests to "work together" in coordinating the flow of traffic to make the "land-bridge" concept work.

"The ships have to be assured that the unitized trains will be standing by, ready to be loaded and to roll," he said.

"The trains are going to expect the ships to move on schedule, so that the trains won't have excessive amounts of dead time in port."

Delta Gets OK On Sale of C-2

WASHINGTON—The SIU-contracted Delta Steamship Company has been granted permission by the Maritime Subsidy Board to withdraw its C-2 Del Santos from subsidized service and sell it.

It was announced by the MSB that the SIU-contracted Columbia Steamship Company would purchase the vessel for \$625,000.

Meanwhile, the board delayed a decision on whether Delta could place the Del Alba back into subsidized service. It requested that the company supply its plans for the introduction of three new ships to be completed in 1968, and furnish details on any vessels to be retired, before the board would act on the status of the Del Alba.

Legal Cargo Loading Limits Raised As Load Lines Treaty Takes Effect

WASHINGTON—The new International Load Lines Convention of 1966, which increases the legal cargo-carrying limits of the world's merchant vessels and replaces a treaty dating from 1930, officially went into effect on July 21 following ratification by the required number of signatory countries.

The new agreement, approved by the U.S. Senate in October 1966, permits deeper loading of ships—up to 15 inches in many cases—than was provided in the previous Convention and recognizes that larger and better designed vessels are capable of safely carrying more cargo. The resulting increase in the overall capacity of all oceangoing vessels covered by the convention has been estimated at some 10 million tons.

Additional loading is accomplished by reducing the vessel's required freeboard, which is the distance between the loading water line marked on the ship's side and the level of its main deck. The loading line—etched on the hull—designates the legal limit to which a ship can be loaded with cargo. These markings, which vary according to length and type of vessel, will now be changed.

In the United States, official loading line certificates are issued on behalf of the government by the American Bureau of Shipping. In foreign countries this is done by Lloyd's Register of Shipbuilding.

The convention provides that U.S.-flag vessels holding 1930 certificates have until July 21, 1970 to apply for and be issued 1966 International Load Line certificates.

Tankers, which are designated as Class "A", are granted the greatest reduction of freeboard

because of their greater structural efficiency and safeguards against flooding. All other ocean-going ships are in Class "B".

Actually, some of the larger tankers and dry cargo ships, have been carrying more cargo since the convention was first agreed upon in 1966.

This was made possible because the 1930 convention made no provision for tankers over 600 feet long nor dry cargo vessels over 750 feet long and this left longer ships under authority of individual governments. Vessels under these measurements, however, were not permitted the increase in their cargo-capacity until the convention became effective last month.

The Coast Guard is charged with supervising the provisions of the Load Lines convention in the U.S. Admiral Willard J. Smith, commandant of the service, said the new rules recognize shipbuilding advancements made in the maritime industry over a period of nearly 40 years—such as construction improvements, better hatch closures and improved steel hulls.

Smith noted that American-flag vessels, certified for coastwise trade and not covered by the international convention, had been permitted to apply for load lines based on the new treaty since early in 1967.

The new convention also readjusts the various "summer" and

"winter" zones which govern the amount of cargo vessels may carry during seasonal periods. This is because ships must load less deeply in the winter months due to the more frequent possibility of storms. Heavier cargoes have traditionally been allowed in summer months.

Now a permanent "summer zone" will extend along the North Atlantic coast of the U.S. for all ships longer than 328 feet and a "seasonal tropical" zone—similar to a "summer" zone—will be in effect along the Pacific Coast as far north as San Francisco.

Previously "winter zones" were in effect during the cold months in these areas even though affected vessels would reach "summer weather conditions" within a few hundred miles of loading the required lighter cargo.

A "summer" zone corridor around the Cape of Good Hope in Africa has also been established to replace the previous "seasonal winter" zone, which required ships to carry less cargo. This change was doubly necessary with more and more ships sailing around Good Hope following the closure of the Suez Canal by the Arab-Israeli War in June 1967. Because of the Suez closing, most nations informally agreed to move up the effective date of the Cape Horn corridor between Capetown and Durban to facilitate carriage of vital cargoes via the Cape.

Spitfire Seafarers in Casablanca Lauded as Good Will Ambassadors

"One of the best crews to visit this port" was the proud distinction earned in Casablanca by the Seafarers aboard the Spitfire (General Cargo Corporation), according to Ship's Delegate Alex Vasquez. The seamen from the Spitfire helped to promote the image of the U.S. seaman as well as that of Americans in general, impressing both local Moroccans and Americans currently in that Mid-East nation, he reported.

"After three weeks in the port of Casablanca, we can truly say we had a wonderful trip," Brother Vasquez wrote the LOG. The Captain of the Spitfire, S. Kersgaard, is a "regular guy" who continuously showed "his concern for the crew." Not only was this trip "one of the best many of the men had ever made, but many thought it was one of the most memorable and enjoyable periods in their lives," said Vasquez, a Seafarer since 1947.

As the ship prepared to leave for home, the crew was still "receiving compliments from people in the maritime industry, including the local United Seamen's Service, steamship agents and the staff of the American consul for the exemplary conduct of the crew during the ship's long stay in Casablanca." The ship's agents commented that this is the "best crew that has come to this port lately," Vasquez said—a distinction the entire crew is "very proud" of.

During the three weeks in port, all crewmembers took particular care to insure that none of their actions or conversation would cause any uncomplimentary reflection on Americans, especially in a period "when the prestige of the American people abroad is dependent to a large extent on the behavior of our citizens in foreign countries," Vasquez noted. "We have reason to be proud of ourselves as members of the SIU and we feel our Union and the industry as a whole deserves no less than the fine performance of such a crew as this," Vasquez writes.

Captain Kersgaard deserved a large share of the compliments, the men believed, as he is one of the best Captains most of the men



Among those attending the July 4th celebration at the American Consul General's home in Casablanca were: first row (L-R) Captain Kersgaard, Don Woolf, U.S. Consul General, C. Martinez, S. Reyes, P. Reys, I. Farhi, J. Thayer, radio officer, B. Savant, M. Hopper. In second row: J. Yawn, D. DeSantos, D. Davis, S. Carman, R. Glasscock, J. Verbraken. Third row: John Welles, F. Yadon, third mate, G. Betts, Audrey Baker and Jim Frowe.

ever "had the good fortune to sail with." For instance, on Father's Day, which was spent at sea, he provided a special menu of particularly festive proportions.

Since Casablanca is a port "well known to seafaring men for its many scenic attractions," Captain Kersgaard arranged for all crew members who could be spared from regular watches to take a complete tour of Casablanca and Rabat—including all the popular tourist attractions. Food, transportation and a guide were all provided by the Captain. Six taxicabs were needed to escort the 26 men who made up the party. "To a man, we appreciated this generous gesture," said Brother Vasquez, and a fine time was had by all.

To make the stay in Casablanca more memorable for the Spitfire's Seafarers, on the Fourth of July, the American Consul General,

gave an American-style barbecue at his residence for Americans in the area. It is believed the Seafarers were the first ship's crew to be invited to this annual affair. Captain Kersgaard arranged that it would be possible for the crew to attend and the men conducted themselves in an outstanding manner, earning the Consul General's praise as "an exceptional ship's crew."

The residence of the American Consul General in Casablanca is quite historical, with many important meetings having taken place there. The most famous was the Casablanca Conference in 1943, attended by President Franklin D. Roosevelt and British Prime Minister Winston Churchill. The leader of the Free French forces, now France's president, Charles De Gaulle, was also in attendance.

The Seafarers enjoyed meeting the numerous children at the celebration and brought along a carton of freshly baked doughnuts especially for them. One crew member, steward Phil Reys, was pleasantly surprised to meet one of his relatives, who he had not seen since 1960. The relative was the Consulate's Communication Officer, Mr. Di Gregorio, a cousin of Brother Reys, who was unaware that Di Gregorio was a member of the staff. A very happy family reunion ensued.

During the voyage to Casablanca, Brother Vasquez pointed out, the crewmen "got along very well with one another, without any logs, missed watches, foul-ups, reprimands, arguments and unsatisfactory conduct. As the men prepared for the trip home—on King Hassan of Morocco's birthday, as it happened—the Seafarers "expressed their sincere thanks to the Captain for his thoughtfulness and many acts of consideration. We hope to sail with him again and wish him fair weather on all future voyages," Brother Vasquez declared.

FINAL DEPARTURES

Edward Myer, 40: Brother Myer died on April 19, at St. Joseph's Hospital, Superior, Wisconsin, from injuries sustained in an automobile accident. He was born in Minnesota and resided in Superior. A member of the deck department, Brother Myer sailed on the Great Lakes and was last employed by the Chicago and Duluth Co. He joined the Union in Detroit. Surviving are his widow, Donna, and two children, Edward, Jr., and Pearl. The burial was in Greenwood Cemetery, Superior.



to 1948. He is survived by an aunt, Hattie Adair, of San Francisco. A cremation ceremony was held in the Cypress Lawn Cemetery.

Robert Barich, 81: Brother Barich died on March 5, in Philadelphia. At the time of his death, he was on an SIU pension. He had been employed by the Philadelphia Tugs and Curtis Bay Towing Co. Brother Barich, joined the



Union in Philadelphia and lived in that city. He was a native of Austria. Brother Barich held a cook's rating. Surviving is a son, Lucian Barich, of Philadelphia. Burial was in Holy Cross Cemetery, Yeadon, Pennsylvania.

Fritz Samot, 68: Brother Samot died May 31 in Brooklyn, N. Y. He was on SIU pension at the time of death. Brother Samot had sailed as a mate on New York Central tugs from 1926, until his retirement in 1964. He joined



the Union in New York. A native of Latvia, he made his home in Brooklyn. Brother Samot is survived by a friend, R. J. Hennessy of Coram, New York. The body was cremated in Greenwood Crematory, Brooklyn.

George Smith, 59: Brother Smith died on June 17, at Elmer Township, Michigan. Death was caused by a cardiac infarction. A native of Michigan, Brother Smith made his home in Mio, Michigan. He sailed as a cook



and was last employed by the Ann Arbor Towing Company. He joined the Union in the port of Frankfort. Brother Smith is survived by a son, Owen, and a daughter, Karen, both of Mio. The burial was held in Kittle Cemetery, Oscoda County, Michigan.

Thomas Trollinger, 46: Pneumonia claimed the life of Brother Trollinger on November 6, 1967, at the USPHS Hospital in San Francisco. A member of the steward department, he had joined the Union in the port of San Francisco. Brother Trollinger lived in that city and was a native of Seattle. His last vessel was the Hastings. Seafarer Trollinger served in the Army from 1946



William Shaw, 52: Coronary sclerosis caused the death of Seafarer Shaw on



April 5, at Breach Candy Hospital in Bombay, India. The body was returned to the United States aboard the Steel Artisan. A Seafarer for ten years, Brother Shaw sailed as an AB and bosun. He joined the Union in the port of New York. Born in Beaumont, Texas, he had made his home in Galveston, Texas. Brother Shaw served in the Army from 1934 to 1937. At the time of death, he was a crewmember of the Steel Age. He is survived by a sister, Mrs. Ada Mattes, of Galveston.

Lumas Rose, 36: Brother Rose died on Sept. 30, 1967, in San Juan, Puerto Rico.



Death was caused by cardiac failure. He was born in Louisiana and lived in New Orleans. Brother Rose joined the Union in that city. A member of the steward department, his last vessel was the Del Sol. Brother Rose is survived by a daughter, Shelia Ann Rose, of New Orleans. Burial was held in the Civil Cemetery, New Orleans.

Edward Lowe, 67: Brother Lowe passed away on May 12, at his home in San Francisco. A member of the steward department, he sailed as cook. A Seafarer since 1958, he joined in the port of San Francisco. Brother Lowe was



a native of Florida. His last vessel was the Desoto. He served in the Army from 1920 to 1923. Surviving is his wife, Lillian. The body was cremated in the Olivet Memorial Park, San Francisco.

Two Pensioners Welcomed



SIU Representative Joe Di Giorgio (center) welcomes two Seafarers to the pension list. At left is John Pawlowich who sailed for 22 years. His last ship was the Asbury Victory. On the right is Joe Stodolski who joined the SIU in N.Y.C. His last vessel was Penn Sailor.

**WRITE
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Going Ashore



Seafarers aboard the Transeastern head for shore leave in Yokohama during a recent voyage. From left, Lloyd Thomas and Gerald Koscielak of deck department and Frank Van Dusen, steward dept.

SIU ARRIVALS

Angellique Garcia, born June 22, 1968, to Seafarer and Mrs. Juan Garcia, Jr., Houston, Texas.

Emily Lawsln, born March 7, 1968, to Seafarer and Mrs. Vincente A. Lawsln, Seattle, Wash.

Anthony Mitchell, born April 15, 1968, to Seafarer and Mrs. Lawrence Mitchell, New Orleans, La.

James Patrick Quamico, born January 5, 1968, to Seafarer and Mrs. Isabelo B. Quamico, San Francisco, Calif.

Angel Guerra, born June 11, 1968, to Seafarer and Mrs. Raul L. Guerra, Hitchcock, Texas.

David Greer, born June 10, 1968, to Seafarer and Mrs. William Greer, Mobile, Ala.

Tamrha Ilene Hickenbottom, born February 27, 1968, to Seafarer and Mrs. C. L. Hickenbottom, Shreveport, La.

Kelly Susan Hill, born June 13, 1968, to Seafarer and Mrs. Raymond M. Hill, Virginia Beach, Va.

Keven Ray Hickenbottom, born September 21, 1965, to Seafarer and Mrs. C. L. Hickenbottom, Shreveport, La.

Ramon Follmar, born April 28, 1968, to Seafarer and Mrs. Donald A. Follmar, Houston, Texas.

Christopher Bowen, born March 6, 1968, to Seafarer and Mrs. Richard F. Bowen San Francisco, California.

Dawn Cousins, born June 3, 1968, to Seafarer and Mrs. Clarence L. Cousins, Butler, Pennsylvania.

Tawana Lois Robertson, born June 7, 1968, to Seafarer and Mrs. Trevor Lincoln Robertson, Contra Costa, California.

Edwin Bonefont, born April 12, 1968, to Seafarer and Mrs. Carlos Bonefont, Brooklyn, New York.

Robert Pierce, born April 29, 1968 to Seafarer and Mrs. Robert E. Pierce, Cloucester, N.J.

Patrick Williamson, born June 7, 1968, to Seafarer and Mrs. Robert R. Williamson, Milwaukee, Wisconsin.

Bernard Mark Torres, Jr., born June 15, 1968, to Seafarer and Mrs. Bernard Torres, Bay Minette, Ala.

Charles C. Longerbeam, Jr., born May 29, 1968, to Seafarer and Mrs. Charles C. Longerbeam, Berryville, Va.

Charyl Stonebridge, born April 20, 1968, to Seafarer and Mrs. Phillip Stonebridge, Longview, Washington.

Frank Edward Voliva, born April 3, 1968, to Seafarer and Mrs. Jack Edward Voliva, Belhaven, N.C.

Mayra Aragonés, born June 16, 1968, to Seafarer and Mrs. Abraham Aragonés, Puerta De Tierra, Puerto Rico.

Robin Hood Sent on Mercy Mission To Help Sicilian Earthquake Victims

NEW YORK—"I saw what Berlin was like after World War II, and I thought that that devastation was terrible. But these cities—Castle Novengo, Salemi, and especially Gibellina—were flat. Completely flat." That's the way Seafarer Jack "Aussie" Shrimpton, in a recent LOG interview, described the situation as he saw it in Sicily three months after the island was rocked by violent earth tremors early this year.

Shrimpton had gone there aboard the SIU-contracted Robin Hood, which was sent on a mercy mission by the United Nations. Through the U.N., the Robin Hood carried 1,265 quonset huts, donated by the United States Navy, to provide temporary homes for the disaster victims.

For eight hours in the early dawn of January 15, 1968, a series of 62 earth tremors shook the island, killing 311 people and leaving thousands homeless.

The Robin Hood pulled into the Sicilian port of Trepani in April, and was the first ship of its size—10,000 tons—to go there. Special charts had to be obtained for the ship, in order to navigate the port.

Because there was no cargo-handling equipment at the port, the vessel had to use its own gear to unload. The process took 15 days.

In the midst of the somber events, however, there was an unexpected note of humor. At one end of the dock, the village priest was busy blessing the cargo, while at the other end, the local Communist Party was busy holding an anti-American meeting.

Added Donation

In an effort to lend whatever assistance possible, Shrimpton consulted with the head of the disaster relief committee and organized a donation of a number of ship's mattresses and never-before-used World War II galley equipment.

The Sicilian government sent a truck especially for the galley equipment and mattresses, and requested "anything that had wheels" to help transport the quonset huts. Because of the undeveloped and winding roads, and the fact that each truck could carry only half of a hut, it was estimated that it would take as



Seafarers from the Robin Hood visited Gibellina, Sicily, after it was struck by an earthquake, last January. The town of 7,000 inhabitants was totally ruined. Aussie Shrimpton, one of the crewmen who made the visit, recalled the experience in LOG interview.

long as three months for the three stricken cities to receive all the huts.

Brother Shrimpton and fellow Seafarers rented cars to go to the three hardest-hit towns of Castle Novengo, Salemi, and Gibellina, which were to receive the quonset huts. They were stunned by the devastation they found. "Nearly all of the old buildings had been leveled by the tremors," Shrimpton recalled. "They were reduced to rubble. But some of the modern buildings were still partially up. Here and there, I could see a whole wall or an entire sitting-room still standing."

There was evidence in some of the homes that people "just ran," leaving all their belongings behind.

"It was pitiful," Shrimpton said. "One of the most striking things I can recall seeing was a baby carriage hanging from a window" of a crumbled building. And "worst of all" was the "stench of decaying animals buried beneath the rubble."

Lived in Tents

Most of the survivors of the Gibellina quake, he said had chosen to stay "just around the corner" from their home town with their friends—apparently unwilling to leave. They lived in tents massed together with their possessions piled up in front. Food was dispensed from community kitchens.

Shrimpton noted that the survivors all welcomed the crew of the Robin Hood, but were "very mad at weekend visitors from the big cities, who came to view their misery."

He talked with many people in the cities, and found them to be "good people," who "bent over backwards to help out." Some proudly showed him the old \$20 "yellowbacks" — out-of-print American bills that were green on one side and yellow on the other—which they had kept ever since earning them many years ago

when they had been in the United States and helped to build the New York City subways.

After the Sicilian venture, the Robin Hood sailed to Rotterdam and then Zeebrugge, Belgium, where it picked up a cargo of NATO ammunition destined for the small port of Volos, Greece. Coincidentally, as when the ship had pulled into Trepani with its shipment of quonset huts, this might also be the first time an SIU ship ever had pulled into Volos, said Shrimpton.

From there, the vessel went to Rotterdam, Bremerhaven, and back to Bayonne, New Jersey. The Robin Hood is now on its way to Vietnam with military cargo.

DIGEST of SIU SHIP MEETINGS

STEEL FLYER (Isthmian Lines), June 23—Chairman, none; Secretary, W. Karpink. Ship's delegate nominated, Brother W. Balch. No beefs or overtime disputed in any of the three departments. Discussion held on keeping ship clean.

MOUNT VERNON VICTORY (Victory Carriers), June 29—Chairman, A. Brodie; Secretary, Harvey Trawick. Ship's delegate reports ship will pay off at port of discharge. Everything running smoothly. Plenty of draws. Requests new crew be given plenty of overtime sheets to bring to ship. No beefs or disputed overtime reported. Crew quarters have been painted. Everything shipshape. Enough new mattresses on board for new crew. Vote of thanks to Brother Trawick for being ready to fix anything damaged on board. Vote of thanks to A. Brodie for good menus.

DEL VALLE (Delta), June 30—Chairman, George Annis; Secretary, A. Morales. Ship's delegate reports new TV put aboard vessel in N. O. No beefs or overtime disputed.

WESTERN HUNTER (Western Agency), June 21—Chairman, H. Silverstein; Secretary, H. Pousson. Ship's Delegate Pousson explained that repair lists will be given to each department delegate, and instructed the crew on taking precautions against theft while the ship is in Subic Bay. There was a discussion about the retirement plan. It was also suggested that the ship get a new cube-type ice-making machine, and that headquarters be contacted in this regard. It was noted that the mess hall should be kept clean and that cups and glasses should be returned to the pantry.

On His Way



Ronald Littleton (left) just got his endorsement as second electrician. Brother Littleton chats with patrolman Mike Sacco (center) and acting dispatcher Luigi Iovino before leaving for Houston to catch the Mankato Victory. Littleton joined SIU in 1964.

From the Ships at Sea

Ship's delegate William Ekins reports from the Del Norte (Delta) that chief purser Bill Sistrunk asked that men who are leaving the ship in Mobile, notify the heads of their departments after the ship leaves Curacao, so enough money will be on hand in port. "We have a few hours of disputed overtime," Brother Ekins wrote. The deck department has some disputed overtime, department delegate Robert Hubbs said. Horace Curry, steward department delegate, said that there was some

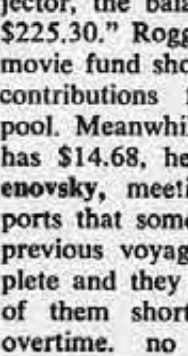


Kaiser

"disputed port time for Houston and disputed delayed sailing time from Montevideo," that has to be settled in port. Treasurer Bill Kaiser reported that after the department delegates made their contributions, the movie fund has \$124, and the ship's fund has \$62.80. Movie director Leroy Rinker intends to look around in Mobile "to see if cheaper movies can be found." Brother John Tujaque said he finds the ham steaks are "too large and, in general, the portions of meat are too large." Quite a change from the old days, when there frequently wasn't enough to eat.



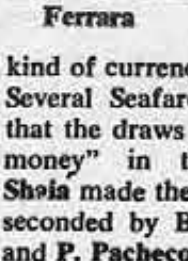
Seafarers on the Tamara Guilden (Transport Commercial) who enjoy a good movie "have 12 good films for this voyage," Meeting Clerk and Treasurer Eddie Rogg reported to the LOG. The cost of the films was \$235, he stated. "At the end of the last voyage, the movie fund had a balance of \$529.30, but, after extensive repairs to the projector, the balance was down to \$225.30." Rogg reported that the movie fund should be boosted by contributions from the arrival pool. Meanwhile, the ship's fund has \$14.68, he said. Ernie Kolenovsky, meeting chairman, reports that some repairs from the previous voyage are still incomplete and they hope to take care of them shortly. "No disputed overtime, no complaints," he



Kolenovsky

wrote. After calling at Haifa, the vessel will pay off in Galveston, Texas, Meeting Secretary Andrew Berry reported.

Anthony Ferrara was elected to serve as ship's delegate on the Steel Vendor (Isthmian), according to Meeting Secretary John Marcimo. The first thing Brother Ferrara did was explain how the draws will be distributed, and in what kind of currency, in foreign ports. Several Seafarers have suggested that the draws be made in "green money" in these ports. Fred Sholia made the motion and it was seconded by Brothers G. Renale and P. Pacheco. Department delegates report no beefs or disputed overtime as the vessel heads for San Francisco after calling on Yokohama, Pusan, Inchon and Bangkok. The repair list includes painting the rooms in the engine department. The ship's treasury contains \$17.60, it was reported. Brother Marcimo wrote that one man was hospitalized in Panama.



Ferrara

Aboard the Del Valle (Delta), Chairman George Annis presided at the June 30th meeting, with A. W. Morales as Meeting Secretary. A motion was made by the Bosun, and seconded by the Steward, that the minutes from the previous meeting and voyage be read orally to the entire crew, since there were many new personnel aboard. The motion was accepted and this was done. Ship's Delegate George Annis reported that a new television was not aboard the vessel prior to her departure from New



Annis

Orleans. Annis resigned from the post of Ship's Delegate. Among those then nominated for the post were Brothers E. Mitchell, L. Wetzel, J. Kelly, Freimanis Lewis, and, once again, Annis. All nominees declined and Brother Annis was again pressed into service as the Ship's Delegate for doing such a wonderful job on the last trip.

From the Seatrain New Jersey (Seatrain) meeting, Chairman M. G. Meadaranz said that some repairs were made, but that the water tanks were not taken care of. One man missed the ship on sailing day. Meadaranz also reported the election of Seafarer Thomas J. Hillburn as the new Ship's Delegate. The Deck Delegate reported a complaint about the shower which, it seems, either pumps salt water or no water. Engine Delegate Burton Churchill and Steward's Delegate Joseph Whalen report the same problem.



Hillburn

It was suggested that all tables ought to be cleaned after each meal and at night, and that each man should clean up after himself. The water situation is to be taken up with the patrolman. A motion was also made that inquiries be made about getting air-conditioning.

PERSONALS

John Hoppe

Important mail is being held for you at the Ritchie Hotel in Baltimore. Please contact them as soon as you can.

Gordon Chambers

Your mother asks that you get in touch with her as soon as possible at 208 N. Fourth Street, Bethpage, N. Y. 11714.

Conrad Tylenda

Please call your sister, Helen Staples, at 202-559-2397, as soon as you can.

Jerry Allen

Please contact your wife, Linda, at once at Route 1, Brundidge, Ala., in regard to a very important matter.

C. Wiggins, Jr.

Please contact your wife, Maxine, at Rt. 1, Box 223, Ben Wheeler, Texas, 75754, as soon as possible in regard to a very important matter.

James Crawford, Jr.

Please contact your sister in New Orleans as soon as you possibly can. Your family is anxious to hear from you.

Reagan Is Seen As National Threat

To the Editor:

It seems incredible to me, as I read the papers, that California's Governor Ronald Reagan is moving so fast in his efforts to wrest the Republican nomination away from Richard Nixon.

Reagan is currently sweating out a recall petition in his home state—a petition that has garnered some 70,000 signatures so far and may yet gain enough strength to force him to face the electorate in order to keep his seat in Sacramento. In spite of this, Reagan openly woos the far right, the Southern delegate bloc, and the arch conservatives on a national level.

Reagan's record in California doesn't have to be recounted here. His anti-labor attitude is well known, as is his opposition to care for the aged, health aid for the poor etc.

What is most frightening are the reports that he, not Rockefeller, Percy, Hatfield or Lindsay, will be the beneficiary of a Nixon's slip.

The fact that Reagan has done nothing whatever to warrant serious consideration for the presidency should be obvious enough.

That supposedly serious delegates can think of turning to him as the leader of our nation is a matter of grievous concern.

Surely, even the Republican Party could not be so completely deprived of its senses as to attempt to push this bad actor into the White House. Or could they?

I hope not!

Sincerely,
Roland Brown



Strong Safety Bill A Must for Workers

To The Editor:

I am shocked at the action of the House of Representatives in passing a weakened version of the gas pipeline safety bill. The Senate bill passed last November would have given the Secretary of Transportation the power to set and enforce safety standards for pipelines carrying natural gas from wells to transmission lines, to distribution points and the distribution lines running under city streets.

Far too many deaths and injuries have occurred recently from gas pipeline explosions. Perhaps these deaths, injuries and the destruction of homes and other property isn't deemed important enough to interfere with the interests of the gas companies. But the horrible fact proves a strong bill is mandatory.

In the three months since AFL-CIO President George Meany testified before the House hearings to urge the proposed Occupational Health and Safety bill over 4,100 workers have been killed on the job. More than 600,000 have been injured. This is indefensible.

There are countless factories all over the nation where safety standards are vastly inadequate and, in some cases, non-existent. Chemicals and other ma-

terials in numerous factories are causing workers to die a slow death, or at least contributing to long, sometimes permanent diseases.

Every worker, no matter where he is employed, should write his Congressman and Senator demanding that strong safety measures, such as the original gas pipeline safety bill, be enacted.

Bill Peters



Insurance Strikers Need Full Support

To the Editor:

A number of labor unions have come to the aid of a brother union, the insurance agents, in their strike against the Metropolitan Life Insurance Company. This company has always been a militant anti-union organization.

Metropolitan has insisted on it's right to fire any one of the striking agents—a time-honored method of union busting. Metropolitan takes the position that the 13 men who were fired were threatening nonstriking employees, but as usual in the case of anti-labor charges such as this, the company has been able to offer no proof of this whatsoever.

These men are entitled to a fair deal from Metropolitan. We hope that all union workers will lend a hand to the strikers by refusing to purchase insurance from this company, or else, by changing their policies already held. After all, money does talk.

Kevin Morgan

LETTERS To The Editor

Praises Labor Unity For Farm Workers

To The Editor:

The clothing drive by the Cleaners and Dyers Joint Board of the Clothing Workers to aid the California Farm Workers is an excellent example of unions sticking together to aid one another.

Some 12,000 garments have already been collected and a drive is under way to round up at least 40,000 more. I certainly hope all trade unionists and their families with clothing on hand which they don't need will donate them to the farm workers. The farm workers have been fighting hard for decent wages and conditions and are in need of these garments. There are signs that their long fight is beginning to pay off.

The fact that a number of unions have been sued by California growers, who charge the trade unions with "illegal boycott" of their grapes, indicates they are worried. This is a sign that the growers, in spite of their statements to the contrary, are beginning to feel the effects of the strike. Continued team work by the labor movement and the farm workers will have their long-awaited victory.

John Slate

Lifeboat Class No. 200 Casts Off



These men have just received lifeboat endorsements from the Coast Guard after passing their examination. The Seafarers attended Harry Lundeberg School of Seamanship in New York. R. Apodaca and T. Reim are kneeling, while in the second row, left to right: C. Hensley, J. McLaeghlin, R. Starr and O. Bermeo. In back: Instructor Paul McGaharn, R. Mooré, W. Chouinard, L. Malia, J. Gallagher, R. Imhof. The 200th lifeboat class graduated on July 16th.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

PRESIDENT
Paul Hall
EXECUTIVE VICE PRESIDENT
Cal Tanner
VICE PRESIDENTS
Earl Shepard Lindsey Williams
Robert Matthews

SECRETARY-TREASURER
Al Kerr
HEADQUARTERS 675 4th Ave., Bklyn. (212) HY 9-6400

ALPENA, Mich. 127 River St. (517) EL 4-3616

BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900

BOSTON, Mass. 177 State St. (617) RI 2-0140

BUFFALO, N.Y. 725 Washington St. SIU (716) TL 3-9259
IBU (716) TL 3-9259

CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733
IBU (312) ES 5-9570

CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450

DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110

FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-2441

HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207

JACKSONVILLE, Fla. 2400 Pearl St. (904) EL 3-0787

JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424

MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754

NEW ORLEANS, La. 430 Jackson Ave. (504) 529-7546

NORFOLK, Va. 115 2nd St. (703) 422-1892

PHILADELPHIA, Pa. 2404 S. 4th St. (215) DE 6-3818

PORT ARTHUR, Tex. 1348 Seventh St. (415) DO 2-4401

SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848

SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334

ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434

TAMPA, Fla. 312 Harrison St. (813) 229-2788

WILMINGTON, Calif. 505 N. Marine Ave. (213) 824-2528

YOKOHAMA, Japan. Isaya Bldg., Room 801 1-2 Kaigan-Dori-Nakazu 2014771 Ext. 281

SIU-AGLIWD Meetings

New Orleans Aug. 13—2:30 p.m.
Mobile Aug. 14—2:30 p.m.
Wilmington Aug. 19—2:00 p.m.
San Francisco Aug. 21—2:00 p.m.
Seattle Aug. 23—2:00 p.m.
New York Aug. 5—2:30 p.m.
Philadelphia Aug. 6—2:30 p.m.
Baltimore Aug. 7—2:30 p.m.
Detroit Aug. 9—2:30 p.m.
Houston Aug. 12—2:30 p.m.

United Industrial Workers

New Orleans Aug. 13—7:00 p.m.
Mobile Aug. 14—7:00 p.m.
New York Aug. 5—7:00 p.m.
Philadelphia Aug. 6—7:00 p.m.
Baltimore Aug. 7—7:00 p.m.
Houston Aug. 12—7:00 p.m.

Great Lakes SIU Meetings

Detroit Aug. 5—2:00 p.m.
Alpena Aug. 5—7:00 p.m.
Buffalo Aug. 5—7:00 p.m.
Chicago Aug. 5—7:00 p.m.
Cleveland Aug. 5—7:00 p.m.
Duluth Aug. 5—7:00 p.m.
Frankfort Aug. 5—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago Aug. 13—7:30 p.m.
†Sault St. Marie Aug. 15—7:30 p.m.
Buffalo Aug. 14—7:30 p.m.
Duluth Aug. 16—7:30 p.m.
Cleveland Aug. 16—7:30 p.m.
Toledo Aug. 16—7:30 p.m.
Detroit Aug. 12—7:30 p.m.
Milwaukee Aug. 12—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Aug. 13—5:00 p.m.
Mobile Aug. 14—5:00 p.m.
Philadelphia Aug. 6—5:00 p.m.
Baltimore (licensed and unlicensed) Aug. 7—5:00 p.m.
Norfolk Aug. 8—5:00 p.m.
Houston Aug. 12—5:00 p.m.

Railway Marine Region

Philadelphia Aug. 13—10 a.m. & 8 p.m.
Baltimore Aug. 14—10 a.m. & 8 p.m.
*Norfolk Aug. 15—10 a.m. & 8 p.m.
Jersey City Aug. 12—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.

UNFAIR TO LABOR DO NOT BUY

Kayser-Roth Hosiery Co. Inc.
Women's Hosiery
Schiaparelli, Kayser, Phoenix,
Mojud, Supp-hose, Sapphire,
Bachelor Girl, Fascination,
Men's Hosiery & Underwear
Esquire Socks, Bachelors'
Friends, Supp-hose,
Supp-hose Underwear, Slendo
Children's Products
Kayser, Fruit of the Loom
Mojud,
Slippers
Jiffies, Mercury
(Textile Workers Union of America)

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)

Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Stailer
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 Boyswear, 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)

Metropolitan Life Insurance Co.
(Insurance Workers)

Tennessee Packers
Reelfoot Packing
Frosty Morn
Valleydale Packers
(Amalgamated Meat Cutters and
Butcher Workmen of North
America)

JASMINA (Delaware Marine), June 14—Chairman, W. Rudd; Secretary, A. Panagopoulos. Ship's delegate reports \$85.00 in ship's fund. No beefs reported. Some disputed overtime. Three men hospitalized in Bahrain. Discussion held on Pension Plan. A vote of thanks was given to Steward Department.

VANTAGE PROGRESS (Vantage Steamship), June 2—Chairman, J. Elwell; Secretary, John Mims. Ship's delegate reports everything running smoothly. \$48.00 reported in ship's fund. No beefs or disputed overtime reported. James Keavney was elected ship's treasurer. Compliments to Chief Mate Horace Gould for medical care aboard ship. A vote of thanks to Steward Department.

MANHATTAN (Hudson Waterways), June 16—Chairman, K. Hellman; Secretary, T. Bolton. Ship's delegate reports some disputed overtime to be taken up with patrolman at payoff. No major beefs. Everything running smoothly. All hands agree. A vote of thanks to Steward Department for good food, well prepared and served under sanitary conditions.

ALBION VICTORY (Bulk Transport), June 6—Chairman, J. T. Myers; Secretary, H. Patterson. Ship's delegate reports no beefs or disputed overtime. Repairs have been made to water cooler. One man missed ship in Danang, rejoined ship in Saigon.

STEEL AGE (Isthmian) July 7—Chairman, W. R. Gammons; Secretary, R. A. Robichaux. \$10.00 in ship's fund. Disputed OT in engine department. Patrolman to be contacted regarding few minor beefs. Vote of thanks was extended to the steward department for a job well done.

SEATRAN GEORGIA (Hudson Waterways), June 30—Chairman, W. Leonard; Secretary, W. Messenger. No beefs and disputed OT. Discussion held on retirement plan.

DEL RIO (Delta) June 30—Chairman, N. W. Dubois; Secretary, E. O. Johnson. There were no beefs and no disputed OT reported by department delegates. Everything is running smoothly.

DEL MONTE (Delta), June 16—Chairman, L. R. Franzio; Secretary, N. Pat Rages. Brother L. R. Frazier was elected to serve as ship's delegate. No beefs were reported by department delegates. Everything is running smoothly.



SEATRAN FLORIDA (Hudson Waterways), June 26—Chairman, James J. Reeves; Secretary, Woody W. Perkins. Brother David H. Kirk was elected to serve as new ship's delegate. It was suggested that a letter be written to Headquarters concerning the rusty water aboard ship. Other than that there were no beefs or disputed OT reported by department delegates.

RAPHAEL SEMMES (Sea-Land), July 7—Chairman, Richard Feddern; Secretary, Raymond P. Taylor. Few hours disputed OT in engine department. Vote of thanks was extended to the steward department for a job well done.

RICE VICTORY (Victory Carriers), June 23—Chairman, George Schmidt; Secretary, H. L. Meacham. Brother George Schmidt was elected to serve as ship's delegate. No beefs were reported by department delegates.

JOPLIN VICTORY (Marine Carriers), July 1—Chairman Jerry Ange; Secretary, David M. Eby. Crew request that the slop chest be replenished. Some disputed OT was reported by engine delegate.

BEAVER VICTORY (Bulk Transport), July 4—Chairman, P. C. White; Secretary, R. Kwiatkowski. Some disputed OT was reported by engine delegate. Vote of thanks was extended to the steward department for a job well done.

SEMAR (Calmar), July 13—Chairman N. A. Barbour; Secretary, R. E. Taylor, Jr. \$17.00 in ship's fund. No beefs and no disputed OT on board. Discussion held on retirement plan.

CITADEL VICTORY (Waterman), July 14—Chairman H. A. Smith; Secretary, Pat Fox. No beefs on board and everything is running smoothly. Brother Harry Smith was re-elected to serve as ship's delegate. Vote of thanks to the steward department for good food and service.

LYNN VICTORY (Victory Carriers), July 14—Chairman, W. Sibley; Secretary, K. Blackwell. Some disputed OT in deck and engine departments. Suggestion was made to see about getting a new washing machine and chairs in place of benches in the recreation room. Also to have patrolman see about getting an adequate slop chest.

COEUR D'ALENE VICTORY (Victory Carriers), July 7—Chairman, J. Craft; Secretary, T. Simms. Brother Jesse T. Spivey, Jr. was elected to serve as ship's delegate. No beefs and no disputed OT.

OVERSEAS HORACE (Maritime Overseas), June 17—Chairman A. W. McCullum; Secretary, William B. Prip. Brother Alva W. McCumnum was elected to serve as ship's delegate. No beefs and no disputed OT on board.

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1950, New York 4, N. Y.
Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

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

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

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

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

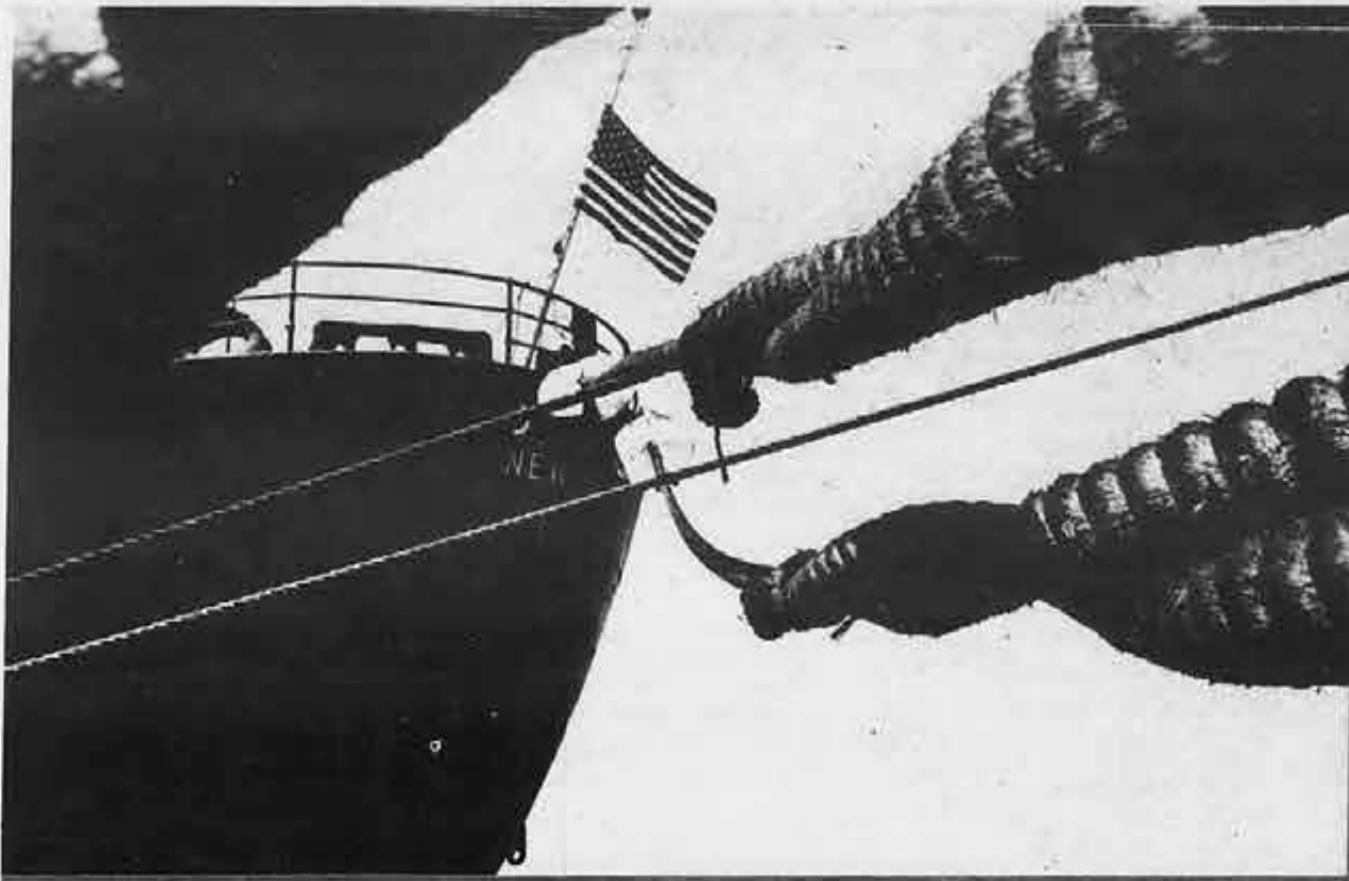
EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed,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

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

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



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



The Desoto- A WORLD TRAVELER

The SIU-contracted DeSoto (Waterman) paid-off in New York, recently. The vessel was chartered by MSTIS and called at two ports in Vietnam and later at Manila. A good trip was reported with a minimum of beefs and disputed overtime. The steward department turned out top-notch chow, the crew reported.



Seafarer R. W. Smith of the deck department discusses the voyage with patrolman Mike Secca. Brother Smith, who sailed as an OS, reported smooth sailing.



Chester Yaw (left) and E. C. Anderson (right) talk over Viet trip while Head quarters Rap. Fred Stewart looks on. Yaw is a third cook and Anderson is an AB.



Along in the
Chief Water Cook's
kitchen -
out -
chow during run



The Gallagher AB relaxes and
reads the shipping news in
his cabin during the run.



While AB Joe Sarda relates an interesting story to patrolman Mike Secca, Rap. Fred Stewart looks on. Sarda joined the Union in 1967. Mike is OS.



At the controls of the
engine room, the
Chief Engineer, Mike
Sarda, keeps the
Desoto on a steady
course.

