

AFL-CIO
Convention
MTD

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Total Reaches 354

Five More Seafarers Earn Licenses At SIU Engineers Upgrading School

Five more Seafarers from the engine department have been graduated from the School of Marine Engineering sponsored jointly by the SIU and MEBA District 2. All have earned their engineer's licenses following successful completion of the comprehensive training program offered by the school.

There are now 354 Seafarers who have completed the School's course and have gone on to pass their Coast Guard licensing examinations.

James Richard Logan, 35, is a native New Yorker who now



Logan

Bonafont

lives on Long Island with his wife, Carol. He joined the SIU in the Port of New York in 1952 and sailed in the engine department as an oiler before entering the Engineering School in June. On September 9 he received his Second Assistant Engineer's License.

Carmelo Bonafont, 31, graduated from the Harry Lundeberg School of Seamanship in 1961 and in 1965 was graduated from

Senate Confirms Helen D. Bentley As FMC Member

WASHINGTON—Helen Delich Bentley, long-time maritime editor of the Baltimore Sun, was unanimously confirmed by the Senate this month as a member of the Federal Maritime Commission.

With this action completed, her appointment to the chairmanship of the commission by President Nixon was assured.

Mrs. Bentley, who fills the vacancy created by the recent retirement of Admiral John Harlee, will serve the balance of his term, which runs through June 30, 1970. The chairmanship had been filled on an interim basis by Commissioner James F. Fanseen.

As FMC chairman, Mrs. Bentley will be one of the highest ranking women appointed to a government post by the Nixon Administration.

The official reappointment of James V. Day to another five-year term on the FMC was also announced by the White House. His previous term had expired June 30 but he has continued to serve on the commission, briefly as its acting chairman.

Day, who is a Maine Republican, was one of the first appointees to the FMC when it was set up in 1962.



Kennedy

Dick

Russo

the seniority up-grading program. A native of Puerto Rico, make his home there with his wife, Evelyn. He joined the Union in the Port of New York in 1961 and sailed in the engine department as an FOWT prior to his enrollment in the School of Engineering in June. Bonafont graduated with a Temporary Third Assistant Engineer's License on September 18.

Aubrey Kennedy, Jr., 43, is a native of Alabama who now lives in Jay, Florida, with his mother, Mattie. He joined the SIU in the Port of Mobile in 1958 and sailed in the engine department as an FOWT before enrolling in the School of Engineering in June. He graduated on September 23 with a Third Assistant Engineer's License. From 1944 until 1946, he served in the Navy.

John Russell Dick, 42, entered the School of Engineering in June and graduated on September 11 with a Temporary Third Assistant Engineer's License. He joined the SIU in the Port of New York in 1969 and sailed in the engine department as an FOWT. A native of New York, he now lives in Brooklyn with his wife, Mary. Seafarer Dick served in the Army from 1951 until 1953.

Anthony Joseph Russo, 44, served in the engine department Seafarer Bonafont continues to as an oiler before entering the School of Engineering in June. He is a native of Jamestown, New York, and now makes his home in Chicago. Brother Russo joined the Union in the Port of San Francisco in 1960. From 1950 until 1957, he served in the Army. Seafarer Russo graduated from the School of Engineering on October 2 with a Second Assistant Engineer's License.

All engine department Seafarers are eligible for any of the upgrading programs at the Union-sponsored School of Marine Engineering, provided they are at least 19 years of age and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department in addition to at least six months experience as wiper or the equivalent.

Any Seafarer who qualifies and wishes to enroll in the school may obtain additional information and make application for enrollment at any SIU hall. Information can also be obtained by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232, or by telephoning the school at (212) 499-6600.

Resolutions of MTD Back Wide Range of Reforms

ATLANTIC CITY—Delegates to the eighth Constitutional Convention of the AFL-CIO Maritime Trades Department, representing 42 AFL-CIO unions with a combined membership of 7.5 million workers, adopted a wide-range of resolutions aimed at the resurgence of the foundering U.S. maritime industry and urging progressive legislation to benefit the entire nation as a whole.

The convention, chaired by MTD and SIUNA President Paul Hall, unanimously approved an omnibus resolution calling for long-overdue action to revitalize all elements of the nation's maritime program—deep-sea, Great Lakes and inland waterways shipping, shipbuilding, fishing, and oceanography. The MTD warned against any piecemeal approach to the various problems of the merchant marine, declaring that it is essential to "move forward on a broad front in developing a total maritime industry." Re-establishment of the Maritime Administration as an independent federal agency was strongly urged.

In order to combat the runaway-flag shipping problem the MTD called on the federal government to renounce the policy of "effective control," and revoke the de facto subsidy granted opportunistic shipowners and their foreign-flag ships. The delegates strongly supported the imposition of taxes, either on the American companies which put their ships under foreign-flags, or on the cargoes these vessels carry, to take the profit out of runaway-flag operations.

Congress was called on to rescue the Great Lakes fleet from extinction by providing adequate funds for construction, conversion, reconditioning and/or modernization of that fleet and to grant operating subsidies similar to those accorded shipping lines in overseas trade routes.

In recognition of the fact that the Russian merchant fleet is steadily increasing as the United States fleet decreases, the delegates called for an active program of shipbuilding and ship development to combat the Soviet menace on the high seas which threatens our commerce and national defense.

The convention condemned tax-dodging attempts to build American ships with foreign steel and foreign components, thereby costing U.S. workmen countless thousands of man hours of legitimate work.

Vigorous support was registered for the SIUNA Affiliated Staff Officers' Association of America's continuingly vital program to train Purser Pharmacist Mates to provide shipboard medical care for merchant seamen.

Appropriate Senate and House committees were called upon to hold public hearings into the closing of Public Health Service hospitals with a view toward enactment of legislation preventing arbitrary and capricious decisions by the Executive Branch of government to deny to American seamen their elemental right to high quality medical care.

To combat the problems of the United States fishing and fish-canning industries, the MTD reaffirmed its determination to arouse the support of the public so that the long-overdue revitalization

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SIU Constitutional Committee Preparing Report

As reported in the September issue of the Seafarers LOG, Secretary-Treasurer Al Kerr, in behalf of the Executive Board, presented to the September membership meetings of the constitutional ports a resolution to amend the SIU's Constitution. The resolution as submitted, upon its concurrence, called for a Constitutional Committee consisting of six (6) book members—two from each department—to be elected in the Port of New York, Headquarters, at a special meeting to be held at 2:00 P.M. on September 22, 1969. The resolution was carried in the September meetings of the constitutional ports. Thereafter, at the special meeting held at Headquarters on September 22, the following six (6) book members were elected: Deck Department: Daniel Dean, D-70; Charles Boyle, B-958. Engine Department: John Pasko, P-666; John Dolan, D-124. Steward Department: Fazel Ali, A-475; John Graddick, G-313. The Constitutional Commit-

tee has been meeting daily since its election on the second deck of the Headquarters building in Brooklyn. On numerous occasions, officials and members of the Union have met with the committee to offer suggestions as to what changes they thought should be made in our Constitution.

Secretary-Treasurer Kerr, in his October report to the membership, requested that those members having suggestions as to changes in the Constitution—particularly those dealing with election procedure or the finances of the Union—present them to the committee in the conference room on the second deck of the Headquarters building.

Secretary-Treasurer Kerr further recommended to the membership that the Constitutional Committee's report be presented to the membership at special meetings to be held in the constitutional ports on October 22. (For the benefit of the membership, you are requested

to check the bulletin board in the constitutional port you are in for the exact time of the October 22 special meeting in that port.)

If at the special meetings to be held on October 22, the membership concurs in the Constitutional Committee's report and recommendations, it will thereafter be submitted to a membership referendum. The

exact dates of the membership referendum will be a part of the Constitutional Committee's report that is acted on at the special October 22 meetings referred to above.

The membership of the Union is again encouraged to submit to the Constitutional Committee any suggestions you may have as to changes in our Constitution.



An SIU Constitutional Committee, consisting of two book members from each department, was elected at a special meeting in the Port of New York Sept. 22. Elected were (L-R): Deck: D. Dean, C. Boyle; Engine: J. Dolan, J. Pasko; Steward: F. Ali, J. Graddick.

Theme Keyed to Nation's Needs

AFL-CIO Convention Sets Course For Challenges of '70s

ATLANTIC CITY—The AFL-CIO headed into the 1970s prepared to meet the challenges of a new decade with a program keyed to the needs of the country and a strong and expanding trade union movement.

The federation's eighth convention took a look at the 1960s and reviewed the great and tragic events. But its concern was with the Seventies and was perhaps best voiced by AFL-CIO President George Meany when he restated his keynote theme after his re-election to his eighth term: "We have come a long way but we still have a long way to go."

In his speech to the opening session of the convention, Meany charged that the Administration's economic and legislative policies are threatening to bring on serious unemployment and are critically reducing im-

portant economic and social programs.

Meany reviewed the events of the past two years, the developments in Washington in the past nine months and declared:

"We intend to stay in business, we do not propose to accept the proposition that the working people of this country no longer merit full and fair consideration in the resolution of all issues affecting them, and that includes all the pressing issues of the day—tax reform, interest rate, inflation, urban problems, education, civil rights, the whole works."

He told the approximately 900 delegates in the Traymore Hotel convention hall that "no organization in America" other than the AFL-CIO "encompasses such a broad range of commitments and no other organization pursues these commitments with a greater respon-

sibility and consideration for the welfare of the nation as a whole."

The AFL-CIO is heading into the Seventies with a new secretary-treasurer, Lane Kirkland, unanimously elected for his first full term, and an expanded Executive Council of 35 members. The convention added six new vice presidencies in a constitutional change and three members of the council stepped down, bringing a total of nine new vice presidents to the federation's top governing body between conventions.

To assure the integrity of the federation and its affiliates from dual, rival, raiding organizations the delegates voted by a 50 to 1 margin on a rollcall vote to expel the Chemical Workers, declaring that the union's affiliation with the Alliance for Labor Action did violence to AFL-

CIO objectives and principles.

Elections Pose Early Test

One of the first challenges of the Seventies—the 1970 congressional elections—received major attention from the nearly 900 delegates who heard Meany pledge no retreat in the struggle for social gains and voted a series of resolutions carefully spelling out differences with the Administration on an issue-by-issue basis.

They voted support of the President on his efforts to end the Viet Nam war through negotiations for an honorable peace and heard Defense Secretary Melvin Laird spell out that policy. They heard also from Labor Secretary George P. Schultz on the Administration's economic policies and from Federal Mediation Director J. Curtis Counts on trends in labor-management disputes.

In the critical area of ending discrimination across the board, the delegates cheered Bayard Rustin as he assailed Administration to slow down integration in some areas while espousing policies to divide black and white workers and diverting them from the necessity of securing jobs, housing, education for every American.

The delegates and hundreds of guests came to their feet cheering for Israeli Prime Minister Golda Meir who spelled out Israel's case for survival in simple, trade union terms and recalled the close, historic ties of the AFL-CIO and Histadrut, the Israeli Federation of Labor.

The 1970 elections were put into perspective also by former Vice President Hubert H. Humphrey who spelled out a point-by-point indictment of the

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At Eighth Convention

MTD Optimistic on Administration's Maritime Pledge

ATLANTIC CITY — Organized labor has set its sights on enactment of a sweeping overhaul of the nation's maritime laws.

This theme emerged from the 8th Constitutional Convention of the AFL-CIO Maritime Trades Department, held here on the eve of White House announcement of a merchant marine program geared to the challenge of the 70's.

The 45-member Executive Board of the Department, headed by SIU and MTD President Paul Hall, voiced optimism in its report to the 225 assembled delegates that long-overdue reforms in the nation's maritime laws would soon be enacted. This optimism, the MTD Board said, was based on a "specific and definite" promise by the Nixon Administration. It noted, however, that the Administration program still has not been announced and pledged that the MTD would work "to make certain" that any program which finally becomes law will be "based on fair play for all segments of this industry—not just a favored few."

Convention delegates—representing 7.5 million American workers in 42 national and international unions concerned with shipping, shipbuilding and allied industries—took resolved action on all existing maritime problems, from the need for a positive program at home to the growing threat of Soviet seapower and the continued economic drain on the U.S. economy caused by runaway-flag shipping.

The convention also dealt with a wide range of domestic issues, including the need for overhaul of the nation's tax structure to provide economic

justice to low- and middle-income wage earners, the growing propaganda barrage aimed at organized labor by right-wing forces, the need for economic actions to make civil rights meaningful in the United States, and the urgency for action in such areas as housing, education, poverty and hunger in America.

Typical of the more immediate domestic issues facing the trade union movement in America today is the nomination of Judge Clement F. Haynsworth, Jr., to the U.S. Supreme Court. (Although narrowly approved by the Senate Judiciary Committee since the MTD convention adjourned, Haynsworth still faces increasingly strong opposition on the Senate floor which may yet prevent his confirmation to the high court.)

Speaking to the MTD delegates on the opening day of the convention, AFL-CIO President George Meany said Haynsworth was "completely out of line in his philosophy" on labor and civil rights issues, and added that the South Carolina jurist "has not displayed the ethical standards that the American people have the right to expect from a person sitting on the Supreme Court."

Meany's attack on the nominee came on the heels of convention action in which delegates unanimously approved a resolution asking that Haynsworth either step aside voluntarily or that President Nixon withdraw his name from consideration, to "safeguard our judicial system."

Copies of the resolution were dispatched to all Senators who were asked to reject the nomination if neither Haynsworth nor Nixon acts voluntarily on this issue.

In his speech, Meany cited



MTD and SIU President Paul Hall introduces Representative Edward A. Garmatz (D-Md.), right, who was prominent speaker at Convention. Garmatz told delegates that "Congress would not wait much longer" for Administration's maritime program. Exec. Secretary-Treasurer Peter M. McGavin of MTD is in center.

statements made last year by Senators Paul J. Fannin (R-Ariz.), Jack Miller (R-Ia.), Robert Griffin (R-Mich.) and Strom Thurmond (R-S.C.) all of whom had opposed the nomination of Justice Abe Fortas as chief justice. All four had said, in essence, that the appearance of impropriety in a court appointee was as damaging as impropriety, itself. Said Meany:

"I think we can rest our case against Judge Haynsworth on the remarks of these very distinguished members of the U.S. Senate. I don't know whether they still hold those positions. They may have changed their mind in a year or so, but they did at least have this position . . . in the case of Justice Fortas. We will, of course, be watching with great interest their actions."

Concerning problems more directly affecting the merchant marine, the Nixon Administration came under strong fire from Senator Harrison A. Williams (D-N.J.) for its failure to come

forward with the maritime program promised a year ago.

"The country waits and waits for action to back up the promise," Williams said, warning that, if necessary, legislative action would take the place of "executive apathy."

The Senator called for action that would balance the nation's maritime program more equitably between the one-third of the industry that is subsidized and the two-thirds that is unsubsidized, and the boosting of the tonnage carried on U.S.-flag vessels. At present, American ships carry only five percent of the nation's import-export cargo.

Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine Committee, also expressed concern about the Administration's failure to make public maritime recommendations promised during the 1968 campaign.

"We still are getting word from Administration leaders

that such a program is coming, but the target date keeps getting pushed back, and back, and back," he said. "I hope the Administration does produce a program. If it does, and if it is a good program, it will have my committee's support."

Garmatz served notice on the Administration that "Congress will not wait much longer" for a program from the White House, and would produce its own legislation if that becomes necessary. "This is no empty promise," the Congressman declared. "The objectives are clear: More American cargoes in more American ships. The will of Congress to act is clear . . . the honeymoon for the Administration is over."

Senator Charles E. Goodell (R-N.Y.) told the convention delegates that the reconstitution of the Maritime Administration as an independent federal agency was essential to the "re-

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AFL-CIO Legal Study Shows: Justice Dept. Used Double Standard In Whitewash Letter on Haynsworth

WASHINGTON — A Supreme Court decision last year set a conflict of interest standard that bears directly on the dispute over the judicial ethics of Judge Clement F. Haynsworth, Jr.

An AFL-CIO legal analysis cited the decision in response to a Justice Department letter absolving Haynsworth of impropriety in an important labor case involving the Deering Milliken textile chain.

The Justice Department said there was no reason for Haynsworth to disqualify himself because a company he served as an officer and director did a \$100,000-a-year business with Deering Milliken textile plants. The Justice Department letter did not comment on the fact that Haynsworth did not disclose his business connection when the case was before his court.

Two Supreme Court decisions were quoted by the AFL-CIO in its refutation of the Justice Department position.

One stressed that even if there is no actual bias on the part of a judge, "justice must satisfy the appearance of justice."

In the other decision, cited as a close parallel to the Haynsworth case, the Supreme Court overturned an arbitration award because the arbitrator had occasional business dealings with one of the parties to the case.

These amounted to only \$12,000 in engineering consultant fees over a period of four or five years—a considerably smaller amount than the dollar involvement of Haynsworth's Carolina Vend-A-Matic Corp. with Deering Milliken plants.

But the Supreme Court—to

which Haynsworth has been nominated—set aside the award because the arbitrator had not followed "the simple requirement that arbitrators disclose to the parties any dealings that might create an impression of possible bias."

By ignoring this pertinent decision, the AFL-CIO charged the Justice Department letter is exposed not as "an even-handed statement of the law" but as a defense of Haynsworth "proceeding from the assumption that it is sufficient for a judge's actions to meet the rough and ready standard of the marketplace" even if it falls short of the higher standards of judicial ethics.

And as for the purported ignorance of Deering Milliken officials of Haynsworth's connections with the vending machine firm and of the judge's claimed uninvolvedness in the deaths of the business, the AFL-CIO commented:

"In light of the facts that the general manager of Carolina Vend-A-Matic was a former official of Judson Mill, a Deering Milliken operation which utilized the services of Judge Haynsworth's law firm; that Judge Haynsworth's wife was the secretary of the company; and that the judge was listed as its first vice president and a director, these statements strain belief."

Elliot Bredhoff, general counsel for the AFL-CIO Industrial Union Department, also cited the 1968 Supreme Court decision as directly applicable to the Haynsworth case.

In testimony prepared for the Senate Judiciary Committee, he noted that Haynsworth's law firm at the time he was still the

senior partner, had represented a major Deering Milliken mill.

"Solely on the basis of this," Bredhoff suggested, "Judge Haynsworth should have disqualified himself."

By contrast, Bredhoff noted that his own former senior law partner, Arthur J. Goldberg, disqualified himself from the very same case when it reached the Supreme Court.

The reason that Goldberg—then a Supreme Court Justice—did not take part in the case, Bredhoff said, is that "many years before, his former law firm had handled unrelated litigation for the Textile Workers Union," one of the parties to the case.

SIU WELFARE, PENSION & VACATION PLANS

Cash Benefits Paid
Report Period: August 1—August 31, 1969

	Number of Benefits	Amount Paid
SEAFARERS' WELFARE PLAN		
Scholarship	—	\$ —
Hospital Benefits	2,513	59,364.81
Death Benefits	26	72,523.00
Medicare Benefits	484	1,934.00
Maternity Benefits	22	4,400.00
Medical Examination Program	496	14,953.95
Dependent Benefits (Average \$474.43)	2,069	98,159.48
Optical Benefits	813	10,616.76
Meal Book Benefits	91	911.00
Out-Patients Benefits	4,769	37,544.00
SUMMARY OF WELFARE BENEFITS PAID	11,283	300,407.00
SEAFARERS' PENSION PLAN-BENEFITS PAID	1,405	324,600.00
SEAFARERS' VACATION PLAN-BENEFITS PAID (Average \$415.04)	1,636	678,999.06
TOTAL WELFARE, PENSION & VACATION BENEFITS PAID THIS PERIOD	14,324	\$1,304,006.06

Carey Sees Threat to U.S. Security In Growing Soviet Merchant Fleet

WASHINGTON—The Soviet Union is not only outproducing the United States in merchant ships by more than 2,200 percent; the Russians are also invading and capturing international trade to a degree that endangers American commerce and national security.

This warning was issued recently by Representative Hugh L. Carey (D-N.Y.) to a meeting of the AFL-CIO Maritime Trades Department, which represents 42 unions with 7.5 million members in shipping, shipbuilding and related trades.

The Russian threat, the New York Congressman declared, means that the Soviet Union is

"seeking to dominate the oceans of the world and will be satisfied by nothing less than driving the U.S. and other countries from the high seas." As the Soviet fleet continues to grow, he said, it will become an increasing menace not only to the U.S. maritime industry but to the American economy itself.

Carey offered the following contrasting figures on the Russian and American merchant fleets:

- Of the major maritime nations of the world, the U.S. was the only country to show a decline in its merchant marine in 1968, while the Soviet fleet was rapidly enlarging.
- The Russian fleet now stands at 12 million tons and the Soviet's program to have 20 million tons at sea next year is running ahead of schedule. The U.S. privately-owned fleet, by comparison, is 15 million tons and declining.

- Last year 21 merchant ships were built in the U.S. but during that year 17 ships were transferred to foreign flags, leaving a net gain of four. The Soviet Union produced a total of 89 merchant vessels. Only two ships were transferred away from the hammer-and-sickle flag, both to North Korea. Thus for 1968 the U.S. had a net gain of four merchant ships, the Russians gained 87.

- Early in 1969 the Soviet Union had 465 merchant vessels under construction or on order; the U.S. total was 63.

Carey called for "a crash program to meet today's needs—needs which are assuming emergency proportions in the light of the Soviet drive for world sea supremacy. We need a long-range, comprehensive program, something that spells our commitment to building a new fleet and keeping it strong."

In this way, the Congressman said, "we will be able to withstand today's Soviet threat on the seas, and we will be better equipped to meet whatever other competition may surface in the future."

Bethlehem Steel Plans Giant Basin At Sparrows Point

SPARROWS POINT, Md.—A \$15-million "super basin for supertankers" will soon be built for the Bethlehem Steel Corporation's shipyard here.

Planned for completion by the end of 1970, the new facility will be capable of handling tankers larger than 200,000 deadweight tons. The basin will be more than 1,000 feet long and have a width greater than that of any vessel ever built to date. It will be one of the largest of its kind in the world.

According to Edmund F. Martin, chairman of Bethlehem Steel, the company envisions tankers of up to 500,000 deadweight tons in the future. The huge graving dock will enable the company "to participate in the market we foresee for the next 10 years."

The new graving basin will not be equipped with ways. Instead, it will be flooded—dry-dock style—whenever construction of a vessel is completed. Five major launching ways, capable of handling vessels up to 830 feet in length, are currently in use at Sparrows Point.

The Sparrows Point yard is also undergoing other expansion—including two multimillion-dollar building programs. A 90 by 750-foot-long panel shop is being built to handle new methods of ship construction.

Cause for Celebration



Before handing six SIU veterans their first pension checks at the October membership meeting at headquarters, SIU Vice President Earl (Bull) Shepard (right) had a special announcement to make. Uldarico Merjudio, whose shoulder Shepard is clasping, will become a proud father in May, at the age of 72. Brother Merjudio, who sailed as a steward, met his wife two years ago at a party given by his cousin. Seafarer Merjudio joined the SIU in the Port of New York in 1943. Pensioners are (from left): Joe Parcolla, Anargyros Dokeris, Conrado Navarra, Frank Moran, Merjudio and Hezekiah Donovan.

SIUNA, MTD Demand End to PHS Hospital Shutdowns

WASHINGTON — The SIUNA and the AFL-CIO Maritime Trades Department, stepping up the tempo of their continuing battle to safeguard the health of the nation's merchant seamen, have called on Congress to put an end to the government's systematic shutdown of the network of Public Health hospitals.

The fight was carried to the powerful Senate Labor and Public Welfare Committee by O. William Moody, Jr., administrator of the 7.5-million-member MTD, and Fred J. Farnen, secretary-treasurer of the SIUNA's Great Lakes District.

At issue was the recent closing of the PHS hospitals in Detroit, Mich., and Savannah, Ga.—the two latest hospitals to be closed down in a continuing undercutting of the mariners' hospital system, which has been reduced from 23 installations in 1949 to only eight hospitals today.

"The Department of Health, Education and Welfare and its Public Health Service," Moody told the Senate committee at public hearings, "have been consciously sabotaging the mandate of the Congress to provide medical and surgical care to our merchant seamen, commercial fishermen and active-duty Coast Guardsmen."

Yarborough adds Support

The SIUNA charge won a quick response from Senator Ralph Yarborough (D-Tex.), committee chairman, who instructed the committee staff to prepare telegrams to HEW and the Bureau of the Budget, demanding the "immediate reopening" of the Detroit and Savannah facilities.

Giving the SIUNA-MTD testimony his enthusiastic endorsement, Yarborough went on to urge Moody to follow up the appearance with a letter to President Nixon. He suggested that the letter to the White House include the call, in the labor testimony, for "a clear and un-

mistakable long-range commitment by the Administration to the concept and the practice of making Public Health Service hospitals the models for all future hospital facilities."

The Union's testimony focused on the urgent need for adequate health facilities to care for seafarers, pointing out that for nearly two centuries the government has recognized its responsibility to provide such facilities.

"Merchant seamen," he emphasized, "must work, for the most part without the availability of medical care and treatment while on the job at sea. Their work is transient. They cannot telephone their family doctor who, because of close and long relationship, can make a telephone diagnosis and prescribe medication for many run-of-the-mill ills. There is no corner drugstore to fill the prescription . . . Except in the most extreme emergencies, illness and injuries await the arrival in port of the patient."

Upon arrival at the hospital, Moody told the Senators, the seafarer needs immediate care. If he must wait days or weeks to be admitted for non-emergency, but essential, treatment at an already overcrowded public or private community facility, he is lost to the industry during that period. "Unlike other workers," Moody said, "he cannot stay on the job while awaiting admittance. He cannot ship out without a 'fit-for-duty' slip obtained from an authorized Public Health Service physician."

Other Detroit area hospitals, to which seafarers are now taken, are reported to have an occupancy of 80 per cent. "But any Detroit can tell you," the MTD official testified, "that this average means that many times there is over 100 percent occupancy—and the seafarer cannot pick and choose his time. He cannot instruct the captain of his vessel to arrive in port only when occupancy is below

average. After protracted periods at sea, these men need immediate, available and accessible medical and hospital care."

Moody contended "it has been budget pressure, rather than effective medical care pressure, that is responsible for the closing of two out of every three PHS hospitals that were in use 20 years ago."

Yarborough agreed with Moody that the closings were unjustified, and commented: "There seems to be a deliberate pattern of attempts to deny merchant seamen their rights under the law to Public Health Service care. They closed the Detroit hospital before Congress could hold hearings, even before Congress could find out about the closing." The Senator added: "Any proposal to send merchant seamen to Veterans Hospitals is a major mistake; the Veterans Hospitals are overcrowded."

Moody forecast that the Seattle Public Health Service Hospital would be the next to be arbitrarily closed. The pattern, said Moody, will follow that established with Detroit and Savannah.

"The steps can be predicted," he testified. "First, a budgetary freeze; second, loss of technical

and medical personnel; third, patients turned away because of lack of facilities; fourth, a decline in the quality of care; and finally, the Public Health Service determines that because these events took place, it will be 'no longer possible to offer at the Seattle Hospital the full scope and quality of services to which the Public Health Service beneficiaries are entitled.'"

PHS Hospitals Excellent

Praising the quality of medical care and treatment in PHS hospitals as "excellent," the SIUNA-MTD spokesmen deplored "the utter incongruity of liquidating established federal medical hospitals universally respected for their high quality, comprehensive medical care and treatment, research and clinical facilities at a time when our country has such a tremendous need for expanded medical care, increased hospital and clinical facilities."

Several Senators commented that this point of Moody's was supported by repeated announcements that the Administration plans to propose a legislative program designed to greatly enlarge the American merchant marine.

"It is almost incomprehensible," Moody continued, "that at a time when the health and hospital needs of this country are so apparent—that an arm of the federal government would be taking out of service these essential facilities. We are not insisting that Seafarers have exclusive use of PHS facilities. In fact, while maintaining the priority given to our members by Congress, we are recommending that PHS hospitals be given a new and enlarged role in the world of medicine and medical care. These hospitals should be the pioneers in new and visionary techniques. They should be the innovators, the breakers of tradition."

Again Senator Yarborough agreed. "This question," he said, "has broadened out beyond the merchant seamen to a concern of the whole nation and the national cause of better health care. This should be a time of expanding and improving public health facilities, not curtailing them. This Administration seems to be afraid the American people might enjoy better health."

Measure Goes to White House

1970 Maritime Authorization Bill Passes House With Senate Changes

WASHINGTON—House passage of a slightly revised Senate version of the maritime authorization bill for 1970 last month sent the measure to the White House for Presidential action.

Termed a "stop-gap measure" by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, the bill, H.R. 4152, authorizes a \$384.6

million program for the Maritime Administration for the coming fiscal year. Submission of a comprehensive revitalization program for the merchant marine by President Nixon was still expected at any time.

Included in the passed bill is authorization of \$145 million for ship construction subsidies—an increase of some \$129.1 million over the \$15.9 million allotted for this purpose in the Nixon budget. This, when added to \$101 million in carryover funds unspent from last year's maritime appropriations, is estimated to be sufficient to help build up to 22 new cargo ships.

During the House hearings in May, Chairman Garmatz called the \$145 million figure "the bare minimum" needed if the nation is to undertake a return to its former status as a leading world maritime power.

In the current discussion on the floor of the House, Garmatz pointed out that, not only are Nixon's revitalization proposals yet to be seen, but even were they presented to the Congress at this time and passed promptly, it would take two to three years before the first dollar could be spent.

"We must begin an adequate building program this year to bridge the gap until the long-range program is produced," Garmatz declared.

The authorization measure earmarks the sum of \$212 million for operating differential subsidies. Among the revisions made by the Senate in the original House bill were a decrease in authorization for research and development funds from \$15 million to \$12 million, accompanied by an increase of \$2.27 million in the amount allotted for state maritime schools. Garmatz explained that the state schools funding would permit the establishment and operation of a merchant marine school on the Great Lakes.

Appropriations are the next step. A measure incorporating the authorized funds in the form of actual appropriations will have to be passed by both houses of Congress before the 1970 program can be implemented by the Maritime Administration.

Nevertheless, several recent developments have raised hopes in maritime circles that the decline of the merchant marine may finally be reversed. Among these was the recent voting of a \$940 million increase in Navy shipbuilding funds—raising the total to \$3.5 billion—by the House Armed Services Committee. This was seen as one of several indications that the Nixon Administration is prepared to relax its tight budget policy, at least in selected areas.

New Full Book Members—October 1969



SIU Vice President Earl Shepard swears in the October class of Advanced Seamen at the regular monthly meeting in New York. Proudly displaying their newly-issued full books are (l-r front) W. Stutzer, T. Reim, J. Schlein, T. Peterson, C. Clemens and M. Carroll. In back: H. Barlow, L. Hall, L. Christmas, J. Jackson, T. Kelley and H. Levine.

MTD Convention Optimistic on Administration Action on Maritime

(Continued from page 3)

construction and recovery" of the merchant marine. He noted that the bill was "overwhelmingly approved last year by both Houses of Congress, but was killed by a pocket veto."

Senator Joseph M. Montoya (D-N.M.) and Representative James M. Howard (D-N.J.) both hit out sharply at the loopholes through which American corporations are escaping taxation by registering and crewing their ships abroad.

Archibald E. King, chairman of the SIU-contracted Isthmian Lines, Inc., sharply criticized the attitude of the government toward the one-third of the industry which receives operating and construction subsidies, and the two-thirds of the industry which operates exclusively on private capital.

"Whether intentional or not," King said, "various government agencies encourage subsidized lines to direct their competition against American-flag non-subsidized lines. They obtain somewhat lower rates made possible by subsidy support and they proclaim a saving in transportation costs for their department. What they have really done is engaged in a scandalous waste of U.S. government money . . . and they have flouted Congress while doing it"

Directing his remarks specifically to the unconscionable curtailment of services by U.S. Public Health Service hospitals, Senator Ralph W. Yarborough (D-Tex.) reminded the delegates that the federal government has, since 1798, "had a statutory obligation to the American seaman to make available to him a program of medical care and treatment made necessary by the peculiar nature of his employment."

Senator John O. Pastore (D-R.I.), noting that the "two nations we defeated in World War II"—Japan and Germany—have since outdistanced the United States in shipbuilding capability and production, said this nation must "start thinking" about its own overall maritime position. Although we must start "doing things for ourselves," the Rhode Island lawmaker declared, "federal assistance" remains a necessity where shipbuilding is concerned.

Delegates' recognition of—and concern about—the threat to the barge industry that would be posed by the Administration's projected user tax was shared by Senator Albert Gore (D-Tenn.). He declared that such a tax—as proposed by the Interstate Commerce Commission—would amount to "artificial restraints on the number of

commodities carried by a string of barges" and pose the danger of "a retardation in this industry. . . ."

The convention also strongly protested the denial to the 2.7 million American citizens in Puerto Rico of the right to vote in presidential elections. Unanimous convention action came after delegates heard pleas for fair play and justice from three representatives of the Puerto Rican government—Governor Luis A. Ferre, Resident Commissioner Jorge L. Cordova Diaz, and San Juan Mayor Carlos Romero Barcelo. The resolution said that the voting right should be extended "in recognition of the contribution made to our nation by our fellow citizens from Puerto Rico."

Other distinguished guests who addressed the MTD's three-day convention included: Senator Frank E. Moss (D-Utah), Senator Gale W. McGee (D-Wyo.), AFL-CIO Secretary-Treasurer Lane Kirkland, Governor Richard J. Hughes of New Jersey, Mayor James Tate of Philadelphia, Navy League of the United States President James M. Hannan, Federal Maritime Commissioner George Hearn, Director J. Curtis Counts of the Federal Mediation and Conciliation Service, and Dr. Robert A. Kilmarx of the Center for Strategic and International Studies at Georgetown University.

Membership growth in the MTD over the past two years was 25 percent, according to the Department's officers' report presented to the convention.

In summing up the comprehensive report presented to assembled delegates, President Hall said that the period since the 1967 biennial convention of the MTD "has been one of great activity and productivity."

"It has," Hall said, "set the stage for the continued growth and development of this Constitutional Department of the national labor federation . . . which will make it possible for the MTD to face the exciting and challenging times which lie ahead."



SIUNA Vice President Steve Edney, who heads United Cannery and Industrial Workers of the Pacific, discusses dying fish industry with Neil Gilbride, left, of the Associated Press and Damon Stetson of the New York Times. Program, sponsored by the AFL-CIO, is broadcast on Tuesdays, at 7:35 p.m. on the Mutual Broadcasting System.

Edney Calls for Federal Aid:

Decline of Fishing Industry Laid to Indifference, Neglect

ATLANTIC CITY—SIUNA Vice-President Steve Edney has charged that "indifference and neglect" by both government and private interests have triggered the rapid decline of the U.S. fishing industry.

Stressing that U.S. fish consumption rose 23 percent last year, but more than 76 percent of the products consumed were imported, Edney, President of the SIUNA Cannery and Industrial Workers in Los Angeles, called for federal assistance for the sagging fishing industry.

"What would the average American think if we had to import 70 percent of our agricultural products?" he asked. "We would say this is a sad state of affairs . . . Yet, this is true in the fishing industry."

Edney said that Russian, Japanese and Polish fishermen, "apparently having fished out their own banks, are now moving in on ours," while U.S. fishing boats are "rotting at the dock" and many fishermen have been without work for months.

Edney appeared on the network radio interview Labor News Conference, broadcast Tuesdays, at 7:35 p.m., EDT, on the Mutual Broadcasting System.

He called for better conservation agreements among nations. He said that foreign fishing fleets, not as closely restricted on gear and methods as U.S. fishermen, "sweep the bottom clean," catching many immature and unwanted fish. He said that such unrestricted fishing can "lead to the further decline" of this most important natural resource.

The union official said that few young people are interested in entering the fishing industry today. "When you have hard times in any industry," he noted, "people think twice before they invest their lives in it."

But, he added, federal assistance to fishing, as is done for agriculture, could "revitalize the industry so that people can make a living," and "many people will come back into it." Government subsidy would also help attract badly needed private capital into fishing, he added.

Questioning Edney on Labor News Conference, recorded at Atlantic City during the AFL-CIO convention, were Damon Stetson of the New York Times and Neil Gilbride of the Associated Press.

AFL-CIO Delegates Get Set To Combat Challenging '70s

(Continued from page 3)

Administration as he called for a renewed drive for liberal, progressive programs.

And indicative of the physical challenge of the new decade was the greeting given Col. Edwin E. Aldrin, Jr., the first union man to walk on the moon, who thanked the nation's workers for their skills and tax dollars and brought the miracle of space exploration a bit closer to understanding.

The AFL-CIO program for the 1970s was spelled out in more than 100 resolutions adopted by the delegates out of a mass of 274 presented to the Resolutions and other committees. They covered every aspect of American life with a heavy emphasis on programs and policies, on the crisis in the cities, the danger of recession and growing unemployment, bringing the poor and minority groups into the mainstream of American life, the need to improve the quality of life and the environment in which it is lived.

There was a growing concern also with international trade policies, the trend toward economic concentration and mergers and the continuing, never-ending work of the trade union movement—organizing the unorganized and stepping up and expanding collective bargaining.

The breakthroughs and the difficulties in the latter areas were documented in a dramatic appearance before the convention of Mary Moultrie, president of the Charleston, S.C., hospital workers' local of the Retail, Wholesale and Dept. Store Union, who was jailed for defying an injunction limiting picketing. She recounted the battle to establish the union and how a united labor movement threw its full strength behind the hospital workers to secure victory.

The convention took note also of the creation of two new AFL-CIO organizations since the last sessions in 1967—the Human Resources Development Institute to coordinate the activities of unions in manpower training programs and pioneer new approaches, and the AFL-CIO Labor Studies Center where special institutes in staff training and other educational activities will get under way in December.

There was also the immediacy of blocking the nomination of Judge Clement F. Haynsworth, Jr., to the U.S. Supreme Court, the need to secure meaningful tax reform in the Senate, the Farm Workers' grape boycott campaign and efforts to prevent the Administration from ducking out on prosecution of auto manufacturers in an air pollution conspiracy case.

Shepard Attends ILO Maritime Conference

GENOA, Italy—SIU Vice President Earl (Bull) Shepard was a representative here last month of the American merchant marine and of AFL-CIO President George Meany at an international maritime conference.

The conference, sponsored by the International Labor Organization (ILO), brought together union and management officials from 32 seafaring nations for the purpose of suggesting ways and means to improve the working conditions for seamen throughout the world.

One of the chief concerns of the conference was the development of uniform standards that would both attract new people into the maritime industry and

provide seamen and their families with the security necessary in this era of modern transportation.

Specific areas earmarked by the conferees for further study included: minimum wages, seamen's welfare, technological development aboard ship, vocational training, accident prevention and crew accommodations both at sea and in port.

The conference recommended that the basic international minimum wage for seamen be raised from \$70 a month to \$91 monthly and that greater guarantees for job security be sought.

Other recommendations called for improved recreational facilities and other cultural opportunities for merchant seamen

while in foreign ports, as well as steps to improve "moral protection" for young seafarers in port.

For the overall better protection of seamen in a day and age of technological change which calls for review of skills, safety regulations, training and welfare programs, etc., the conference suggested that a new convention to establish manpower plans for the merchant shipping industry be created.

All projected proposals and recommendations of the conference will be presented to the annual convention of the ILO for consideration when it convenes in Geneva, Switzerland in October of 1970.



New York Port Agent, Joe De George is flanked by SIU pensioner Jennie Rizzuto, whose sailing career spanned 28 years, and John Erickson, AB, who received full membership book at September meeting.

Jennie Rizzuto, Lady SIU Pensioner, Pays Happy Visit to Headquarters

BROOKLYN—The pleasant faced, bespectacled woman stood in the center of a group of Seafarers fielding their questions with the aplomb of a Willie Mays.

The scene was at SIU headquarters here immediately after the September membership meeting and the object of all this attention was Jennie Rizzuto, a former stewardess who has been on an SIU pension for the last two years.

"They're all my boys," said the 77-year-old former Seafarer. "They were always nice to me and called me 'mom,'" Jennie recalled, as her eyes twinkled with the memories of her many years at sea.

Jennie, who makes her home in New Orleans, began her career at sea in 1940 when she accepted a job as stewardess with the Delta Line. Her previous experience as a waitress and hostess was put to good use as she sailed on the Del Brazil for a year-and-a-half.

The start of World War II forced Jennie onto the beach where she spent the war years

working in a U.S. Army officers' mess.

Soon thereafter, Jennie joined the SIU in the port of New Orleans and began the period she refers to "as the happiest days of my life." Jennie loved meeting new and interesting people and visiting such countries as Puerto Rico, Brazil and Argentina. She still corresponds with many of the friends she has made over the years in Latin America.

The last 14 years of her sea time were spent on the SIU-contracted Del Mar. Upon her retirement, the captain of the Del Mar presented Jennie with a gold charm as a token of the Delta Line's appreciation of her long and valuable service. Jennie is very proud of the gift and

still wears it on her bracelet.

While in the cafeteria at the hall enjoying a cup of coffee, Jennie's quick and agile mind was able to recall ex-shipmates she has not seen in as long as 22 years. "I may not remember all the names but I never forget a face," Jennie said as she greeted yet another visitor to the table.

Jennie, who was born in Manhattan on February 15, 1892, is here visiting relatives and plans to stay through the end of October. When she gets back to New Orleans, she will spend her leisure time tending to her flower garden and writing her friends in Latin America about her vacation trip to New York City.

Mounting Shorefront Damage Faced by Great Lakes States

Millions of dollars of shorefront damages are faced by states bordering the Great Lakes as a result of high water levels. The problem has become increasingly acute because of successive cycles of high and low levels in recent years.

A federal study of the situation has become bogged down by insufficient budget appropriations. Another study by the U.S.-Canadian International Joint Commission, begun in 1964, is also behind schedule because of a lack of funds. The U.S. section, scheduled to be completed in October, 1973, will require \$902,000 to finish.

Work on the problem has also been done by the U.S. Army Engineers, which issued a report with no recommendations after spending from 1952 to 1964 in the field.

Senator Robert E. Stockdale of Ohio, board chairman of the Great Lakes Commission, a group comprised of the eight states with Lakes borders, has charged undue delay in a message to congressmen and senators from the region and also

to the United States Department of State.

Stockdale points out that the Great Lakes have gone through successive high and low water levels since 1952. In Lake Erie—as of July of this year—the level has reached a new high water mark, a quarter of an inch above the previous record reached in 1952.

Duluth-Superior Import-Export Cargo Declines

DULUTH—A decrease in export-import cargo at the Duluth-Superior Docks for the month of August lowered the cumulative total for the first eight months of the year to a level below 1968 figures for the comparable period, the Port Authority here reported.

On a 12-month basis, ending August 31, the two ports handled 1.6 million tons of import-export freight, 300,000 tons below the comparable interval a year previous. In the month of August, 348,589 tons of such cargoes were handled; in August, 1968, the total figure was 470,766 tons.

Contributing to the decline were a drop in exports of grain from 1,418,924 to 1,360,564 tons, a fall in general cargo from 71,750 to 53,100 tons, and a drop in bulk liquids from 18,533 to 16,231 tons.

Imports of general cargo were down to 33,473 tons in the first eight months of 1969 from 37,190 tons in the comparable 1968 period.

A rise was recorded in scrap iron exports, however, which were up to 58,540 tons from 34,275 a year ago. Also up were grain by-products, 83,251 tons of which were shipped compared with 58,292 tons.

Congress Strikes FDL Ship Funds From Budget for Third Year in Row

WASHINGTON—An Administration budget request for funds to build the first three of a projected fleet of 30 Fast Deployment Logistics ships was turned down flatly last month by the House Armed Services Committee. In so doing, the committee repeated its action of last year when it was considering the 1969 budget.

Similar action was taken in the Senate Armed Services Committee, which again deleted the program, as it had the year before, on the recommendation of Senator Richard B. Russell (D-Ga.), chairman of the committee.

This marks the third successive year that the controversial FDL program—which has been strongly opposed by the SIU and other representatives of maritime labor and industry—has been thrown out by the Congress.

The fiscal 1970 budget request for FDLs was in the amount of \$186.7 million. It is estimated that the vessels would cost some \$60 million each; the full program of 30 ships would run in the neighborhood of \$2 billion.

Originally the brain child of former Defense Secretary Robert S. McNamara, the FDL idea was sold to the Military Sea Transportation Service and the U.S. Navy as a floating military supply depot arrangement. The giant, mobile warehouses were designed to be anchored in convenient areas of global military

activity, loaded with strategic supplies and waiting to be used in an emergency. Proponents of the FDLs have never stopped pushing for their implementation, hoping to build 30 to 40 of the ships on an "experimental" basis.

The House report on the bill authorizing appropriations for the military program for fiscal year 1970, in the section concerning the FDL program, states:

"The President's budget request includes \$186.7 million for the first three fast deployment logistics ships of a total purchase of some 30. The Senate removed this sum from the shipbuilding and conversion portions of the bill. The committee concurs in this action, just as it refused to approve these funds last year. The committee has not been convinced that these ships will not be used in competition with our private merchant marine. It is essential that the merchant marine be rejuvenated and not further eroded by Department of Defense actions."

The report was filed by Committee Chairman L. Mendel Rivers (D-S.C.).

Opposition to the FDLs in the Senate, led by Senator Russell, made the additional point that the program placed the United States in too interventionist a posture.

While proponents of the idea claim that an insufficient number of merchant ships are pres-

ently available to meet future emergency availability conditions in defense situations, friends of the merchant marine point out that an equivalent expenditure of funds could well be used to beef up the nation's merchant marine, which has the flexibility of utilization in both military logistics and commercial service.

In addition, the vital flow of materiel in the current Vietnam conflict has been 96 to 98 percent seaborne—and this with a merchant marine which is at a low ebb both in numbers of ships and in the advanced age of 80 percent of the fleet.

Unclaimed Wages Being Held

Unclaimed wages for former crewmembers of The Cabins are being held for the following Seafarers by Texas City Refining as of September 11, 1969:

Anding, Benny
Baker, Curtis
Brown, Woodrow
Corry, Wm. R.
Deal, Wilson
Fisher, Frank
Furedi, C.
Glover, Alfred
Jackson, Robert
Jordan, Immie

Lewis, P. B.
Mackey, Donald
Marsh, Ben B.
Pritchett, W.
Sayles, Bruce D.
Silva, Alfonso
Smart, Roy K.
Snook, Glenn G.
Somers, John

Claims should be submitted to L. W. Westfall, Chief Marine Accountant, Texas City Refining, Inc., Marine Division, P.O. Box 1271, Texas City, Texas 77590.

Seafarers are urged to act promptly as these claims may be subject to the Texas Escheat laws. Each claim must include the "Z" number, Social Security number and the actual signature of the claimant.

AFL-CIO Expels Chemical Workers By 50-1 Margin for ALA Affiliation

ATLANTIC CITY — By an overwhelming 50-to-1 margin on a rollcall vote the eighth convention expelled the Chemical Workers from the AFL-CIO, declaring that the union's affiliation with the Alliance for Labor Action does "violence to the objectives and principles of the federation."

The vote on expulsion came on a report from the Committee on Resolutions. It recommended approval of the supplemental report of the AFL-CIO Executive Council calling for revocation of the certificate of affiliation.

The vote was 12,482,388 to expel, 244,815 against expulsion and 235,024 not voting. The votes against expulsion came from the Chemical Workers, Technical Engineers, Typographical Union, two of the four Glass Workers' delegates and a minority of the Teachers Union delegation. Two central labor body delegates also voted

against expulsion.

The resolutions committee's report to the convention said that ICWU President Thomas E. Boyle appeared before the committee and confirmed that his organization had affiliated with the ALA—set up by the Teamsters and the Auto Workers. The former was expelled by the AFL-CIO in 1957 on charges of domination by corrupt elements and the latter disaffiliated earlier this year.

Boyle claimed, the committee noted, that "giving aid and comfort to the ALA and, in turn receiving aid and comfort from the ALA does not constitute sufficient ground to sever the relationship of the Chemical Workers with the AFL-CIO."

The committee stressed "we do not agree," declaring that the ALA is a "dual organization rival to the AFL-CIO and that with complete knowledge of the true nature of the ALA, the Chemical Workers freely and

voluntarily embraced it and aligned itself with it."

SIU President Paul Hall who is also president of the AFL-CIO Maritime Trades Department, told the delegates that the "basic issue is quite simple: Do you do you not support the trade union movement as represented by the AFL-CIO?"

The fact that the Chemical Workers are among the smaller unions has nothing to do with the issue of expulsion, Hall said. He noted that the AFL-CIO had not hesitated to expel a much larger union, the Teamsters, on the basis of principle.

The Executive Council's report to the convention traced the development of the ALA as "a dual organization, rival to the AFL-CIO." It cited statements of objectives clearly indicating "the aggressive and disruptive designs of the ALA" towards AFL-CIO unions. And it repeated the warning issued by the council nearly a year before the Chemical Workers chose to join the ALA that affiliation constitutes grounds for expulsion from the AFL-CIO.

Steelworkers President I. W. Abel, chairman of the convention resolutions committee, moved the adoption of the committee resolution to expel the Chemical Workers—an action requiring a two-thirds vote.

AFL-CIO President George Meany told the convention that the expulsion action is not to "punish" the Chemical Workers but to resolve "an organizational impossibility."

The AFL-CIO constitution requires affiliates to respect the organizing jurisdiction of other affiliates. The ALA "right now" is raiding AFL-CIO unions, Meany noted.

Meat Cutters Win AFL-CIO Backing In Two Boycotts

ATLANTIC CITY—Consumer boycotts launched by the Meat Cutters against two mid-west companies were endorsed by the AFL-CIO in convention resolutions.

Union members are on strike at three plants of Poultry Packers, Inc., and the convention urged union families not to buy the company's Blue Star label products. The company sells about 70 percent of its products to the armed services.

Another resolution backed the boycott against Iowa Beef Packers, Inc., which has been struck since August 24. The company has been known as a foe of organized labor and uses non-union firms for its construction work.

AFL-CIO President George Meany wired the company of the convention's action and urged them to come to the bargaining table and negotiate a contract.

Sailing Days Over



Pedro C. Esteban, left, a new SIU pensioner, receives his first pension check from SIU representative Paul McGaharn, at New York hall. Esteban, who sailed in the steward department as a cook, has been with the Union for 22 years. His last ship was the Steel Worker (Isthmian). Brother Esteban is a native of the Philippine Islands.

Organization Key to Survival, Metal Trades Unions Warned

ATLANTIC CITY—A vigorous campaign to organize every worker in the jurisdiction of the AFL-CIO Metal Trades Department and its 22 affiliated unions was voted by delegates to the department's 54th convention.

"Organization is absolutely necessary, not only to our growth but also to our survival," President Maywood Boggs said in his first convention report as presiding officer. He took office three months ago as successor to B. A. Gritta, who resigned and was named president-emeritus.

During a two-day period the convention welcomed into membership the Elevator Constructors, a new department affiliate; voted full cooperation in a Naval shipyard campaign by the Cooperative Committee on Organizing Federal Employees and the AFL-CIO Department of Organization; mandated a similar drive in private industry and called for uniform rules of procedure and responsibility for all affiliated Metal Trades councils.

Boggs reported a major problem in a "vicious raiding campaign by an unaffiliated organization at the Norfolk, Va., Naval Shipyard, where the department represents 7,600 workers.

The department will, he said, continue to press for a federal shipbuilding program in the Navy and Merchant Marine.

SIU President Paul Hall, who is also president of the AFL-CIO Maritime Trades Department, urged the assembled metal trades delegates to "keep pressing" for an independent maritime agency and a massive program to build more ships in U.S. yards—ships flying the American flag, manned by U.S. crews and carrying more American cargoes.

AFL-CIO President George Meany told the convention that "if inflation continues, the drive for higher wages is going to continue because we expect to

move forward and not stand still."

Boggs announced that the Metal Trades Department and the new AFL-CIO Labor Studies Center are planning a seminar on collective bargaining for unions which represent federal employees.

The convention adopted reports:

- Approving continued cooperation with the AFL-CIO on radiation standards adopted by the Labor Department to protect uranium miners.

- Expressing strong opposition to any interference by government agencies in the administration of joint apprenticeship training programs, and any efforts to "discriminate because of race, creed or nationality."

Scott and Griffin Are New Leaders Of Senate GOP

WASHINGTON — Senator Hugh Scott of Pennsylvania and Senator Robert P. Griffin of Michigan are the new leaders of the Republicans in the Senate. Scott was chosen as minority leader to succeed the late Senator Everett McKinley Dirksen, Scott defeated Senator Howard H. Baker, Jr., of Tennessee, 24-19, at a party caucus.

Scott's election marked the first time that the Senate GOP, traditionally dominated by the conservative wing, has elected a moderate as their leader.

Baker, Dirksen's son-in-law, became the candidate of the conservatives when Senator Roman L. Hruska of Nebraska withdrew from the leadership contest in favor of the Tennesseean.

Following Scott's election, the caucus chose Griffin to replace Scott as assistant leader or whip. Baker again was the loser. This time the final vote against him was 23-20.

Wide Range of Reforms Backed by MTD Delegates

(Continued from Page Two)

tion of the U.S. fishing fleet, and the re-employment of displaced fishermen and cannery workers can be accomplished. The convention called upon the federal government to take whatever actions are necessary—including economic sanctions against Latin American countries attacking U.S. fishing vessels on the high seas—to assure that these acts of piracy be brought to a halt.

In other convention action, the delegates approved resolutions:

- Calling for action on improving the quality of housing, health care, education and employment for America's non-white population as the surest way to achieve equal opportunity for all citizens.
- Condemning proposals to force compulsory arbitration on labor and management—particularly in the transportation field—and warning that such "tampering" would undercut the free collective bargaining process.

- Emphatically opposing the nomination of Judge Clement F. Haynsworth, Jr. to fill the vacancy on the U.S. Supreme Court.

A resolution of particular importance to all citizens adopted by the convention dealt with the safeguarding of the basic right to privacy. The MTD warned that a mounting wave of "prying and spying" against the American people, and particularly against American workers, constitutes a "clear and unmistakable danger to our democratic society." It was wholeheartedly resolved that a special committee be appointed to conduct a sweeping study into the full extent of the invasion of the privacy and freedom of the American people, and that this committee present periodic interim reports to the MTD Executive Board prior to a final report which will be presented to the Ninth Constitutional Convention of the MTD in 1971.

Additional areas of vital concern to all trade unionists were considered as convention delegates adopted resolutions:

- Reaffirming support of the "politics of participation" that has been successfully carried out by the AFL-CIO Committee on Political Education, and by the political education arms of the MTD's respective affiliates.

- Calling on Congress to repeal Section 14(b) of the Taft-Hartley Act which allows states to enact compulsory open-shop laws.

- Pledging continued support of the construction trades unions in their fight for on-site picketing rights.

- Directing that all international unions affiliated with the MTD notify their local unions that, wherever MTD Port Councils are established, the local unions should affiliate and become active in Port activities.

- Condemning the practice of American companies contracting and purchasing foreign-made, off-shore drilling rigs.

- Pledging anew its unstinting support of the Farm Workers Organizing Committee in its boycott activities against California table grape growers.

23 Seafarers Added to Growing List of SIU Pensioners

The swelling ranks of SIU pensioners has been increased by 23 additional Seafarers who last month ended their long careers as professional men of the sea.

Conrado Navarra is ending a 40-year career at sea. A native of the Philippine Islands, Brother Navarra makes his



Navarra Garfin

home in New York City. His last vessel was the Steel Age. Seafarer Navarra sailed in the steward department as a chief cook. He joined the Union in the Port of New York.

Crisanto Garfin is also a native of the Philippine Islands and now makes his home in New Orleans. He sailed as a cook and his last vessel was the Del Rio. His sailing career began 44 years ago. Seafarer Garfin joined the SIU in the Port of New Orleans.

Anargyros Dokeris joined the SIU in the Port of New York. He is a native of Greece who now makes his home in the Bronx, New York, with his wife, Triantafilio. Brother Dokeris is a veteran of 48 years at sea. His last vessel was the Marymar.



Dokeris Moore

Charles Pate Moore of Pearl River, Louisiana, joined the SIU in the Port of Baltimore. He is a native of German Town, Tennessee, and now lives in Pearl River with his wife, Idahlia. He sailed as a bosun in the deck department and last shipped aboard the Del Mundo. Brother Moore served in the Navy from 1938 until 1945.

Jesse Andrew Shonts, 63, is a native of Aurora, Illinois who now lives in New London, Connecticut with his wife, Max



Shonts Wyman

Ellen. Seafarer Shonts was a bosun in the deck department and last sailed aboard the Jacksonville. For 13 years—from 1925 until 1938—he served in the Coast Guard. Brother Shonts has been sailing for 44 years.

Lester Wyman, 71, lives in Berwick, Maine. He joined the

Union in the Port of New York in 1944 and sailed as an AB in the deck department. His last vessel was the Eagle Traveler. Brother Wyman is a native of Massachusetts.

Nils S. Larsson, 63, is a native of Sweden who now makes his home in San Francisco. He joined the SIU in the Port of New York in 1944 and sailed in the deck department as a bosun. His last vessel was the San Juan. Brother Larsson has been sailing since 1928.

George Harold Helmond, 63, joined the Union in the Port of Houston. A native of Galveston, Texas, Brother Helmond continues to make his home there with his wife, Agnes. He sailed in the engine department and last worked for G and H Towing Company.

Samuel Emil Ratz of Rahway,



Larsson Helmond

New Jersey, joined the SIU in the Port of New York. He is a native of Jersey City, New Jersey, and now lives in Rahway with his wife, Geraldine. He worked as a bridge motorman for the Pennsylvania Railroad. From 1942 until 1945 he served in the Army.

John T. Daly, 58, is a native of New York who now lives in Jersey City, New Jersey with his wife, Evelyn. He joined the Union in the Port of New York and worked as a bridgeman for the Erie Lackawanna Railroad.

Mariano Arroyo joined the SIU in 1940 in the Port of New York and last sailed in the



Ratz Daly

deck department as a bosun. His last vessel was the Baltimore. A native of Puerto Rico, he still makes his home there with his wife, Tomasa.

William Herman Thompson, 67, is a native of Saxton, Pennsylvania who now lives in New Orleans. He joined the Union in the Port of New York in 1944 and sailed in the steward department. His last vessel was the Chatham.

Edward Granderson is closing out a sailing career that has spanned more than 25 years. Born in Louisiana, he still makes his home there. Brother Granderson, who shipped as a messman, joined the SIU in the Port of New Orleans in 1945. His last vessel was the Robert Trent.

George Edward Palm joined



Arroyo



Thompson



Manesis



Moran



Parcolla

the SIU in the Port of Frankfurt, Michigan, in 1953. He sailed in the deck department as an AB. His last vessel was the Ann Arbor. Born in Michigan, Brother Palm now lives in Wisconsin with his wife, Ruth.

Oswald Seppet of Baltimore, Maryland, sailed as an AB in the deck department. He is 62 years old and was born in Estonia, now a republic of Russia. Brother Seppet joined the SIU in the Port of New York in 1942 and last sailed on the Seamar. He had been sailing the seas for 44 years.

Hillard Lee Trahan, 60, is an oldtime member of the Union who joined the SIU in the Port of Galveston in 1938. He was born in Texas and still makes his home in the Port of Galveston. An oiler in the engine department, Seafarer Trahan last sailed aboard the Walter Rice. He served in the



Granderson Palm

Army from 1928 until 1936.

Antonios E. Manesis of San Francisco, joined the SIU in the Port of New York. He is a native of Greece and sailed as FWT in the engine department. Brother Manesis last worked for Sea-Land Service in 1968.

Frank Moran, 64, was born in Maryland and now lives in Edgewater, New Jersey. He joined the Union in the Port of New York and sailed as an AB in the deck department. In 1961 he was issued a picket duty card for active participation in the New York harbor



Seppet Trahan

beef. Brother Moran's last vessel was the Seatrain New York. He had been sailing since 1927.

Uldarico R. Merjudio has sailed as chief steward and cook and last shipped out aboard the Overseas Anna in 1968. He was born in the Philippine Islands and now makes his home in New York City. Brother Mer-

judio joined the SIU in the Port of New York in 1944. He has been sailing since 1942. Seafarer Merjudio served in the Navy from 1919 until 1924.

Oliver T. Cullen of Philadel-



Merjudio Cullen

phia is 62 years old and a native of Delaware. He was an oiler in the engine department and last worked for P. F. Martin, Inc. Seafarer Cullen joined the Union in the Port of Philadelphia.

Joe Parcolla, 64, joined the SIU in the Port of New York soon after the end of World War II. He is a native of Manila, Philippine Islands, and now makes his home in Brooklyn. A messman in the steward department, Brother Parcolla last

sailed aboard the American Victory.

Dominick Di Giovanni, 65, is a native of Texas who now lives in Westwego, Louisiana, with his wife, Katie. He joined the SIU in the Port of New Orleans and sailed as chief cook in the steward department. Brother Di Giovanni last worked for Amicus Carriers.

Jan Piorkowski is a native of Poland who sailed as a messman, wiper and ordinary seaman. Brother Piorkowski, who has completed 45 years of sailing, joined the SIU in the Port of New York in 1946. He last



DiGiovanni Piorkowski

sailed aboard the Brooklyn. Seafarer Piorkowski and his wife, Helen, make their home in Farmingdale, New Jersey.

Rep. St. Germain Warns:

Fleet Faces Govt. Takeover Unless Congress Acts Now

WASHINGTON — A member of Congress has warned that the U.S. merchant marine faces a "government takeover," unless Congress acts to encourage new private investment in cargo and passenger vessels.

Speaking at a luncheon sponsored by the AFL-CIO Maritime Trades Department, Representative Fernand J. St. Germain (D-R.I.) favored passage of pending legislation which would allow all ship operators to put earnings aside in tax-deferred construction reserve funds.

This privilege is now enjoyed by the 14 subsidized American-flag shipping companies. It is not available, however, to the two-thirds of the industry which is unsubsidized. St. Germain noted that both the subsidized and unsubsidized segments of the merchant marine favor extension of this tax deferral to all ships in the U.S. fleet.

"Unless we are prepared to nationalize the merchant marine (and) to have the government take over the building and operating of our cargo and passenger ships," the Rhode Island Congressman declared, "then we must devise a program that will

stimulate the investment of private capital in building new ships to replace the over-age, obsolete ships now in our commercial fleet."

St. Germain recommended action on the tax-deferred construction reserve legislation, co-sponsored by more than 80 members of the House and Senate in the 91st Congress, without waiting for Administration maritime proposals and without "wrapping our maritime program up in a single omnibus bill."

The weakness of the omnibus approach, St. Germain said, is that "we've done nothing at all to help alleviate the problems of our merchant marine."

The Congressman said he "vigorously" opposed nationalization of the fleet, adding that solutions could be found that would "continue to stress a civilian-built, civilian-owned and civilian-manned merchant marine."

The tax-deferred construction reserve legislation meets this test, he said, because it emphasizes private investment, thus easing "some of the pressures on the tax-paying public for more federal investment."

Trapped!



The wording of the Fourth Amendment to the Constitution of the United States is explicit. It reads, in part:

"The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated...."

This is as it should be. Every American should feel secure in his individual privacy—or, as Justice Louis Brandeis once termed it, his "right to be left alone"—as not only a matter of law but as his basic natural right.

However, in the United States of 1969, it is no longer possible for our citizens to enjoy this fundamental guarantee which is the cornerstone of all the other freedoms embodied in the Bill of Rights of which it is a part.

The privacy of Americans today, particularly working-class Americans, is being steadily whittled away by insidious electronic gadgetry and so-called psychological techniques which are deliberately designed to pry into our innermost lives.

Hidden microphones, peepholes, camera, bugs and wiretaps—used not only by law enforcement authorities and government agencies but by private corporations and unauthorized individuals as well—are at work recording our thoughts and movements no matter where we turn.

Already commonplace in factory and office, this unconstitutional affront to human dignity has also found its way into the home and even invaded the bedrooms and bathrooms of a helpless and largely unsuspecting America.

Clandestine surveillance has become a booming industry against which there is at present no real defense. Secret dossiers on millions of citizens grow everytime they make a purchase, apply for a job—often unsuccessfully because of "credit agency" files on them—or fill out an application for anything from a loan to a club membership. Children in school are pumped about intimate family matters through probing questionnaires disguised as "guidance" tools.

Although the growing encroachment on freedom of privacy has been the subject of spasmodic Congressional investigation and occasional articles in the printed media, nobody has yet dug into this spreading epidemic of unchecked snooping deeply enough to get anything done about it.

Recognizing that if the American people lose their privacy they are in danger of losing their freedom as well, the recent convention of the AFL-CIO Maritime Trades Department unanimously approved the creation of a special committee within the department to conduct a sweeping study of the invasion of privacy and explore possible means of effectively fighting this clear and unmistakable threat to our democratic society.

Positive action such as that taken by the delegates was long overdue. We wish them Godspeed in their efforts.

BOOK Reviews

PAY NOW, DIE LATER by James Gollin (Penguin—\$1.25)

When Gollin, a former insurance agent, first wrote this book a couple of years ago he caused no little amount of commotion in the life insurance industry.

Viewing life insurance and the industry supplying it as "integral parts of the American Dream," Gollin sees the industry as "perhaps the best entrenched, most privileged and most powerful" of our private enterprises.

Gollin presents a history of the life insurance industry as well as a description of its organizational structure. He offers advice to the prospective buyer which includes a warning to keep the agent away from the kitchen table. Once he gets you there he is well on the road to breaking your resistance down.

The author finds the industry filled with "bureaucratic misfunctionings, malodorous marketing practices and unresponsiveness to the public welfare."

He believes much of the trouble lies in the basic belief of Americans in business leadership. We are "almost too willing to entrust great power to top management—whether in profit-making corporations like General Motors or in our huge life insurance companies."

Through their power and their public service image, life insurance companies are able to write their own ticket regarding legislative control, Gollin declares.

More than 120 million Americans own life insurance. The total assets of the industry is over \$150 billion. Gollin believes individual citizens do not express enough concern over how those billions are handled or invested. There is too great a tendency to pass the buck to the companies, who in turn pass it right back to us, he maintains.

This book—now in paperback—offers valuable advice for anyone who owns life insurance or is thinking of buying some.

* * *

COMMITMENT TO WELFARE by Richard M. Titmuss (Pantheon—\$6.95)

Richard M. Titmuss is recognized as an authority of the welfare state. An expert on British welfare, his scholarly essays carry timely and informative messages for us as well.

This is not the kind of book to hold the attention of the casual reader, but for those interested in all the aspects of welfare, it is worthwhile reading.

At one point, Titmuss writes:

"In the ultimate analysis society may have to choose between 'the sense of community' on the one hand, with which is equated small-scale and often ineffectively preventive poor-quality services, and larger social groupings offering better quality services and more freedom of choice for consumers, but with the recognized dangers of larger bureaucracies and professional power units."

Here we have the crux of the matter. As with other phases of our society, we are faced in welfare with the choice between local control and commitment—the county home and church-sponsored soup kitchen—and the more adequate, but less personal, state and national welfare programs.

The definition of "welfare" extends far beyond the charitable implications which too many attach to it. The welfare of an individual is his well being. Taken in this light, one could even classify the oil depletion allowance as a form of welfare benefit for the already wealthy oilman.

It is the collective welfare of the citizenry that determines the welfare of the community, state or nation. In most cases the needs are far greater than what society is willing to commit toward meeting them. This leads the author to label all welfare programs a form of rationing.

Titmuss calls social security "one of the great social inventions of the twentieth century." By encouraging individual participation, social security programs remove the stigma of shame attached to charity.

* * *

THE LABOUR MARKET (\$1.95)

This Penguin paperback is a rather technical study of a technical subject—labor economics. Part of the Penguin Modern Economic Series, the book is a collection of sixteen articles covering such subjects as labor supply and demand, unions, collective bargaining, unemployment and inflation. While written for the British economy, the book has some good points for the colonies. Almost 400 pages long, the book is edited by B. J. McCormick and E. Owen Smith.

* * *

EQUAL APPRENTICESHIP OPPORTUNITIES (\$1.25)

The labor movement is making wide distribution of this publication. Published by the Institute of Labor and Industrial Relations, P.O. Box 1567 Ann Arbor, Michigan 48106, the booklet deals with apprenticeship programs and the Negro. An analysis of one successful program and suggestions for attracting more Negroes are made.



"Easy terms" sign doesn't indicate for whom they are "easy". Nor does it figure what the total tab will be when the high interest rates and compulsory insurance are added on. And if you miss a payment, you may lose your purchase and have to pay for it besides.

Sidney Margolius Writes:

Growing Number of Consumer Laws Have Barely Scratched the Surface

The highest interest rates since the Civil War and other problems still confront the U.S. consumer despite a "decade of accelerated activity" in his behalf, Sidney Margolius writes in the September issue of the *American Federationist*.

Margolius, author of several books and a widely-read weekly newspaper column on consumer affairs, cites consumer credit, food prices, auto insurance and utility rates as prime targets for improvement.

Consumer credit, Margolius says, is the area in which the

greatest recent improvements have been made. "But credit practices are still so wasteful and deceptive," he says, "that it also is the area of most urgent need for further reform."

Truth-in-lending, requiring disclosure of true annual interest rates, is the major achievement, Margolius says, but unfortunately it does not reduce interest rates. And at present high interest rates are biting into such vital U.S. programs as loans for college students, Margolius notes.

Specific abuses which Margolius says should be removed include the "holder-in-due-course" doctrine which enables finance companies to escape responsibility for lack of performance by the seller, the seller's right to repossess and also get a deficiency judgment; subsequent garnishment to collect the deficiency judgment and high-priced life and health insurance required for the duration of the loan.

These accompanying insurance policies are providing 35 percent of the total profit for the nation's 37 top finance companies and banks, Margolius points out.

Food prices have soared 5.5 percent in the past year, the author says. Most of the cost has been added by processing and distribution which are now getting 60 cents of each consumer dollar while the farmer is getting 38 to 40 cents.

One result of the "hard-sell" on food products is the irrational method of packaging, in which Margolius cites such sizes as 5.25 ounces and the "classic" 71 different sizes of potato chips.

Truth-in-packaging did cut those potato chip sizes from 71 to 48, but White House consumer adviser Virginia Knauer noted recently that there are still no regulations to control slack fill, cents-off labeling, size standards and labeling of ingredients.

Smith Appointed to Fill Dirksen Senate Vacancy

WASHINGTON — The Republican speaker of the Illinois House, Ralph T. Smith, has been appointed to the U.S. Senate seat vacated by the recent death of Everett M. Dirksen.

Governor Richard Ogilvie (R) named Smith after State Attorney General William J. Scott said he didn't want the job. The appointment runs only through 1970. In the 1970 general election, Illinois voters will choose a senator to serve out the four years that will then remain of Dirksen's term.

The author calls for a solution through "unit pricing," which requires the seller to spell out the price per pound, ounce, pint or other standard measure. In this area, Margolius says the most progress has been made in New York City where "a surprisingly knowledgeable Consumer Commissioner, former Miss America Bess Myerson Grant, is moving toward a pioneering requirement of unit pricing of some packaged goods."

Auto insurance has received intense attention, the article points out, with concentration on arbitrary cancellations of policies and premium increases which often sail through state regulatory agencies without being questioned. In several states, labor and credit unions are exploiting group buying as a way to reduce auto insurance costs.

Senator Lee Metcalf (D-Mont.) is trying to get Congress to establish a utility consumers' counsel, Margolius says. At present, utility companies "are represented by phalanxes of experts, completely out-manning state commission staffs" on rate increases.

Margolius sees some hopeful signs in consumer affairs, including the appointment of Mrs. Knauer and her stand on fat content in frankfurters and other issues.

Some innovative state legislation is also encouraging, Margolius says. These include the licensing of home improvement salesmen in Michigan, the 12 percent retail credit ceiling in Washington and court injunctions barring deceptive practices on auto repair and furnace installations in Rhode Island.

Gilbert Bill Revamps Social Security; Would Wipe Out Poverty Among Aged

WASHINGTON — Legislation designed to virtually wipe out poverty among the nation's elderly by raising total social security benefits at least 50 percent by 1974 has been introduced in Congress.

The measure, initially sponsored by Representative Jacob H. Gilbert (D-N.Y.) of the House Ways and Means Committee, drew immediate support from the AFL-CIO and the National Council of Senior Citizens.

In explaining his bill at a press conference and on the House floor, Gilbert termed it "the most comprehensive social security bill ever submitted to Congress."

He pointed particularly to its increase in minimum benefits that "will place nearly all beneficiaries above the poverty level," general increases in benefits and "substantial" improvements in Medicare.

Meanwhile President Nixon announced that he will send a request for a 10 percent increase in social security benefits to Congress next week. That is 3 percent more than he had previously proposed.

Nixon made the announcement in signing a bill extending a federal support program for local projects that employ older Americans. He did not elaborate on his announcement except to say he would ask that benefit increases be effective April 1, 1970.

The need for "substantially" raising the general level of social security benefits, Gilbert said, "becomes very clear to everyone who looks at the low level of present benefits and considers the fact that most beneficiaries have very little other income."

"The bill recognizes for the first time," he added, "that the elderly have a right to live their declining years in dignity and in reasonable comfort."

Under the bill the minimum social security benefit would be

increased by 87 percent, going from its present level of \$55 a month to \$80 in January 1970, to \$90 in January 1972, and to \$103 in January 1974.

Other benefits would be raised by 10 percent, 12 percent and 14 percent over the same three steps. Benefits for dependents and survivors would be increased proportionately.

For the first time there would be cost-of-living protection under social security, with benefits automatically adjusted annually for each 1 percent increase in the cost of living beginning in 1975.

The medical insurance part of Medicare, now paid for partly by the retiree, would be financed through contributions paid during the beneficiary's working years, in the same way hospital insurance is now financed.

The present insurance coverage under Medicare would be expanded to include the cost of prescription drugs, and the entire program would be extended to include persons under 65 who are receiving disability benefits under social security. These provisions would take effect in January 1972.

Gilbert cited these other provisions:

- The maximum lump-sum death payment would be raised from \$255 to \$500, effective in January 1970.

- The amount of earnings a person can have in a year and still get a full social security benefit would be increased from the present \$1,680 to \$1,800, effective in January 1970.

- Improvements in widows' benefits; higher benefits for those who retire under the Social Security Act before age 65; permitting a retiree's benefits to be based upon his highest 10 years' earnings out of any 15 consecutive years after 1950; reduction of the disability benefit waiting period from six months to three.

The bill would increase the

contribution base (earnings on which social security taxes are paid) from \$7,800 to \$15,000 in three steps between 1970 and 1974. There is a provision for automatic adjustments beginning in 1976.

An important feature of the bill would bring the government in on helping to finance social security. The present employer-employee paid program would become tripartite with the federal contribution increasing until it paid for one-third of the total cost in 1980.

Gilbert stressed that actuaries have studied his bill and found it to be "financially sound." He pointed out that increased costs would be more than offset by a strengthened economy and savings on relief programs for the elderly.

AFL-CIO Social Security Director Bert Seidman described Gilbert's bill as being "completely in line with the recommendations on social security adopted by the AFL-CIO convention in 1967."

The measure's "strong improvements" in social security benefits and Medicare, he said, "would have the effect of all but wiping out poverty among elderly citizens and assure them of decent health care."

"The bill contains goals the AFL-CIO has long sought and we intend to work with the elderly and other groups in securing its passage," Seidman declared.

President Nelson H. Cruikshank of the National Council of Senior Citizens termed the bill's provisions "bold, imaginative and even daring—worthy of an America that is accustomed to thinking big."

Pointing out that the legislation is along the lines of a program advocated by the council convention earlier this year, he said, "I know that I can pledge you the full support of our organization."

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Congress Asked to Halt Exploitation, Anti-Labor Abuse of Green-Carders

WASHINGTON — A Mexican-American official of the Clothing Workers has given Congress a vivid look at the way U.S. employers exploit alien green-card workers from Mexico.

The witness before a Senate Labor subcommittee was Antonio M. Sanchez, a Mexican-born, 17-year resident of the United States who is an ACWA business representative in El Paso, Tex.

Sanchez and ACWA Vice President Howard D. Samuel supported bills before the subcommittee to prohibit employers from using workers under green-card permits to undercut wages and working conditions or act as strikebreakers.

Holders of green cards technically are supposed to be resident aliens in the U.S., but widespread evidence indicates many of them are "commuters," working in the U.S. and living in Mexico.

The measures to crack down on employer abuses of the "green-carders" were previously endorsed by the AFL-CIO in testimony from Organizing Director William L. Kircher.

40,000 Commuters

Sanchez estimated that more than 40,000 green-card holders work for U.S. firms along the border during the day, then return to homes in nearby Mexican communities at night.

In many El Paso men's ap-

parel plants, he told the subcommittee, they make up as much as 50 percent of the total force.

For the most part, Sanchez said, green-card holders are not union members, so when a strike situation arises or a strike occurs "they take the employer's side and continue to work" for fear of losing their jobs.

The Mexican alien knows he might be fired by his employer for "union activities" and "he might not be able to find other work in the U.S. or even in Mexico, where unemployment is widespread," Sanchez pointed out.

The ACWA official noted that most green-card workers in the U.S. are hired at the "mere \$1.60 an hour minimum wage" but this makes him relatively well-off if he lives in Mexico.

Living costs in Mexico are much lower than in the U.S. and Mexicans with green cards are actually earning four or five times as much as a worker in Mexico.

How about organizing the green-card workers?

"I have tried to explain to them the various benefits of union representation," Sanchez said. "They do not argue or disagree with my reasoning. But always it is the same story. They need a little more time to think it over."

"We have been told by a number of sources," he continued, "that this reluctance to join the union is due to intimidation by their employers who have warned them that if they join the union they will lose their jobs."

Project HOPE Begins Work On Domestic Health Program

LAREDO, Tex. — Project HOPE, which has brought medical care and training to developing nations around the world for 10 years, has initiated its first domestic health education program.

The program announced by Dr. William B. Walsh, HOPE's founder and president, will use teaching techniques learned abroad to better enable the community to deliver health services.

Laredo was chosen with the aim of improving health care for Mexican-Americans and other members of minority groups. If the program proves successful, HOPE expects to duplicate it elsewhere.

Local people will be trained in nursing, laboratory techniques, community health and other fields. In addition, HOPE will offer high school equivalency training and establish a Mexican-American cultural studies program.

Cooperating with the program are the University of Texas; Laredo hospitals, medical groups and schools; the Laredo Vocational Rehabilitation Office and the Texas state government.

The program is planned for a three-to-five-year period at an estimated cost of \$1.5 million. Local and state agencies will assume administration of the program at the end of the period.

Project HOPE is the principal activity of The People-to-People Health Foundation, Inc., of Washington, D.C., which has sponsored the hospital ship S.S. HOPE since 1959.

Supported by contributions, the ship has conducted medical teaching and treatment programs in eight nations on four continents. It has trained more than 5,100 physicians, surgeons, dentists, nurses and technologists.

Labor backed the project when it was first getting started and over the years AFL-CIO affiliates and members have helped provide funds.

In recalling the hospital ship's accomplishments, Walsh said:

"We now feel that HOPE should turn some of its talent and experience inward and work among our own minority groups to give them the hope and confidence to survive and progress in our society. We know this can be done by education, particularly in the health support fields. We have trained hundreds considered untrainable and have successfully bridged the cultural gap with our approach."

Labor Dept. Figures Show Union Workers Far Ahead

What is a union contract worth to the average worker? In 1966, according to the Labor Department it was worth \$1.14 an hour or about \$2,371 a year.

That was the difference in the average hourly compensation of non-office workers in establishments with union contracts and those without union contracts.

The dollar difference is almost certainly greater now, but the 1966 data was the latest available when the Bureau of Labor Statistics published its report "Employee Compensation in the Private Nonfarm Economy."

Part of the difference was in the basic straight-time wage rates.

The average union worker made \$2.62 an hour at the time of the survey, as compared to \$1.88 an hour in non-union employment.

But the union worker also got substantially more vacation time, holidays, pension benefits, health insurance and other fringe benefits.

That brought his total hourly compensation—the amount the employer pays out on his behalf—to \$3.37 an hour. For the worker without a union contract, the comparable figure was only \$2.23 an hour.

Since the union worker puts in fewer hours on the job because of his longer vacations and added holidays the difference is even greater when measured in terms of total compensation per hour actually worked. The Labor Department figures for that category boost the union differential to \$1.29 an hour more than the non-union worker.

Plumbing Companies Convicted Of Widespread Price-Fixing

PITTSBURGH—The federal government has won a price-fixing conviction here that could bring civil suits seeking billions of dollars in damages against the nation's largest manufacturers of plumbing fixtures.

"This case," a Justice Department attorney commented, "makes all the other price-fixing cases seem pale by comparison."

Convicted by a U.S. District Court jury after five hours of deliberation were Borg-Warner Corp., Chicago; American

Standard Corp., New York; the Kohler Co., Kohler, Wis.; two American Standard executives—Joseph P. Decker and Daniel J. Quinn and Norman R. Held, a Kohler executive.

They were found guilty of fixing the prices on such fixtures as bathtubs, toilets and sinks during a four-year period between September 1962 and the date of the government's indictments, October 6, 1966.

U.S. District Judge Louis Rosenberg ordered an investigation before sentencing the defendants. He could hand out maximum fines of \$50,000 to each defendant and maximum prison sentences of one year to each individual.

The defendants, who announced they would appeal the conviction, were the last of 15 corporations and eight executives indicted.

When the 12 other corporations and five of their executives entered no contest pleas last year, Judge Rosenberg levied fines totaling \$370,000 and imposed jail sentences on four of the executives.

The government said that the price-fixing involved about \$1 billion in sales—or about 98 percent of the enameled cast iron plumbing fixtures and 80 percent of the vitreous plumbing fixtures sold in the United States during the four-year period.

In describing the scope of the case, a government official estimated that more than 300 private triple-damage anti-trust suits have been filed against the plumbing manufacturers as a result of the government's case.

The suits have been filed by almost every state, many cities and numerous private builders.

Seafarers All



Noboru Furuta, right, president, Muroran District, All Japan Seamen's Union, addresses AFL-CIO Maritime Trades Department. Listening are, from left, Peter McGavin, MTD executive secretary, O. William Moody, MTD administrator (standing), and Akira Iwata, director, Planning Department, All Japan Seamen's Union. Top leaders of the 180,000-member All Japan Seamen's Union were honored guests at a recent MTD meeting in a move toward exploring ways and means of building closer ties of international friendship and fraternalism between the Japanese and American maritime unions and their membership.

MEET YOUR SHIP'S COMMITTEE

THE SIU Ship's Committee serves as the all-important pipeline of communication between SIU-contracted vessels at sea and the Union's vital activities ashore. The committees, made up of a ship's chairman, secretary and one delegate each from the deck, engine and steward departments, holds weekly shipboard meetings to keep crewmembers fully up to date on all matters concerning the membership.



JACKSONVILLE—Ship's Chairman Ernesto Erazo, left, Secretary Angel Rodriguez, Deck Delegate Nick Damante, Steward Delegate James Keno and Engine Delegate Jose Pagan pose on deck after discussing minor beefs.



STEEL CHEMIST—Relaxing after a meeting which discussed the new contracts are, from left, Steward Delegate Stanley Fauntleroy, Ship's Chairman Clifton McLellan, Deck Delegate Paul Anderson, Engine Delegate John Patterson and Ship's Secretary Sid Segree. They report a good crew, few beefs.



STEEL ARCHITECT—From left, John Clarke, steward delegate, Lester Moore, engine delegate, Jake Longfellow, ship's secretary, Jimmy Toone, deck delegate and Elmer Barnhill, ship's chairman, report a clean ship.



PENNMAR—This committee keeps the crew up to date on what the SIU is doing. From left are L. Garabedian, ship's secretary, L. Conticello, deck delegate, I. V. Rooms, steward delegate and Clarence Brockett, ship's chairman after conducting a successful ship's meeting.



FANWOOD—Beefs aboard this Waterman vessel are in good hands with an alert ship's committee. From left are Engine Delegate R. L. Karns, Deck Delegate H. S. Lee, Ship's Chairman E. J. Brannan, and Steward Delegate T. E. Markham after one of their meetings at which reports from all the departments were heard.



BALTIMORE—Weekly meetings are conducted by this ship's committee: Francisco Cornier, deck delegate, Ernesto Rubio, engine delegate, Billy Burke, ship's chairman, Joseph Powers, ship's secretary and Pete Vlahos, steward delegate. They reported smooth trip.

Census Bureau Estimates for 1968

Many Whites Escape from Poverty But 33% of Negroes Are Still Poor

WASHINGTON—The Census Bureau estimated that 25.4 million people were living in poverty in 1968—a decline of 2.3 million from the year before.

The total represented 13 percent of the nation with incomes below the government-defined poverty level at the end of the year. But among Negroes, 33 percent were in the ranks of the poor.

The report showed marked gains in the economic status of poorer families in the past decade. For the nation as a whole, 22 percent were classed as poor in 1959, including 56 percent of the Negro population.

In the past year, about 1.6 million white persons and 800,000 Negroes and persons of other races moved above the poverty level, the bureau reported.

The report, based on a sample survey taken in March, came—by coincidence—on the fifth anniversary of President Johnson's signing of the Economic Opportunity Act that launched the "war on poverty."

It showed that nearly 11 million persons have climbed above the poverty level since 1964, including 3 million Negroes.

But most experts agree that the reason for the gains is more a result of the boom in the economy, rather than the government's anti-poverty programs.

Coupled with the economic expansion, said Director Nat Goldfinger of the AFL-CIO Department of Research, are the greater number of jobs, reduction of unemployment and higher wages. All these were factors in lifting the millions of persons out of poverty, he emphasized.

Taking increases in the cost of living into account, the government now sets the poverty level income for a non-farm family of four at \$3,553 in

1968, compared with \$3,412 in 1967 and \$2,974 in 1959.

Of the total 25.4 million poor people, 17.4 million were white and 8 million were from Negro and other minority groups.

While the percentage of poor people has been declining overall, it has increased for persons over 65 in the past decade. The report revealed that the poverty rolls for the aged rose from 15 percent in 1959 to 18 percent in 1968.

Children accounted for about 20 percent of all poor persons in both 1959 and 1968. About 41 percent of all poor children were members of races other than white in 1968, the Census Bureau noted.

The bureau also pointed out that as a result of changes in the method of establishing the poverty level, the number of poor persons in 1967 was some 1.6 million higher than originally figured. The number of families included in the category was boosted by about 360,000.

Originally, the poverty index was based on the Agriculture Department's definition of a "nutritionally adequate" food plan. The Census Bureau now bases the poverty threshold on the Consumer Price Index as a whole, rather than on these items alone.

The Census report further disclosed that the median family income rose 8.3 percent last year to an all-time high of \$8,600. But after adjustment for the rise in prices, the gain in purchasing power for the average family was only 3.9 percent over 1967.

Median earnings of white families in 1968 amounted to \$8,937 and \$5,360 for Negro families, or about 60 percent of that for whites. The bureau noted, however, that Negroes have been gaining in income steadily for the past several years toward parity with white workers.

The Census Bureau also reported:

- Sizable gains have been made in recent years in the proportion of persons—male and female, white and Negro—having at least a high school education. In 1966, for example, the percentage of Negro males 25 to 29 years old who had completed high school was 49 percent. The figure is now 60 percent.

- One-fifth of the population—about 36 million persons—moved during the 12-month period ended March 30. About two of the three movers remained in the same county.

- The average size of households in the country continued to decline. Since 1964 the average size per family dropped from 3.33 persons to 3.19 persons in 1969.

- Ratios of own children under five years old between 1960-69 per 1,000 women declined about one-fourth for whites and about one-third for Negroes, the bureau reported.

Expanded Federal Controls Over Unsafe Toys Urged

WASHINGTON—The AFL-CIO has called for legislation to expand the Food and Drug Administration's authority to remove hazardous toys from the marketplace.

The FDA now has the power to ban toys, and other articles intended for children, that are found to be toxic, corrosive, irritating, sensitizing, flammable, pressurized or radiational.

An interim report of the National Commission on Product Safety, submitted in February, called for legislation that would extend the agency's power and permit it to remove toys that contain electrical, mechanical or thermal hazards.

The commission cited testimony by consumer experts calling attention to "grave inadequacies in the protection of children against death and injury from hazardous toys."

It described toy stoves that heated up to 800 degrees Fahrenheit, electronic science kits with "dangerously live terminals," unsafe chemistry sets and a blow gun in which the dart might be inhaled by a child.

In a letter to a House Commerce subcommittee considering the commission's proposals, AFL-CIO Legislative Director Andrew J. Biemiller said: "the sooner Congress moves as the commission has recommended the better."

The law, he emphasized, "must be expanded . . . to protect unwary and innocent children against additional hazards which unfortunately are present in toys and other items on the market."

Biemiller's letter also included AFL-CIO endorsement for another bill before the subcommittee that would extend the life of the commission until June 30, 1970. It was created by Congress in 1967 and without extension will expire in November.

Salary Hikes, Bonuses, Stock Deals Keep Top Executives Alive and Well

The top executives of America's biggest corporations may deplore what they call "inflationary" wage demands by unions.

But a survey by *Business Week* magazine found that most of them were able to keep a big step ahead of the rise in living costs last year through fatter pay checks, bigger bonuses and a growing assortment of other forms of compensation.

The nation's biggest corporation, General Motors, did well by its board chairman. His pay went up nearly \$42,000 to \$225,000. In appreciation of his services, his annual bonus was raised \$33,750 to \$42,750. And on top of that, there were various stock credits that brought his total compensation to \$795,000. Two other GM officials also topped the \$700,000 mark.

Textile workers may be towards the bottom of industrial pay scales. But the chairman of Burlington Industries earned a pay hike of \$65,000 to bring his base salary up to \$225,000—plus an extra \$12,467 in a profit-sharing plan. Four other Burlington executives were over the \$100,000 mark in salary alone.

There was no wage freeze at the E. I. du Pont headquarters. Not only did its president get a \$62,000 pay raise to \$193,300 and a \$32,000 increase in his bonus to \$117,000, but he also received something called "divi-

dend units" which were valued at \$68,000. That's \$13,000 more than the previous year.

The top man in International Telephone and Telegraph picked up a \$50,000 pay hike and an additional \$25,000 in bonus for a total compensation of \$559,820. But the chairman of Amer-

ican Telephone and Telegraph had to settle for a \$50,000 salary increase, to \$295,833. And Republic Steel's Chairman practically was in a rut with only a \$7,500 salary increase to \$322,500.

Things were better in the dime store business, though, with the F. W. Woolworth chairman earning a \$31,000 raise to \$333,000. And in the soap field, Proctor and Gamble's president stayed ahead of rising living costs with a \$100,000 pay raise to \$425,000. The company also set aside \$60,000 for him in something called a profit-sharing trust. That's more than \$12,000 above what they put in the previous year.

Business Week reports that companies are coming up with new varieties of stock option plans, including something called "phantom stock." This is intended to save an executive from paying for stock out of his own pocket to take advantage of a stock option. The company just "makes believe" he bought the stock and five or 10 years later pays him his "profits" in cash.

At a General Motors stockholders' meeting, some killjoys proposed limiting bonuses to executives to 100 percent of base pay. GM's bonus and salary committee indignantly retorted that setting such a limit on compensation would discourage executives from making a maximum effort.

Psychiatrists Join Service Workers In Salary Quest

OAKLAND, Calif. — Concerned psychiatrists, psychologists and psychiatric social workers employed by Alameda County have joined the Service Employees in hopes that higher salaries will help them maintain their professional standards.

The 40 professionals are with the psychiatric clinic at Alameda County's Highland Hospital. Psychiatrists hold M.D. degrees; psychologists have Ph.D. degrees and social workers have masters' degrees.

Their salaries in Alameda County average 7.5 percent below other California metropolitan areas for like professional categories, SEIU Social Workers Local 535 reported.

Because of sub-standard salaries, the county has been unable to fill many psychiatric posts, the union noted, and the situation is expected to worsen this summer when mental health care services will be expanded.

State Leaders in Support Of Direct Presidential Vote

Leaders of state legislatures favor direct, popular election of the President of the United States, according to a poll taken by *Nation's Business* magazine.

The Chamber of Commerce publication surveyed delegates to the National Conference of State Legislative Leaders and found that:

- By a 6-1 margin, they favored changes in the present Electoral College method of electing the President.

- Two-thirds of those favoring a change support direct election of the President—far more than the number supporting any other plan.

- Of those favoring a direct vote, 75 percent were of the opinion that the houses of the legislature in which they serve would ratify a constitutional amendment to that effect.



HLSS Lifeboat Class No. 25 studied hard during this evening review session the day before they took the test. Their hard work paid off as every man in the class passed with flying colors—most with 90%, plus.



Trainee James Adkins, from Bakersfield, Calif., goes over his answer sheet with HLSS Instructor Tom Brooks as Chief Jack Slaughter, Coast Guard examiner, checks the scores. More than half passed with scores of 100.



CLASS #24—(Front row, l-r): Roger Fleming, Alvin Martin, Jimmy Truitt, Edward Patton, John Jordan, Manuel Johnson. (Second row): Charles Bailey, Richard Scott, James Higgins, James Shields, Michael Jez. (Third row): Willis Lambert, John Weil, Phillip Davis, Theodore Reim, Gary Saccucci. (Fourth row): Stanley Reed, Terry Shortridge, Pheo Smith, George Wilson, Robert Sickles. (Fifth row): Jay Bell, Caleb Leonard, B. Murphy, Tom Lovejoy, Wm. Hardage, C. A. Smith.

125 MORE TRAINEES WIN LIFEBOAT TICKETS

FIVE MORE TRAINEE CLASSES have earned their endorsements as qualified lifeboatmen after successfully completing a thorough program of classroom and practical instruction at the Harry Lundeberg School of Seamanship at Piney Point. This latest group brings to well over 1,000 the total number of trainees who have passed the Coast Guard examination and demonstrated their proficiency in lifeboats. The HLSS lifeboat course includes 14 hours of classroom instruction and 30 hours of practical experience in the boats.



CLASS #23—(Front row l-r): Jarry Barnes, Richard Knox, James Pearston, Richard Rucki, Guy Register, Horace Scott, Joe Szekely, Robert Davis. (Second row): Tony Bryant, Jeffrey Morgensen, Craig Day, Dennest Hamm, N. Parsons, Stan Cherry, Sidney Vaiton. (Third row): Spencer Miller, Warwick Lambe, Charles Metzler, Phillip Barry, Bryan Dunlap, Vincent Riley. (Fourth row): Jose Vivas, Julio Evans, Johnny Trehern, Timothy Pearson. Most graduates had scores of more than 90 percent.



CLASS #22—Donald Allison, Wallace Beckett, Julius Bounds, George Booker, Robert Boykin, Peter Cirillo, Larry Cole, Paul Crum, Leroy Fitchett, Gerald Garnto, Andrew Gore, Bruce Gray, James Gray, Patrick Grooms, Craig Huntley, Cecil Leasure, Theodore Lee, Michael Levan, Ercell Manuel, Wayne Moore, Gregory A. Nagel, Robert Patrick, William Pitt, Anthony Purdin, Glenn Roberts, Ray Roberts, James Sejda, Reginald Smith, Russell Standley, James O. Stanley Jr., and Garrett Wilson.



CLASS #26—(Front row, l-r): Instructor Tom Brooks, Dennis Edwards, Keith Deeler, Donald Layne, Samuel Bates. (Second row): Herbert Spencer, Michael Day, Kent McKenna, William Washington, Joray Dale. (Third row): Alan Hall, John Connelly, Marshall Cumberlidge, Charles Blakley, Ronald Roper. (Top row): Mike Griffin, Joseph Sciacchitano, Donald Hall, Joseph Harris, Joseph Carter. Class #26 graduated 100%.



CLASS #25—(Front row, l-r): Lloyd Vallery, Steven Foster, Rodney Couto, Ware Newby, Richard Sawart, Wendell Gettridge, Patrick Poinsette. (Second row): Paul H. Juzang, Roger Williams, George Peteusky, Felipe Martinez, Daniel Herrick, Raymond Backer. (Third row): James McGovern, Robert Kisacky, Phillip Melfi, Kevin Flanagan, James Adkins, John Viarengo. (Fourth row): Kenneth E. Lloyd, Doyle W. Ellette, Ronald L. Forth, Daniel Monillas, Harold G. Cumbee. More than 1,000 young men have received lifeboat endorsements at the Harry Lundeberg School of Seamanship.



The 225 delegates who attended the recent convention of the AFL-CIO Maritime Trades Department heard many speakers voice optimism that long overdue reforms in the nation's maritime policies would soon be established. The delegates represented 7.5 million American workers in 42 national and international unions. On this page are photo highlights of the MTD Convention.

This was the scene at opening of the Eighth Constitutional Convention of the AFL-CIO Maritime Trades Department. The 225 delegates pledged to carry on the fight for a maritime program based on fair play to all segments of the maritime industry. The convention also dealt with a wide range of domestic issues.



Alvin Heaps, secretary-treasurer of RWDSU, chats with SIU President Paul Hall, MTD Executive Secretary-Treasurer Peter McGavin, and SIUNA Vice President John Yarmola at convention recess.



Robert Powell, Vice President Laborers International Union



Gov. Richard Hughes New Jersey



SIU President Paul Hall welcomes the convention lead-off speaker, AFL-CIO President George Meany. Meany strongly denounced the nomination of Judge Clement Haynsworth to the U.S. Supreme Court charging that he was "completely out of line with labor's philosophy on labor and civil rights." In the photo at left, President Hall greets Gov. Luis A. Ferre, of Puerto Rico, as Keith Terpe, president of the SIU of Puerto Rico, looks on. Gov. Ferre won support in his efforts to secure the right to vote in presidential elections for the 2.7 million American citizens in Puerto Rico.



SIUNA Secretary-Treasurer Al Kerr greets Senator Harrison Williams (D-N.J.). Senator Williams was among the many congressional leaders who spoke to delegates.



Senators Gale W. McGee (D-Wyo.), left, and Frank E. Moss (D-Utah), center, chat with Dave Turner, secretary-treasurer of Sheet Metal Workers, during a convention break.



MTD Administrator O. William Moody, left, holds a discussion with Senator Joseph Montoya (D-N.M.). Senator Montoya was a speaker at the convention.



Morris Weisberger, SIUNA vice president, gets together with Page Groton, of the Boilermakers Union, for a chat as another session of the MTD Convention prepares to open.



Sen. Charles E. Goodell (R-N.Y.)



Archibald King, Chairman Isthmian Lines



Sen. Ralph Yarborough (D-Texas)



Sen. John O. Pastore (D-R.I.)



Sen. Albert Gore (D-Tenn.)



Rep. Edward A. Garmatz (D-Md.)



Mayor James Tate Philadelphia, Pa.



Rep. James J. Howard (D-N.J.)



Sharing table during convention session were Don Rotan of Marine Cooks (left), SIU Sec.-Treas. Al Kerr and Ed Turner, of the MCS. Seated at Kerr's right is SIU New Orleans Port Agent Buck Stevens.

AFL-CIO

Convention

The Eighth Convention of the AFL-CIO, recently concluded in Atlantic City, put the American labor movement in high gear to meet the challenges of the 1970s with a program designed to meet the needs of the nation and encourage an expanding trade union movement. Pictured on this page are some of the scenes of the convention.



President George Meany keyed the opening of the Eighth Convention of the AFL-CIO to meet the challenges of the 1970s. Meany reviewed the events of the 1960s and told the delegates: "We have come a long way, but we still have a long way to go."



Former Vice President Hubert H. Humphrey spelled out a point-by-point indictment of the present Administration, and urged a new drive for liberal, progressive programs for the nation.



SIU President Paul Hall greets Astronaut Edwin E. Aldrin Jr. Aldrin narrated a film of the historic moon landing for the delegates, and told them the skills and tax dollars of American workers made a large contribution to the success of the program.



AFL-CIO President Meany and Vice President A. Philip Randolph get together for a discussion during a brief convention break.



SIU President Paul Hall addresses Convention delegates. AFL-CIO Secretary-Treasurer Lane Kirkland is at right.



Mrs. Golda Meir
Prime Minister of Israel



Getting together for an informal chat with San Francisco Mayor Joseph Alioto, right, are SIUNA Vice Presidents Ed Turner and John Yarmola, and SIUNA Secretary-Treasurer Al Kerr.



There was time for levity, too, as Vice President Hubert H. Humphrey shares a joke with Secretary-Treasurer Robert Diefenbach, left, and President Ed S. Miller, center, of HRE&BIU.



Melvin Laird
U.S. Secretary of Defense



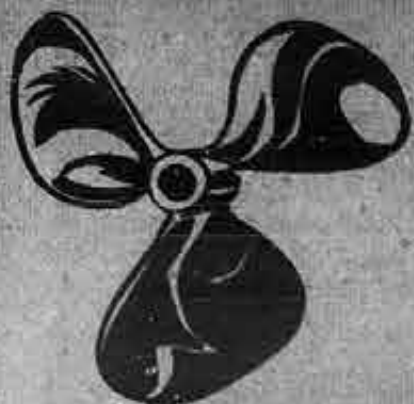
Bayard Rustin, Director
A. Philip Randolph Institute



Newly-elected AFL-CIO Council members pose with top officers. From left: Vice Presidents Thomas W. Gleason, Peter Fosco, John F. Griner, Charles Luna, Jerry Wurf, Sec.-Treas. Lane Kirkland, Pres. George Meany, and Vice Presidents Frederick O'Neal, Louis Stulberg, Peter Bommarito, Floyd Smith.



George P. Shultz
U.S. Secretary of Labor



Engine Upgrading



These Q.M.E.D. graduates completed their training September 22 at the HLSS training facilities in Brooklyn. Left to right are R. Reine, F. Coe, I. Abas, D. Landry, Coast Guard Examiner D. Day, HLSS Instructor Robert Lonchick, E. Neff, R. Cleaver, F. Crovetto, and R. Williams. Neff completed training for an electrician rating.



Q.M.E.D. Class of September 8 poses for the cameraman. In the back row (l-r) are HLSS Instructor Ed Ellison, Charles Cox, Chester Coumas, Arthur Austin, Fred Tierney, Howard Donovan, Timothy King, and William Ohler. Middle row: Coast Guard Examiner Ernie Bowen, Lawrence Jackson, Michael Dawson, Patrick Darbonne, Warren Lander, Harold Downs, and Robert Lonchick, instructor. In the front are Artie Banes, H. Salazar, E. Polk and T. Vincent.



Q.M.E.D. Class of September 15 are (l-r) A. Catalano, Thomas Dodson, Donald Jespersen, Coast Guard Examiner Ernie Bowen, Leonard Overton, Leonard Almy, Leonard Dilling, HLSS Instructor Robert Lonchick, Robert Diaz, and Steve Stafford and E. Neff, who got pumpmen ratings.



Standing (l-r) on the pier at Piney Point are HLSS Instructor Ed Ellison, Carsine Bush, Leonard Jones, Norman Allen, Henry Odom, and Larry Brasher. In front are (l-r) Timothy Speicher, Ferdinand Greef, Joseph Estep, George Arthur, Ennis Charles, Steven Beckley, Santos Lopez, and Alfred Cordes.



Standing (l-r) by the training ship Claude "Sonny" Simmons are HLSS Instructor Ed Ellison, Virgil Richardson, Harry Moore, Ameil DiGiovanni, and John DiLisi. In the front row are (l-r) Michael Brienza, Wallace Hoyt, John Wright, Thomas Duke, and Gary Lodriquez. All received their FOWT endorsements.

Airline Pilots Score Safety Hazards, Propose Own Solutions to Industry

ATLANTA—The aviation industry "is very late" in facing up to mounting safety problems and it cannot expect continued progress until it solves them, President Charles H. Ruby of the Air Line Pilots warned here recently.

ALPA insists that these problems be solved and it will continue to propose solutions at safety meetings and before congressional hearings, Ruby told the union's annual Air Safety Forum.

The four-day forum, which Ruby keynoted, dealt with such critical problems as air traffic control, congestion, certification of airports and airport managers, collision avoidance and cabin safety.

The forum was attended by more than 400 pilots and representatives of aircraft manufacturers, airlines and government. The union's Steward and Stewardess Division also held its annual forum here at the same time.

Until the industry develops collision prevention techniques, Ruby pointed out, the collision hazard must be minimized by enlarging old airports and building new ones.

The airport danger, he noted, is demonstrated by the fact that jet aircraft are regularly being squeezed into 4,500 and 5,000-foot runways when ALPA's analysis, based on pilot experience, dictates 6,500 feet as a safe minimum.

The forum received a number of reports from ALPA's various committees which function throughout the year in assembling material on safety and seeking ways to improve it.

Traffic Control Needs

Captain Clyde Muirheid, Jr., reported that congested voice frequencies, inefficient use of airspace and an intermix of planes with widely varying performance capabilities are parts of the air traffic control problem "in most urgent need of correction."

As chairman of ALPA's air traffic control committee, he stated that controller and cockpit workloads are "intolerable." The control system, Muirheid said, is converting pilots into parrots, "which are birds that talk a lot but don't fly well."

Captain Earl R. Waggoner, chairman of the union's objects detection committee, said a reduction of airplane hijacking calls for defensive equipment on aircraft and a means of returning hijackers for criminal prosecution.

He expressed an opinion that frequency of violence on planes is directly related to the publicity it gets and urged news media to "realize the disservice they do" by playing up hijacking.

Kirkland Assigned To Study Panel On Defense Costs

WASHINGTON—AFL-CIO Secretary-Treasurer Lane Kirkland has been named by Defense Secretary Melvin R. Laird to a 16-member panel that will make a year-long study of the Pentagon's management, research, procurement and decision-making machinery.

The panel, headed by Gilbert W. Fitzhugh, chairman of the board of Metropolitan Life Insurance Company, will then make recommendations for reforms. Educators, attorneys and business executives make up the bulk of the panel.

Its formation comes at a time when the Defense Department has been under criticism from Congress for underestimating costs of major programs.

In announcing the panel's makeup, Laird said he was confident that its work "will enable the department to perform its national security mission better, and save the taxpayer money by eliminating wasteful practices of the past."

Captain Vic Hewes, chairman of the rescue and fire committee, announced that the National Fire Protection Association has for the first time set requirements for fire and rescue equipment at airports that meet ALPA standards.

Equipment Nil

He said a committee survey revealed that 22 airports handling twin-engine jet service and nine handling three-engine jets had no fire and rescue equipment as of March 1969.

Ruby, on the recommendation of the union's board, has notified the managers of the 31 airports, that ALPA members will make every effort to discontinue operations at these airports by May 1970 unless fire-crash equipment is installed by them.

The Stewards and Stewardesses Division forum heard Robert J. Serling, an aviation author and air safety consultant, urge airlines to strengthen the safety messages delivered by cabin attendants to passengers.

Pleading for safety consciousness, he said, "If you tolerate carelessness, indifference, lack of responsibility, you have no right to criticize any one else in aviation for compromising safety."

Back Pay Award For VA Employee Totals \$35,000

BUFFALO—A member of the Service Employees who was fired after he had a heated argument with his immediate boss at a Veterans Administration Hospital was ordered reinstated with full backpay and benefits estimated at \$35,000.

The victory for Frank A. Palumbo of SEIU Local 227 in Buffalo culminated a four-year fight by the union. The final decision was handed down by the U.S. Civil Service Commission Board of Appeals and Review.

Palumbo had been discharged in January 1965 after he was charged with making "certain disrespectful remarks" to his supervisor.

The appeals board found that Palumbo was in a work situation "inappropriate to his condition" and that the relationship between him and his supervisor was "unacceptably poor." It further noted that "these things constituted substantial provocation."

The backpay awarded to Palumbo amounted to nearly \$29,000 and accumulated sick leave and annual leave brought the total to more than \$35,000, Local 227 President James E. Lindsay reported.

12,000 Carolinians March In Demand for Union Jobs

RALEIGH, N.C. — About 12,000 union members marched 25 abreast down Raleigh's main street here in an unprecedented demonstration of trade union solidarity in support of union-won wages, standards and working conditions.

Building tradesmen marched shoulder to shoulder with shop and office workers from Memorial Auditorium to the capitol and back again. Unionists of white, black and Indian origin—about 20 percent were Negroes—took part in the march and in meetings with state officials and private employers.

The North Carolina AFL-CIO and the state Building and Construction Trades Council sponsored the march to protest the importation of non-union labor to construct more than \$681 million in new facilities for the Carolina Power and Light Company, the state's biggest public utility.

From all over the state, workers converged on Fayetteville St. for the demonstration. Many of them bore signs demanding, "Jobs — We Want Jobs — We Want Union Jobs."

Men and women, some carry-

ing children and pushing baby carriages, lined up for nearly a mile behind the march leaders. Pausing before the power company's headquarters, the demonstrators pushed on to fill the four-block parklike setting of the capitol.

Thousands of spectators lined the streets and waved from windows. Some returned the V-for-victory sign, many applauded the signs and posters carried by the marchers.

One union committee met with power company spokesmen, another presented a resolution to an aide of Governor Robert W. Scott (D) calling on Scott to use the state's influence to prevent destruction of union-won standards.

Carolina P and L recently awarded construction contracts in Asheville, Wilmington, Roxboro, Lumberton and Brunswick county to Brown and Root Construction Co., Texas builders accused of discrimination against unions. A company spokesman told newsmen it will employ workers "without regard to whether they are members of any union."



12,000 members of North Carolina unions joined to march in historic demonstration for union conditions and to protest the award by Carolina Power and Light Company of a multi-million dollar construction contract to a non-union employer, the Brown and Root Company.

IT'S THE LAW!
NARCOTICS
 ANYTIME-ANYWHERE
 MEANS
NO MORE SHIPS
- EVER!

SEAMANS PAPERS
 REVOKED

Union-Busting by J. P. Stevens Hit In Seventh Adverse Ruling by NLRB

WASHINGTON—J. P. Stevens and Co. has, for the seventh time, been found guilty of violating the legal rights of employees to join or form a union of their own choosing.

The latest finding against the big textile firm—a major government contractor—was by Robert E. Mullin, trial examiner for the National Labor Relations Board. Mullin found after five days of hearings that officials "at every level" of Stevens' Gulistan plant at Statesboro, Ga., joined in a campaign of threats and firings to defeat the Textile Workers Union of America.

He recommended that Stevens be ordered to bargain with the union on the basis of cards signed by a majority of employees, and also because management illegally smashed the unions majority and caused it to lose an election.

The examiner ruled, subject to NLRB review, that Stevens must reinstate three fired union supporters with full backpay to the date of their discharge; employ a woman whose job application it rejected because her brother and brother-in-law were union members, and pay her for all lost time. The company also would be directed to:

- Mail a copy of the NLRB order to every plant employee.
- Post copies in conspicuous places for 60 consecutive days.
- Read the order to all employees during working time, by departments and shifts, or let a board agent do so.

• Give the union and its representatives reasonable access to bulletin boards for a one-year period.

TWUA President William Pollock said that Stevens has unsuccessfully fought every examiner's decision in the seven litigated cases, every NLRB order and every decision that has reached the courts. It has been compelled in addition to pay nearly \$1 million to date to workers it has fired in violation of the law.

The latest findings against Stevens stem from charges of anti-union actions during a TWUA organizing campaign at Statesboro 17 months ago.

The union applied for recognition on the basis of signed cards in February 1968 and was turned down. It applied again in March, after more employees had been signed, and again its request for recognition was refused. Stevens insisted on an election, whose result was later set aside by the NLRB regional director because the company refused to provide an employee name-and-address list, as it was legally required to do.

Said the examiner in his ruling: "... from the outset of the organizational campaign until after the election, every level of the [company's] supervisory hierarchy was involved in numerous . . . acts of interference, restraint and coercion."

The company's insistence on a board election, the examiner ruled, was motivated "not by a good faith doubt" of the union's

majority but rather by a desire "to gain time within which to destroy the union's majority."

The NLRB's right to issue a bargaining order in such circumstances has been upheld by the Supreme Court in four other cases.

In April, the NLRB asked that Stevens be cited for contempt of court for refusing to comply with two previous orders of a federal appeals court to stop interfering with employee rights at other plants. A decision has not been announced.

Feeders on the Robin Gray



Members of the efficient steward department aboard the SIU-contracted Robin Gray relax on deck as the vessel nears the Panama Canal. From left are Carlton Grimes, steward; Albert Kennedy, messman; Angelo Reyes, chief cook, and Barney Johnson, who sailed as baker.

Chamber of Commerce Mounts Drive To Make NLRB Management's Tool

WASHINGTON—The U.S. Chamber of Commerce has asked businessmen to use their "influence" with the Nixon Administration to "reform" the National Labor Relations Board so as "to protect the right of management to manage . . . without undue interference from union bosses."

The Chamber's top priority legislative goal for what it calls "labor law reform" is to strip the NLRB of all jurisdiction over unfair labor practices. It also wants to rewrite the basic federal labor law to eliminate all language "encouraging" collective bargaining.

Unfortunately—from the Chamber's viewpoint—the present Congress shows no signs of enacting union-busting legislation. So the Chamber is starting to beat the drums for the election of "reform-minded" congressmen and senators in the 1970 elections.

But the business federation isn't putting all its union-busting eggs in a single legislative basket.

It suggests in a new "NLRB Reform" pamphlet that "the least disruptive and most gradual approach" would be for the President to appoint people to the labor board who would bring about the changes that the Chamber of Commerce favors.

"The businessman has great influence" with Congress, the pamphlet notes. It then adds pointedly, "He sometimes may even have the confidence of key figures in the Administration, which today may afford the most immediate reform of the NLRB."

To further its twin goals of putting pressure on the Nixon Administration to pack the NLRB and trying to arouse public opinion for anti-labor legislation, the Chamber has stepped up its propaganda efforts.

As it did last year, it will take a traveling roadshow of anti-labor speakers to put on "labor law reform workshops" in cities throughout the nation.

The workshops, co-sponsored by state and local chambers of commerce, "are primarily in-

tended to build grassroots business support" for the national organization's program, the Chamber's labor relations manager said.

The "NLRB Reform" pamphlet boasts that the Chamber's "massive promotional campaign" has "inspired" numerous articles in the press.

And for those who don't want to bother reading the three pages of solid type in the pamphlet, the Chamber has a cartoon booklet, entitled "What Is Pushing Up Prices and Holding Back Progress?"

It complains of NLRB deci-

sions that have required companies to negotiate with unions before introducing "cost-reducing methods" and before closing "a factory that was losing money" and asserts that "freedom is limited" when the NLRB tells a company it can't warn its employees during an election campaign that "excessive union demands" can force a company to close down or lay off people.

"And on top of all this," a cartoon page emphasizes, "there is the burden of more and more strikes and slowdowns" causing "inconvenience and hardship" to businessmen.

And it is all "because the NLRB has been going too far."

The belief that collective bargaining contributes to industrial peace, the Chamber suggests, is one of those "naively utopian" concepts of the early 1930s. The experience, it concludes, has been "quite the contrary."

Nevertheless, the Chamber adds, "collective bargaining is a useful institution" even though Congress shouldn't "encourage" it.

Some of the Chamber's other announced goals for changing federal labor law include:

- A ban on union recognition by card check.
- Outlawing of informational picketing.
- Allowing employers to sue a union for damages.
- Removing all restriction on what an employer can tell his workers before a union representation election.
- Prohibiting unions from fining members who work during a strike.
- Limiting penalties that can be imposed by the NLRB.
- Compelling unions to take a secret ballot strike vote when requested by management.
- Returning "management rights" to employers.
- Changing rules for determining units to take into account management as well as union desires.

These and other changes, the Chamber said, are needed "to restore balance to labor-management relations."

Strike Insurance Plugged For Building Contractors

HAMILTON, Bermuda—An insurance company here is soliciting building contractors throughout the United States to sign up for a strike insurance program endorsed by the Associated General Contractors of America.

The program was approved by the AGC at its March convention and designed to indemnify contractors for losses from work stoppages due to any type of labor dispute.

Five-year individual policies are being offered by Arch Insurance Company Ltd. of Hamilton, Bermuda. Policy Applications accepted by October 31, 1969 will become effective Jan. 1, 1970 if there are enough applications to constitute a "sufficient spread of risk." However, no claims will be payable before July 1, 1970.

Contractors can select policies that will give them insurance indemnities of from \$300 to \$120,000 a day, with premiums ranging from \$900 for the minimum coverage to \$360,000 for the maximum, plus a minimum premium retained by Arch Insurance Company.

J. N. Matich of Colton, Calif., who headed an 18-month study by an AGC committee, is chairman of the Policyholders' Advisory Committee. He said that the insurance plan should expedite settlement of labor disputes and bring about "less exorbitant increases in construction labor costs."

The policy defines a labor dispute as including any union organizing, union recognition drives, various forms of boycotts and picketing, strikes during the term of an agreement or during negotiation of a contract and lockouts of a multi-employer group.

In promoting its policies in the United States the insurance company stresses the advantage of a non-U.S. company as "beyond the reach of American labor unions or political pressures."

Farm Wages Still On Lowest Level Says Labor Dept.

WASHINGTON — Farm workers still are among the nation's lowest paid wage earners, the Labor Department noted.

The national average farm wage for 1968 was \$1.43 an hour, without room or board, up 10 cents from 1967, the department reported. It compared this with the production workers' average of \$3.01 an hour in manufacturing, an increase of 18 cents over the 1967 wage.

Production workers hired in off-the-farm plants to process farm products were better paid, but still were not up to the average pay for manufacturing, the report showed. Workers in frozen fruits and vegetables averaged \$2.23 an hour, up 13 cents in a year's time. Workers in the canned, cured and frozen fruits industry averaged \$2.36, an increase of 15 cents an hour.

Both hourly and piece rates increased for most of the 172 farm labor categories reported on by state employment security agencies.

Passage of Fair Labor Standards Act amendments in 1966 extended minimum wage coverage to a limited number of farm workers. The first \$1 minimum moved to \$1.15 in 1968 and to \$1.30 by February 1, 1969.

The act covers about 400,000 farm workers—about a third of the annual average number of hired farmhands.

A 1968 Labor Department study showed that the federal minimum wage for farm work had a significant impact on wage rates. Despite this trend, more than half the areas still have some workers employed below the minimum, the department said.

Would Throw Enforcement into Courts

New Job-Bias Plan Called 'Rights Surrender'

WASHINGTON — An Administration proposal to send job discrimination cases into the federal courts has been termed "another civil rights surrender" by members of the Senate Labor Committee.

The Nixon proposal would authorize the Equal Employment Opportunity Commission to go to court to enforce anti-discrimination laws when conciliation fails.

It would not, however, give the EEOC the power to issue cease-and-desist orders on its own, as would a labor-backed bill sponsored by Senators Harrison Williams (D-N.J.) and Jacob Javits (R-N.Y.).

Various EEOC officials have sought the power to issue cease-and-desist orders since the commission was created under Title VII of the 1964 Civil Rights Act.

However, William H. Brown III, the present EEOC chairman, testified in favor of the Administration bill, even though he had termed cease-and-desist orders "absolutely essential" during his confirmation testimony after he was appointed last April.

Brown testified on the Williams-Javits bill just three days after the Administration proposal was presented to the Senate by Senator Winston L. Prouty (R-Vt.).

Javits recalled Brown's testimony of last April on the importance of the EEOC's having cease-and-desist orders and Senator Walter F. Mondale (D-Minn.) referred to a speech Brown had made the previous week in which he reaffirmed the necessity. "It appears to me you've had some kind of death-

bed conversion," Mondale told Brown.

Senator Thomas F. Eagleton (D-Mo.) cited Administration actions in regard to southern textile mills, voting rights and school desegregation and told Brown the Administration proposal on the EEOC "is just another surrender, purely and simply. It's another backdown by the Administration in the civil rights field and you're an unwitting handmaiden," Eagleton said. "You must have a troubled conscience."

"I assure you, Senator, I sleep well at night," Brown countered in admitting his previous stand. Brown said he considered the Administration plan "a more effective and quicker approach."

Brown first announced his preference for the Administration plan after meeting with two Justice Department aides. That meeting came a few days after Brown issued the call for cease-and-desist orders in the speech quoted by Mondale.

Later in his testimony, Brown said he had been for the court method all along and said he had fought for it through the highest ranks of the Administration.

One of the Justice Department officials with whom Brown had met, Deputy Attorney General Richard D. Kleindienst, testified that 15 years of practicing before the National Labor Relations Board convinced him that cases would move faster through the federal courts.

"A lawyer can assure his client of three to four years delay in an NLRB case," Kleindienst said. "In the federal district courts, however, a decision can be obtained in nine months to a year and more importance is attached to it than to a cease-and-desist order from an administrative agency."

Two of Brown's fellow members of the EEOC disagreed sharply with this position.

"Any legislation that grants less than cease-and-desist authority to our commission would be the perpetration of a cruel hoax on women and minorities in this country," said Clifford L. Alexander, Jr. Alexander is a former chairman of the EEOC who resigned last spring after Senator Everett McKinley Dirksen (R-Ill.) accused him of "harassing" business.

Another EEOC member, Vincente T. Ximenes, called the Williams-Javits bill "the most comprehensive and meaningful job discrimination legislation ever proposed."

Hearings on the Williams-Javits bill will continue after the congressional recess, with the AFL-CIO scheduled to testify then.

Besides authorizing the cease-

and-desist orders, the Williams-Javits bill would also give the EEOC authority to investigate discrimination charges brought by employees of state and local governments. It would also transfer federal discrimination cases from the Civil Service Commission to the EEOC.

Discrimination against public employees in both the local and federal governments was brought up by two studies released during the hearings on the Williams-Javits bill.

President Nixon issued an executive order urging all federal departments and agencies to take the initiative in "continuing affirmative programs" to prohibit discrimination. Nixon also proposed recruitment and special training to help the disadvantaged.

Nixon's executive order was accompanied by a Civil Service Commission report which said that while members of minority groups are broadly employed by the federal government, most of them hold menial jobs.

The report, signed by Robert Hampton, chairman of the Civil Service Commission, said a recent study showed that almost 20 percent of 500,000 federal employees were minority group members. Non-white employment in the federal government is almost 50 percent higher than in the nation's work force overall, the report said.

In a similar study, the U.S. Commission on Civil Rights re-

ported that serious job discrimination exists among employees of local and state governments. The report concluded that such employees should be brought under the protection of the EEOC.

The survey, which covered 243,000 employees, said minority-group members are denied access to responsible government jobs and in many localities "are totally excluded from employment except in the most menial capacity."

The report said discrimination was highest in police and fire departments of the 600 local and state governments surveyed. "Some 27 percent of all central city jobs surveyed were in these two (police and fire) departments," the report said, "but only 7 percent of all Negro employees were either policemen or firemen, and very few of these held officer rank."

Jerry Wurf, president of the State, County and Municipal Employees, said his union joined the Civil Rights Commission in calling on Congress to extend federal anti-discrimination laws to employees of state and local governments.

"We sincerely hope that the commission's concern will result in a concerted campaign to bring to these 8 million forgotten working Americans the same protection against job discrimination that is available to workers in private industry," Wurf said.

AFL-CIO Charges:

Runaway Shops Supported By Use of Federal Grants

WASHINGTON—The AFL-CIO has charged that federal funds are being used to encourage "runaway companies" along the Mexican border and the "erosion of U. S. jobs and wages."

Legislative Director Andrew J. Biemiller strongly protested a \$60,000 grant from the Department of Housing and Urban Development to help establish a bi-national planning commission for El Paso, Tex., and Juarez, Mexico.

He asked Representative William A. Barrett (D-Pa.) chairman of the housing subcommittee of the House Banking Committee, to investigate the award which "is the second such grant" made by HUD along the Mexican border.

Exploiting Mexicans

The planning commissions are ostensibly set up to deal with common problems of water, sewer, housing and other facilities. But, Biemiller stressed, "the end result is that the U.S. government is helping to subsidize a growing abandonment of U. S. plants and workers and, in turn, to exploit Mex-

ican workers for the sole benefit of U. S. corporate profits."

Biemiller noted that in Juarez, RCA is building a \$7 million plant "which will employ 3,000 Mexican workers who will assemble electronic components for sale in the American market." He charged that "the sole purpose of the plant being in Juarez is to take advantage of its sanctuary from American standards." Other major firms are doing likewise.

"Despite the growing threat posed by this mass loss of jobs," Biemiller said, "HUD sees fit to financially assist areas whose problems are aggravated because workers are recruited throughout Mexico and brought to these border communities to work in plants at jobs that were recently held by Americans."

Biemiller asked the subcommittee to urge HUD to halt any further border community grants and suggested that the Housing Act be amended "to make clear the intent of Congress was not to encourage the loss of U.S. jobs or to undercut American standards in wages and working conditions."

Getting Trimmed



SIU Pensioner T. E. Muller takes time out for a trim and a chat with barber Jimmy Gaeteni during one of his regular visits to SIU Headquarters. Brother Muller sailed for many years as chief steward before his retirement to the beach. He last shipped aboard the Kent.

Jobs and Training for 4,000 Blacks Set by Chicago Building Trades Plan

CHICAGO—The Chicago Building and Construction Trades Council is moving ahead with a four-point program to provide job and training opportunities for 4,000 more black workers in the city's construction industry.

The council announced it would open an office in Chicago's largely Negro South Side to proceed with the recruiting program despite rejection of the plan by the Coalition for United Community Action, made up of a number of black organizations in the city.

The plan was spelled out by construction unions and management in a series of negotiations with the coalition following demonstrations that closed projects here involving nearly \$100 million.

The proposal, issued jointly by the Building and Construction Trades Council and the Building Construction Employers Association, offered to:

- "Endeavor to obtain employment at once" for 1,000 qualified black journeymen and asked the coalition to help recruit them.

- Find probationary employment for another 1,000 blacks with at least two years experience in a particular craft and assign them after 30 days to the equivalent of the apprenticeship rate applicable to their experience.

- Recruit 1,000 blacks with no previous training or experience for a one-month preparatory training period along the lines of the Outreach program to help them enter the existing apprenticeship programs of all crafts.

- Launch an on-the-job training program for 1,000 more Negroes who choose not to enter pre-apprenticeship training or who fail to pass the tests involved.

In full-page advertisements in Chicago newspapers, the employers and unions outlined their program and recited continuing efforts to attract black workers into the construction industry.

This is achieved through the Apprenticeship Information Center set up by the federal government and in cooperation with the Urban League under the Apprenticeship Outreach program, which has placed 459 apprentices over a 30-month period.

"We have organized bus trips for high school students to job sites," the union-industry statement said. "Want ads for skilled tradesmen are run daily. We have worked through social agencies in the black community and through the Illinois State Employment Service. We have done our best to alleviate the labor shortage in every way we know. Yet all these efforts have resulted in pitifully few black applicants—far fewer than the number we have been ready to accept into our ranks."

The Coalition for United Community Action, whose original demands were for employment of blacks eventually in 30 percent of all construction jobs, rejected the union-industry proposals as "unrealistic" and "totally unacceptable."

A spokesman for the coalition, the Rev. C. T. Vivian, indicated a central issue in the dispute was the control of hiring and training.

"We would not be in control of our own program, and we must reject it," Vivian was quoted by the Associated Press.

The union and industry negotiators advised the coalition that they would welcome its participation in dealing with recruiting, counseling and motivational problems but would not accede to demands that would put responsibility for hiring, training and construction "in inexperienced hands."

Thomas Murray, president of the Building Trades Council, and Arthur O'Neil, president of

the employers' association, both expressed disappointment that the coalition leaders had "summarily dismissed" the proposals. O'Neil called the plan a "break-through" that could add 25,000 skilled black craftsmen to the construction program in the city over the next five years.

In developments elsewhere:

- The Black Construction Coalition in Pittsburgh withheld further job-site demonstrations as negotiations continued with construction employers and unions over a job and training program. The Pittsburgh plan differs in detail from the Chicago proposals, but contains similar provisions for recruiting and admitting black journeymen, for pre-apprenticeship programs and for on-the-job training.

- In Philadelphia, Business Manager James L. Loughlin of the local Building and Construction Trades Council took sharp exception to frequently-quoted estimates showing a disproportionately low rate of minority employment in the various trades. Loughlin appeared before a Labor Department panel on the Philadelphia pilot plan announced by the department which would in effect set quotas for employment of minorities under government construction contract. He put total membership of unions in the council at about 36,000 and said a review of the individual crafts revealed that more than 11,000—over 30 percent—are blacks. Without considering the Laborers' Union, which has a substantial proportion of Negro members, the remaining craft jurisdiction in the city includes about 12 percent black workers, he said.

Apprentice Program Increases But Need Outruns Graduates

WASHINGTON—Apprenticeship programs in 1968 enrolled a record 103,000 entrants, almost 6,000 more than a year earlier, Labor Secretary George P. Shultz reported.

Yet, the number of skilled workers being graduated by the programs is still not meeting the needs of the nation's growing economy, Shultz said.

He noted that the apprenticeship training system certified 33,700 completions last year—a 9 percent decline "at a time when skilled workers were in great demand."

The record number of registrants in apprenticeship programs will have no immediate effect on the need for skilled workers, he added, since most apprentices work four-year terms to gain necessary skills.

"Thus, the bulk of comple-

tions this year represent mostly those who began four years ago," Shultz said, "and we only had 68,500 new starts in 1965."

He expressed optimism over current figures that indicate a cancellation rate of 38 percent, "a heartening note when you consider that it is usually about 50 percent most of the time."

The 238,000 apprentices registered with the Labor Department and state apprenticeship agencies as of January 1 also was the highest since records on the programs were kept, beginning in 1941.

Minorities accounted for 7 percent of the total number of registered apprentices and slightly more than half of these were Negroes, the Labor Department said.

Newest Gallon Club Member



"It didn't hurt a bit," says AB Alfred M. Pelton at SIU clinic, as Nurse Mary Larsen displays pint of blood which made Seafarer Pelton the 10th member of SIU Gallon Club. Pelton, who sails in the deck department, says more Seafarers should visit the SIU clinic and donate blood to protect themselves, their families and other Seafarers who might require the precious fluid in a medical emergency.

AIFLD Graduates' Role Set: Become 'Voice of the People'

WASHINGTON—Twenty Latin American trade unionists—graduates of the American Institute for Free Labor Development's third training program for labor economists—were urged by AFL-CIO leaders to be the "voice of the people" when they return to their own nations.

The course for the group was conducted by the AIFLD in cooperation with Georgetown University.

In addressing the graduates, Communications Workers President Joseph A. Beirne accused certain Latin American labor ministers of "hypocrisy" in promises to seek labor participation in making policy affecting the people.

When the question was raised at the last conference of the labor ministers in Caracas as to how effectively these promises were being carried out, Beirne said the "official" answer finally came:

"Organized labor had no skilled, trained people to understand the broad economic problems of their own countries."

"You are the third group to go through this long, extensive AIFLD course... hopefully to answer the argument of Caracas," said Beirne, who is secretary-treasurer of the AIFLD. "You are the trained, skilled people with the overall view of economics and the politics of this hemisphere."

"Maybe there will be just one of you who will go back and say 'I want to get into the power structure of my nation,' who will recognize that people are more important than profits—human rights much more important than property rights."

Role of Unions

AFL-CIO Research Director Nat Goldfinger told the audience that "trade unions serve to humanize the economic system—to represent the needs and aspirations of workers on the job and also before the agencies of government and the legislature."

To do this properly he said, "unions must be armed with the needed facts and figures... with the needed concepts and analysis to advance the interest of the workers and the population in general."

Class representative Aviz do A. Valente of Brazil urged the AIFLD to organize and finance similar training courses in Latin American countries, saying, "Our unions need hundreds of technicians in all fields and at all levels of knowledge, especially in economics. But we cannot wait for long. We need them in short order."

Graduates of the program came from Argentina, Brazil, Chile, Costa Rica, Dominican Republic, Ecuador, El Salvador, Honduras, Mexico, Nicaragua, Panama, Peru and Venezuela.

Checks Being Held

Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, California, 94105.

Walter Anthony
Augustus M. Browning
(Two Checks)
William T. Cooper
(Two Checks)
Peter E. Dolan
(Two Checks)
Davis W. Dwyer
Charles R. Hummel, Jr.
Pao C. Lee
(Two Checks)
Collin A. McPherson
Joseph Pietta
(Two Checks)

Advertisers Shut Off Scab LA Newspaper

LOS ANGELES—Seagram and Calvert distillers announced plans to shut off the Hearst Herald-Examiner—to the cheers of 2,000 striking and locked-out newspaper unionists.

The two distillers said they will discontinue advertising in the Hearst paper when scattered ads still pending under contracts have run, reported William J. Farson, executive vice president of the Newspaper Guild.

Farson said negotiations continue with five other advertisers to pull out of the Herald-Examiner, which has been publishing with the aid of professional strikebreakers for 18 months.

Umpire Calls Break Legal In Beef On World Series

PALMS DES PARKS, Calif.—Sargent Industries violated the ground rules of a contract when it threw out a practice of giving workers an extra half-hour lunch break with pay to watch the World Series, labor-management umpire Melvin Lennard said.

The company had provided television sets and had given the additional lunch period to employees for the past 15 or 20 years. The practice was maintained even in 1966 and 1967 after the company changed hands.

When the practice was dropped in 1968, Machinists Local 1571 filed a grievance. It contended that watching the baseball championship playoff on company time "was a pre-existing condition and that the employees are entitled to watch the . . . World Series pursuant to such condition."

Arbitrator Lennard agreed but said the company did not have to provide the TV sets any more.

Rising Car Insurance Prices Target of Texas AFL-CIO

AUSTIN, Tex.—The Texas AFL-CIO has opened a drive against the rising cost of auto insurance in the state by attacking the accounting methods used by the insurance companies and so far accepted by the State Insurance Board.

The auto insurance industry in Texas has asked for an 11 percent increase in rates while the Texas AFL-CIO has called for a 10 percent reduction based on factual accounting.

The "so-called 'statutory' method of accounting used by the insurance companies gives a false appearance of their financial situation," State AFL-CIO President H. S. Hank Brown charged at a board hearing.

If the board will look through "this accounting smoke screen," he added, it will find that the industry is in excellent financial health, that its bid for a rate increase is not justified and that car insurance costs can, in fact, be lowered.

Brown described the statutory accounting method as one in which a company reports as "income" only that portion of the premium actually earned by the passage of time while ignoring income that has actually been received.

At the same time, he said, the method permits a firm to report as "losses and expenses" the entire anticipated amount (from a premium) "even though any loss will not occur, if at all, until some time in 'he future.'"

"This method is completely contrary to the normally acceptable accounting methods used by business," Brown declared.

He urged the board to examine the "real financial situation" of the industry and particularly to include investment income in calculating insurance company profits and losses before setting rates.

In 1967, Brown noted, the auto insurance industry reported a \$273 million national loss as

far as premiums and claims were concerned "but actually realized a \$1.7 billion investment profit."

"It is ridiculous to claim a loss, and a rate increase, when the industry profited by almost \$2 billion," he pointed out.

Brown cited the example of a Texas company, Gulf Insurance Company, which reported a loss of more than \$4.8 million in 1968 but then paid out over \$4.5 million in dividends the same year.

"The company has increased its dividend by 500 percent since 1963 while showing a loss," he stated.

If the board grants a rate increase in view of the industry's genuine profit picture, Brown said, "it will not be fulfilling its duty to the people."

"Instead," he concluded, "it will be continuing to give the insurance industry the preferential and discriminatory position that it has enjoyed in Texas for years."

Solution to Teen-Age Unemployment Not Lower Wages, Analysis Shows

High teenage unemployment can't be blamed on the federal wage-hour law, regardless of what some opponents of a higher minimum wage say.

An AFL-CIO analysis of the Fair Labor Standards Act pinpoints the cause as a combination of factors, including a sharp rise in the number of 16- to 19-year-olds in the labor force and a decline in the number of part-time jobs traditionally filled by teenagers.

The analysis, by Francis X. Burkhardt of the AFL-CIO legislative staff, appears in the July issue of the American Federationist.

"Many employers would be more happy to hire teenagers at a lower wage than adult workers," Burkhardt noted. This is because low-wage employers are the ones who are affected most by the minimum wage.

However, millions of adult workers would lose their jobs under a two-step minimum wage that allowed a lower rate for teenagers.

The advocates of a lower minimum wage for teenagers contend that the younger worker is less productive than the adult. But this would bring four clear social disadvantages, Burkhardt points out. They are:

- Displacement of working family heads.
- Discrimination against young workers.
- A loss of dignity in the work performed by teenagers.
- Higher profits for employers who hire teenagers in lieu of adults to give them an unfair advantage over other employees.

The roots of the teenage unemployment problem of the 1960s can be found in the sharp rise of the birthrate after the end of World War II, the author observes. And although the total employment of teenagers has increased in the '60s, it has not

been enough to match this influx.

Between 1948 and 1958 the number of teenagers in the labor force actually declined—reflecting the low birthrate of the depression years of the 1930s.

"But in the 10 years—1958-68—the number of 16- to 19-year-olds in the labor force skyrocketed 50 percent, from 4.3 million to 6.6 million," Burkhardt writes.

Another factor is that many part-time jobs, once held by teenagers, have disappeared. Farm mechanization abolished many teenage farm jobs. The decline of small neighborhood stores also dried up many job opportunities for the younger workers.

"In addition, there has been the increasing participation in the labor force of married women—35 years of age and over—which results in some degree of job competition with teenagers," Burkhardt says.

Non-white teenagers have suffered even more from unemployment, which in recent months has been running almost three times higher than the rate for the white younger workers.

The two major factors affecting the higher joblessness among young Negroes are racial discrimination in education and hiring and the high rate of migration of Negroes from the rural South to the cities, Burkhardt reports.

Burkhardt recommends a federal program of public service employment—for both adults and teenagers—for long-term unemployed and seriously underemployed to meet the needs of services in parks, recreation centers, hospitals, schools and other public and private non-profit facilities.

Expanded efforts in the Neighborhood Youth Corps and the Job Corps are recommended

as a means of cutting the unemployment problem.

"The solid base of increasing teenage employment of the 1960s and the start of federal aid for education, manpower training and youth employment programs should be continued and improved," he urges.

"Such continued progress and the expected leveling off of the rise of teenagers in the labor force in the coming years could begin to solve the teenage unemployment problem. But what should not be done is to establish a special, lower minimum wage for teenagers," Burkhardt warns.

New Pact Allows Hospital Workers Chance to Learn

BOSTON—At least 335 low-paid workers in three hospitals here will be trained and upgraded under agreements signed by the State, County and Municipal Employees and city and hospital officials.

The pacts are part of SCME's over all training program to bring new job opportunities and higher pay to 1,000 workers in Boston, Cleveland and Milwaukee hospitals with a grant of \$1.2 million from the Departments of Labor and Health Education and Welfare.

Mrs. Betty Miller, assistant to SCME President Jerry Wurf and national director for the program, described the project as significant for two reasons:

"This is probably the first time that public institutions in the country have agreed to pay their lower level employees while they train. It also opens dead-end hospital jobs to career employment."

The hospitals involved here are Boston City, Mattapan and Long Island. They will provide classroom space and all equipment needed for training. Hospital personnel will serve as instructors.

Trainees here, picked by joint union-hospital committees, will spend half of their 40-hour work-weeks in training. Midway through his course, a trainee will receive 50 percent of the difference between his present wage and the higher-paid job for which he is being trained. He will get the full higher rate once training is finished.

Earning Their Way



Two boys from Kentucky who earned one week in camp by spending three Saturday afternoons cleaning up city parks and playgrounds receive their reward from, left to right, Boy Scout leaders Durwood Bishop and Bob Combs, and Ray Hayden, president of the Owensboro Council of Labor. Owensboro AFL-CIO members selected 23 boys from OEO lists. They expect to expand program to 100 next year.

MONEY DUE

Wages due former crewmembers of the Galacia Navigator, which was sold at auction in Japan, are now available.

Seafarers may obtain checks for the money due them by writing to Bill Mitchell at headquarters in Brooklyn.

Violations Termed 'Unconscionable'

Crackdown on Wage-Hour Cheaters Called for by AFL-CIO Pres. Meany

WASHINGTON—AFL-CIO President George Meany has called for more wage-hour investigators to ferret out cheating employers and told the Labor Department that its priorities were mixed up if it depended on an education and information program to enforce the Fair Labor Standards Act.

At the same time, Meany announced a step-up in the AFL-CIO's own campaign to protect workers, "organized or unorganized," from employers who violate the wage-hour and equal pay laws.

Meany wrote Labor Secretary George P. Shultz that the \$89 million in underpayments to more than 477,000 workers last year couldn't be ascribed to employer "ignorance" of the wage-hour law.

"These violations are unconscionable," Meany stressed. "America has had a Fair Labor Standards Act for 31 years and no responsible employer can be ignorant of the law's intent and his duty under it."

Meany said he "emphatically" disagrees with a statement by Wage-Hour Administrator Robert D. Moran that finding violations is not his division's goal. Moran said he is "more concerned with improving the level of compliance through informing employers and employees of their rights and obligations."

Information programs are commendable, Meany said. But he insisted that "finding violations must be the goal of the di-

vision if the intent of the law is to be observed and the minimum wage, overtime pay and equal pay for equal work provisions are to have any real meaning."

Meany noted that the growing number of wage-hour violations makes even more urgent the AFL-CIO's recommendation earlier this year that the number of investigators be increased by one-third.

"The facts make it abundantly clear that the most effective way to get full compliance is through full enforcement by an adequate investigating and enforcement staff," he told Shultz.

In a letter to AFL-CIO state and local central bodies, Meany urged that labor's own enforcement program initiated in 1967 be continued and expanded.

"Fair labor standards are being flouted, ignored or undermined by employers," Meany told the central bodies. "In fact, only about half the violators are caught each year. The Wage and Hour Division of the Department of Labor does not have enough investigators to achieve full compliance."

Because of this, Meany urged, each AFL-CIO central body should:

- Set up or reinvigorate a wage-hour enforcement committee to receive and help process complaints.
- Publicize the work of the committee and stress its availability to all workers, including the unorganized.
- Help workers bring their

complaints to wage-hour investigators and press for prompt action by the government.

• Keep a record of the disposition and outcome of all cases.

"The AFL-CIO has an obligation it will fulfill—to assure the effective enforcement of the minimum wage laws," Meany concluded.

Moran's report shows that the number of establishments checked by inspectors dropped from 75,022 in fiscal 1968 to 72,520 in 1969. Department inspectors rarely visit more than a small percentage of business places in any one year and must rely largely on complaints.

The \$89 million in underpayments breaks down as follows: \$27.5 million in minimum wages, \$55 million in overtime, nearly \$2 million due employees of federal suppliers under the McNamara-O'Hara Service Contracts Act, and \$4.6 million under the equal pay law for work performed by women at lower rates than comparable work by men.

The figures for the previous fiscal year were \$20.4 million, \$55 million, \$2.6 million and \$2.4 million, respectively, for a total of \$80 million.

The report showed nearly half the underpaid workers—207,234—did not get the minimum wages they should have been paid. The fiscal 1968 total was 169,000 workers.

Overtime pay violations affected 208,000 workers in 1969 as against 296,000 the year before. There were 14,000 Service Contract Act violations compared with 12,000 in 1968 and 16,100 in equal pay violations versus 7,000 in 1968.

Moran praised more than 1,000 compliance officers for working "tirelessly and under all types of conditions" to ferret out law violations. However, he noted, "finding violations is not our goal. We are more concerned with improving the level of compliance" through informational programs.

Pay-off in Jacksonville



At the conclusion of a successful voyage, Seafarers aboard the Loma Victory (Delta Lines) took time when the ship paid off in Savannah to have their picture taken. From (l-r) are A. Ruiz and R. Whaley of the Steward Department; A. Aronica, Jacksonville Patrolman; Butch Walker, Chief Cook; and L. Richardson and R. Welch.

Rail Accidents Hit New High; Need for Tougher Laws Seen

A rail union safety expert called for broader, tighter federal safety laws to roll back the mounting toll of train accidents that last year reached an all-time high.

"Ninety-five percent of all rail accidents are caused by factors not subject to federal control," said Al H. Chesser, national legislative director for the United Transportation Union.

Chesser, chairman of the committee on safety of the Railway Labor Executives' Association, is a member of the Task Force on Railroad Safety named by Transportation Secretary John A. Volpe.

Derailments, Chesser said, figured in most of the more than 8,000 reported train accidents last year that killed and injured nearly 27,000 employees and passengers.

Questioned by reporters on Labor News Conference, Chesser blamed the sagging railroad safety record on "too much deferred maintenance of track and roadbed . . . far too little inspection of equipment" and the use of "a great deal of old" and improperly maintained equipment that "just will not stand 70 mile-per-hour speeds."

Chesser warned that under present conditions, the shipment of phosgene gas that is currently stirring hot public debate, "is absolutely unsafe."

"We think that if this gas must be shipped, it is much safer to ship it on the railroads than it is by air, or by truck on the highway, if the right precautions are taken," he added.

In 21 Years

Taft-Hartley Act's Injunction Used On 29 Occasions

WASHINGTON—The government invoked the Taft-Hartley Act's national emergency disputes procedures 29 times between 1947 and 1968, the Bureau of Labor Statistics reported.

These are the procedures which permit the enjoining of industry-wide strikes for an 80-day "cooling off" period.

Five of the disputes were resolved without a work stoppage and 13 were settled during the "cooling off" period. In three other cases, an agreement was reached without a strike after the 80-day period had expired.

In seven cases, six involving longshoremen on the Atlantic or Gulf Coasts, workers struck after the 80-day injunction had expired before winning an acceptable settlement.

The Taft-Hartley Act requires that the employer's "last offer" be submitted to the workers for a vote if no settlement is reached during the 80-day period. In every one of the 12 ballots that were held and tallied, the employer offer was rejected.

Chamber Adopts New Tack To Fight Job Safety Law

WASHINGTON—The U.S. Chamber of Commerce has come up with a new line in its fight against federal job safety legislation.

The Chamber, in its *Washington Report on Labor*, now contends that if federal safety laws are passed "unions may try in the name of on-the-job safety to force the closing of a plant being operated during a strike."

Its apparent position is that plants should be permitted to operate during strikes with strikebreakers whether they are safe or not.

The recent nationwide strike of the Oil Chemical and Atomic Workers against the oil industry, the Chamber said, illustrates its point.

The business group complained that the OCAW issued public statements saying that operation of struck facilities by management personnel was ex-

remely hazardous to those in the plants as well as nearby residents. State and local officials were urged to move to curtail the plant operations.

"Adoption of proposed federal occupational safety legislation would be an open invitation for unions to use this same tactic as a stranglehold on an employer at the bargaining table," it claimed.

The Chamber is also upset that since federal job safety rules were recently set for government supply contractors some unions have announced that they are planning to use their own equipment to measure noise, dust and chemical levels in plants.

Unionists, on the other hand, note that the Chamber has pointed with pride at the U.S. industrial safety record which shows 14,000 on-the-job deaths last year and some two million injuries.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn, N. Y. 11232

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY STATE ZIP

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

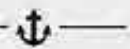
CITY STATE ZIP

From the Ships at Sea

A radiogram was sent to Union headquarters upon motion of the full crew of the **Bradford Island** (Stuart Tankers) asking that a Union representative meet the ship at Danang, **Charles L. Shirah**, meeting secretary reports. The crew says the vessel is becoming unseaworthy. The matter was also discussed with the American consul in Singapore, who received statements from various crewmembers testifying to the ship's condition, and that diplomatic member was to wire the Coast Guard in Saigon to have the ship inspected in Danang. The meeting was chaired by **Robert N. Fulk**. **L. P. Hagmann, Jr.** is ship's delegate, **Paul Ward**, deck delegate, **Robert E. Pickett**, engine delegate and **Harry D. Silverstein** steward delegate.



Hagmann



Three crewmembers of the **Steel Vendor** (Isthmian), which is on the long run to India, were hospitalized in Calcutta, **Clinton H. Ward**, ship's delegate announced at the meeting. They are **J. J. Lookabill, AB**; **D. Fletcher, AB** and **R. Lang**, wiper. The crew voted unanimously not to accept plastic pitchers for sanitary reasons; they want aluminum or stainless steel which is easier to clean. The fresh fruit will be put out so long as it lasts, Meeting Secretary **P. S. Holt** reports. **A. Hansvedt** was meeting chairman; **R. M. Grantham** is deck delegate and **Joe Brown** steward delegate. Some disputed OT was reported in the engine department.



Holt



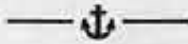
A stop was made at Midway in order to provide medical attention for three crewmembers, **John H. McElroy**, meeting secretary, reports from the **Raleigh** (Crest). According to Ship's Delegate **Dan M. Ticer, Sr.**,



Ticer

there was one case of pleurisy, one minor burn case, and an OS, **E. Junold**, was left behind with an eye injury. Junold may rejoin the ship in Vietnam. The chief engineer asks the Seafarers to use water sparingly, as there is no cool water and letting it run will not help. Otherwise, rationing of water may become necessary, he said. The Anchor Pool will be organized at five

per 60 numbers, with a grand prize of \$200 and two \$50 consolation prizes. Ship's fund at about \$16 and contributions were requested to beef it up.



Aboard the **Andrew Jackson** (Waterman) the crewmembers discussed precautions to be taken in port, writes Meeting Secretary **John W. Mims**. Ship's Delegate **Juan W. Fernandez** warned Seafarers to keep all screen doors closed in port and use only the door to the gangway. No natives will be allowed inside of the midship house or quarters aft. Nor are they to work for members of the steward department—not even to take garbage aft for the galley or pantryman. A water line will be run to the deck for native use. The meeting chairman was **Thomas L. Self**. **Juan Fernandez** is deck delegate; **Lucius A. Arano**, engine delegate, and **Richard Ramsperger**, steward delegate.



Self



H. Mobley chaired the meeting aboard the **James** (Ogden Marine) and made a motion which was seconded by the entire crew to go on record for a better Retirement Plan and also more maintenance and care pay when sick. This has been \$8.50 per day for as long as any can remember. Also, Meeting Secretary **C. Garner** writes Brother **Mobley** said a Seafarer should be able to go to any hospital for needed care without having to wait until all Coast Guard and Navy men are taken care of. **David Ramirez** moved for a pension of \$350 per month after 20 years in the Union with 15 years seetime. "As of now," he noted, "You see a Seafarer retire one month and he is a Final Departure the next." A discussion was held on crewmembers talking about Union meetings topside. Everyone thinks such discussions should be kept within the crew. **R. N. Kelly** is ship's delegate; **David B. Ramirez**, deck delegate; **John S. Higgins**, engine delegate, and **Otis Paschal**, steward delegate.



Garner



At the meeting aboard the **National Defender** (Beaufort Agency) a suggestion was made that all Seafarers fill out the Pension Questionnaire and send in their ideas, Meeting Secretary **Jose M. Nava** writes. **Ernest W. Pierce**, ship's dele-



Pierce

gate, was meeting chairman. A motion was made by **C. S. Quint**, seconded by **Raymond Potorski** for retirement after 20 years seetime. **Nick Vidoljak** is deck delegate, **Hulan Ware, Jr.**, engine delegate and **Ray Potorski**, steward delegate. Delegate **Pierce** reported the captain will not pay an extra day for crossing the date line to those who signed on in Japan.

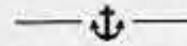


The SIU Vacation Plan was discussed aboard the **Halcyon Tiger** (Halycon) at a meeting chaired by Ship's Delegate **Anthony B. Barnes**, Meeting Secretary **Michael Toth** reports. **Toth** stressed the necessity of filling out the Pension questionnaire. He also explained the 20-year "bust-out." No one was in favor of the 20-year "bust-out" and all agreed that the present SIU plan remain basically as is. Sentiment was expressed for lowering the 65-year age requirement to 58 years, provided the required



Barnes

seetime was reached. Also for an increase of in-out patient hospital benefits from \$8 per day to \$12 per day. Repair lists were issued to all department delegates so that necessary repairs would be taken care of at the beginning of the voyage. A very co-operative steward department, with no beefs, was noted. One day room allowance was granted all hands due to lack of hot water for over 20 hours. Department delegates aboard are: **Howard R. Harvey**, deck; **Peter Drivas**, engine, and **Jack Brian**, steward.

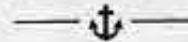


An appeal for crewmembers on all SIU ships to contribute to the Hurricane Camille victims was sent out by Seafarers aboard the **Iberville** (Waterman). Meeting Secretary **W. L. Cisiecki** says the **Iberville** Seafarers agreed to make up such a fund at a meeting at which **John Cisiecki** presided. **Floyd Hungate**, ship's treasurer, re-



Cisiecki

ported \$10 in the ship's fund. No beefs were reported from delegates. **Robert G. May**, deck department, **Van Whitney**, engine department, and **Stavros Petrantis**, stewards.



A warning to stewards buying stores in Aruba to beware of Ship Chandler **Joy** was sounded by **Robert Black**, steward delegate aboard the **Overseas Carrier** (Maritime Overseas). Brother **Black** says **Joy** will make his delivery 30 minutes before sailing time with what **Black** calls "junk" — including mislabeled meat boxes. Meeting Secretary **Thomas Ballard** reports 25 members at the meeting at which **George Brady** was chairman. Complaint was made that the rooms, mess hall and galley haven't been painted in over two years and are in bad shape. **Carl Thompson**, ship's delegate, cautioned the crew to be careful with American money in India.



Brady

SANTORE (Venore), August 30—Chairman, **J. J. Connors**; Secretary, **T. A. Jackson**; Ship's Delegate, **J. J. Connors**; Deck Delegate, **A. Ali**; Engine Delegate, **W. Walker**; Steward Delegate, **S. Cabildo**. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done. Vote of thanks to the Union for the best raise of all times.

CALMAR (Calmar), August 30—Chairman, **Jack Geller**; Secretary, **J. A. Johnson**; Deck Delegate, **Charles C. Longbeam**; Engine Delegate, **Thomas E. Frazier**; Steward Delegate, **H. C. Benne**. Brother **J. Johnson**, steward, extended a vote of thanks to the deck and engine departments for keeping pantry and messhall clean. Motion was made that headquarters keep the members informed on progress of the welfare and pension plans.

BRADFORD ISLAND (Stuart Tankers), August 25—Chairman, **Robert Faulk**; Secretary, **Charles L. Shirah**; Ship's Delegate, **L. Hagmann**; Deck Delegate, **Paul Ward**; Engine Delegate, **R. E. Pickett**; Steward Delegate, **Daniel C. Pette**. No beefs and no disputed OT.

DE SOTO (Waterman), August 24—Chairman, **J. Tanner**; Secretary, **J. Castronover**. \$6.55 in ship's fund. No beefs were reported by department delegates.

OVERSEAS CARRIER (Maritime Overseas), August 24—Chairman, **G. Brady**; Secretary, **T. D. Ballard**; Ship's Delegate, **Cal E. Thompson**; Steward Delegate, **Robert Black**. \$10.00 in ship's fund. Repair list to be turned in to Captain.

IBERVILLE (Waterman), August 24—Chairman, **John Cisiecki**; Secretary, **W. L. Kilgore**; Deck Delegate, **Robert G. Mayer**; Secretary, **Van Whitney**; Steward Delegate, **S. Getrautes**. Everything is going fine with no beefs. \$10.00 in ship's fund.

COTTONWOOD CREEK (Ogden Bulk Transport), August 10—Chairman, **M. D. Bisendle**; Secretary, **F. Quintayo**; Ship's Delegate, **Frank P. Securiceas**; Engine Delegate, **G. E. Enzey**; Steward Delegate, **W. Matsucker**. Discussion held regarding pension plan. No beefs were reported by department delegates.

CONNECTICUT (Connecticut Transport), August 9—Chairman, **J. Urzau**; Secretary, **L. W. Moore**; Ship's Delegate, **L. W. Moore**; Deck Delegate, **G. R. Scott**; Steward Delegate, **T. Danley, Jr.**. No beefs were reported by department delegates.

TRANSCOLUMBIA (Hudson Waterways), August 10—Chairman, **Arthur Beck**; Secretary, **R. Kalish**; Ship's Delegate, **Arthur Beck**; Deck Delegate, **James Fultz**; Engine Delegate, **William H. Reynolds**; Steward Delegate, **Larry Troclair**. Disputed OT and other beefs to be taken up with boarding patrolman.

COLUMBIA BARON (Columbia), August 3—Chairman, **Joe Ortiguerra**; Secretary, **Alton R. Booth**; Ship's Delegate, **Rafael V. Saldana**; Deck Delegate, **M. C. Foster**; Engine Delegate, **Joe Kordick**; Steward Delegate, **O. R. Broux**. No beefs were reported by department delegates.

STEEL APPRENTICE (Isthmian), August 24—Chairman, **Anthony Torsado**; Secretary, **Paul P. Lopez**; Ship's Delegate, **Anthony Torsado**; Deck Delegate, **T. Klinne**; Engine Delegate, **M. Eimar**; Steward Delegate, **M. Caampued**. Vote of thanks was extended to the steward department for a job well done. \$90.00 in ship's fund.

TAMARA GULDEN (Transport Commercial), August 3—Chairman, **K. Gabagan**; Secretary, **Raymond Palacios**; Ship's Delegate, **G. Milla**; Engine Delegate, **F. A. Torres**; Steward Delegate, **Antonio Linaco**. \$6.70 in ship's fund. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

TRANSUPERIOR (Hudson Waterways), August 10—Chairman, **William Field**; Secretary, **Alonso Battis**; Ship's Delegate, **John W. Mullis**; Deck Delegate, **Tony Rago**; Engine Delegate, **D. K. MacKenzie**; Stewards Delegate, **R. Alston**. Some disputed OT in deck and steward department.

RICE VICTORY (Victory Carriers), July 20—Chairman, **John Alstatt**; Secretary, **Wayne C. Larson**; Ship's Delegate, **Ben O. Buck**; Deck Delegate, **R. L. Copenhaver**; Engine Delegate, **John P. Lyons**; Stewards Delegate, **Paul L. Hunt**. Some disputed OT in deck and engine departments.

DAGAMA (Crest), September 6—Chairman, **Floyd E. Sellx**; Secretary, **Sherman Wright**; Ship's Delegate, **Jimmie A. Beem**; Deck Delegate, **Eldon Wenslow**; Engine Delegate, **Clay Webb**. No beefs were reported by department delegates.

STEEL VENDOR (Isthmian), August 16—Chairman, **A. Hansvedt**; Secretary, **P. S. Holt**; Ship's Delegate, **C. H. Ward**; Deck Delegate, **R. M. Grantham**; Steward Delegate, **Joe Brower**. \$6.00 in ship's fund. Some disputed OT in engine department, otherwise everything is running smoothly.

BRADFORD ISLAND (Stuart), September 1—Chairman, **R. N. Faulk**; Secretary, **C. L. Shirah**; Ship's Delegate, **F. Hagmann**; Deck Delegate, **Paul Ward**; Engine Delegate, **R. E. Pickett**; Steward Delegate, **Harry D. Silverstein**. No beefs were reported by department delegates.

CHOCTAW (Waterman), August 31—Chairman, **Jack Yates**; Secretary, **Alvin L. Doud**; Ship's Delegate, **Frank Timmons**; Deck Delegate, **James Fisher**; Engine Delegate, **Louis Schewing**; Stewards Delegate, **John Indorf**. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done. Also, vote of thanks to **AE (Moon) Mullins** for the use of his TV.

BUCKEYE ATLANTIS (Buckeye Steamship), August 31—Chairman, **John Baahan**; Secretary, **James Temple**; Ship's Delegate, **Charles Terry**; Deck Delegate, **Lester W. Hall, Jr.**; Engine Delegate, **G. L. Taylor**; Steward Delegate, **Barry Lee Deemer**. OT beef in engine and steward department. Vote of thanks was extended to the steward department for a job well done.

NATIONAL DEFENDER (Beaufort), August 31—Chairman, **Ernest Pierce**; Secretary, **Joss Nava**; Ship's Delegate, **Ernest W. Pierce**; Engine Delegate, **H. Ware, Jr.**; Steward Delegate, **Roy Potorski**. \$21.00 in ship's fund. No beefs and no disputed OT.

TRANSERIE (Hudson Waterways), August 31—Chairman, **J. Ringo**; Secretary, **V. B. Yarbrough**; Ship's Delegate, **V. Hakkaraines**; Deck Delegate, **George Forrest**; Steward Delegate, **R. W. Elliott**.

IBERVILLE (Waterman), August 31—Chairman **John Cisiecki**; Secretary, **W. L. Kilgore**. \$10.00 in ship's fund. \$141.00 collected for hurricane fund to be turned in to the Port of New Orleans. Motion was made to cut down on meetings aboard ship. Once-a-week meetings felt not necessary.

PERSONALS

Louis V. Santiago

Please contact your wife, Guadalupe, as soon as possible. The address is 31 St. B-33-2, Sierra Bayamon, P.R. 00619

Benigno Guzman

Your wife, Elvia, asks that you contact her as soon as possible at 387 South 5th Street, Brooklyn, New York 11211.

Irvin Ranew

Please contact Bill Von Salzen at the Life Insurance Company of Virginia, 4219 South Claiborne Avenue, New Orleans, Louisiana, at your earliest convenience.

Herbert M. Parsons

Your wife requests that you contact her as soon as possible at 4638 Laurel Street, New Orleans, Louisiana 70115.

Antonio Escoto

Please contact Treasury Department, Bureau of Customs, Baltimore, Maryland. Your coins have been released by the Department and can be picked up in Baltimore or will be mailed to you if you notify them of your proper address.

Willie White

Please contact H. Monroe Houtz, attorney at law, at 35 N. Franklin Street, Wilkes-Barre, Pennsylvania 18701, as soon as possible.

Dexter Worrell

Dorothy Worrell of 200 Michigan Avenue, Mobile, Alabama, would like you to get in touch with her as soon as possible about an important matter. Her phone number is 432-7864.

Frank G. Strickland

Your daughter, Helena R. Graves, requests that you contact her as soon as possible at Rt. 3, Box 165, Mt. Pleasant, Texas 75455.

Joseph E. Bailey

Please contact your wife, Irene, as soon as possible, in care of: General Delivery, Lebanon, Virginia 24266.

Bernard Silkowitz

Please contact your mother at 400 Marshall Drive, Hoboken, New Jersey, as soon as possible.

Donald E. Leight

Important mail is being held for you at SIU Headquarters in Brooklyn. Please get in contact with Arnie Braitman at Headquarters as soon as possible.

Ray Morrell, Jr.

Your mother asks that you get in touch with her as soon as

possible at 20 Iris Lane, Baltimore, Maryland 21220.

John Anthony Dunne

Please contact your wife at 1921 E. 32 Street, Minneapolis, Minnesota 55407, as soon as possible. The telephone number is 722-3866.

Charles E. Raulings

Please contact your brother, Howard C. Raulings, at the Apostleship of the Sea at 399 Fremont St., San Francisco, Calif. Telephone GA 1-7845 or write. Urgent.

William Zangler

Please contact your attorney, Mr. Davis, as soon as possible.

John M. Yates

Please get in touch with your wife, Margarita, at Box 616, Aurora, Illinois, in regard to a very urgent matter.

Joe Meyercheck

Andy H. Reasko asks that you contact him in care of the S.S. Beauregard, Sealand, A.P.O. 96312, San Francisco, California.

Billy W. Keller

Please contact your mother at 2002 Cranford Drive, Garland, Texas 75040.

Earl McGee

Bernard Rolnick asks that you contact him as soon as possible at Rolnick Ezratty and Huttner, 299 Broadway, New York, New York 10007.

Maynard L. Farsbetter

Please contact your daughter, Amber Farsbetter, as soon as possible at 1428 Orizaba Avenue, Long Beach, California 90804.

Frederick Mitchell

Your sister, Mrs. Golda Baker, asks that you get in touch with her as soon as possible at 1109 Pacific, Salinas, California 93901.

William (Bill) H. Perdue

Please contact your brother, Lamar, at 427 Pine Street, Marysville, California 95901, as soon as possible.

James (Jimmy) Simmons

Your brother, Chick, asks that you contact him as soon as possible at Route 3, Box 181, Clinton, North Carolina 28328.

Dennis Maupin

Please contact your sister, Mrs. Betty Meier, as soon as possible. The address is: 1606

Overdale Street, Orlando, Florida 32809.

Walter E. Tuckhorn

Robert B. Rowen asks that you get in touch with him as soon as possible at Box 337, Springville, Iowa 52336.

Donald Thomas Watson

Please contact your father, Marvin, as soon as possible. The address is: 2419 Meadow Lane, La Marque, Texas 77568.

Ricardo E. Vasquez

Your wife, Maria, asks that you contact her as soon as possible at 221 E. 111th Street, New York, New York 10029.

Walter J. Zaleski

Mrs. Gertrude Zaleski asks that you get in touch with her as soon as possible at 740 North 10th Street, #4, Las Vegas, Nevada 89101.

Robert Ducote

Your father, Neal, requests that you contact him as soon as possible at 225 Gordon Avenue, Harahan, Louisiana 70123.

A Baker Gets His Dough



John Chiorra, left, seems happy to be initiated into the ranks of the pensioners as he receives his first check from Al Bernstein SIU Welfare Director at the New York Union Hall. A baker, Chiorra last shipped on the Commander. He makes his home in Allentown, Pa.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

September 1, 1969 to September 30, 1969

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	4	7	4	8	7	3
New York	122	110	72	61	9	217	171
Philadelphia	17	24	15	17	0	23	30
Baltimore	66	43	40	34	6	157	75
Norfolk	30	26	16	16	4	30	35
Jacksonville	41	43	24	32	13	32	24
Tampa	8	13	2	4	0	15	24
Mobile	50	36	21	22	2	74	24
New Orleans	116	93	69	44	0	142	110
Houston	62	77	50	57	7	128	112
Wilmington	30	49	33	61	7	41	2
San Francisco	116	122	82	90	15	84	22
Seattle	40	40	41	31	6	43	25
Totals	706	680	472	473	77	993	657

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	7	5	5	4	2	6	2
New York	113	148	60	87	13	136	148
Philadelphia	12	27	1	21	3	11	22
Baltimore	60	58	40	31	2	61	84
Norfolk	10	26	15	21	4	12	57
Jacksonville	19	48	11	25	11	13	26
Tampa	9	5	6	7	0	8	8
Mobile	30	50	18	35	4	65	43
New Orleans	91	99	50	56	7	81	89
Houston	62	86	52	69	13	82	74
Wilmington	35	47	30	29	13	18	11
San Francisco	103	96	57	88	35	68	12
Seattle	29	26	23	21	16	29	13
Totals	580	721	368	494	123	579	589

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	5	3	5	3	5	3	3
New York	95	62	48	47	23	157	61
Philadelphia	8	14	11	6	3	10	8
Baltimore	58	27	21	27	18	84	31
Norfolk	11	18	15	22	12	33	26
Jacksonville	20	33	12	19	14	15	21
Tampa	7	0	7	1	0	12	9
Mobile	36	15	22	12	1	53	24
New Orleans	95	53	55	41	1	120	52
Houston	52	53	35	35	16	80	36
Wilmington	19	15	9	10	15	21	6
San Francisco	64	79	66	71	37	72	26
Seattle	34	11	21	10	9	52	14
Totals	504	383	327	304	299	712	317

Question of 'Maru' Comes up Zero

To the Editor:

Over the years, I have taken note of people grappling for the meaning of the Japanese word "Maru." I hope the following will help to clarify it for readers of the Seafarers LOG.

In the Publication, "Proceedings," the Merchant Marine Council, U.S.C.G., dated July 1956, "Maru" is defined thusly: "It's a term which accompanies the name of all Japanese vessels and carries the hope or assumption of perfection or completeness. Its original meaning was a circle or sphere."

My Japanese dictionary defines it, "circle, ring, zero, fully."

Anyone familiar with the Japanese language will agree that they don't waste words and as much is implied as is actually said. Thus, "Maru" means the hope that the vessel has a long, safe and successful life.

LETTERS To The Editor

Anyone's variation on the same theme in words would be correct. The Japanese language is like that and this is why, when asked or pressed for an exact definition, a Japanese will look off into the wild blue yonder.

My Japanese wife, Fumiko, assures me of the correctness of all this, but again, there she is looking off into the wild blue, etc., etc.

Maxwell Wadlington (W-407)
St. Petersburg, Fla.

Widow Thanks SIU For Death Benefit

To the Editor:

I wish to thank the SIU for the check I received so promptly following the death of my husband on May 28.

I would also appreciate continuing to receive the LOG, please.

Mary Pritchard
Baldwin Park, Calif.

Seafarer Appreciates Tribute to Mother

To the Editor:

I want to take this opportunity to thank the Union for the wreath that they sent to my mother's funeral.

I had wanted to thank the Union by attending the meeting on September 8, but I had to make the plane at 4:10 P.M. that afternoon. However, I did get a chance to talk to Brothers Earl Shepard and E. B. McAuley and explained that I had to be on my way.

So, I want to take this opportunity to thank the SIU on behalf of my brothers and all the members of my family.

I retired from the sea one year ago this month, and I have been receiving my Pen-

sion Checks every month promptly. Also, I want to say this to all members—those checks really come in handy. I wish you and all members of your staff the best of luck, and I say "Keep up the good work."

Thank you again.

Fraternally Yours,
Fred Shaia, (S-604)

Reports on 'Camille' By Ham Operators Boon to SIU Crew

To the Editor:

Here is something we on board the Delta Brazil think is a note of interest to the LOG, and we hope that you publish it in the LOG.

Ham radio operators around the world, but especially those in the United States and aboard this ship deserve a great deal of credit. Some of our people really don't realize the great work that these fellows actually do.

During this last hurricane season, as you well know, "Hurricane Camille" devastated the Gulf Coast of the U.S. Well it so happened that many of our brother Seafarers come from that part of the country—around Mobile, New Orleans, and the real sore spots—Gulfport and Pass Christian, Miss.

Well we have two ham operators on board. One, in the person of Mr. Joe Pinot the regular ship's radio operator, and our own Union Sanders, chief electrician. These boys deserve a vote of thanks as well as the many operators listed on the bottom of this letter who really did this ship's crew and officers and many others, as I can understand, a very great favor, with all kinds of information about the storm, their families and generally what was happening at home.

I would also like to add my own personal thanks although I live in New Orleans, and didn't suffer any damages, I would like to say, "Thank God there are ham operators," and may they always have the right to obtain licenses to practice their hobby, because at this particular time, it was a very worthwhile hobby which performed a humanitarian service.

We give special thanks to our friend "Jay" with call letters K.5.K.L.N. at New Orleans, where most of the information came from. Also, in order of their place of origin and their call letters, we give many thanks to:

Baton Rouge, La., "Pope" K.5.Z.O.Z.

California (for relay work) "Cicel" W.6.E.R.C.

Mobile, Ala., "Jim" W.4. F.B.Z.

Bay Minette, Ala., "Dan" K.4.K.D.Z.

and of course our own Joe Pinot W.5.P.Z.
Union Sanders K.4.T.E.Z.

With the best of everything to the staff of the Seafarers LOG, I remain fraternally,

Michael J. Dunn
Ship's Chairman

SIU ARRIVALS

Sheldon Isadore, born August 19, 1969, to Seafarer and Mrs. Wilfred Isadore, Jr., New Orleans, La.

Antoinette Bunn, born December 17, 1968, to Seafarer and Mrs. Eugene J. Bunn, New Orleans, La.

Julie Melton, born July 26, 1969, to Seafarer and Mrs. William F. Melton, Mobile, Ala.

Yvette Lewis, born July 19, 1969, to Seafarer and Mrs. John W. Lewis, Eight Mile, Ala.

Rachel Hargis, born August 21, 1969, to Seafarer and Mrs. Charles J. Hargis, Lake Charles, La.

Erica Hughes, born July 6, 1969, to Seafarer and Mrs. John W. Hughes, Baltimore, Md.

Elliott Huntley, born August 8, 1969, to Seafarer and Mrs. Everett D. Huntley, Bronx, N.Y.

Patrick Rogers, born August 18, 1969, to Seafarer and Mrs. James S. Rogers, Baltimore, Md.

Joseph Soresi, born September 8, 1969, to Seafarer and Mrs. Thomas J. Soresi, Staten Island, N.Y.

Venus Douglas, born September 3, 1969, to Seafarer and Mrs. David Douglas, San Francisco, Calif.

Melissa Cavazos, born August 26, 1969, to Seafarer and Mrs. George A. Cavazos, Houston, Texas.

John Taylor, born July 17, 1969, to Seafarer and Mrs. Robert G. Taylor, Mathews, Virginia.

Debra Fuller, born August 15, 1969, to Seafarer and Mrs. Roy S. Fuller, Sr., Baytown, Texas.

Wesley Kenum, born July 28, 1969, to Seafarer and Mrs. Bobby E. Kenum, Mill Valley, Calif.

Michelle Alvarez, born August 24, 1969, to Seafarer and Mrs. Pedro F. Alvarez, Seattle, Washington.

Renee Barnheart, born July 23, 1969 to Seafarer and Mrs. Elmer C. Barnheart, Jr., Randallstown, Md.

Shelia Renea McHale, born April 25, 1969, to Seafarer and Mrs. William F. McHale, Jacksonville, Fla.

Mark Alan Rivers, born March 8, 1969, to Seafarer and Mrs. Edmund R. Rivers, Brooklyn, N.Y.

Nasser Hamad, born April 14, 1969, to Seafarer and Mrs. Mahmoud I. Hamad, Washington, N.C.

Jeffrey Pena, born June 10, 1969, to Seafarer and Mrs. Alfredo Pena, New Orleans, La.

Je Taun Henry, born May 20, 1969, to Seafarer and Mrs. John Henry, Jr., New Orleans, La.

Tammi Kim Thompson, born August 29, 1969, to Seafarer and Mrs. Emmett A. Thompson, Portland, Oregon.

Following Manhattan Breakthrough:

Year-Round Opening of Lakes And Other Waterways Urged

WASHINGTON — Programs to keep all of the nation's waterways open to navigation on a year-round basis have been called for by Senator William Proxmire (D-Wisc.). The Departments of Interior and Transportation and the Army Corps of Engineers were requested to institute the work involved.

"If 800 miles of frozen sea on the Northwest Passage can be transited," the senator noted in a letter to Secretary of Transportation John A. Volpe, "it should be child's play to open up the Great Lakes and the St. Lawrence Seaway on a year-round basis."

Proxmire was referring to the recently-concluded successful voyage of the Manhattan, which cleared the ice-locked Arctic route to the north slope of Alaska. A member of the Senate Appropriations Committee, the Wisconsin legislator said he would bend his efforts to make the necessary funds available for the program he envisaged.

In his letter to Volpe, Proxmire emphasized the importance of the Manhattan's achievement in "forging through ice that had previously been regarded as impenetrable" and called it a "sig-

nificant stride in overcoming the elements to build a worldwide transportation network."

"In particular," he said, "this achievement is welcome news for those who live in the Midwest. Up until now, this region has been sealed off from maritime traffic for the winter season due to the freezing over of the Great Lakes and the St. Lawrence Seaway. Each year, on or about December 15, all traffic on these waterways has halted not to resume until April 1 of the following year. Needless to say, this has imposed a terrific economic burden upon people living in this part of the country."

Proxmire saw the Manhattan breakthrough as an opportunity to "usher in a new era of commerce for the Great Lakes." His message to Volpe stressed the role of the Department of Transportation in applying the new knowledge gained and in instituting programs to implement this knowledge. He also asked to be notified of any added appropriations "required to get such a program underway" prior to the Transportation Department's appropriations bill reaching the Senate floor.

50 Years of Happy Sailing



Seafarer Tony Sosa and his wife Bertha, recently celebrated their 50th wedding anniversary in Tampa, Florida. Brother Sosa joined the SIU in Tampa and sailed 25 years as Chief Steward before retiring.

FINAL DEPARTURES

William Fillingim, 41: Seafarer Fillingim died on August 7 as the result of an auto accident on Friendswood Link Road, Texas. He was a native of Alabama and made his home there in Chickasaw. An AB in the deck department, his last vessel had been the Albion Victory. He joined the Union in the Port of Mobile in 1941. Brother Fillingim is survived by his father, Emanuel. Burial was in Wolf Ridge Cemetery, Whistler, Alabama.



Demetrio Gomaza Zerrudo, 72: Brother Zerrudo, an SIU pensioner, died of heart disease on August 10 in the USPHS Hospital at New Orleans. Born in the Philippine Islands, Brother Zerrudo had made his home in New Orleans. He had been sailing nearly 31 years when he retired in 1961. Brother Zerrudo sailed as steward and his last vessel was the Del Alba. He joined the Union in the Port of New Orleans. Burial was in Garden of Memories Cemetery, Jefferson, Louisiana. Seafarer Zerrudo is survived by a daughter, Mrs. Rosita Penton.



gia and joined the Union in the Port of New York in 1955. Burial was at Garden of Memories Cemetery, New Orleans.

Paul Chase Norton, 63: Brother Norton was an SIU pensioner who passed away on September 10. Seafarer Norton had sailed as an AB in the deck department for many years. He last sailed aboard the Duke Victory. A native of Maine, he was making his home in Boston at the time of his death. Brother Norton joined the SIU in the Port of New York in 1938. Cremation took place at Forest Hills Crematory, Boston.



Lloyd James Thomas, 58: Brother Thomas, an SIU pensioner, died in Charity Hospital, New Orleans, on August 17 from a lung disease. A real old-timer in the SIU, he joined the Union in 1938 in the Port of Norfolk. A native of West Virginia, Seafarer Thomas had sailed as an AB in the deck department. His last vessel was the Trans India. Brother Thomas was living in New Orleans at the time of his death. He is survived by a sister, Gladys Caldwell. Burial was in Tampa, Florida. Brother Thomas first went to sea in 1929.



Waldrop was still making his home there when he passed away. Survivors include his mother, Dorothy. Burial was in Antioch Cemetery, Brookhaven.

Hamilton Dailey, 47: Brother Dailey died on November 23, 1968, at Graduate Hospital in Philadelphia from acute bronchial asthma. He was born in Virginia and joined the SIU in the Port of Norfolk in 1941. He sailed as a messman in the steward department and last worked aboard the Producer. At the time of his death, Seafarer Dailey was living in Philadelphia with his mother, Minnie Young. He served in the Army from 1943 until 1946.



Joseph John Vujtech, 62: Seafarer Vujtech passed away as a result of arteriosclerosis on July 20 in Harbor Emergency Hospital, San Francisco. He was a native of Michigan and was living in San Francisco when he died. Brother Vujtech joined the SIU in the Port of Baltimore in 1946. He was a chief cook and last sailed aboard the Raphael Semmes. Seafarer Vujtech, who began his sailing career in 1923, is survived by a daughter, Sonya Lee Van Deventer.



Robert Sallier, 57: Seafarer Sallier died on August 3 in Park Place Hospital, Port Arthur, Texas. A chief engineer for Slade, Inc., Brother Sallier made his home in Orange, Texas, with his wife, Dorothy. He joined the SIU in Port Arthur in 1964. Burial was in Evergreen Cemetery, Orange. Besides his wife, Seafarer Sallier is survived by two sons, Robert and Jerry. Brother Sallier was a native of Louisiana.



Leroy Samuel Jackson, 55: Seafarer Jackson died on September 13 in New Orleans. Death was caused by drowning. A member of the SIU since 1939, Brother Jackson sailed as a chief steward. His last vessel was the Calmar. He was a native of South Carolina and still made his home there with his wife, Gwendolyn, at the time of his death. Brother Jackson joined the SIU in the Port of Savannah.



James Walker, 58: Seafarer Walker died in USPHS Hospital, Staten Island, on August 31. He joined the SIU in the Port of New York in 1947 and worked in the steward department. His last vessel was the Jacksonville. A native of South Carolina, Brother Walker was living in Bronx, New York, with his wife, Beatrice, when he died. In 1961 he served the midnight to 8 a.m. watch in the greater New York harbor strike. In 1962 he was issued a picket duty card. Burial was in Woodlawn Cemetery, Bronx.



Jacobus Nuvelstyn, 70: Seafarer Nuvelstyn died from a hemorrhage at Jersey City Medical Center on August 27. He was a native of Holland and was making his home in Jersey City, New Jersey, with his wife, Susan, when he passed away. Brother Nuvelstyn joined the Union in the Port of New York in 1963 and worked as a deckhand for the Erie Lackawanna Railroad.



Robert Hill Trail III, 19: Brother Trail died in action on February 25 during a battle in Quang Tri Province, Vietnam. He had temporarily left the SIU to join the Marine Corps in 1968. A native of Baltimore, Maryland, Seafarer Trail joined the Union in the Port of New York in 1967. He sailed as a wiper in the engine department and last shipped aboard the Alcoa Market. Brother Trail is survived by his mother and father.



Walter Beck Orr, 60: Brother Orr died suddenly on August 25, 1968 in San Francisco. He had been a cook in the steward department and last sailed aboard the Mount Vernon in 1968. Seafarer Orr, a native of Arkansas, was making his home in Wilson, Oklahoma at the time of his death. He joined the SIU in the Port of Baltimore in 1952. A man with a B.A. degree, Brother Orr was once an elementary school teacher. He is survived by his father, Olin, and a cousin, Christine.



Samuel Chamberlain Lawrence, 51: Brother Lawrence died in San Francisco on February 2 of pneumonia. Seafarer Lawrence sailed as a wiper in the engine department. His last vessel was the Eliza Port. He was born in Pensacola, Florida, and made his home in Oakland, California. Brother Lawrence joined the Union in the Port of New York in 1961. Burial was at Myrtle Hill Cemetery, Tampa, Florida.



Edward Anthony Lukowski, 67: Brother Lukowski was an SIU pensioner who died on September 20 in USPHS Hospital, Staten Island. A native of Brooklyn, he was living there with his wife, Anna, when he died. Brother Lukowski had joined the Union in the Port of New York and sailed as a bosun in the deck department. His last vessel was the Seatrain Louisiana. In 1961 he participated in the greater New York harbor strike. From 1919 until 1921 he served in the Navy. Burial was in St. John's Cemetery, New York.



Thomas Stephen Johnson, 50: Brother Johnson died suddenly on August 30 aboard the Burbank Victory on which he was sailing as a steward. Death was caused by a heart attack. Born in New Jersey, he had been living in Philadelphia. Seafarer Johnson was single and joined the Union in the Port of Tampa, Florida in 1949. Burial services were held in Philadelphia.



Homer Lee Addington, 63: Brother Addington died of a heart attack on August 13 at the Sunny Point Army Terminal, North Carolina. He was a native of Nickelsville, Virginia, and was making his home in Gate City, Virginia at the time of his death. He sailed in the deck department and last shipped aboard the Grethe in January of this year. Seafarer Addington joined the Union in 1957 in the Port of Baltimore. He is survived by his father, Sam.



Hughes Patterson Townes, 56: Seafarer Townes succumbed to heart disease on August 22 at the USPHS Hospital in New Orleans. He was an SIU pensioner who made his home with his wife, Rosella, in New Orleans. Brother Townes sailed as an AB in the deck department and the last vessel he sailed on was the Walter Rice in 1968. He was born in Geor-



Thomas Lewis Thompson, 57: Brother Thompson died August 11 in the USPHS Hospital in San Francisco. A member of the SIU since 1951, he joined the Union in the Port of New York. Seafarer Thompson sailed as a 2nd cook. Born in New York City, Brother Thompson was living in San Francisco at the time of his death. Burial was in Ocean View Cemetery, Staten Island.



Jack Theo Waldrop, 17: Brother Waldrop died of pneumonia in USPHS Hospital, New Orleans, on July 31. Young Waldrop had graduated from the Harry Lundeberg School of Seamanship in 1968 and was sailing as a wiper in the engine department. His last vessel was the Alcoa Commander. A native of Brookhaven, Mississippi, Seafarer



Prue G. Vaughn, 51: Brother Vaughn died of heart disease on September 12 in Norfolk General Hospital, Norfolk, Virginia. Seafarer Vaughn was born in Belton, South Carolina, and made his home with his wife, Della, in Chesapeake, Virginia. He shipped as a third cook in the steward department and last sailed aboard the Ames Victory. Brother Vaughn joined the Union in the Port of Norfolk in 1955. Burial was at Forest Lawn Cemetery in Norfolk.



FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements.

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

Earl Shepard, Chairman, Seafarers Appeals Board

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same.

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union.

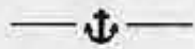
If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

UNFAIR TO LABOR DO NOT BUY

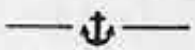
Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor."



Sitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)



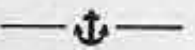
Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)



Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Staffer Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)



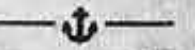
Boren Clay Products Co. (United Brick and Clay Workers)



"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman

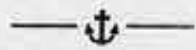


Atlantic Products Sports Goods (Amalgamated Clothing Workers of America)

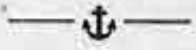


Jamestown Sterling Corp. (United Furniture Workers)

Richman Bros. 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)



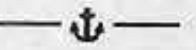
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)



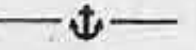
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)



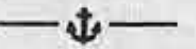
Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)



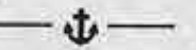
All California Table Grapes (United Farm Workers)



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



Fisher Price Toys (Doll and Toy Workers)



Economy Furniture Co. Smitatowa Maple Western Provincial Bilt-Rite (Upholsterers)

Schedule of Membership Meetings

Table with 2 columns: City and Meeting Date/Time. Includes SIU-AGLIWD Meetings for New Orleans, Mobile, Wilmington, San Fran, Seattle, New York, Philadelphia, Baltimore, Detroit, Houston.

Table with 2 columns: City and Meeting Date/Time. Includes United Industrial Workers for New Orleans, Mobile, New York, Philadelphia, Baltimore, Houston.

Table with 2 columns: City and Meeting Date/Time. Includes Great Lakes SIU Meetings for Detroit, Alpena, Buffalo, Chicago, Duluth, Frankfort.

Table with 2 columns: City and Meeting Date/Time. Includes Great Lakes Tug and Dredge Section for Chicago, Ste. Marie, Buffalo, Duluth, Cleveland, Toledo, Detroit, Milwaukee.

Table with 2 columns: City and Meeting Date/Time. Includes SIU Inland Boatmen's Union for New Orleans, Mobile, Philadelphia, Baltimore, Norfolk, Houston.

Table with 2 columns: City and Meeting Date/Time. Includes Railway Marine Region for Philadelphia, Baltimore, Norfolk, Jersey City.

DIRECTORY of UNION HALLS

Table listing union halls for SIU Atlantic, Gulf, Lakes & Inland Waters, Inland Boatmen's Union, and United Industrial Workers. Includes President, Executive Vice President, and Secretary-Treasurer information.

SEATRAN LOUISIANA (Hudson Waterways), August 10—Chairman, Jack Kennedy; Secretary, D. M. Woods; Ship's Delegate, James C. Northcut; Deck Delegate, R. A. Corey; Engine Delegate, E. Boyce; Stewards' Delegate, G. H. Burns. No beefs reported by department delegates. Everything running smoothly.

BEATRICE VICTORY (Victory Carriers), August 10—Chairman, C. Webb; Secretary, W. Lovett; Ship's Delegate, Mario Garcia Lopez; Engine Delegate, Anthony J. Zramo; Stewards' Delegate, N. Williams. Everything running smoothly in all departments. Vote of thanks to steward department for job well done.

KENYON VICTORY (Columbia), August 3—Chairman, J. Kuchta; Secretary, Leo M. Morsette; Ship's Delegate, John Kuchta; Deck Delegate, Thomas J. McGinn; Engine Delegate, Robert Brooks; Stewards' Delegate, Harry C. Downing. No beefs were reported by department delegates.

STEEL ENGINEER (Isthmian), June 25—Chairman, Jan Bayes, Jr.; Secretary, Angel Sedo; Ship's Delegate, Jan Bayes, Jr.; Engine Delegate, Maurice Rosenthal \$7.00 in ship's fund. No beefs. Some disputed OT in deck and engine departments to be taken up with patrolman.

COLUMBIA (U. S. Steel), August 17—Chairman, B. J. Waturski; Secretary, M. S. Sorpins; Ship's Delegate, Thomas Darrell; Deck Delegate, Richard Hamby; Engine Delegate, Joseph E. Brooke; Stewards' Delegate, T. Sayer. No beefs. Everything running smoothly in all departments.

STEEL SCIENTIST (Isthmian), July 13—Chairman, J. Nelson, Jr.; Secretary, O. Vola; Ship's Delegate, Eugene Hayden; Deck Delegate, Thomas I. Walker; Engine Delegate, Jorge E. Griffith; Stewards' Delegate, F. S. Omega. \$20.00 in ship's fund. No beefs or disputed OT.

STEEL DIRECTOR (Isthmian), August 3—Chairman, George L. Hayes; Secretary, Johnny P. Ballard; Ship's Delegate, George L. Hayes; Deck Delegate, James F. Shirah; Engine Delegate, David I. Gower; Stewards' Delegate, Philip Swing. \$51.66 in ship's fund. Trip has just begun and everything is running smoothly.

STEEL SCIENTIST (Isthmian), July 20—Chairman, J. Nelson, Jr.; Secretary, O. Vola; Ship's Delegate, Eugene Hayden; Deck Delegate, Thomas J. Walker; Engine Delegate, Jorge Griffith; Stewards' Delegate, F. Omega. \$20.00 in ship's fund. No beefs or disputed OT.

DIGEST of SIU SHIP MEETINGS

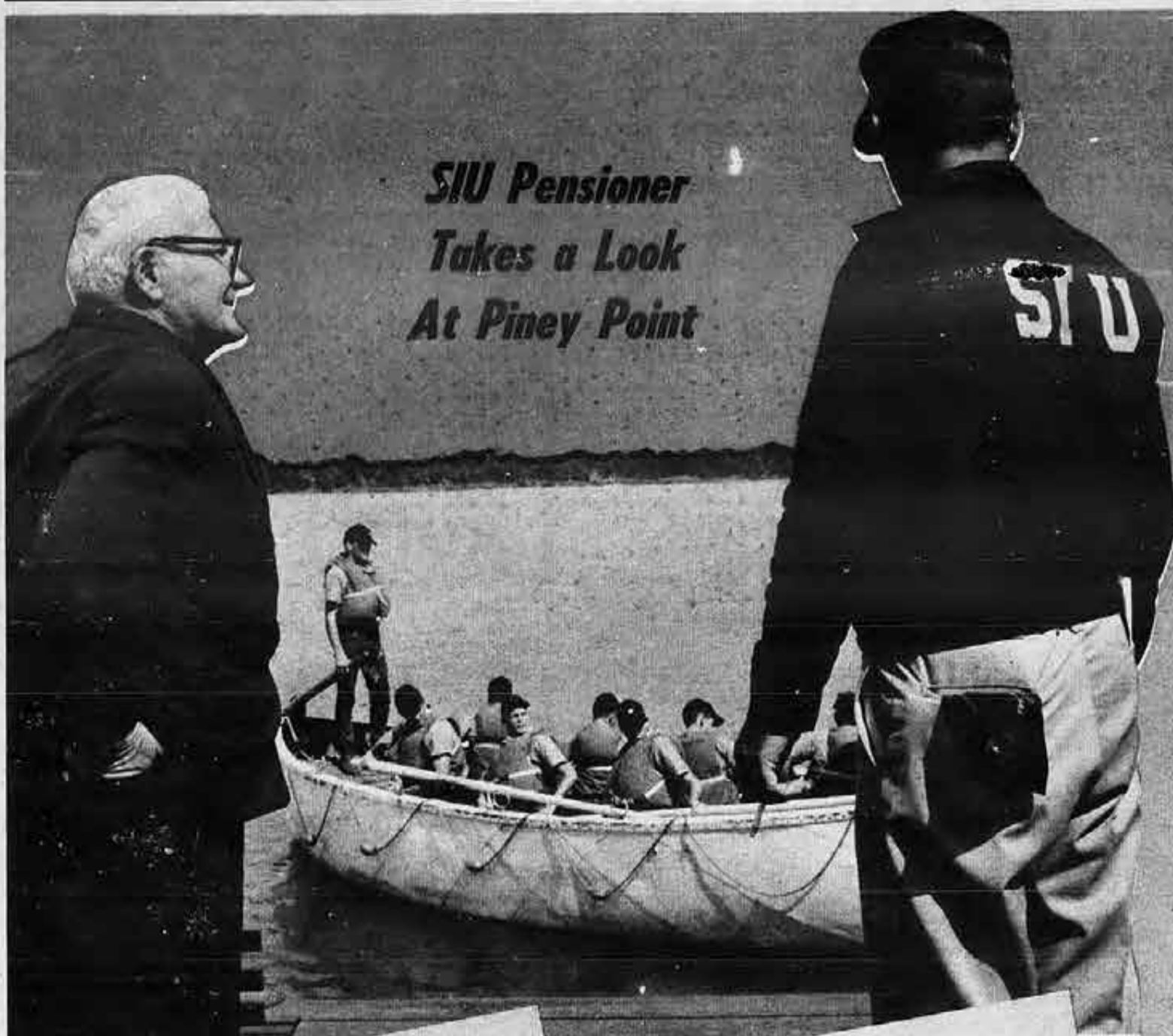
STEEL DIRECTOR (Isthmian), August 10—Chairman, George L. Hayes; Secretary, Johnny P. Ballard; Ship's Delegate, George L. Hayes; Deck Delegate, James F. Shirah; Engine Delegate, David I. Gower; Stewards' Delegate, Philip Swing. Discussion held on new contract. Vote of thanks to our efficient Union representatives. \$51.66 in ship's fund. Everything running smoothly with no beefs.

STEEL SCIENTIST (Isthmian), July 27—Chairman, J. Nelson, Jr.; Secretary, O. Vola; Ship's Delegate, Eugene Hayden; Deck Delegate, Thomas Walker; Engine Delegate, Jorge Griffith; Stewards' Delegate, F. Omega. \$30.00 in ship's fund. Everything is running smoothly.

STEEL DIRECTOR (Isthmian), August 17—Chairman, George L. Hayes; Secretary, J. P. Ballard; Ship's Delegate, George L. Hayes; Deck Delegate, James Shirah; Engine Delegate, David I. Gower; Stewards' Delegate, Philip Swing. Motion made that shipboard meetings once a month should be sufficient. Everything running smoothly with no beefs. \$51.66 in ship's fund.

STEEL DIRECTOR (Isthmian), August 24—Chairman, George L. Hayes; Secretary, J. P. Ballard; Ship's Delegate, George L. Hayes; Deck Delegate, James Shirah; Engine Delegate, David I. Gower; Stewards' Delegate, Philip Swing. No beefs reported by department delegates. \$48.25 in ship's fund.

SIU Pensioner Takes a Look At Piney Point



HARRY SCHULTZ, 70, went on SIU Pension in June after a long sailing career. During his last two years at sea he had heard about the Harry Lundeberg School of Seamanship at Piney Point, and he had met some of the trainees and up-graders who came aboard ship. Last month he decided to come down to the Point and see the school for himself. After a two-day tour, during which time he had an opportunity to inspect all of the training facilities, and the farm area, he said: "I am greatly impressed. It's a wonderful thing. I only wish that we had this kind of training program when I was a young fellow, and I hope that the young men down here realize what a wonderful opportunity they have. All of us have every right to be proud of what the SIU is building here to secure the future of the new young men coming into our Union, our active members who are still sailing, and the oldtimers like me."

Pensioner Harry Schultz and HLSS Lifeboat Instructor Tom Brooks watch an able crew of trainees as they come into the dock after a long and hard afternoon of practice.



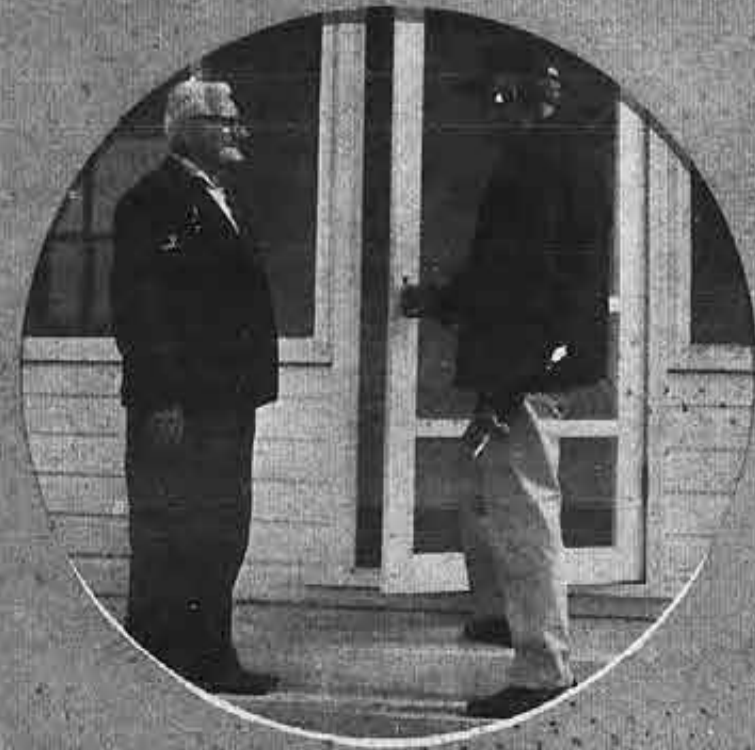
SIU Representative Frank Mongelli explains to Schultz how the corn is being stored in silos at the school's farm. The silage will be used for cattle feed next year.



The 70-year-old Schultz congratulates Wendell Gatt-ridge, 16, right, and Lloyd Vallery, 17, after the trainees demonstrated their progress in rowing. Schultz spent two days inspecting the school's facilities.



Old-time Seafarer Schultz could draw from long years of experience as he talked with a class of trainees during his visit to the school. HLSS Instructor Bill Hall listens as Schultz tells the trainees how it was in the early days. Schultz was impressed with the thoroughness of the HLSS training program.



Bill Hall shows Pensioner Schultz a completely remodeled dormitory home which will be available for pensioners. Schultz expressed a great deal of interest in the plans for a modern and complete pensioner village.

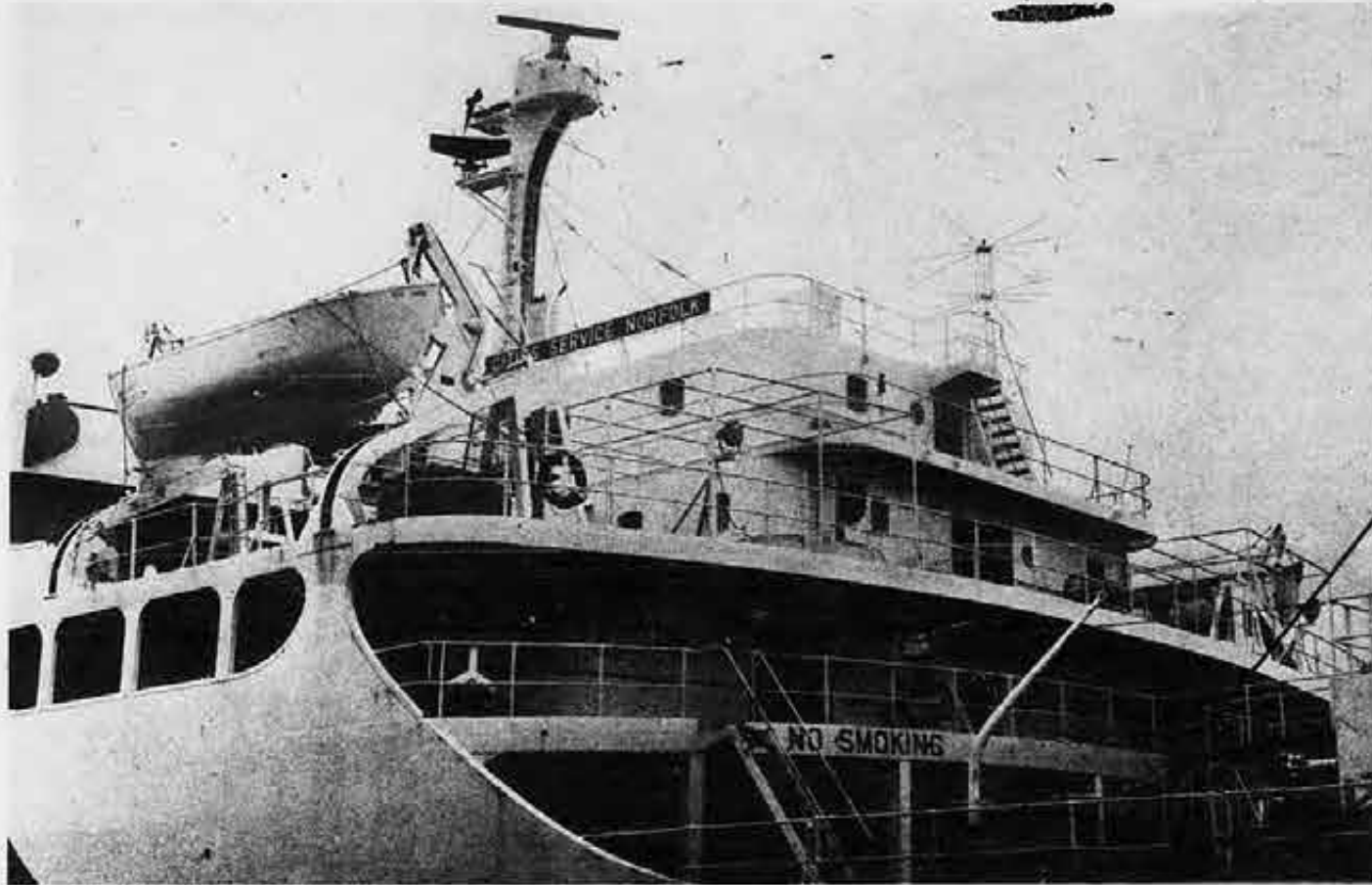


Schultz points to the chart to show what a fireman's wages were when he was sailing in the engine room in 1945—\$145 a month! Today a fireman's wages are \$470.33. Looking on are (l-r) Richard Scott, James Shields, and Charles Bailey. The trainees were very interested in listening to his experiences.

ENGINE DEPARTMENT		1945-1949	
WAGE RATE		1945	1949
Chief Engineer		\$180.00	\$315.00
Second Engineer		\$145.00	\$255.00
Third Engineer		\$115.00	\$205.00
Fourth Engineer		\$85.00	\$155.00
Boiler Room Attendant		\$75.00	\$145.00
Engine Room Attendant		\$65.00	\$135.00
Galley Attendant		\$55.00	\$125.00
Deck Attendant		\$45.00	\$115.00
Steward		\$35.00	\$105.00
Chief Steward		\$45.00	\$115.00
Chief Cook		\$55.00	\$125.00
Second Cook		\$45.00	\$115.00
Third Cook		\$35.00	\$105.00
Fourth Cook		\$25.00	\$95.00
Chief Cabin Boy		\$35.00	\$105.00
Second Cabin Boy		\$25.00	\$95.00
Third Cabin Boy		\$15.00	\$85.00
Fourth Cabin Boy		\$10.00	\$75.00
Chief Stewardess		\$35.00	\$105.00
Second Stewardess		\$25.00	\$95.00
Third Stewardess		\$15.00	\$85.00
Fourth Stewardess		\$10.00	\$75.00
Chief Purser		\$35.00	\$105.00
Second Purser		\$25.00	\$95.00
Third Purser		\$15.00	\$85.00
Fourth Purser		\$10.00	\$75.00
Chief Clerk		\$35.00	\$105.00
Second Clerk		\$25.00	\$95.00
Third Clerk		\$15.00	\$85.00
Fourth Clerk		\$10.00	\$75.00
Chief Mate		\$145.00	\$255.00
Second Mate		\$115.00	\$205.00
Third Mate		\$85.00	\$155.00
Fourth Mate		\$55.00	\$105.00
Chief Officer		\$145.00	\$255.00
Second Officer		\$115.00	\$205.00
Third Officer		\$85.00	\$155.00
Fourth Officer		\$55.00	\$105.00
Chief Petty Officer		\$145.00	\$255.00
Second Petty Officer		\$115.00	\$205.00
Third Petty Officer		\$85.00	\$155.00
Fourth Petty Officer		\$55.00	\$105.00
Chief Steward		\$35.00	\$105.00
Second Steward		\$25.00	\$95.00
Third Steward		\$15.00	\$85.00
Fourth Steward		\$10.00	\$75.00
Chief Cabin Boy		\$35.00	\$105.00
Second Cabin Boy		\$25.00	\$95.00
Third Cabin Boy		\$15.00	\$85.00
Fourth Cabin Boy		\$10.00	\$75.00
Chief Stewardess		\$35.00	\$105.00
Second Stewardess		\$25.00	\$95.00
Third Stewardess		\$15.00	\$85.00
Fourth Stewardess		\$10.00	\$75.00
Chief Purser		\$35.00	\$105.00
Second Purser		\$25.00	\$95.00
Third Purser		\$15.00	\$85.00
Fourth Purser		\$10.00	\$75.00
Chief Clerk		\$35.00	\$105.00
Second Clerk		\$25.00	\$95.00
Third Clerk		\$15.00	\$85.00
Fourth Clerk		\$10.00	\$75.00



Schultz samples a freshly picked watermelon presented to him by SIU Representative Frank Mongelli. Schultz spent an afternoon looking around the school's farm which supplies much of the school's fruits and vegetables.



CITY SERVICE NORFOLK STOPS AT Port of Piney Point

THE 35,000-TON Cities Service Norfolk stopped at Steuart Petroleum at the Port of Piney Point to discharge a part of her cargo of gasoline. The SIU-contracted supertanker had just completed a 65-day voyage that began at Norfolk and included ports in Venezuela, Arruba, Panama, Guam, and Houston, Texas. SIU Representative Bill Hall, HLSS Instructor Tom Brooks, and a LOG photographer spent an afternoon visiting the ship and talking with members of the crew. Two crewmembers, Larry Scott and Willis Singleton, both recent graduates of the HLSS school at Piney Point, stopped by to talk with some of the trainees, and tell them of their experiences.



Father and son sailed together on deck on the Norfolk. Mike Anding, sailing as O.S., and his father, B. J. Anding, take time out to look over the latest issue of the LOG. This was the first trip for Mike.



SIU Representative Bill Hall holds an informal meeting with some of the crewmembers. Standing left to right are Macon Welch, deck delegate; Warren Manuel, ship's delegate; Mario Cepeda, AB; and Hoyt Hackney, engine delegate. The crew was pleased with the surprise visit, and happy to receive the new LOG.



The steward department was on hand for the LOG photographer. Left to right are George Mates, chief steward; Allen Manuel, steward delegate; Rodolfo Pinoin, pantry; Berley Willis, third cook; and Jimmie Higham, chief cook. The crew had high praise for the steward department of the Cities Service Norfolk.



The two chief pumpmen on the Norfolk took time out on deck to pose for this photo. Billy J. Brewer, left, and William Beatty reported a smooth trip.



Crewmember Mario Cepeda takes a supply of welfare forms for the crew brought to the ship by SIU Representative Bill Hall. Looking on is Tom Brooks, lifeboat instructor at the Harry Lundeberg School of Seamanship at Piney Point. The crew reported a smooth voyage all the way with no problems.



Two crewmembers of the Norfolk, both HLSS graduates, took time to pay a visit to the School at Piney Point and talk to a class of trainees. Larry Scott, making his second trip as wiper, attended the school in February. Willis Singleton, seated, was making his first trip as messman. He graduated in July. Looking on are HLSS instructors Bill Hall and Paul McGaharn. Scott and Singleton both had high praise for the HLSS training and education program.