

AMENDED SIU CONSTITUTION APPROVED BY WIDE MARGIN

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Seafarer Makes It All The Way

Seafarer Makes Chief Through SIU Program In Less Than 3 Years

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SIU Vice President Earl Shepard congratulates these long-time Seafarers who have gone on pension after many years at sea. Left to right are A. Moiola, M. G. Lopez, J. Toro, L. Pones, F. Lis, A. Ballu and F. Dacney. Presentation of their first checks was made at the January General Membership meeting at the New York Hall as more than 200 members looked on.

Nixon Sends New Maritime Program to Congress

Bill Aims to Revitalize U.S. Fleet; Mood on Capitol Hill Is Hopeful

President Richard M. Nixon has sent to Capitol Hill his long-awaited legislative proposals for the overhaul of the U.S.-flag merchant marine—setting the stage for Congressional action in 1970 to restore vitality to the lagging American shipping and shipbuilding industries.

With this action, Mr. Nixon became the first American President since Franklin Delano Roosevelt to come forward with a positive program for development of the nation's maritime potential. It was during FDR's tenure that the present merchant marine legislation was placed on the statute books.

The Administration's detailed plan for revising and updating the Merchant Marine Act of 1936 followed, by two months, a special message to the Congress in which the President had called for "a new era in the maritime history of America, an era in which our shipbuilding and ship operating industries take their place once again among the vigorous, competitive industries of this nation."

The major thrust of the Nixon proposal would be to broaden the nation's maritime program beyond the liner trade making its benefits available to the bulk trades, as well. Since 1936, the sole beneficiaries of direct federal assistance have been 14 selected berth-line operators—despite the fact that, today, bulk trade accounts for 85 percent of America's exports and imports.

Includes Construction, Operating Subsidies

Under the Nixon program, subsidies would be extended for construction and operation of bulk carriers, as well as for liners—a breakthrough long sought by the SIUNA in its fight to preserve and enlarge job opportunities for Seafarers.

At the same time, the President called for extension to the bulk-cargo segment of the industry the same right to put money aside in tax-deferred construction reserve funds enjoyed for decades by the 14 subsidized liner companies. This, too, has been at the heart of the SIUNA drive for maritime revival, since it would provide a channel for long-sought private investment to modernize and expand the American fleet.

The Nixon measure also calls for direct subsidization of the shipbuilding industry, instead of funneling construction differential subsidies through the shipping line. This procedure, the Administration declared, would make possible the block-building of cargo vessels, leading ultimately to reductions in shipbuilding costs—making American shipyards more competitive with their foreign counterparts.

The President's proposals were greeted with general enthusiasm on Capitol Hill, where for years attempts to rewrite the nation's maritime laws have been frustrated by lack of White House support for meaningful reform.

One measure of the attitude of the Congress, and the bipartisan approach which has been the hallmark of maritime legislation, was the fact that the Republican Administration's bill was introduced formally by two Democrats—Senate Commerce Committee Chairman Warren G. Magnuson (Wash.) and House Merchant Marine and Fisheries Committee Chairman Edward A. Garmatz (Md.).

With the introduction of the legislation, the focus now shifts to the 91st Congress, where other measures dealing with maritime affairs have been held in abeyance for more than a year, pending White House recommendations.

Some Reservations Expressed

But while the response in Congress was generally favorable, there were some reservations being expressed as to the scope of the program it envisions.

Just prior to introduction of the Administration bill, for example, Congressman Garmatz announced the scheduling of a series of separate hearings



President Nixon studies proposed maritime program at his desk in the White House.

on all phases of maritime in order to "build a sharper record" on the question of maritime legislation.

Declared Garmatz:

"I think we run the risk of doing half a job—when a whole job is needed to sustain and strengthen our maritime industry—if we consider only the proposals suggested to us by the President. Whether or not we enact legislation in all these areas will depend on need, resources and judgment on the alternatives presented.

"But we must, in my opinion, consider such problems as passenger ship operations; the need of domestic operators, as in the Great Lakes, for tax-deferred benefits for ship construction; and strengthening of our cargo preference programs as an alternative to extension of operating subsidy for dry bulk cargo carriers. Legislation in these areas has already been introduced in this Congress and referred to this Committee for action."

A similar view was expressed by Rep. Joseph E. Karth (D-Minn.), at an AFL-CIO Maritime Trades Department luncheon. His concern, he said, was over the fact that the Administration bill was "silent" on a number of "crucial" points. Among them:

- How to achieve Nixon's goal, enunciated in the 1968 campaign, to increase U.S.-flag carriage of imports and exports from the present 5 percent level to 30 percent by the mid-1970's.

- How to improve U.S.-flag carriage of government-sponsored cargoes, and how to overcome the present situation under which "the American share goes unequally to the subsidized lines."

- How to solve the present plight of American-flag shipping on the Great Lakes, which is just as much under the gun of foreign competition as is the deep-sea fleet.

Karth put particular stress on the cargo issue, declaring: "Without cargoes, we'll wind up building ships that go directly from the shipyards to the bone yards."

Expressions of concern came, as well, from President Nixon's own political party. Rep. Howard W. Pollock (R-Alaska), also speaking to an MTD luncheon, expressed concern that the fishing industry had been ignored in the legislation.

"Definitive National Program" Needed

"The decline of the U.S. fishing fleet has been just as severe as the decline of our deep-sea cargo fleet," the Alaska Republican said. "Our neglect of the fisheries and the living resources of the sea has been just as wrong as our neglect of our shipping and shipbuilding capabilities."

Pollock's proposed solution: A "definitive national program" covering "the entire area involved with the seas around us," coupled with a "national budget" for the full and coordinated development of the total maritime potential—shipping, shipbuilding, fishing and oceanography.

But despite the reservations about the Nixon bill, and despite the fact that other legislation already introduced conflicts with the Administration proposals in several areas, the mood on Capitol Hill at this point appears to be generally hopeful. Congress and the Administration may disagree on methods and approach but, for the first time in decades, both appear dedicated to the same goal: The revitalization of America's merchant marine.



Rep. Edward A. Garmatz Rep. Joseph E. Karth Rep. Howard W. Pollock



Gil Borge, who came all the way up through the shaft alley—thanks to the SIU-MEBA District 2 upgrading programs—proudly displays his new Chief Engineer's license as he receives the congratulations of SIU Vice President Earl Shepard. It was a proud moment for both.

Seafarer Climbs to the Top

Borge Makes Chief Engineer Through SIU-MEBA School

Nearly 400 Seafarers have upgraded themselves as licensed members of the engine department through the training programs jointly sponsored by the SIU-MEBA District 2 Marine Engineers and Deck Officers Upgrading School.

This month, Gil Borge—a long-time member of the SIU—made it all the way and became the first to achieve a Chief Engineer's license through the upgrading program.

Borge's success story is the story of many Seafarers who have made it "up the hawsepipe" or "up the shaft alley" through determination, and with the assistance of the Union's upgrading programs.

Like many Seafarers, Borge had to interrupt his education to go to work. He first went to sea as a wiper after finishing only eight grades of schooling. But he was determined to get ahead in his chosen profession, and he was soon sailing as FOWT. He continued to upgrade himself, qualifying as electrician, deck engineer, and junior third assistant.

He applied for admission to the SIU-MEBA, 2, Engineers School in 1966, just five months after the school was opened, and qualified for an original Second Engineer's license. In March, 1968, Borge secured his first Engineer's license after attending the school.

Last September, he got off a ship and came back to the school and, after only three months of study, he climbed all the way to the top and received his Coast Guard license as Chief Engineer.

A total of 373 original licenses have been awarded since the SIU-MEBA, 2, Marine Engineers and Deck Officers school was established in February, 1966. Since that time, the school has offered upgrading opportunities to the youngster as well as to the older Seafarers who want to climb the seniority ladder.

Borge, who was born in Norway, is 48. He is not the oldest Seafarer to climb up to

a licensed rating. Sigwart Nielsen was 63 and had more than 20 years of sailing time with the SIU behind him, when he won his Third Assistant Engineer's license. And Borge is not the youngest. Bobby McKay, who entered the Union's training program at the age of 16, became the youngest merchant seaman to ever achieve a license when he was awarded his Third Assistant's license on his 19th birthday—the minimum age under Coast Guard regulations.

Borge, who now makes his home in Ardsley, Pennsylvania, plans to spend a few weeks with his family before returning to sea. Has he finished his training? Not at all, he says. He plans to continue studying to get a certificate for motor ships, and when he is ready to prepare for the examination, the SIU-MEBA, 2, school will be ready to assist him.

Union Tallying Committee Reports

Members Vote Approval of Amended SIU Constitution By a Wide Margin

Members of the SIU Atlantic, Gulf, Lakes and Inland Waters District have voted overwhelmingly in a secret referendum to adopt the proposed amendments to the constitution, marking the first time in almost 10 years that significant changes have been made in the Union's constitution.

Results of the balloting were announced in the report of the elected six-member rank and file Union Tallying Committee. The Committee reported membership acceptance of the proposed constitutional changes by a wide margin.

In its report, the Committee pointed out that under the terms of the constitution, the proposed amendments to the constitution became effective Jan. 1, 1970, as called for in the constitutional amendment.

(The full text of the Union Tallying Committee report is published on pages 15 through 18 of this issue of the Seafarers' Log.)

Three propositions were on the ballot submitted to Seafarers for consideration, and the Union Tallying Committee reported the following results:

- On the proposed new constitution, itself, the Committee reported 2,991 "yes" votes and 313 "no" votes.

- On changes in initiation fees, the Committee reported 3,079 "yes" votes and 233 "no" votes.

- On a change in the method for paying dues, and a termination of the assessments, the Committee reported 3,032 "yes" votes and 281 "no" votes.

The Union Tallying Com-

mittee report covers all of the details of the conduct of the balloting procedures.

Among areas in which the members voted to amend AGLIWD constitution were those dealing with qualification for membership in the Union, and those covering dues, initiations and assessments. None of the changes have any bearing on job rights of Seafarers.

These job rights are preserved within the rules as part of the contract between the Union and the shipowners. The constitutional changes deal only with Union rights.

In voting for the constitutional changes, the membership also approved revision of the balloting procedures, including the use of mail ballots in future elections; changes in nominating procedures; and a simplification in the qualifications for elected office in the Union.

The amended constitution establishes the date for the next general election as 1971 instead of 1972, thus shortening, by one year, the present terms of existing officers.

In addition to amending the constitution, itself, the membership favored financial changes designed to spread dues payments evenly throughout the year.

The changes in the method

of paying dues make no overall change in the amount of dues paid annually by the membership.

(Headquarters calls to the attention of the membership that dues or assessments that had already been paid for the year 1970, or thereafter, will be credited to coincide with the terms of the amended constitution.)

The Union Tallying Committee's report indicated that the financial propositions, as well as the amended constitution, itself, carried overwhelmingly in the balloting.

Serving on the Committee were Edward Polise, chairman, Book No. P-74; Gustave Malensky, Book No. M-1329; James Terry, Book No. T-26; Charles Hamilton, Book No. H-562; Manuel De Barros, Book No. D-199; and Sadak Wala, Book No. W-688.

SIU-Contracted Connecticut Safe After Flooding

SAN PEDRO—The SIU-contracted Connecticut, loaded with 20 million gallons of jet airplane fuel, is reported out of danger and heading back to Los Angeles under tow after developing a major leak in her stern gland.

The 679-foot tanker was two days out of San Pedro heading for Vietnam when the sudden leak flooded her automated engine room with seven feet of water, shutting down the plant, and causing the vessel to drift in heavy seas.

A number of ships responded to the Connecticut's distress call and stood by as Coast Guard rescue planes dropped emergency pumps to the ship. The Connecticut's crew stayed aboard and managed to repair the leak, and pump out the flooded engine room.

Among the ships that were standing by the stricken Connecticut was the SIU-contracted Buckeye Victory, which was returning from a trip to the Far East.

At last report, the Connecticut was out of danger, and all 41 members of her crew safe. She was being towed at a speed of five knots by a Coast Guard cutter. The vessel is expected to head for the shipyard when she returns to Los Angeles.

Community Aid Running \$5 Million a Week

Public Agencies Rally Support to GE Strikers

WASHINGTON, D.C.—Organized labor is rallying the resources of voluntary and public social agencies in 33 states in unprecedented support of 130,000 striking General Electric employees and their families.

At present, according to Leo Perlis, director of Community Service Activities for the 13.5-million-member AFL-CIO, that community help is running at the rate of some \$5 million a week.

This support, said the AFL-CIO official, is being mobilized "on the basis of need, without regard to the cause of that need."

Speaking at a luncheon sponsored by the AFL-CIO Maritime Trades Department, Perlis said that, in terms of its economic impact on workers and their families, the General Electric strike "is as much a disaster as a hurricane or a flood." He added:

"It doesn't make any difference, from the point of view of community responsibility, whether a disaster is caused by an act of God, an act of nature, an act of management, or an act of the union—what matters is that there are people in need, and the community organiza-

tions are responding to that need."

The Community Services official pointed out that the full burden of assisting strikers and their families has not fallen on community agencies because of the strike assistance being rendered by the unions involved, augmented by the multi-million-dollar fund-raising effort of the AFL-CIO.

Despite the massive support from the trade union movement, itself, Perlis said, community benefits average \$50 per striker per week, bringing the weekly outlays by the voluntary and public agencies well above the \$5-million mark.

The AFL-CIO official reported isolated instances in which striking unionists encountered temporary problems in obtaining food stamps and surplus commodities. These instances occurred, he said, in Tyler, Tex., Louisville, Ky., Jackson, Miss., and Hickory, N.C. However, the AFL-CIO carried the case to the U.S. Department of Agriculture, which took action to "make certain that local officials implemented the law" making these commodities available to GE strikers.

Total Reaches 369 as:

Four Additional Seafarers Graduate From SIU-MEBA Engineers School

The School of Marine Engineering, sponsored jointly by the SIU and MEBA-District 2, has graduated four more Seafarers. The men earned their engineer's licenses following successful completion of the comprehensive training program offered by the school.

This latest group brings to 369 the total number of Seafarers who completed the School's course and passed their Coast Guard licensing examinations.



Arsenault

Forest

Neil Frederick Arsenault, 46, graduated from the School on January 5 with a Third Assistant Engineer's License. He is a native of Boston, Massachusetts and joined the SIU in the Port of New York in 1969. He sailed as an oiler before entering the School. Brother Arsenault, a Navy veteran of World War II, now lives in Brockton, Massachusetts with his wife.

Jackson Forest, Jr., 41 joined the Union in the Port of Houston in 1963 and sailed as an FOWT before enrolling in the School. He graduated on December 24, 1969 with a Second Assistant Engineer's License. He served in the Army from 1950 until 1953. A native of Bosco, Louisiana, Brother Forest now makes his home in Houston, Texas with his wife.

Faye M. Brand

Early 'SIU Baby' Honor Graduate

One of the first "SIU Babies"—Faye Marie Brand, the daughter of Seafarer and Mrs. Tom Brand—will graduate from Ribault High School in Jacksonville, Florida, this year, the LOG was informed.

The term "SIU Baby" is applied to Faye because she was



Faye Marie Brand



Sakellarides

Sayo

Florentino C. Sayo, 48, is a native of the Philippine Islands who now lives in Brooklyn. He joined the SIU in the Port of New York in 1968 and sailed as a chief electrician before entering the School. Brother Sayo graduated on December 22, 1969 with a Temporary Third Assistant Engineer's License.

Nicholas George Sakellarides, 24, graduated in 1963 from the Andrew Furuseth Training School and went on to work as a wiper until enrolling in the Engineering School. He graduated on December 9, 1969 with a Third Assistant Engineer's Li-

cense. Brother Sakellarides joined the SIU in the Port of Baltimore in 1963. He is a native of Washington, D.C. and now lives in Silver Spring, Maryland with his mother.

The upgrading programs at the SIU-MEBA School of Marine Engineering are open to all engine department Seafarers as long as they meet the following requirements. They must be at least 19 years old and have a minimum of 18 months Q.M.E.D. watchstanding time in the engine department in addition to at least six months experience as a wiper or the equivalent.

Additional information and applications for enrollment for eligible Seafarers may be obtained at any SIU hall. Further information can also be gotten by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232, or by telephoning the School at (212) 499-6600.

Rep. Rooney Likens Merchant Marine To Nation's Urban 'Depressed Areas'

WASHINGTON—A member of Congress has labelled the U.S. merchant marine a "depressed area," and called for a federal investment in its revitalization equal to that which has gone to rebuild the economically disadvantaged areas of America over the past decade.

"The merchant marine is every bit as depressed an area

as Appalachia, or the cut-over timber areas of the Pacific Northwest, or the mined-out areas of the Upper Great Lakes, or the bleak and desolate Indian reservations of the Southwest, or the farmed-out areas of the South," Representative Fred B. Rooney (D-Pa.) told a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department.

At the same time, Rooney called on Congress and the Administration to put "as many tax dollars into our own shipbuilding industry as we invested in the rehabilitation of the bombed-out shipyards of Japan and Western Europe." After World War II, the Marshall Plan and other U.S. foreign aid programs pumped more than \$1 billion into the rebuilding of these shipyards which now compete with American yards for ship construction.

The Pennsylvania Congressman emphasized that the federal dollars should be considered as "seed money," and urged legislation that would attract new private capital to shipping and shipbuilding. "In the end," he said, "the initiative, the investment, the planning must come from the private sector of our economy if we are to avoid the eventual nationalization of our fleet."

The Democratic lawmaker praised the Nixon Administration for submitting to Congress "a merchant marine program that seems to be geared to the revitalization of the American merchant fleet." Although the White House has not yet sub-

mitted "substantive legislative proposals" to augment the October maritime message, Rooney said, the basic plan outlined by the President represents "a positive approach."

The Congressman expressed doubt, however, that Congress would be able to achieve the goal of a revitalized fleet by amending the Merchant Marine Act of 1936, as suggested by the Administration. "I believe you can patch a leaky boat only so many times," Rooney said, describing the plan to further amend the 33-year-old law as a case of putting "patches on patches."

Port of Philadelphia Registers New Record With 1969 Commerce

PHILADELPHIA—The year 1969 was one of the best on record for the Port of Philadelphia, the Delaware River Port Authority reported.

A record was set in international waterborne commerce for the year, which eclipsed the previous high scored in 1966. The total for 1969 was 56.8 million tons, a rise of 5.5 percent over 1968. The 1966 figure was 55.7 million tons.

A gain in imports—which amounted to 53.9 million tons, an increase of six percent—was the prime factor in the better showing, the Authority said. The import gain more than made up for a decline of six percent in exports, which totalled 2.9 million tons.

SIU Deck Officers School Upgrades Three More Seafarers



Stanley



McLendon



Savoie

Three Seafarers from the deck department have earned their officer's licenses after successfully finishing the course of study offered at the upgrading school jointly sponsored by the SIU and the Associated Maritime Officers Union.

These men now bring to 60 the total number of Seafarers who have received mate's licenses after taking the course and passing the Coast Guard examinations.

George Richard Stanley, 41, received his Second Mate's License on December 23, 1969. He is a native of Maine and joined the SIU in the Port of New York in 1953. He sailed

as an AB before entering the School. Brother Stanley served in the Army from 1946 until 1950. He now makes his home in Harrington, Maine with his wife.

Ben Hill McLendon, 45, joined the Union in 1952 in Georgia. He sailed as an AB and bos'n before entering the School and graduating on December 22, 1969 with a Second Mate's License. He is a native of Georgia and makes his home there with his wife.

Francoie A. Savoie, 42, is a native of Hartford, Connecticut who joined the SIU in the Port of New York in 1949. He sailed as a bos'n before enrolling in the School. On December 15, 1969 Brother Savoie graduated with a Second Mate's License. He now lives in Cromwell, Connecticut with his mother.

The deck officers upgrading school is the first of its type in the industry. It is run under a reciprocal agreement between the SIU and the Associated Maritime Officers Union.

Seafarers wishing to participate in the program can begin training at any time. There is no set length for the course; it is geared to the man's ability and knowledge, and the degree of his preparation for the examination.

Like the engineer's upgrading school, the deck officer's training program was begun in line with the SIU's objective of encouraging and assisting unlicensed Seafarers to upgrade themselves to better paying jobs.

There is no expense involved for Seafarers. They are provided with meals, lodging and subsistence payments of \$110 a week while in the program.

Deck department Seafarers who are interested in taking advantage of this training program may apply at any SIU hall, write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232, or telephone the School at (212) 768-0561.

Money Due

The Seafarers named below should contact the welfare counter at SIU Headquarters in Brooklyn as soon as possible for checks being held there for them.

Joseph Domingo
David Bronstein
Alexander Gluck
Anthony Amoriello

California Strikers Get Free Haircuts

ONTARIO, Calif.—Union barbers are doing their bit for GE strikers by giving free haircuts to union members picketing two General Electric plants here.

Members of Barbers' Local 253, San Bernardino, man the clippers in a five-chair barber shop every Monday. The shop, open since December 8, will stay open for the duration, Barbers' Regional Director Alvin E. Holt said. Other locals may give like service, he said.

Port Expansion in Mobile Forced by Traffic Growth

MOBILE—Alabama's prime port is facing growing pains which are taxing existing facilities to the utmost and forcing an extensive search for expansion room.

Foreign and domestic traffic through the Port of Mobile set a record for the calendar year 1969 as well as a record fiscal year, ending September 30, 1969—both in volume and in revenue.

"If the Port of Mobile is to grow and meet the upcoming challenge of serving the growing industrialization of Alabama," Houston H. Feaster, director of the Alabama State Docks, said in his annual report to Governor Albert P. Brewer, "we must either acquire or develop additional space for expanding facilities."

Because of the increase in water-oriented industry, the port is making a concentrated drive to become the warehousing center on the Gulf and in the deep South. A growing number of exporters and shippers are using the port as warehousing and distribution points for their products—making the need for storage facilities more and more acute.

Just last year, for example, Star-Kist Foods selected Mobile as its distribution center for 15 southeastern and midwestern states. Other companies are also eyeing the port, having in mind the large number of shipping services in and out of the facilities.

Plans have been set in motion for a new shipside berth and warehouse for which a \$4 million bond issue will be floated. Of this, \$500,000 will be the state's share in the dredging of a 40-foot channel to the Theodore Industrial Complex—center for Alabama's metal industry.

Mobile's facilities are complemented by satellite inland ports, north of the city, which have shown a continued growth over the past 11 years and have

helped commerce by lowering the cost of moving bulk commodities.

A bulk handling berth, for which funds are already available, will be built at Theodore. It will be twice the size of the one at Mobile.

The growing importance of the ore movement into the Theodore areas was highlighted by the 110,000 tons or so that were moved by barge from the bulk handling plant at the State Docks.

Containerization has not been forgotten either, Feaster added, and more facilities are planned for the future. Presently, an ever-increasing number of containers are being moved in break-bulk vessels.

April 1 Deadline

Withdrawal of 35 GAAs by MSTs Said to End Reserve Fleet Threat

WASHINGTON—Thirty-five General Agency Agreement (GAA) vessels will be withdrawn from service at the end of their present voyages, the Military Sea Transportation Service Commander, Vice Admiral Lawson P. Ramage, has announced.

Ramage said that the 35 vessels are the last of the government-owned dry cargo ships previously withdrawn from the National Defense Reserve Fleet and operated by civilian shipping firms under MSTs contract. By April 1, 1970, the entire reserve operation will have been phased out, he declared.

Operation of the reserve fleet ships in competition with private commercial freight carriers has come under considerable criticism from the unsubsidized fleet owners.

They charged that the policy of hiring and using GAA ships and others had resulted in a freight rate squeeze which had

Labor Set to Meet Challenges

Meany Looks to Seventies as Decade Of Opportunity for American Labor

The problems that face America are not insurmountable, AFL-CIO President George Meany said in a New Year's statement in which he called 1970 "the threshold year" to a "decade of opportunity."

"The American labor movement moves into the Seventies fully aware of the complex problems that face America, fully determined to do everything in our power to help solve them," Meany said.

While listing a just and honorable peace in Vietnam as first among the priorities for the new decade, Meany said the domestic problems confronting the nation are well-known: hunger, poor schools, deteriorating

cities, de facto segregation, dirty air and dirty water, medical and health care that is denied to too many, an unbelievable housing gap and slums that grow instead of dwindle.

"Not one of these is beyond solution," Meany said. "In the Sixties, Americans aimed for the moon and walked there. In the Seventies, we know that the earthbound problems can be conquered."

The coming year will afford an early opportunity to test America's willingness to tackle its problems, Meany said, because the 1970 elections will set the nation's course for the entire decade. "They will determine whether men and women who

believe in progress will back their beliefs with their ballots."

In listing the problems of the 1970s, Meany cautioned against dismissing the past decade as one in which nothing was accomplished.

"Substantial progress was made in the Sixties," he said. "Great strides were taken to eliminate poverty and hunger; to provide medical and health care for the elderly and the indigent; to demolish barriers to education and to provide full and equal rights to minority group Americans in fact and in law."

"The union label is nowhere more deeply imprinted than on the progressive legislation of the last decade, which will benefit generations for years to come," Meany said. "But being pleased with those victories is not to say that we are satisfied. There is too much to be done for any trade unionist to enjoy the luxury of satisfaction."

The way to solve the problems ahead is through adequately financed programs at all levels of government, the AFL-CIO president declared, "and this in turn depends upon a national economy geared to full employment, increased real incomes for wage and salary earners and a tax system that distributes in a fair and just manner the cost of making America truly great."

Meany said the 1960 AFL-CIO convention set forth the goals for which organized labor will strive: a just and honorable peace in Vietnam, the total abolition of poverty, national health insurance, renovation of American cities, unlimited free public education through the college level for any young person who has the ability and the desire, and technical and vocational education for those young people who will be entering a working world increasingly dominated by technology.

"We are convinced the democratic process of America will endure," Meany said, "and through it full and equal opportunity for all will become a matter of fact as well as a matter of law."

too many."

At the peak of the cargo demands in the Southeast Asia area, there were 170 cargo-carrying GAA vessels in operation under control of the Navy's sealift command. The deactivation of the current 35 GAAs should terminate this phase of operations.

In making the announcement concerning the GAAs, Admiral Ramage added that almost 90 percent of the shipments to U.S. troops overseas is now carried on commercial vessels.

MSTS has recently confirmed the timecharter hiring of at least seven freighters for periods ranging from six to 18 months starting with the end of 1969 and running through most of February. Included among the chartered ships are C-2 and AP-2 vessels.

MSTS also operates ships in such operations as seaborne tracking and communications support for Apollo-manned lunar missions, as well as Arctic and Antarctic supply and research in hydrography, oceanography and astronomy.

Nine More Graduate From New York Lifeboat School



Here are the latest graduates of the SIU Lifeboat School after they passed Coast Guard examinations at Mill Basin in Brooklyn, December 10. In the front row, left to right, are Joe Normand, Thomas DeSantis, Jim Gunter, and Nathaniel Smiley. In back are Instructor Bob Lord, Lou Mercedes, F. D. Hennessey, Donald Hood, Barry Yonge, and Leon Fountain. Each class undergoes classroom study and practical instruction.

Shell Oil Warned Against Captive Audience Exploit

PASADENA, Tex.—The next time Shell Oil management wants to compel its employees to attend a meeting aimed at influencing legislation before Congress, it will have to first negotiate with the union, a National Labor Relations Board regional director declared.

Local 4-367 of the Oil, Chemical and Atomic Workers protested to the NLRB after the company ordered all workers to attend a lecture on company time urging support for the oil depletion allowance tax loophole.

The NLRB's acting regional director, Arthur Safos, informed the union that its objection was valid and the compulsory attendance order "was a mandatory subject of bargaining."



SIUNA Vice President Carl Marino (seated, right), secretary-treasurer of the Cannery Workers and Fishermen's Union of San Diego, and Les Gehres (left), general manager of National Marine Terminals, a major West Coast tuna processor, sign a new three-year contract providing substantial gains for more than 150 fishermen aboard 11 Union-manned tunaboats in San Diego. Looking on (standing, l-r) are James Bozzo, CWFU business representative; Tom Meyer, SIUNA representative; Jack Tarantino, CWFU vice president; Albert Ornelas, negotiating committee member and Art Correa.

A Move to Improve Maritime Safety

House-Passed Bridge-to-Bridge Bill Requires Radiotelephones for Ships

WASHINGTON—Radio communication between all major water traffic in most of the nation's navigable waters would be required by a measure (H.R. 6971) recently passed by the House.

Described as the "bridge-to-bridge" bill, the legislation would require a radiotelephone—as well as the maintenance of a listening watch—on the following vessels while navigating in specific waters of the United States:

- Power-driven vessels of 300 gross tons and above.
- Vessels of 100 gross tons and above which carry one or more paying passengers.

- Towing vessels 26 feet or more in length at the waterline.

- Dredges and floating plants engaged in or near a channel or fairway in operations likely to restrict or affect the navigation of other ships.

Under existing law, only whistle signals are required to be sounded by vessels approaching each other. The bill would require a short-wave radio—operating on a single frequency (VHF)—and maintained for the exclusive use of the master or person in charge of the vessel for the interchange of navigational information between vessels.

Representative Edward A.

Garmatz (D-Md.) chairman of the House Merchant Marine and Fisheries Committee which held hearings on the bill, said it was "a significant and essential step toward improving maritime safety and reducing marine tragedies."

"Extensive hearings, studies and investigations by my committee," Garmatz pointed out, "have confirmed the belief that the old whistle signals are no longer sufficient to provide adequate communication between vessels."

Garmatz described a number of marine collisions involving high fatalities and stressed that they might have been avoided if voice communication had been used.

He included the 1956 sinking of the Italian-flag passenger liner Andrea Doria, with 50 lives lost; the 1966 collision of two tankers—the Texaco Massachusetts and the Alva Cape—in New York Harbor, and the collision in the lower Mississippi between an ocean-going freighter, the African Star, and the barge Union Faith, which resulted in huge petroleum fires.

Since certain harbor areas—such as New York, San Francisco and Baltimore—already have installed voice communications systems, the Secretary of Transportation would be given discretion to waive the requirements of the legislation where duplication or unnecessary hardship would result.

The House-passed bill would not affect foreign vessels operating in international waters beyond the three-mile territorial zone of the U.S. However, a similar communications system is under discussion among leading maritime nations represented in the Inter-governmental Maritime Consultative Organization (IMCO).

Pension Highlights Pact

SIUNA Tuna Fishermen Win Big Gains in 3-Year Pact

SAN DIEGO—The SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego has won substantial contract improvements in a new three-year agreement signed with National Marine Terminals, a leading West Coast tuna processor.

Carl Marino, secretary-treasurer of the union, singled out the pension clause as a highlight of the new contract.

Pension payments, which are computed for fishermen on the basis of tons of fish caught and were formerly a straight \$1.50 per ton, now will be \$2 per ton for fish caught the first year, \$2.50 the second year and \$3 per ton during the third year of the contract.

Marino added that the new pact, which covers 11 San Diego-based tunaboats, contains a three-year provision for re-opening negotiations instead of the one-year reopener included in the previous contract.

Another significant gain for fishermen provides that the company will pay for fishermen's lunches while the crew is working in port on repair and maintenance of the vessel. Tools needed on the job will also be paid for by the company.

The union's contract with

National Marine Terminals traditionally sets the pattern for contracts with other vessel owners in the West Coast tuna fleet.

Wages earned by tuna fishermen depend on a share system and the price paid for the catch when sold to processors. They are not part of contract negotiations.

Mystic Museum Seeks Historic Life-Saving Gear

MYSTIC, Conn.—A search for life-saving gear and equipment is being undertaken by the Mystic Seaport maritime museum, which is operated by the Marine Historical Association here.

Last fall, two original life-saving stations on Block Island, R.I., were acquired, followed shortly thereafter by a half-way house from South Wellfleet, Mass., on Cape Cod. An exhibit of apparatus used by the U.S. Life Saving Service in the station, highlighting its historical development, has been planned for some time.

Such an exhibit would be built around items used from about 1871 to 1900—including a two-wheeled beach cart, a four-wheeled boat wagon, cork-filled life preservers and other items.

Financing of the exhibit is to be arranged by the U.S. Coast Guard Auxiliary. However, Curator Edmund E. Lynch said he hoped to find interested donors of appropriate items.

According to Lynch, the museum has not yet succeeded in locating the major part of the material sought despite aid from government sources.

"We are now forced to make an urgent public plea to private citizens to help us locate these articles which are vital to the presentation of U.S. Life Saving history."

North Pacific Might Harbor 'Sea Monsters'

VANCOUVER, B.C. — A "serious study" into reports that sea monsters are swimming playfully in the blue waters off the Pacific Coast has been launched by two University of British Columbia scientists.

As part of their research, Dr. Paul Leblond of the university's institute of oceanography and Dr. John Sibert, a zoologist, are asking ship captains, fishermen and lighthouse keepers to report any sightings of "strange animals" swimming about.

The two scientists claim there are good grounds for their belief that there is something unknown to science lurking beneath the waves of the North Pacific.

Tracing through records dating back to the turn of the century, Leblond says that there have been several well documented sightings of strange aquatic creatures in the Pacific since 1912. Most of the reports, he adds, agree in the descriptions they give of the creatures.

The researchers emphasize that while the mysterious animals they are seeking may not be storybook, green dragon-types, they surely are extraordinary creatures—possibly large mammals—which only occasionally cross the path of ships because they exist at great depths.

Potable Refreshment



Hitting the bottle with happy gusto is Tracy, whose mom, Marion, is the wife of Seafarer Samuel Hardin. Photo was taken in N.Y. hall as dad, who sails in the engine department, was checking the board.

Grape Boycott Backed By Hebrew Assembly

DELANO, Calif.—The Union of American Hebrew Congregations is the latest organization to pledge its full support for the boycott of California table grapes, Vice President Gilbert Padilla of the United Farm Workers Organizing Committee announced.

A resolution passed by UAHC at its 50th general assembly noted that grape pickers, "among the poorest working people in our land of plenty," are locked in a "desperate struggle" to secure collective bargaining agreements.

23 Additional Seafarers Join Growing SIU Pension Roster

Twenty-three veteran Seafarers last month joined the growing number of SIU pensioners retiring to the beach after many years of sailing aboard SIU-contracted vessels.

Oliver Samuel Flynn, 66, is a native of East Baton Rouge, Louisiana. He joined the SIU in Savannah, Georgia, and sailed in the steward department as a steward and chief cook. His last vessel was the Grethe. In 1960 Brother Flynn received a personal safety award for his part in making the Alcoa Roamer an accident free ship. Seafarer Flynn now makes his home in Baton Rouge with his wife, Maude.

Fernando D. Dacanay, 72, joined the Union in the Port of New York and sailed in the steward department as a second cook. His last vessel was the Steel Admiral. From 1919 until 1925, Brother Dacanay served in the Navy. He now lives in West Islip, Long Island with his wife, Rae. Brother Dacanay is a native of the Philippine Islands.



Roberson Williamson

Leroy Manning Roberson joined the SIU in the Port of New York and sailed in the deck department as an AB. His last vessel was the Transmalaya. A native of New Mexico, Seafarer Roberson now makes his home in New Orleans with his wife, Leona Marie. In 1962, Brother Roberson received a personal safety award for his part in keeping the Del Valle an accident free ship.

Lyle W. Williamson is a native of Illinois who now lives in Torrance, California, with his wife, Helen. He joined the SIU in the Port of Philadelphia and sailed in the engine department as an FOWT. His last vessel was the Overseas Rebecca. Brother Williamson is a Navy veteran of World War II.



Lacson Lis

Teofilo F. Lacson, 58, of San Francisco, is a native of the Philippine Islands. He joined the SIU in the Port of New York and sailed in the steward department as a messman. His last vessel was the Overseas Evelyn.

Frank Lis, 65, is a native of Poland who now makes his home in Brooklyn with his wife, Jeannette. He joined the Union in the Port of New York in 1943 and sailed in the deck department as an AB. His last vessel was the Philadelphia. Brother Lis had been sailing



Flynn Toro

the seas for 37 years when he retired.

Jose Toro, 56, joined the SIU in Puerto Rico in 1944 and sailed in the steward department as a chief cook. He last worked aboard the Warrior. A native of Puerto Rico, Brother Toro now makes his home in Bronx, New York, with his wife, Gloria.



Kothe Karstens

August Frank Kothe, 64, is a native of Louisiana who now lives in New Orleans with his wife, Miskel Lucy. He joined the Union in the Port of New Orleans and sailed in the steward department as a cook and steward. He last sailed aboard the Grethe.

Karl Karstens, 68, joined the SIU in the Port of New York and sailed in the deck department as an AB. His last ship was the Free America. A native of Germany, Brother Karstens now lives in Hoboken, New Jersey. Before his retirement, he had been sailing for 43 years.



Andrews Ballu

Carroll Henry Andrews, 49, is a native of Virginia who now makes his home in Seattle, Washington. He joined the Union in the Port of Baltimore in 1941 and sailed in the deck department as an AB. His last vessel was the Seattle. From 1937 until 1941, Brother Andrews served in the Army.

Arthur C. Ballu, 65, joined the Union in the Port of New York in 1943 and was active in the SIU's beefs and strikes. In 1961 he participated in the greater New York harbor strike and in 1965 he was issued a picket duty card. Brother Ballu sailed in the deck department as an AB and his last vessel was the Seatrain New York. A native of Belgium, Seafarer Ballu now lives in Brooklyn. He



Girard Bengert

sailed for 42 years before retiring.

Herman Walter Girard, 66, is a native of New Hampshire and now lives in New Orleans. He joined the Union in the Port of New York and sailed in the steward department as a cook, baker and steward. His last ship was the Del Mar. Brother Girard is an Army veteran of World War II.

Benjamin Charles Bengert, 57, joined the SIU in the Port of New York and sailed in the engine department as a wiper. His last vessel was the Alcoa Mariner. A native of Algiers, Louisiana, Brother Bengert now makes his home in New Orleans with his son, Benjamin Charles, Jr.

Chalmers Darrell Anderson, 48, is a native of South Carolina who now lives in Stockton, California. He joined the Union in Tampa in 1942 and sailed in the deck department as a bosun. Brother Anderson last sailed aboard the Fairland.



Brightwell Sabin

William Irven Brightwell, 44, joined the SIU in the Port of New York and shipped in the steward department as a cook and baker. He last worked aboard the Ogden Willamette. A native of Maryland, Brother Brightwell is spending his retirement in Woodbine, Maryland. In 1960 he was given a personal safety award for his part in making the Alcoa Patriot an accident free ship.

Nicholas Sabin, 67, is a native of Spain who is spending his retirement years in Tampa, Florida, with his wife, Veria. He joined the SIU in Tampa and sailed in the steward department as a cook. Brother Sabin last sailed aboard the Warrior. He is an Army veteran of World War II.



Layton Lopez

Leonard Beecham Layton, 61, one of the original members of the Union, joined the SIU in 1938 in the Port of New York and sailed in the deck department as an AB. His last ship was the Del Valle. A native of Maryland, Brother Layton lives there now with his wife. Seafarer Layton had been sailing for 37 years when he retired.

Mario Garcia Lopez, 64, is a native of Puerto Rico who now lives in Manhattan with his wife. He is one of the earlier members of the Union, having joined in 1938 in Puerto Rico. Brother Lopez worked in the deck department as an AB and bosun and his last ship was the Seatrain Delaware. In 1961, Brother Lopez was issued a picket duty card.



Cox Rutkowski

John James Cox, 78, another real old timer, joined the SIU in the Port of Boston in 1938 and sailed in the engine department as an FOWT. He is a native of Great Britain who now makes his home in Waltham, Massachusetts, with his wife, Margaret Ethel. Brother Cox last sailed aboard the Alcoa Master.

William B. Rutkowski, 65, is a native of Poland, who will spend his retirement years in Walnut Creek, California, with his wife, Maria. He joined the Union in the Port of New York in 1943 and sailed in the deck

department. His last vessel was the Trenton. In both 1961 and 1962, he was issued SIU picket duty cards for active participation in Union beefs. Brother Rutkowski retires after sailing the seas since 1924.

Simeon F. Ureta, 66, is another old-timer in the SIU who also joined in 1938 in the Port of New York. He sailed in the steward department and last sailed aboard the Seatrain Carolina. A native of the Philippine Islands, Brother Ureta now lives in Gretna, Louisiana, with his wife, Frances. In 1960 he received a personal safety award for his part in making the Del Oro an accident free ship. Seafarer Ureta is a Naval veteran of World War II.

Louis Burnie Thomas, 66, is a native of Jemison, Alabama who now makes his home in Wilmington, California, with his daughter, Frances Louise Simpson. He joined the SIU in the Port of New York in 1944 and sailed in the steward department as a steward, cook and baker. His last ship was the Transerie.

Vincenzo Russo, 71, joined the Union in 1941 in the Port of Philadelphia and sailed in the steward department as a chief cook. He last worked on board the Manhattan. A native of New York, Seafarer Russo now lives in the Bronx.

'Rummy' Old British Navy Goes on the Water Wagon

LONDON—"Yo-ho-ho and a bottle of rum" has gone down the drain.

Yes, the British fleet will now sail exclusively on water. After 400 years the Queen's "Navee" has been rendered practically spiritless. No more rum, no more grog—at least for the lowly tar.

According to Admiral Sir Michael Le Fanu, First Sea Lord, the British Admiralty has decided to abolish the daily rum issue as "not appropriate to a modern, instant-response navy."

Up to now, each member of the crew of Her (or His) Majesty's naval ships has been entitled to his tot—the equivalent of a stiff double. It was done with traditional British ceremony, the men queuing up to the welcome piping of "Up Spirits."

The consistency of the stuff varied—by rank. Senior non-commissioned officers were entitled to straight rum. Ordinary sailors were doled out a diluted concoction which has come down in history as "grog", ever since the days of an Admiral Vernon who first cut the rations. According to the story, the Admiral wore a groggram (gros-grain) coat and became—somewhat unaffectionately—known as "Old Grog"—a term later applied to the weakened mixture of water, lime juice and rum he handed out.

A spokesman for the Defense Ministry defended the reasons for the new order.

"Having been the captain of a ship I know what trouble it can cause. . . . Now we can get a full afternoon's work from every man, which we haven't been able to do for a long time."

The missing tot will be compensated for by a sum—the equivalent of \$6.5 million—which will be put into a new fund for the benefit of sailors and marines.

Christmas Dinner

WITH THE SIU



Seafarer Al Silva (right) and his family, turned Christmas dinner at the SIU hall in New Orleans into a family outing that made the holiday a memorable day. In ports across the country, scene of Seafarers enjoying themselves was repeated many times.



The distance between ports in the United States and SIU overseas ports was effectively bridged by the spirit of Christmas dinner with the SIU. In Yokohama, Japan Seafarer and Mrs. Luke Giomboli and family enjoy happy day.



Seated at the head of the table, in the traditional place of honor, Seafarer A. Kircomnel presides as his wife and children enjoy their dinner with all the festive trimmings at the SIU hall in the Port of New Orleans.



Charles Barone (center) and his family, found Christmas dinner in the Port of New Orleans a most relaxing way to spend the holiday. New Orleans had a large turnout for Christmas dinner during the all day affair.



In the Port of Frankfurt, a group of Seafarers relax after having enjoyed the holiday treats that were especially prepared for them. A pause to reflect upon past holidays seems in order.



In the Port of Duluth, as in all of the SIU ports on Christmas Day, the children were well represented. This group beautified the occasion with bright faces.



Mr. and Mrs. Earl Longleton celebrated their holiday at the SIU dinner in the Port of Norfolk. All ports reported visits by guests of all age groups.

Last month, as it has done for nearly three decades, the SIU continued the annual tradition of opening up union halls in all of its ports across the country to provide Christmas dinners for Seafarers, their families and guests. Dining rooms were festively decorated and a complete holiday feast with all the trimmings was thoroughly enjoyed by all.



The Inland Boatmen's Union was well represented in the Port of Duluth by the Donald Rutherfords.



← Nothing Brightens up a holiday more than a child's happy face. Parents are Mr. and Mrs. R. McCoy.



The wife and family of Seafarer George W. Trippe, Jr., make a pretty picture from the Port of New Orleans. A pretty attractive gathering of cute young ladies.



← Plenty of bright expressions graced the table of the William Wynn family. Tasty food was plentiful.



← Many generations are represented at the festive table of Mr. and Mrs. Henry McCulloch (center).



Seafarer and Mrs. Juan Gonzalez and family pose for a group photo in the Port of New Orleans, before taking part in the festive activities planned for the day.



Seafarer and Mrs. Charles Martinez and their daughter found that the pleasures of Christmas were many in the Port of New Orleans. As the young lady in the center will attest to, Christmas is a fun time.



Mr. and Mrs. Henry Davis are a couple of people who found that in the Port of Norfolk, they know how to celebrate Christmas.



Paul Stepan of the Inland Boatmen's Union in the Port of Duluth, looks on as this group of happy people digs into the chow.

'THE WAY UP!'



Opportunity Knocks Many Times

The recent awarding of a Chief Engineer's license to Brother Gil Borge (see story page 3), a Seafarer who steadfastly worked his way to the top of the upgrading ladder by enrolling in one of the many SIU sponsored maritime training programs, is not only a prideful occasion deservedly shared by both this Seafarer and the entire union—it is in a broader sense, another basic demonstration of what it means to be a member of a labor union.

As he climbed each rung of the ladder, Brother Borge had at his side the encouragement derived from knowing that he had his union's fullest possible support.

Through the facilities of its upgrading program, the SIU was 100% behind this individual member—as it has always been in the past and will continue to be in the future—fully behind every SIU member who wishes to upgrade himself.

According to the old saying, opportunity only knocks once—but we challenge this old adage. Through the vigorous efforts of your union and the accomplishments of the many training programs it has to offer—opportunity calls out many times, to the younger and older Seafarer alike, and you need only answer the call once, as Brother Borge did, to begin your own journey to the top of the ladder.

Community Agencies and the GE Strike

On Page 3 of this issue is a report concerning labor's successful efforts in mobilizing the resources of voluntary and public community agencies in support of unionists and their families involved in the nationwide strike against the General Electric Company.

For years, the labor press has emphasized organized labor's input into these community agencies—the funds that workers contribute, the voluntary hours that workers invest, the leadership roles which workers fill in support of the work of social, welfare and recreational agencies.

But rarely does the opportunity arise—as it does in the General Electric strike—to make the case that labor's relationship with this network of community agencies is a two-way street, and that there is a tangible return on labor's investment.

The whole purpose of the voluntary and public agencies is to help people in need. To be successful in such an effort, these agencies must first of all be able to draw on all of the resources in the community—

on the money and manpower of working people, as well as on the money and manpower of business and industry. And, to be successful, these agencies must be representative of the total community—if they hope to be responsive to the total community's needs.

Being responsive to people's needs means helping families sustain the economic shock of a strike or lockout just as much as helping families in financial difficulties as the result of hurricane, flood or some other natural disaster. The fact that these agencies are meeting the needs of working people and their families in the GE strike proves that labor's efforts in this field, over the years, have not gone unnoticed.

Organized labor would support these social agencies whether or not its members had to turn to them for assistance in time of trouble. Still, it's nice to know that, when the chips are down, some of the millions of dollars that unionists have invested are coming back to their fellow workers at a time when the need is so great.

BOOK Reviews

THE NEW GUIDE TO HAPPY RETIREMENT

by George W. Ware (Crown—\$6.50)

Between 1920 and 1967, our total population increased almost 90 percent. During the same period, the number of Americans over 65 increased approximately 110 percent. How these people and those who follow them can glean the most from the harvest years is the theme of this book.

Union negotiated pension plans and improved social security are making dreams of retirement come true. With careful planning a greater enjoyment can be obtained.

The worker making plans to retire can get all this information from other sources, most of it without cost. But the author has gathered the material into one convenient volume of how, where and when to retire.

The author claims to be qualified to write about retirement by virtue of his retirement. But he has other qualifications. For over forty years he has been involved in human and natural resource programs at local, state, national and international levels. He places emphasis on planning and believes that if a man is secure economically and physically, he can attain satisfaction of the soul.

Retirement location, income, services, health, special problems, free time and a host of other subjects are discussed. There is no set of rules that apply to all individual cases, but Ware offers advice that makes decision-making easier.

He warns against keeping the nose to the grindstone too long and offers as advice this bit of anonymous verse:

"If your nose is close to that grindstone rough
And you keep down there long enough,
In time you'll say there's no such thing
As brooks that babble and birds that sing.
These three your whole world will compose—
You, the stone, and your silly flat nose."

* * *

PRESIDENTIAL LOTTERY by James A. Michener (Random House—\$5.95)

In this book about our Electoral College system, noted author James Michener writes: "On Election Day, 1968, the United States once again played a foolhardy game with its destiny. We conducted one more Presidential election in accordance with rules that are outmoded and inane. This time we were lucky."

Millions voted on Election Day, 1968, but 538 men and women elected the President of the United States. Michener was one of the 538, picked by the simple act of a phone call. Very few of these electors were bound by law to vote the way their state voted.

Michener recounts the history of the Electoral College system and points out the dangers attached to it. He shows how easy it would be for "deals" to be made to capture the White House.

He tends to support the "automatic plan" of changing the system. Under the plan each state keeps its electoral votes and casts them according to the majority vote. But regardless of the plan desired, Michener urges Americans to get behind Electoral College reform. Failure to do so may bring anguish which we will only deserve.

* * *

STRUMPET CITY by James Plunkett (Delacorte—\$6.95)

One of the characters, Patrick Bannister, was speaking, his tongue loosened by liquid spirits:

"It's a bitch of a city, Lily," he said to his girl friend.

"It's no great shakes," Lily agreed.

"More babies die in Dublin than anywhere else in Europe—did you know that, Lily?"

"All babies die," Lily said, "when they reach the right age."

Thus, James Plunkett captures all the heartaches and despair of poverty.

This book is about the poor of Ireland at the turn of the century and their struggle for union protection. The message that Plunkett conveys is as important today as it was in the days of Jim Larkin, the legendary Irish labor leader.

The author brings to life all the characters of Ireland's poor and rich. Mulhall, a factory hand who is willing to go to jail for the union cause; Mary and Fitz, a young married couple caught up in the struggle; Rashers, who could find survival in the trash cans of Dublin; Jim Larkin, who provides all the sparks of hope amid the despair.

Of course there are the bad guys, too. There was Bradshaw, who had no misgivings about sending an aged servant to the poorhouse when she was no longer able to work. And there was Doggett, who wanted to teach his men a lesson but knew their strength.

The coming of the union divided Dublin. It divided the workers, the Church and the townspeople. Anyone who has been involved in the struggle for better conditions at the worker level will quickly recognize the various characters.

Although fiction, this book is labor history. For those who shy away from raw history, this novel should prove enjoyable.

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

SEAMANS PAPERS
 REVOKED

Industrial Practices Found Behind Times

It's Not Only Weather That Causes Layoffs in the Construction Trades

WASHINGTON — Every winter the construction industry goes into semi-hibernation, putting thousands of men out of work.

Despite major advances in recent years that allow construction operations to continue through sub-freezing weather conditions, the seasonality of the industry still persists.

An article in the December issue of the Labor Department magazine, *Monthly Labor Review*, says the problem must be blamed on traditional management practices and customs as much as on the thermometer.

The article is based on the findings of a Bureau of Labor Statistics study on construction industry seasonality and manpower problems that will be published early next year.

Higher Jobless Rate

It notes that the construction labor force suffers much more unemployment than workers in other industries.

"From 1960 to 1968," the article points out, "the unemployment rate for private wage and salary workers in construc-

tion averaged 11.1 percent, in comparison with a rate of 5.2 percent for all private wage and salary workers."

Paradoxically, each summer complaints arise of labor shortages from contractors," NLR says, "and the volume of complaints increases as the pace aggregate activity quickens."

The authors of the article, Joe L. Russell and Michael J. Pilot, report that seasonality accounts for much of the underutilization of the construction labor force.

Geography is often a factor in the manpower problems of the industry. A surplus of construction manpower may exist in one locality while a shortage is apparent in another, the article says.

"Unlike a manufacturing concern that can locate in an area with available manpower, a contractor must either bring his workers to the building site, or find new workers in the area.

"Shortages of construction labor are often found in geographic areas where there have been relatively few opportunities for these workers in the recent past. When construction activity decreases in a locality, many construction workers take jobs in other local industries."

The unemployment rate for construction workers is usually the highest of any major industry division, and this is a reason for the higher hourly wages for the trades, the authors note.

Even when the industry is operating at peak capacity, the unemployment rate in construction is significantly higher than in other industries.

"In 1968, the unemployment rate in construction averaged 6.9 percent nearly double the 3.6 percent rate for nonagricultural industries as a whole," Russell and Pilot reported.

They note, too, that even during the tight labor market of 1953, when the average jobless rate for all industries was 2.8 percent, the unemployment

level in construction was 6.2 percent.

Employment in construction peaks generally in August and the peak month for unemployment in the industry is February. The employment rates between these two months have fluctuated as much as 30 percent within the last six years, the article reports.

Even though the fluctuation was only 19.9 percent in 1968, the article says there has been no great change in seasonality since 1947.

"Seasonal employment movements in construction are the result of inclement weather and the traditional management practices and customs," Russell and Pilot observe.

"The exact amount of work that could be performed in winter with precautions against bad weather is unknown, but indications are that it is more than is currently performed."

As far back as 1924, a government study found that "for most types of construction it is now possible to build the year-round in all parts of the United States." The Secretary of Commerce at that time, Herbert Hoover, wrote, "Bad weather is not the principal cause of seasonal idleness. Customs which became fixed when builders had not yet learned how to cope with adverse weather conditions have not yet been changed..."

Techniques Available

During the past decade, the Canadians have poured concrete at 40 degrees below zero, the article notes, and American contractors have accomplished similar feats.

"Materials and techniques for performing construction during harsh weather have been available for some time, and have steadily improved. Careful scheduling and protection of materials and workers can permit work to proceed in periods of bad weather," the authors suggest.

Senate Crushes Fannin Amendment To Impose Political Gag on Unions

WASHINGTON — The Senate rejected by a crushing 59-27 majority an anti-union amendment to the tax bill sponsored by Senator Paul J. Fannin (R-Ariz.) and blessed by the open shop National Right to Work Committee in full-page newspaper advertisements.

If the amendment had passed, unions and other non-profit organizations which "directly or indirectly" supported or opposed candidates for public office would have been penalized by

loss of their tax-exempt status.

The penalty would have been imposed even for carrying on a nonpartisan voter registration campaign—a provision which would have struck at such organizations as the League of Women Voters.

The original version of Fannin's amendment was restricted entirely to unions and the Arizona senator and his supporters made it clear in the debate that the labor movement was still the prime target.

With Senator Walter F. Mondale (D-Minn.) leading the fight against it, 42 Democrats and 17 Republicans voted to reject the Fannin amendment. Voting for it were 18 Republicans and nine Democrats.

Earlier, Senator Herman E. Talmadge (D-Ga.) sought to substitute a more limited restriction, contending that the sweeping Fannin amendment could "stifle" the freedom of a number of "worthy" organizations. His substitute proposal was beaten, 63-25.

Two days later, at the tail end of a late night session, Senator Bob Dole (R-Kan.) introduced an even more sweeping amendment, directed solely at unions and not applicable to any other organizations.

Tax-exempt status would be allowed only if unions "do not participate in, or intervene in—including the publication or distribution of statements—any political campaign on behalf of any candidate."

Even some of the most conservative senators gagged at this proposal and the Dole amendment was defeated, 71-10.

Despite the one-sided defeat, Fannin and the National Right to Work Committee indicated they would continue their efforts to drive unions out of the political arena.

Mondale told the Senate that the Right to Work Committee, which has the same type of tax-

exempt status as unions and business organizations such as the National Association of Manufacturers, "completely distorted" the facts in its newspaper advertisements.

He pointed out that federal law already bars financial contributions to candidates or parties from union and corporate treasuries. But, he stressed, the voluntary contributions to COPE, which are not tax deductible, are "perfectly lawful" and the same voluntary contribution technique is used by business organizations as well.

"Fundamental fairness," Mondale stressed, "supports the opportunity of millions of working men and women to counter the effectiveness of the small group of wealthy citizens who can afford highly visible and memorable large contributions."

By going beyond existing legal restrictions on use of union funds, Mondale charged, the amendment's "total intent is to drive from the field of political action all those whose strength is provided by joining into associations for the pursuit of a common goal other than business profits."

Although the legal effect of loss of tax exempt status is "not clear," Mondale said, it could result in a "devastating" tax levy on union strike funds and other reserves.

Fannin, whose voting record in the 90th Congress showed him on the wrong side of every key vote on COPE's scorecard, told the Senate that "it is simply not true" that he introduced his proposal out of "antilabor bias."

He thinks very highly of America's workers, Fannin insisted, and his only quarrel is with some "greedy" union leaders "who are bent on removing incentive" and who "no longer regard a good day's work for a good day's pay as a proper goal."

Keeping Them Well-Shined



Tom Maynes, who shipped in the steward department, gets a shine from Tommy DiLeo in the New York hall. Brother Maynes sailed as steward. He's now taking life easy while collecting SIU pension.

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Settlement at Johns Hopkins Wins Workers 40% Increase

BALTIMORE—The 1,472 non-professional employees at Johns Hopkins Hospital will receive a 40-percent increase in wages and benefits in a three-year contract negotiated by the Local 1199E of the Retail, Wholesale and Department Store Union.

Union members were expected to ratify the pact as RWDSU officials noted they were "elated" over the wage and benefits package.

The contract is expected to set the pattern for negotiations in Baltimore's four other major hospitals where 1199E represents about 6,000 non-professional service and maintenance workers.

Accord was reached in the Johns Hopkins settlement with the assistance of federal mediators little more than 24 hours before the deadline of a threatened walkout.

The agreement provides for raising the minimum wage immediately from \$1.80 to \$2.10 an hour. Another increment will raise the wage to \$2.35 after six months and to \$2.50 an hour next December 1. The wage scale will go to \$2.70 on December 1, 1971.

Other provisions call for welfare benefits and life insurance to be paid fully by the hospital.

Pension fund contributions also will be made solely by the employer.

An extra floating holiday was granted, which most workers are expected to exercise on Martin Luther King, Jr.'s birthday, January 15.

For work on holidays the wage rate was increased to 2.5 times the normal daily rate and the night shift differential was set at 15 cents an hour.

A modified form of union shop is included in the pact. It requires all new employees to join the union after a 60-day probationary period while present members must retain their membership.

Elliott Godoff, national director of the RWDSU's National Union of Hospital and Nursing Home Employees, attributed the success of the negotiations to the support of Baltimore area unions and the Negro community. He further cited the assistance of AFL-CIO representatives in the talks as a factor toward an improved settlement.

One day after the Hopkins agreement was reached, Local 1199E won the right to represent non-professional workers at the Greater Baltimore Medical Center by a vote of 272-164.

AFL-CIO Prods Administration On Protection of Freedom In Mideast

WASHINGTON—The AFL-CIO called on the U.S. government to "cease bartering away the freedom of Israel and trying to appease Soviet and Arab dictators."

Federation President George Meany urged the Administration to insist on direct negotiations between Israel and Arab nations "as the only mechanism which can achieve lasting peace in the Middle East."

The United States must further "redress" the present imbalance of arms in the Middle East by assuring that Israel has the weapons needed to protect herself, Meany said. "The current imbalance, created when the Russians rearmed Nasser, is not conducive to peace" he warned.

The AFL-CIO statement was issued in the light of reports that the United States has submitted a set of specific guidelines to a four-power conference trying to resolve the Israeli-Arab dispute.

The proposals, as reported, would include withdrawal of Israeli troops from certain areas occupied in the June 1967 war, procedures for repatriating refugees and conditions for a unified Jerusalem.

At a news conference following release of the statement,

Meany voiced concern over press reports that "bankers representing oil interests" have consulted with the government about the need for improved relations with Arab nations.

Although Middle East oil may be important to corporations and even to the U.S. economy, Meany observed, U.S. foreign policy should not be based on "preserving their (the oil companies) profit pictures."

He strongly criticized the "inconsistency" of U.S. participation in four-power settlement efforts coupled with statements by Administration leaders such as Secretary of State William P. Rogers, that peace in the Middle East cannot be imposed by outsiders.

As for the reports of the latest U.S. proposals, he charged, they indicate that the Administration is further changing direction, even "moving down the road of appeasement."

The contention by some that Soviet influence in the Middle East will lessen and American influence will grow if the government pressures Israel into giving up occupied territory "is sheer self-deception," Meany said.

"Such appeasement," he said, "would only give credit to the Soviets and Egypt for achieving through diplomatic blackmail and political maneuvering all they failed to win on the battlefield."

"It is an argument unworthy of America."

Further, Meany continued, any lessening of U.S. support for Israel will not improve America's image in the eyes of the Arab peoples as some advocates of a changed policy contend.

Proponents of such "image-building," Meany said, should think back to the years following the 1956 war in the Middle East when the United States joined with the Soviet Union in

forcing Israel to give up territory.

"The 1967 war inevitably followed this appeasement policy which then also posed as statesmanship," Meany stressed.

Furthermore, he noted, the joint U.S. action with Russia did not make Moscow any more peaceful or friendly to democracy. Instead, it took advantage of our "image-building" to rush armies into Hungary to crush a democratic revolution.

"The repetition of errors," Meany added, "is a reversion to folly and not a recourse to peace."

Citing the preservation of world peace and the promotion of freedom as the overriding interest of the American people, Meany said:

"In this interest, the Administration should spare no effort to have the combatants in the Middle East enter into negotiations for a just and lasting peace."

He made it plain that the AFL-CIO looks upon the crisis "through the eyes of long friendship for the people of Israel and admiration for their devotion to democracy and their courage in the defense of freedom."

He pointed to the "deeply rooted" bonds of friendship between American labor and Histadrut, Israel's labor federation; their early joint warnings and later joint efforts against Nazi tyranny.

"Together," Meany said, "we have participated in the international labor community with a firm and unyielding commitment to democracy, peace and freedom everywhere."

"These are principles which tie American trade unionists to Israel. If we have to choose sides, we choose the side of freedom and democracy. Israel represents both freedom and democracy in an area of the world that has in the past known little of either."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

December 1, 1969 to December 31, 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	11	5	7	5	4	8	2
New York	143	152	93	121	44	195	160
Philadelphia	32	16	16	9	4	34	32
Baltimore	79	33	41	12	22	117	69
Norfolk	32	26	13	24	8	40	23
Jacksonville	44	50	21	28	9	34	32
Tampa	20	16	11	10	2	26	13
Mobile	51	33	28	20	15	99	37
New Orleans	87	77	80	75	29	130	59
Houston	80	91	48	48	25	195	139
Wilmington	46	65	58	72	34	53	0
San Francisco	146	118	103	198	68	94	14
Seattle	50	37	46	38	33	45	8
Totals	821	719	565	560	297	1070	588

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	3	6	3	7	4	0
New York	100	161	56	119	57	147	161
Philadelphia	23	23	8	8	4	21	29
Baltimore	57	39	39	24	9	63	58
Norfolk	9	20	12	15	6	11	39
Jacksonville	19	58	13	33	9	13	41
Tampa	11	14	3	11	0	22	20
Mobile	38	55	29	27	5	53	51
New Orleans	69	90	77	91	18	97	83
Houston	82	87	27	63	20	113	115
Wilmington	27	52	29	27	5	28	8
San Francisco	88	110	11	43	23	62	17
Seattle	33	53	25	49	39	31	8
Totals	563	765	335	513	202	665	630

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	6	4	7	4	8	3	2
New York	115	85	61	54	49	171	91
Philadelphia	16	6	6	5	2	21	13
Baltimore	47	34	34	18	8	86	61
Norfolk	15	25	11	19	9	14	26
Jacksonville	19	22	8	13	31	20	25
Tampa	13	5	3	3	0	6	5
Mobile	38	31	14	12	5	71	35
New Orleans	75	64	74	49	21	124	50
Houston	65	50	35	33	30	109	51
Wilmington	17	31	14	12	5	27	5
San Francisco	86	93	12	24	21	59	10
Seattle	31	17	31	22	22	38	8
Totals	543	467	310	268	211	749	382

McAllister Loses Good Man



Seafarer Phillip Brush, right, ends his sailing career and receives his first pension check at the Port of Norfolk from SIU Patrolman Marvin Hauf. Brush was employed by the SIU-contracted McAllister Brothers and was a member of SIU Inland Boatmen's Union.

YOUR SHIP'S COMMITTEE



OVERSEAS NATALIE—The Ship's Committee is the SIU at sea, and this is the group that made for a smooth voyage on the Natalie. (L-r) Alexander Lazorisak, steward delegate; Juan Maojica, steward; John Kritcher, bosun; Warren Barr, deck delegate; Ron Hales, engine; Petry Lark, acting secretary.



CHICAGO—The committee on the Chicago had reason to smile after a smooth trip with only a few minor beefs. (L-r) James Sejda, steward delegate; Bill Smith, bosun; B. Mace, steward; C. Melpignano, engine delegate.

BUCKEYE VICTORY—The Ship's Committee aboard the Buckeye Victory took time out after a long Far East trip, to hold a meeting, look over the latest issue of the LOG—and pose for the photographer. (L-r) Walter Compton, bosun; Larry McDaries, deck delegate; Patrick Callahan, engine delegate; Quentin Brown, steward delegate; Thomas Smith, steward. It was a good trip with only a few beefs.



TRANSINDIANA—The Ship's Committee aboard the Transindiana made certain that everything ran smooth. Relaxing at the end of the trip are Joe Busalacki, bosun; Gervais Bozez, engine delegate; Jose Martinez, deck; and Nick Kondylas, steward.



STEEL DESIGNER—Seated around the table, looking over the latest issue of the LOG, are (l-r) A. Maldonado, steward; E. Rushing, bosun; J. Price, deck delegate; J. Giordano, steward delegate; L. Springer, engine delegate. Like all SIU Ship Committees, this one made sure that everything ran smooth, and all beefs settled.



In Line With Supreme Court Decision

NLRB Orders Cardcheck Bargaining By Two Firms Who Fought Unions

WASHINGTON — The National Labor Relations Board, in line with a landmark decision of the Supreme Court, has reaffirmed previous orders requiring two firms to bargain with unions on the basis of representation determined by authorization cards.

The orders direct the Gissel Packing Company plant at Huntington, W. Va., to bargain with Meat Cutters Local 347, and General Steel Products, Inc., to bargain with the Upholsterers at High Point, N. C.

In cases involving these employers, the Supreme Court in June unanimously upheld the right of the NLRB to order an employer to bargain on the basis of a cardcheck where he has unlawfully destroyed a union's majority.

The ruling struck down findings by the 4th Circuit Court of Appeals which had held that earlier NLRB orders to bargain were invalid because there was no certification election.

During proceedings before the Supreme Court, the AFL-CIO filed a brief supporting the NLRB and urging the court to decide in its favor.

The Supreme Court decision was described by AFL-CIO Organization Director William L. Kircher as vindicating labor's position that authorization cards are a "substantive part of the organizing process."

The high court in each case found that the employer had smashed the union's majority based on a show of authorization cards by threats of shut-downs and firings and by promises of future favors.

The decision, written by former Chief Justice Earl Warren, also emphasized that it has been

"consistently accepted" by the courts that authorization cards are an acceptable means of establishing bargaining rights.

The cases were remanded to the board by the Supreme Court for further consideration in the light of certain guidelines set forth in the opinion.

In reaffirming its previous bargaining orders to the firms, the board summarized the court's ruling and decided that orders to bargain were justified by the guidelines.

It further found that both

companies' unfair labor practices were "of such pervasive character" as to have actually made the cardcheck a more reliable measure of representation than a representation election would be.

The order to Gissel was reaffirmed by all five board members: Chairman Frank W. McCulloch, John H. Fanning, Gerald A. Brown, Howard Jenkins, Jr., and Sam Zagoria. The General Steel order was reaffirmed by a Fanning-Brown-Zagoria panel.

A Final Farewell



A solemn service aboard the Steel Age marked the recent burial at sea of Brother Harold Murphy. Brother Murphy, an oiler, sailed for over twenty years before passing away in Bandar Shahpur, Iran. Two shipmates, A. B. Griffith and Tom Watel, submitted photo.

Legal Safeguards Urged Over Welfare Funds

WASHINGTON — Federal legislation is needed to protect the pension rights of workers and improve safeguards for health and welfare funds, the AFL-CIO testified.

Legislative Director Andrew J. Biemiller, joined by Social Security Director Bert Seidman, expressed labor's support for the goals of two bills introduced by Representative John H. Dent (D-Pa.). Dent is chairman of the House Labor subcommittee dealing with the legislation.

One of the bills would set up a government insurance program for pension funds and establish standards for funding and vesting; the other would amend the Welfare and Pension Plan Disclosure Act to spell out the obligations of trustees to guard against misuse of funds.

Both bills are needed, Biemiller said. But he urged amendments to strengthen portions of the legislation and in other sections eliminate several unnecessary and burdensome restrictions.

On the pension fund bill, the AFL-CIO strongly endorsed creation of a Pension Benefit Insurance Corporation, which would be financed by an annual premium of two-tenths of 1 percent of the amount insured.

The insurance would be compulsory and would guarantee that workers receive the benefits due them. The AFL-CIO urged that the insurance be required to cover all unfunded liabilities of a pension plan, not just the vested liabilities.

Three Directors

Under the bill, three directors of the corporation would be appointed by the President. The AFL-CIO proposed that one of the directors be a representative of labor and another be chosen to represent management.

On pension funding and vesting requirements, the federation strongly urged that a sharp distinction be made between pension funds covering a single employer and multi-employer funds in which a worker carries his pension credits with him when he changes jobs within the industry. For this reason, Biemiller said, there is no need to require vesting in multi-employer funds.

Single-employer funds, because of the danger of an employer going out of business, should meet the highest actuarial standards of funding with a requirement for vesting after 10 years of service, the federation said.

But the AFL-CIO stressed that the present Internal Revenue Service regulations, which all pension plans must meet on funding, is fully adequate for multi-employer plans which are not endangered if one of the employers goes out of business.

Biemiller also urged other changes in the proposed legislation. He said the Secretary of Labor should have the power to investigate a fund only when he has "reasonable cause" to believe the law is being violated and not as an unsubstantiated "fishing expedition."

And he urged, as an additional safeguard for workers, that the federal bankruptcy law be amended "to provide that a

health, welfare or pension plan should have a priority claim against the assets of the employer, immediately following wages."

On the separate welfare and pension plan legislation, the AFL-CIO urged that new federal legislation specifically preempt state laws in the same field.

A number of such plans cover workers in more than one state and some union welfare plans are national in scope, he noted.

The same standards applicable to trustees of union-management welfare and pension plans should be required of "third parties" that administer programs, the AFL-CIO said, including insurance companies and banks.

The federation endorsed the "prudent man" doctrine spelled out in the proposed legislation. It would require persons with control over funds to carry out their responsibilities "with the same degree of care and skill as a man of ordinary prudence would exercise in dealing with

his own property."

The testimony spelled out a number of sections where the AFL-CIO believes amendments are necessary, including provisions dealing with the investigative authority of the Secretary of Labor. And the bills bar of persons convicted of crimes from serving as trustees should be clarified to apply to crimes involving "a fiduciary relationship," the federation suggested.

While urging specific changes in the bill, Biemiller stressed the AFL-CIO's strong support for the fullest protection of health, welfare and pension funds.

"Welfare and pension benefits are a part of the collective bargaining package," Biemiller observed. The funds set aside for them, he emphasized, "are in fact part of the employees' remuneration, accepted in lieu of wages. The funds set aside for these plans belong to the workers covered by them" and must be safeguarded to assure that the workers and their families "receive the benefits to which they are entitled."

Boulware's Cousin Proves Blood Thinner Than Truth

LOUISVILLE, Ky.—He's not denying it and he's not bragging about it either—but the truth is that GE striker D. Hardin Radcliffe is a cousin of Lemuel R. Boulware, the retired vice president of General Electric after whom the corporation's "take-it-or-leave-it" bargaining tactic is named.

Radcliffe has been a member of Local 761 of the Electrical, Radio and Machine Workers since he began working at Appliance Park in the 1950s.

In fact, Lemuel Boulware helped him get his job, says Radcliffe.

Down in Kentucky—where tracing genealogy is a state pastime—they say Lem Boulware is Radcliffe's first cousin once-removed. Boulware is the son of Radcliffe's grandfather's sister, Mattie Ricketts Boulware. Lemuel Boulware was born in Springfield, Ky. and Radcliffe was born in Eminence, Ky.

The two met on only one occasion, says Radcliffe, "back in 1940-something, when his uncle—my grandfather's brother—died. I met him at the funeral home."

After that, said Radcliffe, he contacted his cousin about a job when Appliance Park opened and received a letter of recommendation from him.

Now that his fellow strikers know about his famous relative, Radcliffe gets a lot of kidding on the picket line but he still says, "I'm backing the union 100 percent."

New Techniques in Housing Spurred by Building Unions

Building trades unions are committed to helping low-income families obtain adequate housing and also to advancing modern home building techniques, an article in the 1969 Housing Yearbook points out.

The writer, Boris Shishkin, is secretary of the AFL-CIO housing committee and a director of the National Housing Conference, publisher of the yearbook.

The record, Shishkin declares, shows that the building trades were a "prime mover" in helping secure low-rent public housing 35 years ago and have since backed "every policy and plan to enhance the housing opportunities for the less fortunate."

Noting that AFL-CIO affiliates were sponsoring some 230 housing projects for low-income families by mid-1969, Shishkin adds, "National and international unions in the building trades and local building trades councils have played a prominent part in sponsoring such projects."

Regarding new construction techniques, Shishkin cites numerous examples of building trades unions and councils entering into agreements covering prefabricated housing.

He also cites a 1967 survey of prefabrication made by Battelle Memorial Institute of Columbus, O., which was financed by the AFL-CIO Building and Construction Trades Department to help unions develop "informed and reasonable approaches to problems raised by this new technology."

VOTING ON CONSTITUTIONAL AMENDMENT

UNION TALLYING COMMITTEE'S REPORT

UNION TALLYING COMMITTEE REPORT Voting on Constitutional Amendment November 22, 1969 through December 22, 1969:

We, the undersigned Union Tallying Committee, duly elected at a Special Meeting called to order in Headquarters Port on December 23rd, 1969 at 10:00 A.M. as per the Constitutional Committee's Report dated October 20th, 1969, submit the following report and recommendations.

On December 23rd, 1969, at 10:45 A.M., we met with Secretary-Treasurer Al Kerr who gave each Committee member a copy of the Union's present Constitution and suggested that we read in detail those sections of our Constitution dealing with the Union Tallying Committee.

The Committee then took over a room on the second deck of the Seafarers' Welfare Plan Building as the place in which we would do our work while in session.

In compliance with Article XIII, Section 5(d) of our Constitution, we elected from among ourselves Edward Polise, Book No. P-74, as Chairman of the Committee.

We then received from Headquarters' offices of the Union all of the files relative to the conduct of the voting on the "1969 Constitutional Amendment." From the files we found signed receipts for ballots numbered 1 through 6200, which had been issued to the ports as follows:

PORT	BALLOTS ISSUED
Boston	1 - 100
New York	101 - 1000
Philadelphia	1001 - 1200
Baltimore	1201 - 1700
Norfolk	1701 - 2000
Jacksonville	2001 - 2200
Tampa	2201 - 2400
Mobile	2401 - 3000
New Orleans	3001 - 4000
Houston	4001 - 4800
Wilmington	4801 - 5000
San Francisco	5001 - 5500
Seattle	5501 - 5900
Detroit	5901 - 6000
San Juan	6001 - 6200

Your Committee then checked the dates of the voting rosters and compared them against the minutes of the special meetings for the election of the Polls Committees in the various ports. We found in every instance that the Polls Committees had been elected on each day in which voting was conducted in the various ports.

Where no Polls Committee could be elected no voting took place, as is required by our Constitution. We note that on the last day of voting in Boston and Detroit no Polls Committee could be elected. In these cases, as per the Constitution, the Port Agent took over the duties of the Polls Committee.

We checked the unused ballots that were on hand in Headquarters' offices which had not been issued. The stubs on these unused ballots were numbered 6201 through 7500, a total of thirteen hundred (1,300) ballots.

Your Committee then checked the numbers on the stubs received from the various ports, and these numbers when checked against the numbers on the stubs of all ballots printed and issued and ready for voting, were found to coincide, port by port.

Your Committee then checked the unused ballots that were returned from the various ports, including the Port of New York, which are listed as follows:

PORT	UNUSED BALLOTS
Boston	25 - 100
New York	862 - 1000
Philadelphia	1132 - 1200
Baltimore	1539 - 1700
Norfolk	1815 - 2000
Jacksonville	2086 - 2200
Tampa	2293 - 2400
Mobile	2632 - 3000
New Orleans	3440 - 4000
Houston	4257 - 4800
Wilmington	4955 - 5000
San Francisco	5393 - 5500
Seattle	5713 - 5900
Detroit	5901 - 6000
San Juan	6130 - 6200

The above unused ballots, when combined with the unused ballots in Headquarters and the stubs of the used ballots in all ports, compares equally in number with the amount printed by the printer for the Union.

The Committee has seen a bill from the printer, Pearl Process, Inc., who printed the ballots that were used in conducting the voting on the 1969 Constitutional Amendment. The bill states that they had printed seventy-five hundred ballots numbered from one (1) to seventy-five hundred (7500). In addition, they had printed one hundred fifty (150) blank sample ballots.

The Committee has checked the election files maintained by Headquarters' offices as per the Constitution, and has found signed receipts from the following ports for the following amount of sample ballots, broken down as follows:

PORT	BALLOTS
Boston	5
New York	10
Philadelphia	5
Baltimore	10
Norfolk	5
Jacksonville	5
Tampa	5
Mobile	10
New Orleans	10
Houston	10
Wilmington	5
San Francisco	10
Seattle	5
Detroit	5
San Juan	5

Total: 105

A full quorum of the Committee picked up the ballots from the Royal National Bank of New York, located at 1212 Avenue of the Americas, New York City, New York, as per the Constitution. (See cor-

respondence made an official part of this report, showing official documents that were exchanged.)

Attached hereto and made a part of this report is a breakdown of the ballots that were sent to the ports by Headquarters, as well as a breakdown of the unused ballots returned to Headquarters, ballots used and total ballots cast.

THE FOLLOWING CORRESPONDENCE WAS HANDLED BY THE UNION TALLYING COMMITTEE:

SUGGESTED VOTING GUIDE FOR POLLS COMMITTEE

In an attempt to help the various Polls Committees in the conduct of the balloting on the Constitutional Amendment of 1969, the following suggestions emphasize some of the steps to be taken each voting day of the voting period. In any event, the provisions of the Constitution govern, and in the conduct of your work you are to determine your functions in accordance with the Constitution and the recommendations of the Constitutional Amendment Committee.

STEP NO. 1

The election of a Polls Committee composed of three (3) full book members, none of whom shall be a candidate, officer, or an elected or appointed job holder. Must be elected between 8:00 A.M. and 9:00 A.M. of the voting day. **CANNOT BE ELECTED AT ANY OTHER TIME.** Five (5) full book members constitute a quorum for this meeting.

STEP NO. 2

The Port Agent shall turn over to the elected Polls Committee the port file containing the letter from Headquarters showing the numbers of the ballots received from Headquarters, also containing the duplicate copies of the rosters for the previous days of voting, as well as the stubs of the used ballots, the unused ballots, and any other election material of the Port. (The best place for all of this material is in the ballot box.) The Polls Committee should check all of the above to make sure that all voting material is turned over to them by the Port Agent.

After having ascertained that all of the election material was found to be correct and in good order, the Polls Committee shall execute the "Agent's Receipt from Polls Committee"—which shall be given to the Agent of the Port in which the Polls Committee was elected at the time the Committee starts work, for the Port election files.

STEP NO. 3

THE POLLS COMMITTEE MUST NOT LET ANY BALLOTS BE CAST BEFORE 9:00 A.M.

Before letting any full book member vote, the Committee shall take the man's book and make sure that he has his dues paid through the Fourth Quarter of 1969, as well as his 1969 assessments **BEFORE** being allowed to vote. There may be some exceptions based upon a man shipping out, or other valid reason, for not paying dues.

The Committee should then have the man sign his own name to the roster, and one of the Committee should print the man's book number and ballot number on the roster. One of the Committee should then tear the stub from the ballot, give the ballot to the man, and thread the stub on the string provided for that purpose. **The member should not be given back his book until such time as he has dropped his ballot in the ballot box.** While the man is marking his ballot, one of the Committee should stamp the date and "Voted Constitutional Amendment 1969" in the member's Union book on the page in same where he has his dues for 1969 stamped in it.

If you have any doubts as to whether or not a man is eligible to vote, you should let him vote a challenged ballot in the manner which is described in the last paragraph of this Step No. 3.

Challenged Ballots. When a man votes a challenged ballot, the Committee shall have the man sign his own name to the roster, and one of the Committee should place the man's book number and ballot number on the roster and the word "CHALLENGE" alongside. One of the Committee should then tear the stub from the ballot and thread the stub on the string provided for that purpose, give the ballot and one white "ballot" envelope to the voter. The Committee should then instruct the voter that after he marks his ballot in the area provided for same, he should then fold his ballot, place it in the white "ballot" envelope, seal it and not deposit it in the ballot box but return with it to the Committee. The Committee will then give the man a

VOTE ON CONSTITUTIONAL AMENDMENT

brown envelope marked "CHALLENGED BALLOT" and which also has lines for the man's name, book number, port and date. The man, in the presence of the Committee, shall place the white "ballot" envelope into the brown envelope and seal the same. The Committee shall then fill in the man's name, book number, port and date, and on the face of the envelope write the reason for the challenge and the man will then deposit the brown envelope into the ballot box. **The member should not be given his book back until such time as he has dropped his brown envelope into the ballot box.** While the man is marking his ballot, one of the Committee should stamp the date and "Voted Constitutional Amendment 1969" in the member's Union book on the page in same where he has his dues for 1969 stamped in it.

STEP NO. 4

At the end of the day's voting, the Polls Committee shall open the ballot box and count the number of ballots from the box. They should then compare the total number of ballots used for the day against the number issued on the rosters for the day, to see if all ballots issued were put in the ballot box. The day's ballots cast should then be put in the envelope provided for that purpose, and all blank spaces on the envelope should then be properly filled in. After all blank spaces are filled in, the envelope, or envelopes, should then be placed in the envelope or envelopes provided, for the mailing to the bank depository.

STEP NO. 5

The Committee should then check to see if all Polls Committee members have signed all sheets of the rosters. The duplicate roster sheets for the day should be given to the Port Agent, and the originals of the rosters should be placed in the envelope provided for that purpose. In addition, the Polls Committee should get from the Port Agent the original copy of the minutes form for the election of their Polls Committee, with all the blank spaces on the form filled in. The Polls Committee should put the originals of the rosters, as well as the original minutes of the Special Meeting for the election of their Polls Committee, in the envelope provided for that purpose. **THESE MUST BE MAILED TO HEADQUARTERS DAILY.**

STEP NO. 6

Before leaving the building to handle the mailing required by the Constitution, the Polls Committee shall lock all election material in the ballot box. They shall place the key for the ballot box in the envelope provided for that purpose and fill in all the spaces on the outside thereof. Then the envelope containing the key, as well as the ballot box containing all of the election material, shall be turned over to the Port Agent by the Polls Committee.

STEP NO. 7

The last action of the Polls Committee each day shall be the mailing of the ballots to the bank depository, as well as mailing the rosters and minutes of the election of their Polls Committee to Headquarters.

STEP NO. 8

The attention of the Polls Committee is directed to the provisions of the Constitution, in particular, Sections 3, 4, 5(a) and (b) of Article XIII. The full duties of the Polls Committees are set forth in the Constitution. The list of suggestions is, obviously, not all inclusive.

STEP NO. 9

All Polls Committees may contact Headquarters by teletype on any questions relative to the conduct of the election. However, here too, the final decision must be that of the Polls Committee.

Obviously, none of this is to be deemed to deprive any member of his constitutional rights to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains his proper decorum.

SECRECY OF THE BALLOT MUST BE PRESERVED!

Letter to Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, Mr. Herbert D. Bacher, Executive Vice-President, dated November 7, 1969:

Gentlemen:

At Special Meetings held in the Ports of the Union on October 22, 1969 there was presented by a duly elected Constitutional Committee a report with recommendations calling for a 30-day referendum on proposed Constitutional amendments, which report was unanimously adopted and concurred in by the membership. Once again, the Royal National Bank of New York, 1212 Avenue of the Americas, New York, N.Y. 10036, has been designated as depository for ballots cast in this referendum. The balloting procedure outlined in the Union's present Constitution will be followed and, having previously acted as depository, you are familiar with this procedure.

The referendum period will be from November 22, 1969 through December 22, 1969 (both inclusive), Sundays and holidays excepted.

The Polls Committee will deliver or send the ballots to you after the close of each day's voting, by Registered or Certified mail. It will be the function of the Royal National Bank of New York to accept all envelopes delivered or mailed in, to safeguard them in the bank, and to surrender them only to the duly authorized Union Tallying Committee, in accordance with Article XXV, Section 2, which will be on or about the 23rd day of December, 1969. Proof of authorization shall be a certification by Al Kerr, Secretary-Treasurer. The Union Tallying Committee shall be authorized to sign a receipt for these envelopes.

The Royal National Bank of New York shall be requested to certify, in writing, that all of these envelopes were properly safeguarded, were surrendered only to the Union Tallying Committee, and that no one other than appropriate bank personnel has had access to these envelopes.

Very truly yours,
SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

(Signed) Al Kerr
Secretary-Treasurer

Letter to Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, Mr. Herbert D. Bacher, Executive Vice-President, dated November 7, 1969:

Gentlemen:

Listed below are the fifteen ports from which balloting envelopes will be mailed to your office:

Boston, Mass.	New Orleans, Louisiana
Brooklyn, New York	Houston, Texas
Philadelphia, Pa.	Wilmington, California
Baltimore, Maryland	San Francisco, California
Norfolk, Virginia	Seattle, Washington
Jacksonville, Florida	Detroit, Michigan
Tampa, Florida	Santurce, Puerto Rico
Mobile, Alabama	(San Juan)

As has been done in the past, it is requested that you telephone the Union office to make a report as to what was received each day. For this purpose, telephone 499-6600 and give the information to either Mildred Platt or William Mitchell.

Very truly yours,
SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

(Signed) Al Kerr
Secretary-Treasurer

Letter to Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, Mr. Herbert D. Bacher, Executive Vice-President, dated December 24, 1969:

Dear Mr. Bacher:

As Secretary-Treasurer of Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, in charge of the minutes thereof, I hereby certify that in accordance with the Constitution of this Union, the membership has duly elected the following to constitute the Union Tallying Committee for the 30-day referendum on the proposed constitutional amendments as referred to in our letter of November 7, 1969:

Edward Polise, P-74
Charles Hamilton, H-562
Manuel De Barros, D-199
Gustave Malensky, M-1329
James Terry, T-26
Sadak Wala, W-688

The following is an excerpt from Article XXV, Section 2 of our Constitution: "The Union Tallying Committee shall consist of six (6) full book members, two (2) from each of the three (3) departments of the Union elected from Headquarters port."

In accordance therewith, a majority of four or more of the aforementioned may accept delivery of, and sign a receipt for, all of the envelopes which have been mailed to you in the course of said election.

It is hereby requested that you certify that all of the envelopes received by you have been properly safeguarded in your vault; that you have surrendered them to the said Union Tallying Committee, and that no one other than appropriate bank personnel has had access to the said envelopes.

Very truly yours,
SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

(Signed) Al Kerr
Secretary-Treasurer

WITNESS:

s/ William Mitchell, Records Supervisor

Letter to Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, Mr. Herbert D. Bacher, Executive Vice-President, dated December 24, 1969:

Dear Mr. Bacher:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 5(d) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, acknowledge receipt of the envelopes sent to you from the various ports for the 1969 Constitutional Amendment referendum, and delivered this day to us.

s/ Edward Polise	s/ Gustave Malensky
Edward Polise	Gustave Malensky
s/ Charles Hamilton	s/ James Terry
Charles Hamilton	James Terry
s/ Manuel De Barros	s/ Sadak Wala
Manuel De Barros	Sadak Wala

Letter from Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, dated December 24, 1969, addressed to Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, New York 11232.

Gentlemen:

This is to certify that all of the envelopes received by this institution addressed to Mr. Herbert Bacher, Executive Vice-President, Royal National Bank of New York, in the name of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, have been properly safeguarded in our vaults.

We have today surrendered the above-mentioned envelopes to the Union Tallying Committee. No one other than appropriate bank personnel has had access to the said envelopes contained in our vaults.

Very truly yours,
ROYAL NATIONAL BANK OF
NEW YORK

(Signed) Herbert D. Bacher
Executive Vice President

Witnessed:

s/ Frances Bangel

Letter from Ship's Delegate, SS Seatrain Georgia, M.S.T.S., San Francisco, California, postmarked December 4, 1969, addressed to Mr. William Hall, 675 Fourth Avenue, Brooklyn, New York.

Mr. Hall,

We, the undersigned Book members would like to have an absentee ballot each so that we will be able to vote on the amendment changes to the SIU Constitution. As we have been at sea since the 23rd of Oct., 1969 and this is our first knowledge of this vote for a change in parts of our constitution, we, the undersigned, feel that we should be allowed the privilege of voting for the changes. We would sin-

UNION TALLYING COMMITTEE'S REPORT

cerely appreciate your help and cooperation in this matter.

Fraternally yours,
(Signed) Melvin H. Jones, J-106
Frank J. Smith, S-1319
Clyde L. Van Epps, V-203
William Kunak, K-373
James Faust, J-206
John F. Swiatek, S-1112
Edgel Luzier, L-176
Stephen Loston, L-621
William Kratsas, K-542
Robert A. Stokes, S-1218
John Pastrano, P-249
James W. Thomas, T-332

Letter to Ship's Delegate, SS Seatrain Georgia, M.S.T.S., San Francisco, California, 16605, dated December 11, 1969.

Dear Sir and Brother:

Your letter to Bill Hall, postmarked December 4, 1969, relative to receiving absentee ballots has been referred to me for answering. Please be advised that Article XXV, Section 2 of our Constitution reads as follows:

"When a proposed amendment is accepted by a majority vote of the membership, it shall be referred to a Constitutional Committee in the Port where Headquarters is located. This Committee shall be composed of six full book members, two from each department, and shall be elected in accordance with such rules as are established by a majority vote of that Port. The Committee will act on all proposed amendments referred to it. The Committee may receive whatever advice and assistance, legal or otherwise, it deems necessary. It shall prepare a report on the amendment together with any proposed changes or substitutions or recommendations and the reasons for such recommendations. The latter shall then be submitted to the membership by the President. If a majority vote of the membership approves the amendment as recommended, it shall then be voted upon, in a yes or no vote, by the membership of the Union by secret ballot in accordance with the procedure outlined in Article XIII, Section 3(b) through Section 5, except that, unless otherwise required by a majority vote of the membership at the time it gives the approval necessary to put the referendum to a vote. The Union Tallying Committee shall consist of six (6) full book members, two from each of the three (3) departments of the Union, elected from Headquarters Port. The amendment shall either be printed on the ballot, or if too lengthy, shall be referred to on the ballot. Copies of the amendment shall be posted on the bulletin boards of all ports and made available at the voting site in all ports."

As you can see from the foregoing, there is no provision in the Constitution for absentee ballots unless the Committee so recommends, or the amendment itself calls for same, and since neither was the case in this referendum it is impossible for your ship's crew to constitutionally receive absentee ballots. Hoping that the above has clearly explained our answer to your question, we remain,

Fraternally,
SEAFARERS INTERNATIONAL
UNION OF NORTH AMERICA-
AGLIWD

(Signed) Al Kerr
Secretary-Treasurer

Letter from Royal National Bank of New York, 1212 Avenue of the Americas, New York, New York 10036, dated December 30, 1969, addressed to Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, New York 11232.

Gentlemen:

This is to certify that we have received the following envelopes from the following ports postmarked as of the following dates:

Norfolk	12/22/69
Jacksonville	12/22/69
Tampa	12/22/69
Mobile	12/22/69
Houston	12/16/69
Houston	12/18/69
Wilmington	12/22/69

San Francisco	12/22/69
Seattle	12/22/69
San Juan	12/22/69

The above envelopes were received after December 24th when your Union Tallying Committee had picked up all the envelopes that the bank had on hand at that time. We are today surrendering the envelopes for the above mentioned ports and dates to the Union Tallying Committee. No one other than appropriate bank personnel has had access to the said envelopes contained in our vaults.

Very truly yours,
ROYAL NATIONAL BANK
OF NEW YORK
(Signed) Herbert D. Bacher
Executive Vice President

Witnessed:

s/ Nancy Fuccillo

* * * * *

Letter to Herbert D. Bacher, Executive Vice President, Royal National Bank of New York, 1212 Avenue of the Americas, New York, N. Y. 10036, December 30, 1969.

Dear Mr. Bacher:

The undersigned members of the Union Tallying Committee, acting under and pursuant to Article XIII, Section 5(d) of the Constitution of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, acknowledge receipt of the following envelopes from the following ports, postmarked as of the following dates:

PORT	DATE
Norfolk	12/22/69
Jacksonville	12/22/69
Tampa	12/22/69
Mobile	12/22/69
Houston	12/16/69
Houston	12/18/69
Wilmington	12/22/69
San Francisco	12/22/69
Seattle	12/22/69
San Juan	12/22/69

The aforementioned envelopes were received by you after our receiving envelopes on December 24th, and they have this date been delivered to us.

s/ Edward Polise	s/ Gustave Malensky
Edward Polise	Gustave Malensky
s/ Charles Hamilton	s/ James Terry
Charles Hamilton	James Terry
s/ Manuel De Barros	s/ Sadak Wala
Manuel De Barros	Sadak Wala

During the conduction of the voting on the Constitutional Amendment, there were three hundred and seventy-five (375) possible voting days. Of the three hundred and seventy-five (375) possible voting days, there were ballots cast on three hundred and seven (307) days. Of the remaining sixty-eight (68) voting days, there were fifty-seven (57) days on which it was not possible to get a quorum for the election of a Polls Committee, therefore, no voting could be conducted. On eleven (11) days there was a quorum and a Polls Committee elected, however, no votes were cast on those eleven (11) days. Needless to say, since so many of the Union's membership have served on Polls Committees, the membership are all aware that there are many days when a Polls Committee is elected that no votes are cast, as all of the members on the beach in that particular port have already voted or are not eligible to vote. In addition, we also know that there are many times when it is impossible to have a quorum to elect a Polls Committee, as a result of which no votes can be cast that day at all.

COMMENTS AND RECOMMENDATIONS PURSUANT TO ARTICLE XIII, SECTION 5(c) OF THE UNION CONSTITUTION

During the period of time in which the Union Tallying Committee was in operation, several discrepancies in the conduct of the voting have occurred, but none of which would change the outcome of the voting. However, for the benefit of the membership, we are listing them, Port by Port, as follows:

NEW YORK

The Polls Committee in the Port of New York mailed an envelope to the bank depository for the referendum dated December 8, 1969. The certi-

cation envelope enclosed therein, which contained the ballots for the day, was dated December 9, 1969. The certification envelope contained the correct date and your Union Tallying Committee has counted the ballots cast in the Port of New York on the above date as valid ballots cast.

On the days of November 24th, November 26th, December 1st, December 5th, December 17th and December 19th of 1969, the Polls Committees for the Port of New York allowed a member to vote who was not in good standing. As a result of this error, the Union Tallying Committee has voided the two hundred and sixty-four (264) votes that were cast those days in the Port of New York.

On November 24th, 1969, the New York Polls Committee issued ballot No. 180 to Jose V. Alvarez, showing his book number as 1242—which is actually the file number from his book—instead of his book number, which should have been A-30.

Your Union Tallying Committee has allowed the ballot cast in the Port of New York on the aforementioned date as a valid ballot cast.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

PHILADELPHIA

On November 25th, 1969, the Philadelphia Polls Committee issued ballot No. 1059 to J. Q. Dedicatioria, showing his book number as what appears to be D-312, when it should have been D-313.

Your Union Tallying Committee has counted the ballots cast in the Port of Philadelphia on the aforementioned date as valid ballots cast.

BALTIMORE

On December 4th, 1969, the Baltimore Polls Committee issued ballot No. 1394 to F. T. DiCarlo, showing his book number as what appears to be D-90, when it should have been D-98. Also, under date of November 26th, 1969, the Baltimore Polls Committee issued ballot No. 1309 to L. Kincer, showing his book number as K-544, when it should have been K-554. Your Union Tallying Committee has counted the ballots cast in the Port of Baltimore on the aforementioned dates as valid ballots cast.

On November 26th, 1969, the Polls Committee for the Port of Baltimore allowed a member to vote who was not in good standing. As a result of this error, the Union Tallying Committee has voided the eleven (11) votes that were cast that day in the Port of Baltimore.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally, as attached to this report.

JACKSONVILLE

The Polls Committee in the Port of Jacksonville mailed an envelope to the bank depository which was not dated, but which was postmarked December 17, 1969 from Jacksonville, Florida. The certification envelope enclosed therein which contained the ballots for the day was dated December 17, 1969.

Your Union Tallying Committee has counted the ballots cast in the Port of Jacksonville on that day, December 17, 1969, as valid ballots cast.

TAMPA

On November 25th, 1969, the Tampa Polls Committee issued ballot No. 2236 to W. Franquiz, showing his book number as what appears to be F-2040, when it should have been F-240. The same date, the Committee also issued ballot No. 2205 to J. Sanchez, showing his book number as S-1033, when it should have been S-1032.

Your Union Tallying Committee has counted the ballots cast in the Port of Tampa on the aforementioned date as valid ballots cast.

On November 22, 1969 and December 15, 1969 the Polls Committee for the Port of Tampa allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the twenty-five (25) votes that were cast those days in the Port of Tampa.

However, Your Union Tallying Committee has included those voided votes referred to above in our final tally, as attached to this report.

NEW ORLEANS

On the days of November 24th and November 26th, 1969, the Polls Committee for the Port of New Orleans allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the ninety-nine (99)

Port	Ballots			"Shall this union adopt the proposed amended constitution effective January 1, 1970."					"Effective January 1, 1970, the initiation fee for all new full book members shall be \$500.00."					"Effective January 1, 1970 calendar quarterly dues for all members shall be \$43.00 and that all present assessments shall terminate on December 31, 1969."				
	Issued	Returned	Used	Ballots Voted					Ballots Voted					Ballots Voted				
				Yes	No	Void	Blank	Total	Yes	No	Void	Blank	Total	Yes	No	Void	Blank	Total
Boston	1- 100	25- 100	24	22	2	0	0	24	23	1	0	0	24	23	1	0	0	24
New York	101-1000	862-1000	761	684	57	12	8	761*	689	53	15	4	761*	690	55	10	6	761*
Philadelphia	1001-1200	1132-1200	131	119	12	0	0	131	124	6	1	0	131	124	7	0	0	131
Baltimore	1201-1700	1539-1700	338	299	29	4	6	338*	313	21	2	2	338*	310	23	2	3	338*
Norfolk	1701-2000	1815-2000	114	98	16	0	0	114	102	11	0	1	114	100	14	0	0	114
Jacksonville	2001-2200	2086-2200	85	85	0	0	0	85	85	0	0	0	85	85	0	0	0	85
Tampa	2201-2400	2293-2400	92	90	2	0	0	92*	91	1	0	0	92*	89	3	0	0	92*
Mobile	2401-3000	2632-3000	231	225	6	0	0	231	224	7	0	0	231	221	10	0	0	231
New Orleans	3001-4000	3440-4000	439	424	14	0	1	439*	427	12	0	0	439*	423	16	0	0	439*
Houston	4001-4800	4257-4800	256	236	17	2	1	256*	241	14	0	1	256*	242	11	3	0	256*
Wilmington	4801-5000	4955-5000	154	133	18	3	0	154*	136	16	1	1	154*	133	19	2	0	154*
San Francisco	5001-5500	5393-5500	392	288	89	13	2	392*	328	52	12	0	392*	307	68	17	0	392*
Seattle	5501-5900	5713-5900	212	183	29	0	0	212*	188	23	1	0	212*	186	26	0	0	212*
Detroit	5901-6000	5901-6000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
San Juan	6001-6200	6130-6200	129	105	22	1	1	129*	108	16	1	4	129*	99	28	2	0	129*
Totals:				2,991	313	35	19	3,358	3,079	233	33	13	3,358	3,032	281	36	9	3,358

* This figure includes the ballots that were voided by the Union Tallying Committee.

votes that were cast those days in the Port of New Orleans.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

HOUSTON

The Polls Committees in the Port of Houston, Texas, failed to indicate in the certification on the certification envelope containing the ballots, the port which they were from or the date for the following dates: November 22, 1969, November 24, 1969, November 29, 1969, December 3, 1969, December 6, 1969 and December 13, 1969. In addition, on the certification envelope for November 29, 1969, L. V. Hargesheimer, Sr., failed to put his book number on the certification, and on December 13, 1969, George Anderson failed to put his book number on the certification.

Your Union Tallying Committee has counted the ballots cast on the aforementioned dates in the Port of Houston, Texas as valid ballots cast.

On the days of November 24, December 11 and December 15, 1969, the Polls Committees for the Port of Houston allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the fifty-three (53) votes that were cast those days in the Port of Houston.

On November 28, 1969, the Houston Polls Committee allowed A. H. Midgett, Book No. M-1246 to cast a Challenged ballot. However, your Union Tallying Committee in checking the records available to it through the Union and Welfare, did not allow the Challenged ballot of Brother Midgett, and has carried it in the Houston tally as a voided ballot.

However, the Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

WILMINGTON

On November 24, 1969, the Wilmington California, Polls Committee issued ballot No. 4820 to A. Munter, showing his book number as what appears to be H-1243, when it should have been M-1243.

On December 9, 1969, the Wilmington, California, Polls Committee issued ballot No. 4898 to J. F. Dickerson, showing his book number as what appears to be D-595, when it should have been D-596.

Your Union Tallying Committee has allowed the ballots cast on the aforementioned dates in the Port of Wilmington, California, as valid ballots cast.

On the dates of November 25th and December 8th, 1969, the Polls Committees for the Port of Wilmington, California, allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the eighteen (18) votes that were cast those days in the Port of Wilmington, California.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

SAN FRANCISCO

On November 26, 1969, the San Francisco Polls Committee issued ballot No. 5093 to S. C. Hudgins, showing his book number at what appears to be H-1592, when it should have been H-592. The San

Francisco Polls Committee for the date of December 3, 1969 issued ballot No. 5190 to G. C. Warren, showing his book number as what appears to be B-251, when it should have been W-251.

Your Union Tallying Committee has counted the ballots cast in the Port of San Francisco on the aforementioned dates as valid ballots cast.

On the days of November 24th and December 4th, 1969, the Polls Committee for the Port of San Francisco allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the forty-nine (49) votes that were cast those days in the Port of San Francisco.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

SEATTLE

On December 8, 1969, the Polls Committee in the Port of Seattle, Washington, failed to indicate in the certification on the certification envelopes containing the ballots, the port which they were from or the date.

On December 20, 1969, the Polls Committee in the Port of Seattle, Washington, failed to place on the bank envelope the voting date; however, the envelope was postmarked December 20th and the certification envelope containing the day's ballots enclosed therein was also dated December 20, 1969.

Your Union Tallying Committee has counted the ballots cast on the aforementioned dates in the Port of Seattle, Washington, as valid ballots cast.

On the days of November 26th, December 3rd and December 4th, 1969, the Polls Committee for the Port of Seattle allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the twenty-five (25) votes that were cast those days in the Port of Seattle.

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

SAN JUAN

On the days of November 24th, December 1st, December 2nd and December 5th, 1969, the Polls Committees for the Port of San Juan, Puerto Rico, allowed members to vote who were not in good standing. As a result of this error, the Union Tallying Committee has voided the forty-one (41) votes that were cast those days in the Port of San Juan, Puerto Rico.

Dated: December 31, 1969

Edward Polise P-74
Edward Polise, P-74, Chairman

Gustave Malensky M-1329
Gustave Malensky, M-1329

James Terry T-26
James Terry, T-26

However, your Union Tallying Committee has included those voided votes referred to above in our final tally as attached to this report.

CONCLUSION

As one of its closing actions, this Union Tallying Committee added together all of the votes that had been voided by the Committee from the various ports, for one reason or another, and they totalled six-hundred (600) votes.

Actually there were only twenty-six (26) votes that should have been voided, but your Union Tallying Committee has voided six-hundred (600) votes by virtue of the fact that we could not segregate twenty-six (26) ineligible votes cast from the full total of six-hundred (600) votes cast on the affected days in the affected ports.

Since there were three-thousand three-hundred fifty-eight (3,358) votes cast on the three (3) propositions to be voted on, even if we deducted the full six-hundred (600) voided votes instead of only the twenty-six (26) that should not have been allowed to vote, all three (3) propositions would still have carried by far more than the majority called for in our Constitution.

This Committee finds that there were not any protests made—written or otherwise—with respect to the conduct of the voting on this Constitutional Amendment. Your Committee finds that the balloting took place in strict accordance with the Constitution and the Constitutional Committee's report and recommendations, which were concurred in by the membership. Further, we take note of the fact that the discrepancies indicated herein are insignificant and do not affect the results in any way, and that all Constitutional requirements have been met.

This report is unanimous, there being no dissents. Therefore, under the provisions of Article XIII, Section 5(f), of the present Constitution, this closing report must be accepted as final.

By the terms of Article XXV, Section 3, and in forwarding two (2) copies of the report to the President, we are hereby notifying the President that the amendment has been approved by a majority of the valid ballots cast.

Therefore, it is the unanimous report of this Union Tallying Committee that the Constitutional amendment has been approved by a majority of the valid ballots cast, as per the results of the referendum conducted during the period of November 22, 1969 through December 22, 1969.

Fraternally submitted:

Charles Hamilton H-562
Charles Hamilton, H-562

Manuel De Barros D-199
Manuel De Barros, D-199

Sadak Wala W-688
Sadak Wala, W-688

His Favorite Trio



A trip to the Union hall in New York to sign some papers was turned into a bit of a family outing by Seafarer Teodoro Diangson and his three children. From (l-r) are Patricia, Isela, Teodoro Jr. and Brother Diangson. An SIU member for more than 15 years, Brother Diangson sails in the steward department and last shipped on the Baltimore.

Catamaran Mother Vessel Carries Ten-Barge Brood

HOBOKEN, N.J.—A mother ship that carries barges on its back—a totally new concept designed for quick deepsea loading and unloading of cargo without the utilization of pier facilities—is undergoing tank model tests at the Davidson Laboratory of Stevens Institute of Technology.

Called The Stradler, she is a twin-hulled catamaran with both a bow and a stern which open up for the entry and discharge of its brood of 10 unique barges. The barges are floated on through the bow and ride in the mother ship transversely, in broadside rows. Once inside, the barges are lifted slightly by a mechanical device—although they remain afloat—and locked against cross-beams. They are released by being floated through the stern. While aboard ship, the barges impart buoyancy and strength to the overall assembly.

The new concept, according to Frank Broes, chairman of The Stradler Ship Company, its inventor and designer, permits high utilization through the elimination of port time.

No Docking Needed

A mother ship, after an Atlantic crossing, can release its barges through her stern while picking up a new set through her bow, loaded with return

cargo—all without having to dock.

The specially designed barges—200 feet long and 90 feet wide—feature retractable bow bridges. This permits unloading of cargo over beaches where pier facilities are unavailable.

The mother ship will be of 128,000 tons, 1,160 feet long, and have an over-all beam of 250 feet. The 30,000-horsepower gas turbines power the larger vessel and each of the barges is powered by two 500-horsepower motors of semi outboard design.

Cost of the vessel will be \$16 million, including her "brood" of 30 barges—10 in transit and 10 more being loaded on each end of the ocean run. Research and development officials in federal shipping agencies have already shown interest in the concept.

Intended for almost continuous operation, the vessel has apartments for the 30 crewmembers and their families. A type of seafarer who is content with a life centered aboard ship is seen as necessary for stable operation.

The Stradler Company intends to build the ships and lease them to operators. The name selected describes the straddling of the cargo barges by the mother vessel.



Artist's representation of The Stradler making a voyage with 10 fully-loaded barges which will be swapped for 10 others, also fully loaded at the landing end. Operation will require 30 barges, 10 in transit plus 10 more at each end, for each of the catamaran motherships operated in the rapid service.

Prompt Funding Sought as Guarantee Of School Desegregation Compliance

WASHINGTON—Labor has hailed a unanimous Supreme Court decision that the nation's school districts must end school segregation "immediately" and operate desegregated schools "now and hereafter."

AFL-CIO President George Meany termed the ruling "one of the most important, most necessary and longest overdue decisions of our time."

He appealed to the Administration to join with labor in urging Congress to make a "massive investment" of federal funds for education so that no state will be allowed to plead poverty as an excuse for stalling school desegregation.

The Supreme Court decision ranks in importance with its 1954 decision that segregated schools are unconstitutional and a 1955 edict that desegregation proceed with all deliberate speed.

What the court now makes clear is that "continued operation of segregated schools under a standard of allowing 'all deliberate speed' is no longer constitutionally permissible."

The decision, in a case involving 33 Mississippi school districts, also is a sharp rebuke to the Administration policy of going to court in the South to seek further delays in school desegregation.

The Mississippi districts previously had been ordered by the U.S. Fifth Circuit Court of Appeals to desegregate by August 25, 1969. The court also asked the federal government to adopt desegregation plans for the districts.

However, after formulating desegregation plans for the districts, the Health, Education and Welfare Department suddenly withdrew them on August 20. Instead, it asked for and got the Appeals Court to grant the districts another three-month delay.

In vacating the latest Appeals Court action, the Supreme Court ordered it to "immediately declare that each of the school districts here involved may no longer operate a dual system based on race or color."

All requests for delay should have been denied by the lower court, the Supreme Court said, "because continued operation of segregated schools under a standard of allowing 'all deliberate speed' for desegregation is no longer constitutionally permissible."

End Dual Systems

"Under explicit holdings of this court," the opinion continued, "the obligation of every school district is to terminate dual school systems at once and to operate now and hereafter only unitary schools."

Meany recalled that when the court first acted on school integration in 1954 "it had the unanimous support" of labor. "Today," he said, "we reiterate that support with a greater sense of urgency because we are acutely aware of all the lost years."

He noted that in 1954 the AFL Executive Council urged a big investment in federal funds for education to prevent any state from claiming a lack

of money "to excuse its failure to provide the necessary facilities" for school integration.

Funds Needed

"Today," Meany continued, "the AFL-CIO revives that proposal. The schools must be desegregated instantly, the court has rightly held. The question of adequate funds cannot be allowed to stop that action."

"We hope," he added, "the Administration will end its resistance to immediate desegregation and join us in urging Congress to promptly provide the necessary funds to make this decision a reality."

The Supreme Court ruling also was applauded by the NAACP Legal Defense and Educational Fund, Inc., which appealed the case on behalf of 14 Negro children in Mississippi.

"We are going to press for (similar) relief in all pending school cases," Jack Greenberg, the fund's director said, voicing hope that the Justice Department "will now come into the cases on our side."

Popular Election of President Gains White House Support

WASHINGTON—President Nixon for the first time gave an unqualified endorsement to a proposed constitutional amendment to abolish the Electoral College and allow the American people to elect their President by direct, popular vote.

The House had already approved the direct election amendment by well over the required two-thirds majority, and Nixon's statement of support gave a big push to the Senate to do likewise.

Approval by two-thirds of the Senate would send the amendment to the states for ratification. Three-fourths of the states—38 of the 50—must approve it before it becomes part of the Constitution.

Earlier, Nixon had said he personally prefers direct election of the President but doubted that it could win ratification. Therefore he urged Congress to initiate a constitutional amendment that would divide a state's electoral vote in proportion to the vote cast in that state.

The trouble with that plan—and the even more distorted district plan advanced by a number of congressional conservatives—is that it could result in the election of a President who received fewer votes than his opponent, AFL-CIO President George Meany said in congressional testimony earlier this year.

The AFL-CIO has been a major supporter of the direct election constitutional amendment.

Nixon issued a statement at the White House explaining his change of view. The overwhelming bipartisan House approval

of the direct election proposal introduces "an entirely new factor" in the outlook for action, he said.

While some in the Senate might prefer another formula, "it is clear that unless the Senate follows the lead of the House all opportunity for reform will be lost this year and possibly for years to come."

He expressed the hope "that two-thirds of the Senate will approve the House-approved amendment as promptly as possible, so that all of us together can then urge the states also to give their approval."

Senator Birch Bayh (D-Ind.), chief Senate sponsor of the popular vote amendment, hailed Nixon's conversion and said it would greatly increase chances of Senate approval.

HEW Pushes Standards For Color TV Radiation

WASHINGTON—A move to establish standards for the maximum level of hazardous radiation emitted by color television sets has been initiated by the Department of Health, Education and Welfare.

The HEW proposal, published in Federal Register, would affect TV sets manufactured after January 1. It is expected to be the first standard issued under the Radiation Control for Health and Safety Act.

The standard would limit X-ray emission to a maximum of 0.5 milliroentgens per hour at a distance of about two inches from any external surface of the set.

a used car

A USED CAR of any make or model may be the best buy for you. But, you're not a mechanic, so how do you know if you are getting a good deal—or a lemon? And you're not a lawyer, so how do you protect your rights?

Perhaps the most important rule is to take your time. Many a used car buyer has saved a lot of money and a lot of headaches by shopping around and taking the time to make a few simple inspection checks. These tests should be made in three stages—on the dealer's lot, on the road and in a reputable garage.



On-the-Lot Tests

First, take a good look at the car's interior for such signs of hard use or abuse as broken cushion springs, worn pedal pads, torn upholstery and paint off the steering wheel. Then look at all five tires. If the tires are badly worn or new-looking, and the car is a late model, it has probably run up at least 20,000 miles. Also check for unevenly worn treads on any of the wheels. This indicates that the front end has been, or is, out of line.

Next, check the rocker panels along the lower edges of the body under the doors and the trunk area for signs of weakened or rusted metal. Also look for pimples and flaking paint as well as actual rust spots. Both are indications of internal rusting which is difficult and expensive to repair.

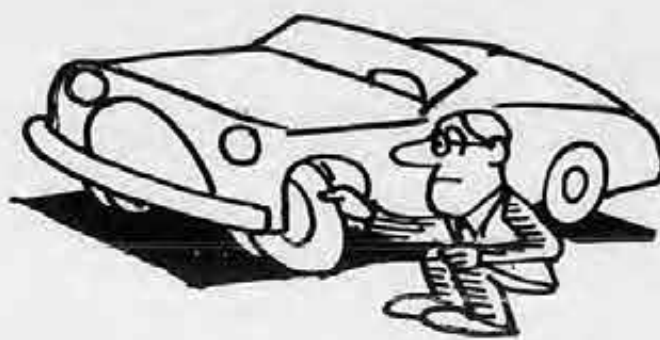
Also look at the highlights and reflections along the body sides and the top. Do this in a good light. Repainted or ripply areas on the sheet metal are a clue to possible damage to the car's basic structure.

Run the windows up and down. If they don't work properly, repair will be costly. Open the doors and close them without slamming. If they don't seem to fit—or if they snag or must be reslammed to close—they will be difficult to fix and, even worse, may indicate a bent frame.

Now, stoop down facing a front wheel. Grasp it at the top with both hands and shake it hard. Clunking sounds, or a lot of free play, is a sign of loose or worn wheel bearings, or worn suspension joints.

Walk around the car, pushing down at each corner to set it bouncing. The car should, when you release it, move either up or down and then stop. If it has a tendency to move up and down, this is a signal of worn shock absorbers which will have to be replaced for safety as well as comfort.

Next, get into the driver's seat. Press your foot steadily on the brake pedal for a minute or so. If



it sinks down slowly, there is a dangerous hydraulic leak which must be repaired.

Start the engine. Check all instruments, flashing lights and gauges to make sure they are working. A warning light or ammeter can show that the generator is not charging and will have to be replaced or repaired.

Driving Tests

Start off from rest several times. Once you are used to the clutch, if any, it should engage smoothly—no jerk, grab or chatter. If the car doesn't go into gear smoothly, adjustment or replacement of parts is needed.



Check the transmission at the same time. A manual (stick shift) transmission should not give out groaning noises, be difficult to shift or howl under slow speed acceleration. An automatic transmission should also give smooth starts in either direction, shift at well-spaced intervals, and not allow the engine to race or break away on light accelerator shifts. Other irregularities—each a possible signal of serious trouble—can come to light in an hour's driving. Overhaul of an automatic transmission can run into a whopper of a repair bill.

Now pick a straight, quiet street and stand behind the car while someone drives it slowly away from you. A car that travels a little crabwise, with the front and rear wheels not in line with each other, quite possibly has a bent frame from a collision. Such a vehicle should be rejected.

Get behind the wheel again and accelerate briskly several times from 10 to 15 miles an hour to around 40-45 in high gear or in the "drive" range in an automatic. The engine should pick up smoothly without hesitation or bucking. If it doesn't, an engine tune-up or other work may be necessary. You shouldn't buy this car without first having a mechanic check the engine compression, valves and piston rings.

If everything is all right so far, pick out a wide, straight road and, making sure there is no traffic behind you, make several stops from 40 to 45 mph, braking a little harder each time. The brake pedal should remain well above the floor and feel solid, not spongy. The stops shouldn't cause swerving, or grabbing or chattering of the brakes. If the braking isn't smooth and positive, major adjustments may be required such as new brake linings or drum refacing.

Next, drive the car around some sharp left and right corners. There should be a minimum of looseness in the steering and it should not bind. Power



steering shouldn't have a lumpy feeling or lose its power to assist when the car is turned rapidly.

If you can, descend a grade of some length with your foot off the accelerator. (In a flat area, decelerate from 50 to about 15 mph, without using the brake.) Then, step hard on the accelerator, and watch for a puff or cloud of blue exhaust smoke. Heavy smoke is a reliable warning that new piston rings will soon be needed or, worse, that the engine may need an overhaul.

A short ride over a really rough road will show up rattles and squeaks that need attention and will allow you to check for jerky or uncertain steering, looseness in the front end and faulty shock absorbers.



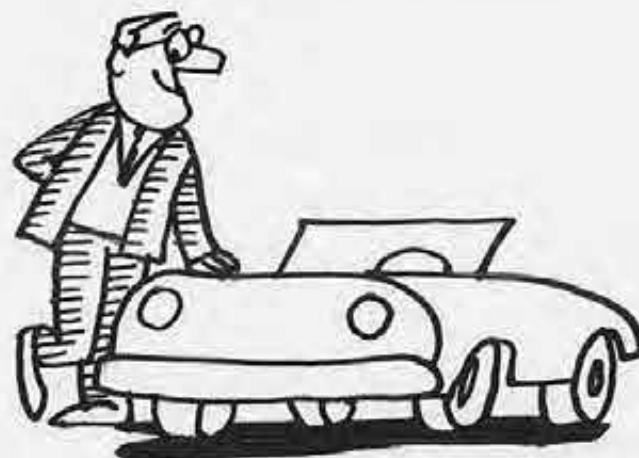
Shop Tests

Even though the car you are considering has passed your on-the-lot and driving tests don't stop there. It will be well worth your time and the relatively small amount it costs to have a competent and unbiased mechanic give the car a thorough going-over. He may find things that will save you a lot of money in the long run. Above all, make certain that any mechanic you select is not connected with the car dealer.

Have him check the engine, cooling system and electrical system. Much can be learned about possible trouble spots in the engine by simply taking the compression pressure of each cylinder with a compression gauge.

The mechanic should also remove a front wheel and brake drum. He can then easily find out whether the drum is scored and needs reconditioning, what shape the brake lining is in, whether the hydraulic brake cylinders are leaking and, generally, the condition of the front wheel bearings.

Also have the car put on a lift so the mechanic can examine it for grease leakage from worn or broken bearing seals or from the rear axle housing. From this vantage point he will also be able to observe signs of exhaust gas leakage from damaged or rusted out mufflers. Also, have him study the frame, suspension and steering parts for indications of collision repairs such as welds, heated areas, bent or straightened parts, etc. If any of these exist, reject the car and consider the mechanic's fee a good investment in safety.



Finally, when you are satisfied that the car is in a safe condition and is worth the money you are going to pay for it, take the time to read the contract of sale. While you are seated across the desk from the dealer ready to sign a check is no time to rush things.

Find out about the warranty. Make sure it is spelled out in the contract—including the length of the warranty itself and the responsibilities of the dealer.

Remember, the time you take to inspect your car and nail down your rights as a purchaser before you drive off the lot will make for much safer and happier motoring later on.

Bill Also Increases Social Security Benefits

Nixon Signs New Tax Law Combining Some Relief, Reforms

A far-reaching tax relief and reform bill, with increased Social Security benefits, has been signed into law by President Nixon after winning the overwhelming approval of Congress.

The bill, worked out by a conference committee, capped a year-long effort by Congress on tax legislation. The vote in the House was 381-2, and in the Senate, 71-6. All opposing votes were cast by Republicans.

In signing the legislation, which he had once indicated he might veto, Nixon described the tax cuts as inflationary but said that the reforms outweighed this factor.

"I sign it," he said, "because I believe that, on balance, it is a necessary beginning in the process of making our tax system fair to the taxpayer."

Major reforms in the law include cuts in oil and other mineral depletion allowances; the closing or narrowing of some loopholes that have permitted a tax-escape on real estate, capital gains and banking procedures; a new tax on foundations; limits on "hobby farming" as a tax dodge; and a minimum income tax to get at least some revenue from presently sheltered income.

Included in the tax relief sections, are a three-step increase in the personal exemption from \$600 to \$750, a three-step raise in the standard deduction, tax relief for single persons, and a low-income allowance to relieve millions of poor families from having to shoulder any tax burden.

The 10 percent income surtax on individuals and corporations is reduced to 5 percent,

law's effect will be gradual as special provisions and phase-outs expire and as new requirements gradually take hold and begin to produce revenue.

Some \$6.6 billion in long-term federal revenue will eventually result from the law, almost totally from corporations and wealthy individuals. However, it will still be possible for very wealthy Americans to escape paying taxes.

The most massive overhaul of the tax structure began last February 18. In subsequent hearings before the House and Senate, more than 300 separate witnesses were heard, providing 14 volumes of testimony. Among these were lobbyists for every conceivable industry, mineral, enterprise, foundation and special interest—all seeking to protect or enlarge their favored position in the tax code. It was in these hearings that the AFL-CIO proposed its program to close \$16 billion in tax loopholes.

As a result of the hearings, the public soon learned that high-income Americans were paying little or no taxes because of special provisions in the law that enables them to "shelter" their income against the maximum 70 percent tax. In fact, it was disclosed that the average income tax paid by those in high-income brackets was closer to 35 percent than to 70 percent.

With the Treasury studies before them and the testimony of reform-minded organizations such as the AFL-CIO, Congress concentrated its loophole closing among tax provisions affecting real estate, minerals, finan-

cial institutions and capital gains.

In the final measure, closing of real estate tax loopholes will provide \$930 million in new revenue; the lowering of percentage depletion and the end to "carve outs" in oil and other minerals will produce \$435 million; financial institutions, \$420 million; capital gains \$275 million and the minimum tax \$635 million.

These new sources, plus a variety of other areas that are touched for lesser amounts, and the \$3.3 billion that will accrue

from repeal of the 7 percent investment tax credit, make up the revenue in the new act.

Briefly, some of these provisions are:

Minimum tax: A taxpayer adds up his income from some dozen sources presently sheltered from taxation, subtracts \$30,000, then subtracts the tax he pays on his regular taxable income. A flat tax of 10 percent is levied on the remainder.

Real estate: Double depreciation presently available for all new construction would be restricted to new housing. Other new building could be depreciated at the rate of 150 percent and all used construction would be confined to straight line depreciation except residences with a useful life of more than 20 years, which could use a 125 percent rate. Recapture provisions were strengthened.

Financial institutions: The bad debt reserves, which are tax deductible, are reduced for commercial banks, mutual savings banks and savings and loan associations.

Depletion and mineral payments: The percentage depletion on oil and gas is reduced from 27.5 to 22 percent. Sulfur and uranium are also cut to 22 percent. Production payments, or "carve outs," are treated as loans.

Farm losses: Farm losses which can be offset against non-farm income are limited generally to 50 percent of non-farm income.

Foundations: Self-dealing between foundations and their donors or operators is prohibited. An annual tax of 4 percent is levied on income; stock holdings of a foundation are limited to 50 percent of a business. In voter registration programs, foundation funds can be utilized if three or more foundations are involved, if the program is being carried out in five or more states and if no one foundation provides more than 25 percent of the funds involved.

Special provisions that would have benefited certain corporations, such as Litton Industries, Transamerica, Mobiloil, Western Massachusetts Electric, were stricken from the final measure.

An earlier provision that would have taxed municipal bonds as part of a minimum tax while offering the communities a subsidy to defray tax costs was deleted.

Other worthwhile provisions in the law are:

• Corporate mergers are discouraged by making the interest on debentures taxable. This will produce \$40 million.

• Health and welfare funds of unions were relieved of an arbitrary rule that would make their funds taxable if more than 15 percent of their income came from investment.

• The deductibility of two-thirds of treble damages is dis-

allowed by corporations that are found guilty of price-fixing conspiracies, such as that involving General Electric.

• The requirement for filing a return is revised. Anyone earning less than the minimum standard plus the amount of his personal exemptions need not file a return.

• The problem of withholding taxes on students and other part-time workers is partly resolved. Those persons who paid no tax the previous year and who expect to pay no tax during the current year will have no taxes deducted if they sign a statement.

Of great concern to the AFL-CIO is the failure of the legislation to deal effectively with capital gains. The concept of capital gains is that unlike wages and salaries, which are taxed as ordinary income at rates of 14 percent to 70 percent depending upon how much one earns, favored tax consideration is given to income derived from so-called risk investment.

For example, if an individual buys and keeps stock for more than six months and then sells it at a profit, that profit is not taxed as ordinary income but as a "long term capital gain." As such, the taxpayer has a choice

Tax Comparison

FOR MARRIED COUPLE WITH 2 DEPENDENTS IN 1973

Adjusted Gross Income	Tax Under Present Law*	Tax Under New Law	Tax Decrease Amount	Tax Decrease %
\$ 3,000	0	0	0	—
3,500	\$ 66	0	\$ 66	100.0
4,000	123	0	123	100.0
4,200	147	\$ 28	119	80.9
5,000	245	140	105	42.9
7,500	578	476	102	17.7
10,000	962	848	114	11.9
12,500	1,352	1,238	114	8.4
15,000	1,798	1,666	132	7.3
17,500	2,249	2,117	132	5.9
20,000	2,760	2,610	150	5.4
25,000	3,848	3,680	168	4.4

* Exclusive of tax surcharge.

• A simplification of the tax court will make it possible for any taxpayer who has \$1,000 or less in taxes contested by the IRS to have a review made by the tax court without the necessity of taking formal legal action.

Of particular interest to the average wage earner and salary worker, the new law provides for \$9.1 billion in tax cuts, beginning in 1970 and becoming fully effective in 1974. Congress estimates the average tax cut will be 11.7 percent.

The tax reductions are essentially those proposed by Senator Albert Gore (D-Tenn.) and supported by the AFL-CIO.

Under the law, when fully effective, taxpayers will have:

• A \$1,000 minimum standard deduction.

• A standard deduction of 15 percent with a maximum of \$2,000.

• A \$750 personal exemption for each dependent.

• The present marginal tax rates.

The percentage tax relief will be greatest to those with incomes of \$15,000 and below, thus providing a more equitable distribution of the tax relief than in the House-passed proposal.

The actual dollars and cents reductions under these tax cuts, when fully effective are shown in tables on this page.

In a non-tax area, the new law increases Social Security benefits 15 percent effective on Jan. 1.

of two favorable tax treatments. He may either pay his regular tax rate on one-half of his profit, excluding the other half from any tax, or he may choose the alternative of paying only a 25 percent tax on all of his capital gain. In either choice, the taxpayer would not pay more than a 25 percent tax regardless of his income bracket.

The new law narrows these provisions by including the untaxed half of capital gains in the new minimum tax and by restricting the alternative tax of 25 percent to the first \$50,000 of capital gains. Nonetheless, capital gains remain a very attractive tax reduction device to high-income individuals.

There were other areas of consideration that could be considered loophole widening, or relief or tax incentive, depending on the recipient.

• The income averaging provision in the law was widened to include capital gains. The effect will be to cost the treasury \$300 million annually.

• A maximum tax of 50 percent on earned income was established. The cost will be \$150 million annually.

• Write-off for rehabilitation of low income housing will cost \$330 million annually.

• Of direct interest to workers who must move because of their employment, the new law provides for \$2,500 in allowable expenses for moves of more than 50 miles.

Tax Relief Schedule

	1970	1971	1972	1973
Minimum Standard	\$1,100*	\$1,050*	\$1,000	\$1,000
Standard Deduction	—	13% up to \$1,500	14% up to \$2,000	15% up to \$2,000
Personal exemption	\$650	\$650	\$700	\$750
(Beginning July 1)				
Single persons	—	No more than 20% in excess of that paid on joint return for same income		
Annual Cost to Treasury Revenues	-\$1,441	-\$4,927	-\$7,269	-\$9,134
(In millions)				

* In 1970 and 1971 these amounts are actually low income allowances inasmuch as in 1970 the amount phases out at \$1 reduction for each \$2 of income above this figure and in 1972 the phaseout is a \$1 reduction for each \$15 of income above this figure. Thereafter, there is no phaseout.

effective January 1, and expires completely on June 30. The 7 percent investment tax credit for businesses has been repealed.

While the new law closes or narrows scores of loopholes in the tax law, billions of dollars will continue to escape full taxation and unearned income will continue to enjoy a privileged position in the internal revenue code.

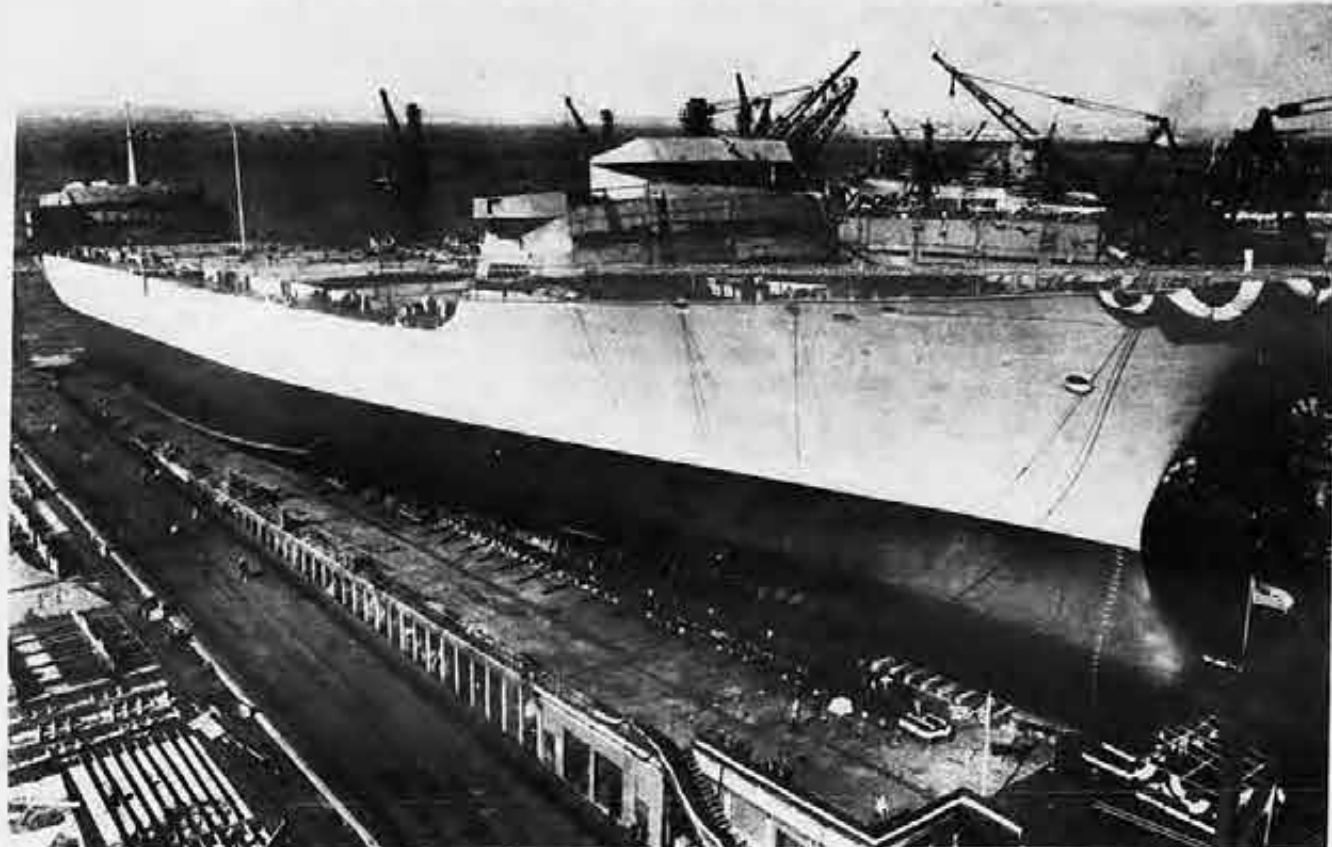
As a tax reform measure—and that was the initial thrust of the Treasury Dept. studies released early in 1969—the

cial institutions and capital gains.

In the final measure, closing of real estate tax loopholes will provide \$930 million in new revenue; the lowering of percentage depletion and the end to "carve outs" in oil and other minerals will produce \$435 million; financial institutions, \$420 million; capital gains \$275 million and the minimum tax \$635 million.

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Down the Ways for Hawaiian Progress



One of the largest containerships in the world, the Hawaiian Progress, is shown just before being launched by Federal Maritime Commission Chairman Helen Delich Bentley at Bethlehem Steel's Sparrow Point yard last month. The 34,700-ton vessel and her sistership, the Hawaiian Enterprise, are being built without subsidies for the SIU Pacific District-contracted Matson Navigation Company and will be used by the company in its Pacific cargo service to Hawaii. The ships are 719 feet long, are capable of 23 knots and cost \$20 million each. They have a carrying capacity of 1,000 24-ft. containers.

'Tough' Mine Health, Safety Bill Voted by House; Awaits Conference

WASHINGTON—A "tough" mine health and safety bill—incorporating many safety practices which have been demanded for over a century—has been passed by the House by an overwhelming vote of 389-4.

Since the Senate had previously passed an equally "tough" bill, a conference between the two houses is likely to result in passage of the most far-reaching federal job safety legislation in 75 years when the railway safety measure became law.

The Federal Coal Mine Health and Safety Act of 1969 comes almost a year after 78 miners lost their lives in a series of explosions in the No. 9 mine of the Consolidated Coal Company at Farmington, W.Va.—a disaster which stirred strong demands for such legislation despite bitter opposition from many segments of industry management.

Included in the measure are requirements for full lighting of underground work areas, as well as cabs with supporting arches on tracked vehicles used in mines as protection against cave-ins or slides.

Another provision would ban link-pin car couplers on mine trains which have been identified as far back as the 1890s as the cause of innumerable railroad accidents and deaths. Haulage accidents—though relatively less-publicized—have been found among the prime causes of mine deaths, after roof cave-ins and explosions.

The bill calls for extensive improvements in ventilation systems to carry off the explosive methane gas which causes so many disasters. Self-contained underground shelters for miners are required—if determined to be technically feasible. These would be equipped with

food and oxygen in order to provide safe shelter for mine workers in the event of an underground explosion.

For the first time, the use of open-flame lights in the underground passageways would be prohibited.

'Black Lung' Provisions

Also, for the first time, mandatory health standards, as well as accident prevention standards, are applied. Within six months after the measure's enactment, all coal mines would be required to begin reducing the amount of respirable microscopic coal dust in the mine atmosphere. These particles are recognized as the cause of the dread disease known as "black lung," or pneumoconiosis, which has been identified as a prime disabling hazard that affects an alarming proportion of miners.

A maximum level of 4.5 milligrams of fine coal dust per cubic meter of mine air would be established immediately, with a drop to three milligrams set for six months after enactment.

The three-milligram level had been vigorously fought by the National Coal Association—a leading lobby and trade group. The association warned that the standard was so "unreasonable" that it would force the shutdown of "thousands" of mines and lead to a national shortage of electric power. However, the United States Public Health Service had established three milligrams as a level needed to at least reduce the "black lung" incidence among miners.

The bill also includes a compensation feature which guarantees Federal disability benefits of a minimum of \$36 monthly to about 50,000 miners who are disabled by "black lung." Most

of them have been ruled ineligible for compensation under state laws.

Other health provisions include mandatory chest X-rays for all miners at company expense and toilet facilities for those who are underground for an entire shift.

Authority for setting up mine safety and health regulations would be given to the Secretary of the Interior and the Secretary of Health, Education and Welfare. This establishes a means of upgrading standards without the necessity of legislative action; Congress has passed such laws only three times in 100 years.

Highly Touted Real Estate Can Prove Costly Disaster

WASHINGTON—The lure of buying real estate for investment purposes or future retirement has brought financial disaster to many workers. Too often they discover that their out-of-state property is under ten feet of swamp water or can only be approached by climbing a 3,000 foot mountain or ploughing through desert sand.

The Federal Government recently issued a reminder that there is some protection for investors in the 1968 Full Disclosure Act on Interstate Land Sales.

Under the law, a buyer must be provided with a property report that contains 19 key items about the land offered for sale, including:

- Facts about the distance to nearby communities over paved or unpaved roads.
- Existence of liens on the property.
- Whether contract payments will be placed in escrow.
- Availability of recreation facilities.
- Present and proposed utility services and charges.
- The number of homes currently occupied.
- Soil and other foundation problems in construction.
- The type of title the buyer will receive.

In addition, the law allows the purchaser to cancel a contract if he doesn't get a copy of the property report before signing. He can also generally revoke a contract within 48 hours of the signing if the report was delivered to him less than 48 hours before the signing.

Jolly Roger Striking Terror Among Fishermen of Malaysia

KUALA LUMPUR, Malaysia — In some corners of the world pirates are still real, living dangers to be faced on a day-to-day basis. And the prospect is terrifying the fishermen who try to eke out a precarious existence along the long coastline of Malaysia.

What is swashbuckling movie fare to the rest of the world is frightening to these fishermen who must live on their catch from small two or three-man boats which are no match for the well-armed, fast launches of their attackers.

Separating Sumatra from West Malaysia is the Malacca Strait. Here, as well as in the South China seas on the opposite coast and the waters off East Malaysia, pirates have operated for centuries.

According to Malaysia's naval chief, Commodore K. Thanabalasingam, more than 30 instances of piracy were reported last year, down from 93 in 1967.

But fishermen around the southern coast of western Malaysia say they are reluctant to report incidents for fear of reprisal the next time they put out to sea. Many have been too frightened to put out to sea again after being boarded and pillaged.

Not only do the pirates have the advantage of faster boats, they are often armed with machine guns. While keeping a weather eye out for the Malaysian police and naval patrols, they constantly watch for likely victims. Some fishermen claim they have been held for ransom in Sumatran harbors in addition to losing their fishing nets—some worth thousands of dollars—and whatever valuable possessions they might have had with them.

The life of the fisherman in

the Malacca Strait is never easy, even at best. Malaysian and Indonesian waters are contiguous, and fishermen from these two lands often stray into each other's waters—producing international complications which the two nations have been attempting to resolve.

From the reported incidents, the pirates' home bases appear to be located in harbors in Sumatra and southern Thailand. But there are also suspicions that some Indonesian naval or marine commando craft have been engaged in illicit operations, despite the fact that the two countries agreed two years ago not to molest each other.

A few Indonesian patrol boats have actually been seized by the Malaysians. Last December, an Indonesian marine police corporal and a member of his patrol boat were convicted and jailed for the theft of a fisherman's nets by a court in Johore Bharu, on the southern coast.

Malaysia's Premier, Tunku Abdul Rahman, regards the menace of piracy as still so bad that he has advised the fishermen to set up volunteer armed anti-piracy patrols.

Three Unions Ask Curb on Imported Electronic Goods

WASHINGTON—Presidents of three AFL-CIO unions have called for a halt of the increasing flow of electronic goods into the United States from foreign countries.

They warned in an appeal to Ambassador Carl J. Gilbert, U.S. special representative for international trade negotiations, that American workers are losing their jobs because of the rising imports.

The appeal was issued by Charles H. Pillard of the International Brotherhood of Electrical Workers, Paul Jennings of the Electrical, Radio and Machine Workers, and Floyd E. Smith of the Machinists.

Jennings noted that the rising flood of imports from Japan, Taiwan, Korea, Hong Kong and Mexico has almost eliminated U.S. domestic production in some segments of the industry.

Much of the foreign competition is run by American firms, Smith pointed out. Often the American owners bring in the products under their own brand name—effectively hiding the foreign production.

Pillard estimated that about 40,000 American workers already have been displaced because of the imports. He said that more than 50 percent of black and white television sets and 25 percent of color TV sets sold in the United States this year will be of foreign production.

SIU WELFARE, PENSION & VACATION PLANS**Cash Benefits Paid**

Report Period November 1, 1969 - November 30, 1969

	Number of Benefits	Amount Paid
SEAFARERS' WELFARE PLAN		
Scholarship	13	\$ 3,653.00
Hospital Benefits	1,917	46,015.57
Death Benefits	21	50,278.00
Medicare Benefits	749	2,995.00
Maternity Benefits	29	5,800.00
Medical Examination Program	407	10,249.00
Dependent Benefits (Average \$471.15)	1,605	75,618.99
Optical Benefits	794	10,700.06
Meal Book Benefits	61	606.00
Out-Patients Benefits	4,250	33,797.90
SUMMARY OF WELFARE BENEFITS PAID	9,846	239,713.52
SEAFARERS' PENSION PLAN-BENEFITS PAID	1,454	334,284.19
SEAFARERS' VACATION PLAN-BENEFITS PAID	1,371	643,035.77
(Average \$469.03)		
TOTAL WELFARE, PENSION & VACATION BENEFITS PAID THIS PERIOD	12,671	\$1,217,033.48

Meanwhile—Prices Continue Upward**Buying Power Continues to Decline As Earnings Drop for Second Month**

The purchasing power of workers skidded again in November as consumer prices continued to rise and average earnings dropped for the second month in a row.

While gross weekly earnings of production and non-supervisory workers fell 62 cents from the October level, the Consumer Price Index rose five-tenths of 1 percent to 130.5 for the nation as a whole, the Labor Department reported.

Real spendable earnings — take-home pay expressed in 1957-59 dollars to reflect consumer price changes—averaged 78 cents lower in November for the worker with three dependents.

Although workers in finance, insurance and real estate got a slight increase in purchasing power, this was offset by declines in other major industries.

Real weekly earnings for a worker with three dependents averaged \$77.81, down five-tenths of 1 percent from November 1968 and 2.3 percent below the record registered in September 1968.

The Bureau of Labor Statistics said that the increase in the CPI was due mainly to higher prices for food, apparel and nearly all kinds of consumer services. Gasoline and used cars posted the only significant declines.

The November rise put all items in the index 5.8 percent above a year ago, BLS noted.

Food prices, which usually decline in November, rose seven-tenths of 1 percent. Fresh vegetables and eggs led the price increase. And meat prices were down less than usual as pork prices failed to show their customary seasonal drop. Restaurant meals and other foods eaten away from home continued to climb, but at a pace below October's record.

As a result of the November price increases, it cost \$13.05 last month for goods and services that cost \$10 in the 1957-59 base period.

Nearly all types of services moved higher in November. The most notable increases, the BLS observed, were for services associated with home ownership. These included mortgage costs, property taxes, insurance and residential gas rates.

Charges for medical care services posted a relatively moderate advance as the fees of

physicians rose for the second consecutive month, the Labor Department said.

Increases in auto insurance rates and repair prices were the major factors behind the significant rise in transportation costs. Public transportation costs rose along with new cars, while gasoline and used car costs declined.

Prices of nondurable goods other than foods rose three-tenths of 1 percent. Apparel prices, especially women's dresses, skirts and slacks, were up substantially more than usual for November, the BLS said. Prices of cigarettes and liquor also showed further increases.

About 161,000 workers will receive cost-of-living wage increases based on the CPI jump in November.

More than 86,000 workers, including 73,000 in the meat packing industry and another 10,000 grocery store employees in the San Francisco area, will receive hourly pay increases ranging from 6 to 9 cents an hour on the basis of the six-month rise in the national index.

An additional 55,000 workers, including 20,000 tobacco workers, 5,000 in farm equipment and 9,000 chemical workers will get raises from 1 to 5 cents an hour based on the quarterly rise.

About 2,350 in the Cleveland transit system will receive 7 cents an hour more in January because of rise in the Cleveland index since May. But another 10,000 workers whose escalation reviews are tied to the November index will not receive adjustments because they already have received the maximums stipulated under their contract.

J. P. Stevens Ordered to Negotiate With Textile Workers in Georgia

WASHINGTON — The National Labor Relations Board has ordered J. P. Stevens and Company to negotiate with the Textile Workers Union of America for a contract covering workers at its Statesboro, Ga., plant.

A majority of workers at the plant had signed cards authorizing the TWUA to bargain for them. But the NLRB found that the company resorted to the same illegal, union-busting tactics it has used elsewhere to destroy the union's majority.

It applied—for the first time in a J. P. Stevens case—the precedent upheld by the Supreme Court last June that the NLRB can order a company to bargain with a union on the basis of authorization cards when the employer's deliberate unfair labor tactics have prevented a fair election.

TWUA President William Pollock called on the company to come to the bargaining table in response to the NLRB order. But the Stevens chain—as it has in the succession of labor law cases it has lost in recent years—served notice that it will appeal the order in the courts.

The Statesboro case is the sixth successive NLRB decision in which Stevens has been found to have violated the nation's labor law in an effort to keep its workers from organizing.

Pollock had charged a week earlier, after the corporation's fifth straight setback at the hands of a U.S. Court of Appeals, that continued defiance of the labor act by Stevens has "reached the proportions of a national disgrace."

The TWUA has been the victim of the company's unlawful actions since 1963, when it began signing up new-member applications in Stevens' North and South Carolina plants. Not a single plant has been organized nor a single contract won because of management's refusal

to abide by the law, TWUA has pointed out.

An NLRB panel comprising Chairman Frank W. McCulloch

Kayser-Roth Held Violently Remiss In 5-Year Fight

WASHINGTON — Kayser-Roth Hosiery Company's reaction to its employees' self-organization drive at Dayton, Tenn., was "violent and unlawful," the National Labor Relations Board ruled in a refusal-to-bargain case.

The ruling ended five years of legal strife for the employees who wanted a union. The company lost the economic phase of its battle in December, 1968, when it yielded to a seven-month strike and an AFL-CIO boycott and signed a one-year contract with the Textile Workers Union of America.

The NLRB upheld Examiner Thomas A. Ricci's findings that Kayser-Roth launched a campaign of unfair labor practices after its employees filed an election petition in 1964.

"Management representatives threatened retaliation against employees in many ways, and even discharged a number of them," the examiner found.

When the election was held, the company challenged the right of fired workers to vote, delaying the vote count. The NLRB ruled six workers had been unlawfully fired because of their union activities and two others were fired after the election for the same reason, Ricci noted.

The board certified the union in 1967, but when Kayser-Roth refused to bargain in good faith on major issues, the workers struck.

and members Gerald A. Brown and Sam Zagoria signed an order approving the June 6 findings of Trial Examiner Robert E. Mullin.

Mullin found after hearing testimony that the union began organizing at the Gulistan plant in Georgia in January 1968, and had by March 18 of that year obtained a valid majority of signed cards authorizing it to represent Stevens employees.

The management refused to recognize the union's majority and insisted on an election. Then it launched a campaign of intimidation, and the union lost the NLRB election. The result was set aside because of management's refusal to provide a list of employee names and addresses, and other unlawful acts.

The examiner found that "every level" of Stevens' supervisory hierarchy was "involved in numerous and continued acts of interference."

He ruled that its demand for an election was "motivated not by a good-faith doubt" of the union's majority but rather "by a rejection of the collective bargaining principle and by a desire to gain time within which to destroy the union's majority."

Mullin also reported three union adherents were fired on pretexts and one job applicant was barred because she was related to a union supporter. All four were ruled entitled to a job and their backpay.

NLRB members said the hearing record "reveals that, upon learning of the presence of the union" at the Gulistan plant, Stevens "resorted to a campaign of extensive and egregious unfair labor practices" which "were calculated to, and in fact did dissipate" TWUA's majority. Since a fair and free election now would be "improbable if not impossible," the NLRB issued its order that Stevens must bargain collectively.

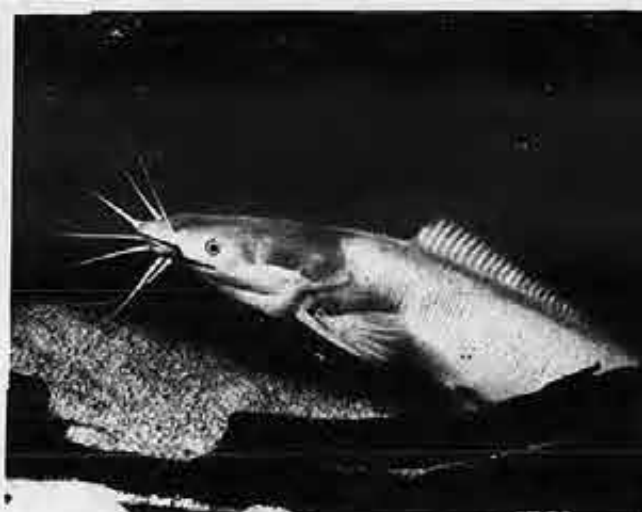
Headed for the Beach

Port Agent Leon Hall listens as SIU Vice President Earl (Bull) Shepard congratulates veteran Seafarers Jesse Shonts, left, and Eugenio Marte upon their retirement. Shepard then presented the happy pair with their first SIU pension checks. Scene was at the New York SIU hall.

The FISH that walks on land



Florida's walking catfish may be a delight to these children, but many more Floridians consider the creature to be a pest and are trying to exterminate it. Fish is almost always white.



IN South America and the West Indies there is a fish which for generations has been venerated by the natives because its skeleton resembles Christ on the cross.

This skeletal remains of what was commonly called the Crucifix-fish, was eventually identified as that of a catfish.

Ironically, the persecution and sacrifice connected with the Crucifixion is reflected—at least to a symbolic degree—by certain brothers of this catfish.

These are the "walking" catfish of Florida. Believed to be the first such fish in the United States, their habits have made them the target of mass persecution. The analogy with the Crucifix is somewhat diluted, however, since the fish decided not to sacrifice themselves. Instead, their will to survive is so strong that they have thus far frustrated all attempts to exterminate them.

When their water is poisoned, they simply walk out of it and search for a more suitable place to swim. When hundreds of them are killed en masse, and thousands more are used as specimens, they refuse to become discouraged. They just work a little harder at propagating. However, the "where" and "how" of this unique struggle for survival are still unanswered questions.

Even with natural odds against them, the walking catfish have defied the inevitable. They were predominantly albinos when first discovered in Florida and therefore should have been subject to heavy attack by other fish because their pale skin was so noticeable. But fellow creatures tend to avoid them. Even the vicious piranha stays away.

Why is his will to live so strong? The answer may precede man's appearance on earth. Numerous evolutionists believe that human existence began with sea creatures whose courage and fortitude moved them to leave the water and try life on land. And Florida's walking catfish has often displayed his willingness to try solid ground when water isn't agreeable.

Citizens have seen them walking on the ground in Palm Beach and Broward Counties as far as a mile from water. Also, scientists have observed that when the deadly toxicant, rotenone, is placed in their water, the fish will walk out.

Seen climbing up an incline as steep as 75 feet, the fish uses his strong pectoral fins to crawl along the ground. And when he decides to stop crawling, he stands up and proceeds to flip and flop forward in any chosen direction. He can survive outside water from four up to 24 hours if the ground is moist.

After a scientific report last year on the creature—technically classified as *Clarias batrachus*—biologists and Floridian residents became alarmed that the hungry walking catfish would destroy desirable local fish. The report found that the creature dines on shrimp, snails, tadpoles, crayfish, and even clams.

Furthermore, there was concern that the walking catfish might possibly upset the whole balance of nature. For example, one biologist said that if the cat-

fish was to eliminate snails, he would also be eliminating the birds that feed on snails.

Another factor, disturbing to some people, was a rumor that the pale fish was a vicious animal that grew as long as five feet and attacked dogs and people. (In Africa there is a "walking" catfish that grows to this length, but it is not a ferocious beast.)

The rumor was promptly dispelled by facts. John W. Woods, chief of the Fisheries Division of the Game and Fresh Water Fish Commission, said Florida's "walking" catfish averages only 15" to 17" though some have grown to 24". He also noted that the fish probably decided to make Florida its home some three to five years ago after walking off from a tropical fish dealer's pond.

Aside from the fish's desire for local foods, scientists also complained about the uncontrollable nature of the animal. Biologist Vernon Ogilvie, who also works for the Commission, attested to the extreme difficulty of managing a fish that will not stay in the water.

He not only helped write the walking catfish report for the Commission, but placed two of the creatures in his home aquarium. "If I give them a chance," he explained, "they jump out and come into the living room. This fish even avoids a net, so you have to chase it down to capture it."

Handling the walking catfish is virtually impossible. Strong and slippery, the fish can jump four feet out of the water while heading in a definite direction. It has also been observed that when put into a tank with native and exotic fish, the powerful creature is discreetly avoided.

Disquieted by unexplained facts, some Floridians came to view the unsuspecting catfish as a definite evil and decided it must be eliminated.

For example, it was reported that authorities in Broward County raided a fish farm and destroyed 327 walking catfish. Meanwhile, some 3,000 more of the fish were collected and used for research by the State Fisheries Commission.

As more and more walking catfish were killed, an associate editor of the Miami Herald was moved to term the slaughter a "witch hunt." He quoted another editor stating that "the species is one of the most attractive in tropical aquariums, where it remains small.

In nature, though, it grows to 18 inches—an excellent food fish."

Even the Commission's report noted that the fish tested were found to be quite tasty, just as their ordinary, non-walking brother is. Throughout the South, catfish is a favorite food. Some restaurants even specialize in it.

Also, catfish farming is reportedly becoming big business, especially in Arkansas and Mississippi where more than 10,000 acres are devoted to commercial rearing ponds for catfish. Catfish farms have sprung up in Florida, too, and the business seems to be growing.

The prospect of tasty meals, coupled with the apparent impossibility of eliminating the wily walking catfish, seems to have calmed the atmosphere in Florida, although it has aroused fears in Alabama and other southern states where the creature now has been banned by law.

Also, in the Federal Register of August 19 a proposal was published prohibiting the importation, transportation or buying of the walking catfish after December 31, 1969.

However, the fish is determined to remain in Florida, determined to survive, and Florida's natives are seemingly resigned to the facts of self-preservation, not only for themselves, but for all species of life.

As Woods said, the "walking" catfish has covered such a large area now, eradication seems impossible.

Floridians can also take comfort in a situation comparable to the walking catfish dilemma that occurred some years ago among the dogfish population.

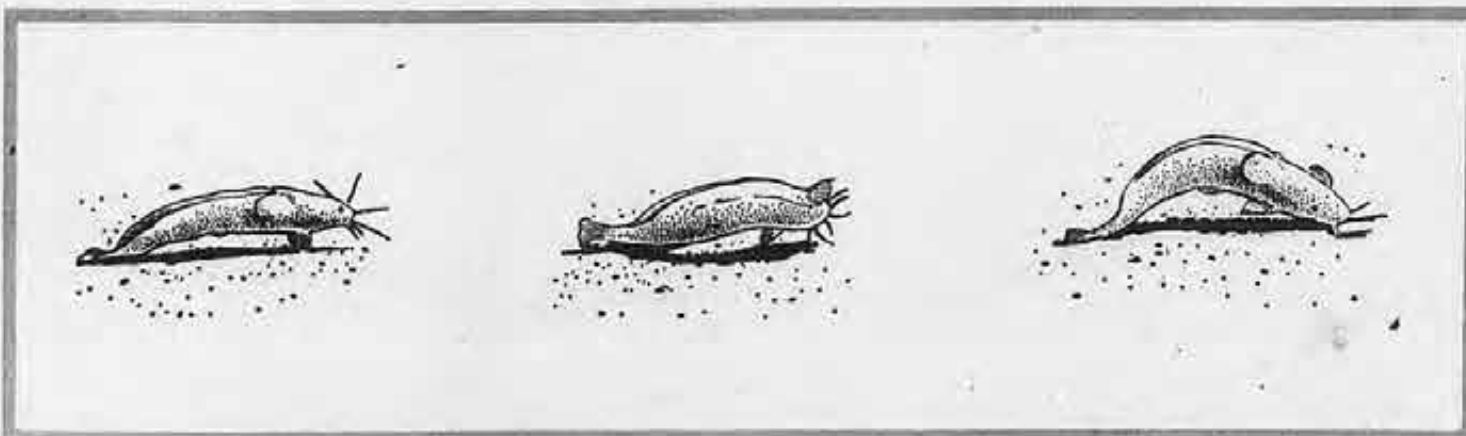
In his book, "A History of Fishes," J. R. Norman describes how the animal was becoming a menace to fisheries, but was found nearly impossible to exterminate or even decrease in numbers. It was then decided to change the dogfish's unpleasant-sounding name to an appealing one more likely to sell in local markets. He became flake in England, the greyfish in Canada and the United States, and the see-aal in Germany. Thus, what was once a threatening creature, now is sought after as a popular food fish.

As a matter of fact, a certain species of catfish—once unmarketable because of its ugly head and tough skin—was also changed into a selling product. Its head and skin were simply removed for market sale and its name was changed from "wolfish" to Rock Salmon.

This catfish, rechristened by enterprising fishmongers, is only one of the walking catfish's many brothers. In Central and South America alone there are nine families of catfish.

Catfish are extremely diversified creatures. Some swim upside down; some have no eyes. And like their "walking" brother in Florida, their will to live is strong.

In time scientists hope to know more about the habits of Florida's walking catfish. Despite the original inhospitality, the creature will stay anyway, and with his will, ingenuity and "good taste," he may eventually prove a big asset to Florida. Of course, he is still a somewhat unstable commodity since you never know when he'll pick up and walk away.



W Piney Point Lifeboat

LIFEBOAT TRAINING at the Harry Lundeberg School of Seamanship at Piney Point—approved by the U. S. Coast Guard and rated as good as training available anywhere in the country—this month qualified 64 more entry rating trainees for their lifeboat endorsements.

The comprehensive course of instruction includes classroom work as well as a minimum of 30 hours of practical training in the boats. All trainees become thoroughly familiar with all lifeboat commands, and every trainee is tested on his ability to command the boat, as well as demonstrating his competence in handling the oars.

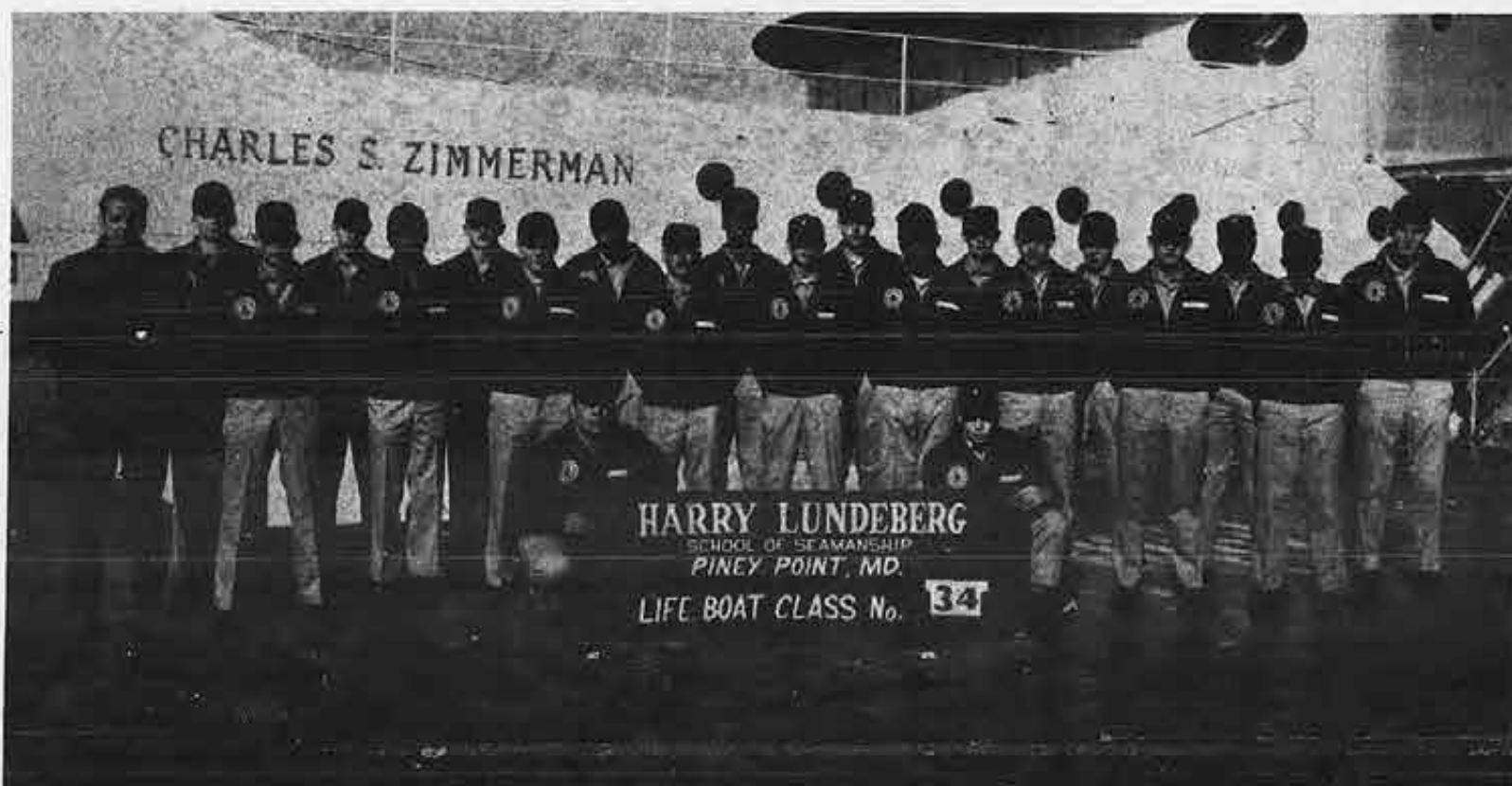
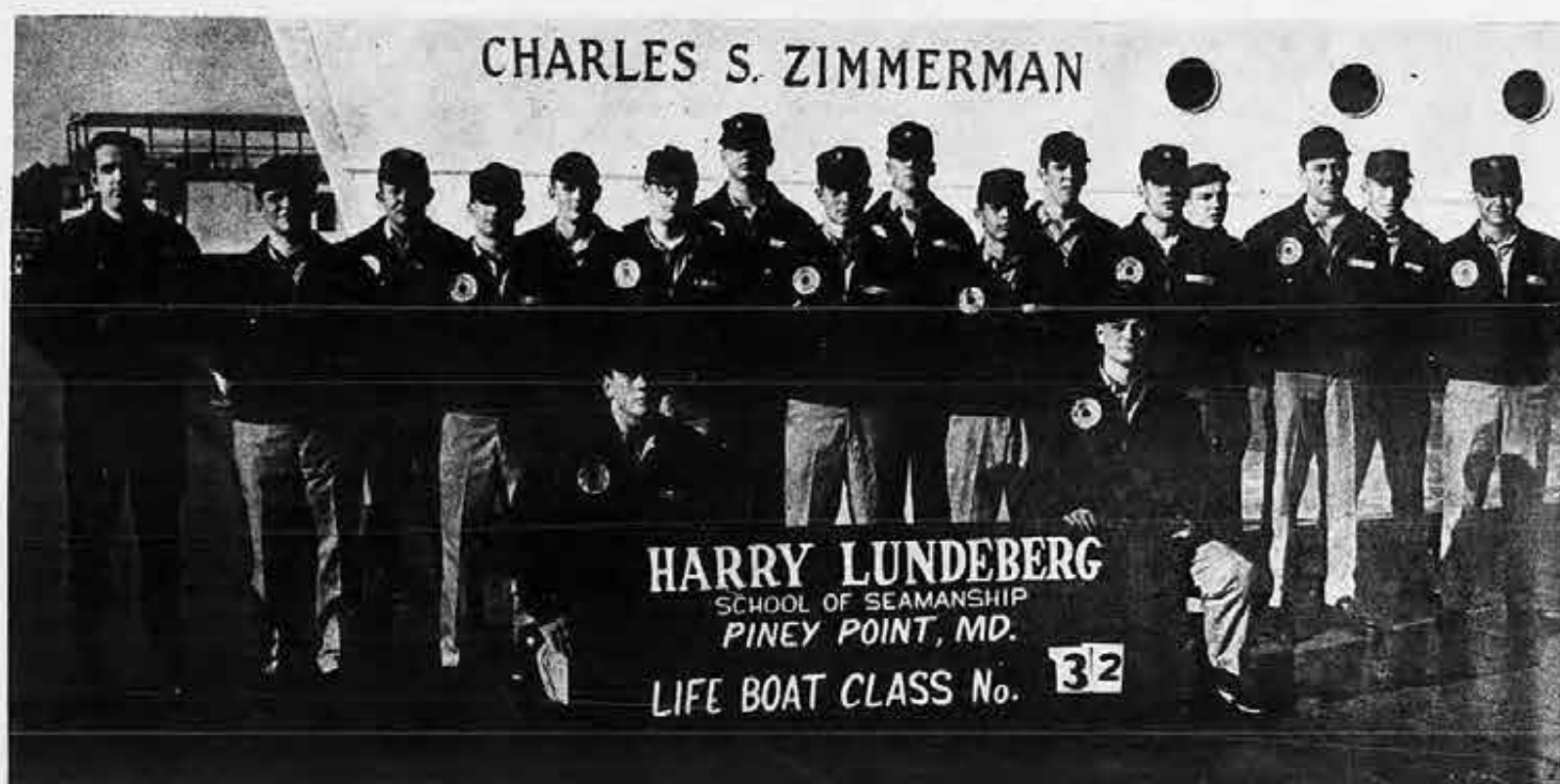


CLASS 32—(Kneeling l-r): Roy Reed, Paul Colgan. (Front row): Instructor Paul McGaharn, Vincent Cortellacci, Jonathan Honeycutt, Jon Bove, Thomas Stanford, Gary Archambeault, Rodney Engle, Jimmie Hastings, William Jones. (Back row): Henry Oakes, Craig Williams, Richard Burkhart, Patrick Roberts, John Gillis, Dennis D. Robertson, Gerald Hamrac. Trainees all passed their examination with high marks.



CLASS 35—(Front row l-r): Instructor Paul McGaharn, Wayne Ard, David McGarrity, Tommie Vines, Frank Kubicz, Frank Rotolo. (Back row l-r): Samuel Witt, Charles Haman, Robert Baucum, Graham Shepard, Leslie Myers, Michael Moore. (Kneeling l-r): John Merckling, Eduard Lasso. Trainees all got high marks on their examinations.

CLASS 33—(Kneeling l-r): Keith Bossard, George Schaefer. (Front row l-r): Norris Coates, C. Moseley, Robert Breech, David Corbett, John McKinney, Mario Roulhac, William McKnight, Instructor Paul McGaharn. (Back row l-r): Earl Starkey, Kim Land, George Warren, Woodie Guthrie. In the background is the historic Ambrose Lightship.



CLASS 34—(Kneeling l-r): Charles Rodriques, Joseph Stevens. (Front row): Instructor Paul McGaharn, David Lohner, Larry Thomas, D. Robertson, Frank Stiles, Ronald Frugia, John Peavy, Sam Guthrie, Douglas Gerber, Michael Falls, William Moore. (Back row): S. Schnapel, William Posey, Robert Warren, Thomas Tharpe, Frank Hayes, Eric Witte, Timothy Davis, Paul Dillon, Ronnie Simpkins. Class posed alongside HLSS Training Ship Charles S. Zimmerman.



SIU ARRIVALS

Randy Cauthern, born October 2, 1969, to Seafarer and Mrs. Curtis Cauthern, New Orleans, La.

Catalina Monteiro, born June 29, 1969, to Seafarer and Mrs. Teofilo Monteiro, Philadelphia, Pa.

Todd Frankovitch, born November 5, 1969, to Seafarer and Mrs. John G. Frankovitch, Rapid River, Mich.

Consuela Guthrie, born November 13, 1969, to Seafarer and Mrs. Gary H. Guthrie, Pinnellas, Park, N.Y.

Teresa Ong, born November 4, 1969, to Seafarer and Mrs. Ching S. Ong, San Francisco, Calif.

Julie Kidd, born September 15, 1969, to Seafarer and Mrs. Gerald R. Kidd, Baltimore, Md.

Robert Balog, born November 15, 1969, to Seafarer and Mrs. Robert Balog, Stockton, Calif.

William Lotz, born August 26, 1969, to Seafarer and Mrs. William J. Lotz, Baltimore, Md.

Rayma E. Carlo, born November 5, 1969, to Seafarer and Mrs. Rafael Carlo, El Senorial, Rio Piedras, P. R.

Lila Corey, born August 16, 1969, to Seafarer and Mrs. Larry W. Corey, Bay Minette, Ala.

Anthony Loper, born November 17, 1969, to Seafarer and Mrs. Collie Loper, Jr., Mobile, Ala.

Jennifer Neibert, born November 2, 1969, to Seafarer and Mrs. Richard H. Neibert, Hayward, Wisconsin.

Lisa Jean Roach, born November 6, 1969, to Seafarer and Mrs. Edward J. Roach, Orange, Texas.

Ann Marie Dickens, born November 5, 1969, to Seafarer and Mrs. Merle C. Dickens, Taylor, Mich.

Kala Francis, born October 29, 1969, to Seafarer and Mrs. Sidney S. Francis, New Orleans, La.

Michael Chatelain, born October 27, 1969, to Seafarer and Mrs. Clayton P. Chatelain, Jr., New Orleans, La.

Daniel Serrano, born to Seafarer and Mrs. Herminio Serrano, Toa Baja, Puerto Rico.

Cynthia Rhodes, born November 10, 1969, to Seafarer and Mrs. Jack B. Rhodes, Baltimore, Md.

Jasminda Navarro, born November 13, 1969, to Seafarer and Mrs. Alfredo Navarro, Brooklyn, N. Y.

Samuel Rodriguez Garcia, Jr., born September 15, 1969, to Seafarer and Mrs. Samuel Rodriguez, New York, N. Y.

Rona'd Morgan, born November 19, 1969, to Seafarer and Mrs. Richard A. Morgan, Santa Maria, California.

Anthony Davis, born November 17, 1969, to Seafarer and Mrs. Lewis A. Davis, Redding, California.

Daniel Kidd, born September 15, 1969, to Seafarer and Mrs. Gerald R. Kidd, Baltimore, Md.

Juan Sandoval, Jr., born June 21, 1969, to Seafarer and Mrs. Juan M. Sandoval, Jarrettsville, Md.

Harriet Beck, born November 18, 1969, to Seafarer and Mrs. Arthur Beck, Hayward, California.

Deborah Claudio, born December 6, 1969, to Seafarer and Mrs. Otilio J. Claudio, Guanica, P. R.

Bruce Francis, born August 16, 1969, to Seafarer and Mrs. Lewis H. Francis, Sutherlin, Va.

Luke Arvanites, born September 25, 1969, to Seafarer and Mrs. John Arvanites, Houston, Texas.

Raquel Veazie, born October 29, 1969, to Seafarer and Mrs. Curtis Veazie, Houston, Texas.

Kimberly Register, born October 28, 1969, to Seafarer and Mrs. James R. Register, Wilmington, N. C.

Luis Ortiz, born October 10, 1969, to Seafarer and Mrs. Vincente Ortiz, Bay St. Louis, Miss.

Lauretta Ann Beard, born November 17, 1969, to Seafarer and Mrs. David R. Beard, Houston, Texas.

Aldero Amison, born December 4, 1969, to Seafarer and Mrs. Craig S. Amison, Beckley, W. Virginia.

Erica Kayser, born December 2, 1969, to Seafarer and Mrs. Lloyd B. Kayser, Brooklyn, N.Y.

Christopher Moffett, born March 30, 1969, to Seafarer and Mrs. Henry C. Moffett, Dodson, Louisiana.

Ramon Rodriguez, born November 18, 1969, to Seafarer and Mrs. Rafael Rodriguez, Rincon, Puerto Rico.

Allison Sanford, born December 4, 1969, to Seafarer and Mrs. William R. Sanford, Middle Village, N.Y.

Daniel Bell, born September 19, 1969, to Seafarer and Mrs. Robert H. Bell, Pensacola, Florida.

Luis DeJesus, born December 10, 1969, to Seafarer and Mrs. Guillermo DeJesus, Dorado, Puerto Rico.

Labor Department Told:

Title No Substitute for Pay, Especially at Overtime Rate

WASHINGTON—A title on the door may get you a rug on the floor. But unless it means more money in the paycheck, you're not an executive, the AFL-CIO maintained in a statement to the Labor Department.

The Labor Department is currently reviewing the salary test it applies to "executives" and "professionals" to determine if they are exempt from overtime pay requirements of the Fair Labor Standards Act.

At present—under regulations last changed in 1963—no one making less than \$100 a week, regardless of his supervisory responsibilities, is exempt from the wage-hour law as an "executive."

And no one making less than \$115 a week can be excluded as a professional.

Persons making above that amount aren't necessarily excluded. They have to meet job description tests that demonstrate that their principal work is supervision or that they meet the definition of professional.

Even if they do, of course, they can still be paid overtime under union contract requirements or by agreement of the employer. But the employer isn't required by law to pay the time-and-one-half rate.

The Labor Department agrees that no real executive these days is paid as little as \$100 a week, nor are professionals hired at \$115.

So it has proposed raising the pay requirement to \$130 for executives and \$150 for professionals.

That's still too low, the AFL-CIO told the department's Wage and Hour and Public Contracts Divisions.

In a 12-page submission, the federation documented its argument that the lowest level that should be set to exempt super-

visors from the legal requirement for overtime pay is \$150 a week, and the minimum standard for professionals should be \$175.

It is noted that the average non-supervisory production worker in manufacturing makes more than \$129 a week. Even a \$150 wage cutoff for supervisors would be a differential of only 17 percent, and much smaller for establishments where wages are above average.

Likewise, it said, even starting rates for professionals with no experience these days average above \$175 a week, with the average for experienced employees much higher.

On-Job Injuries Continue at High For Second Year

WASHINGTON — On-the-job accidents in 1968 continued at the 1967 rate of 14 disabling injuries per million hours worked in manufacturing — the highest level since 1952, the Labor Department reported.

Preliminary data from the Bureau of Labor Statistics showed worsened rates in 12 of 21 major industry groups. Five groups had lower rates and four were unchanged.

The largest increases in work-injury rates for the year were in the food, stone, clay, glass and textile industries. Biggest decreases in rates were in ordinance, lumber, rubber and petroleum refining industries.

The frequency of injuries in contract construction, which has been declining in recent years, rose from 26.7 in 1967 to 26.9 in 1968, BLS reported. The greatest increase in this area was in heavy construction.

PERSONALS

Joseph Evans

Please contact the Welfare counter at SIU headquarters in Brooklyn as soon as possible. A check is being held there for you.

David Bronstein

A check is being held for you at the Welfare counter in SIU headquarters in Brooklyn. Please contact the counter as soon as possible.

Benjamin Freeman

Your sister, Mrs. C. A. Hunt, asks that you contact her as soon as possible at 239 North Warren Avenue, Brockton, Massachusetts.

Bill Schouweller

Please contact Steve Coughlan at 564 Esplanade Boulevard, Pacifica, California 94044.

Ralph J. Smith

Your wife, Betty Louise, is anxious to hear from you. Please contact her at 2701 Kline Road, Jacksonville 16, Florida, as soon as possible.

At Journey's End



After completing a smooth run to Yokohama, Japan, Seafarers relaxing aboard the Richwood (Richwood S.S. Co.), sent this photo to the LOG. From left to right are: Chief Mate William R. Horne, AB Guy E. Archie, OS Thomas J. Thiel, Bos'n Ed (Rocky) Adams and Earl Adams of deck maintenance department.

From the Ships at Sea

No green money will be issued for the draw in Vietnam, the crew of the *Seatrain Louisiana* (Hudson Waterways) was informed by Ship's Delegate **James C. Northcott**, who also pointed out that this was a matter the Union could not control. The draw will be in piastres at 118 to the dollar. A vote of thanks to the steward department was recorded by Meeting Secretary **F. J. Hall**. No beefs were reported from department delegates. Meeting chairman was **Jack Kennedy**. Engine delegate is **Lorie Christmas**; **Raymond Proux** is steward delegate.

Hall

Difficulties encountered by Seafarers in Arabian ports were discussed aboard the *Transeastern* (Hudson Waterways). At the meeting, with Ship's Delegate **W. H. Butts, Jr.** in the chair, a motion was made by **J. Haines** and seconded by **M. B. Elliott** for passports or visas to be issued to Seafarers sailing to



Haines

Arabia. Otherwise, they cannot go ashore in case of illness. A vote of thanks was given Yokohama SIU Patrolman **Ed Morris** for settling all beefs aboard ship and for bringing a box of new books for the ship's library. Meeting Secretary **Elliott** reports. The steward department also received a vote of thanks for a very good Thanksgiving dinner. **J. Haines** was elected deck delegate; **C. M. Crooks** is engine delegate and **H. Pussley**, steward delegate.

Aboard the *Del Alba* (Delta), Meeting Secretary **L. D. Croom, Jr.** reports a hole found in the ship's hull by the No. 4 hatch at the 14-foot level below the water line and another by the No. 1 hatch at the 15-foot level, also below the water line. Both were quickly patched up with cement. The ship left Saigon with a critical shortage of food. It was reported at the meeting, chaired by **William Eschuk, Jr.**, that the chief steward has a beef about the master's refusal to buy fresh provisions when they are obtainable in various ports. The



Croom

steward requests that a food plan representative meet this ship upon its arrival in the States. Despite the food shortage, a vote of thanks was given the steward department for a job well done under the circumstances. Painting is also badly needed at various spots on the ship. Ship's Delegate **Frank Rodriguez, Jr.** will request that the Port Agent board the ship in Yokohama to take care of accumulated beefs. **J. S. Cowan** is deck delegate; **J. H. Helfer**, engine delegate and **C. M. Dias**, steward delegate.

Inside rooms aboard the *Afoundria* (Sea-Land) are to be insulated, Meeting Secretary **F. R. Kaziukewicz** writes. **Ben Viener**, the new bosun, brought this about and the chief engineer has ordered materials, which include polyurethane foam, three-quarter-inch plywood and tile covering. Delegates are: **Harold Moody**, deck; **Bernardino Rivera**, engine and **Michael Boris**, steward. The SIU patrolman has advised the chief mate not to undertake any search and seizure action in un-



Kaziukewicz

licensed crew quarters without the presence of the owners of the subjects and the occupants of quarters and personal effects.

Ship's Delegate **Edwin M. Christian** reported to the meeting aboard the *Buckeye Atlantic* (Buckeye) that he had received assurances from the captain that all crew quarters would be painted and pending repairs made.



Christian

Nevertheless, Meeting Secretary **Charles Perkins** discloses, there is some doubt as to the safe condition of the ship. The vessel was adrift for two days in the Mexican Gulf and has a history of problems with water, lights, fans, leaking engine room boilers and bad ice boxes. During the previous trip, problems with the evaporator caused the ship to go on water rationing. The chief engineer states that a new evaporator has been installed but is not as good as the old one and advises the wise and sparing use of water. **Joseph Zelay**, meeting chairman, moved for six month articles for ships on the Persian Gulf run only. The motion was seconded by **Walter**

Brown. **Edwin M. Christian** was elected to serve as new ship's delegate. **J. S. Mitchell** is deck delegate, **David A. Jones**, engine delegate, served as meeting clerk, and **Theodore T. Harris** is steward delegate.



McPhaul

Seafarers aboard the *Antinous* (Waterman) were told by the captain that they could go ashore while the ship was bunkering for about two hours in the Canal Zone but that no boat service would be provided at company expense. One oiler was demoted to day worker, Meeting Secretary **James R. McPhaul** writes, and Ship's Delegate **McLvin Moore** says he will take up the matter with the Patrolman. Otherwise a good trip was reported, with model behavior by the crew and everyone happy. The TV set which was bought by 20 crewmembers was raffled off at the meeting and Seafarer **Gerald Edwards** was the winner. Edwards presented it to the ship for use by the unlicensed men. Delegates were **Sheppard Moses**, deck; **A. G. Milne**, engine and **G. T. Aquino**, steward.

Underage Children Illegally Employed In Perilous Jobs

WASHINGTON — Federal wage-hour investigators found 11,273 children illegally employed during the 1969 fiscal year, some of them in hazardous occupations with high accident rates.

The investigations, which reached only a small portion of establishments covered by the Fair Labor Standards Act, turned up 10,024 under-age youngsters employed in non-farm establishments and 1,249 children illegally employed on farms.

Of the non-farm group, 5,234 were 16 or 17-year-olds working at hazardous jobs where the minimum employment age is 18.

The remaining 4,790 were under the minimum age of 16 for full-time employment in non-hazardous jobs or under the age 14 minimum for employment outside of school hours in permitted occupations.

On the farms, the violations were found equally among children of migrant workers and local farm children.

Forty-seven percent of the children found working on farms during school hours were in the 10-13 age bracket, 38 percent were 14 or 15, and 15 percent were under 10 years.

A majority of the children illegally employed on farms—59 percent—were enrolled in school grades below normal for their age.

White House Food Conference Didn't Help Much

By Sidney Margolius

Working families didn't get much help and consideration in their struggle with present high food prices from the White House Conference on Food, Nutrition and Health.

The much-publicized conference early in December was noticeably dominated by food corporation executives. Many were from companies that had bitterly fought "truth in packaging" and other consumer protection, such as General Foods Corporation, McCormick Company, Campbell Soup Company, and the meat packers.

Just as shocking were the attitudes of some of the U.S. Agriculture Department representatives at the conference. They sided with the businessmen in fighting off proposals aimed at reducing prices.

The president of Campbell was the chairman of one of the most important panels affecting your pocketbook, that on staple foods. McCormick was represented on several panels. McCormick is the company that invited the House Commerce Committee to see how "difficult" it would be to make standard-size packages. That "demonstration" helped kill the standardized-weights provision of the original packaging bill, which would have made it easier for you to compare values.

General Foods is the company whose then chairman wrote that "Let's Keep Politics Out of the Pantry" article in *Look* magazine when the packaging bill was under consideration. The article argued that the public eats "so well and so conveniently for so little." Bet you didn't know you did.

Some of the recommendations that came out of the conference were still useful. Many of those dealing with the food problems of the poor stressed the immediate need to expand food-stamp and other emergency programs. The fact is that some 25 million Americans have incomes so low that they may have difficulty getting enough to eat in this winter of high food prices.

But many of the recommendations were simply for more education in nutrition.

This is dodging the real problems, of course. While nutritional education is desirable, no amount of "education" really can take the place of more reasonable prices. Low-income people already are better buyers than middle-income and richer people. They buy more calories and more protein and other nutrients for the dollar than other income groups, as shown by U.S. Agriculture Department studies.

One of the food-industry panels at the conference even made its major recommendation a proposal that the food industry establish a "Food Council of America" to tell people how to shop for food.

It is difficult to imagine such an industry council telling consumers not to buy sugar-coated cereals because they are 45-percent sugar, or watered "fruit drinks" or flavored rice that comes to \$1 a pound when you figure out the real cost.

Where nutritional and shopping information is really most needed and useful is at the point of sale, which means right on the package label.

Most urgent need is to require that labels state the percentages of each ingredient in the product. Low-income families often tend to buy products that seem cheap like frankfurters and lunch meats, unaware that these usually have 30-percent fat, 10-percent water and thus only contain 60 percent of the higher-quality nutrients.

Also, working mothers often buy TV dinners and similar ready-to-eat foods without realizing that these provide only about half the meat or other protein food recommended for a normal serving, and are filled out with inexpensive low-nutrition ingredients.

Nor can a mother who thinks frozen chicken pot pies seem reasonable really know, under present labeling, that these contain only 14-percent chicken meat; that canned beef stew really is only 12-percent meat, that "Noodles with Chicken" is only 9-percent chicken; that ready-to-eat fish cakes which look cheap contain only about 60 percent of the protein value of a standard home recipe.

It is noticeable that the nutritional quality of American diets has been going down in a period of relative affluence, even as the marketing and use of such low-nutrition food products has increased dramatically.

One of the industry-dominated panels at the conference said that the main purpose of food labels is to "provide information that will promote its use." But what consumers want is labels that give them more information on what's really in the box.

It was also remarkable that at a conference concerned with food and nutrition problems, held in a time of severe inflation, practically nothing was said about the high prices of food. Giving food stamps to the poor is all right with the industry. That means the manufacturers and stores sell more products. But it also means that the public is subsidizing, and even perpetuating, high food prices.

The plain fact is that food prices are too high. Certainly they are too high in comparison to the traditional spread from farm to market. Farmers used to get 50 cents of the retail food dollar, and distribution took 50 cents. In recent years farmers have gotten only 37 to 40 cents, while distribution has taken 60 to 63 cents. Reducing the marketing margin to the former 50-50 ratio alone could reduce present food prices as much as 20 percent.

SEATRAN MAINE (Hudson Waterways), December 14—Chairman, Ed Lane; Secretary, Sam W. McDonald; Ship's Delegate, E. Lane; Deck Delegate, Robert Myers; Engine Delegate, J. Sommer; Steward Delegate, William Lennox. Some disputed OT in deck and engine departments. Motion was made to have patrolman settle grievances before payoff.

SEATRAN LOUISIANA (Hudson Waterways), November 30—Chairman, J. Kennedy; Secretary, F. Hall; Ship's Delegate, James C. Northcott; Engine Delegate, L. Christman; Steward Delegate, Raymond Proux. No beefs and no disputed OT reported by department delegates. Vote of thanks to the steward department for a job well done.

GATEWAY CITY (Sea-Land), December 16—Chairman, Sven Stockmarr; Secretary, J. M. Davis; Ship's Delegate, S. Stockman; Deck Delegate, F. E. Clay, Jr.; Engine Delegate, Albert S. Verwald; Steward Delegate, Jose Velazquez. Some disputed OT in engine and steward departments. Vote of thanks to the steward department, especially the baker, for exceptional Thanksgiving Day dinner.

BUCKEYE ATLANTIC (Buckeye), October 27—Chairman, Joseph Zelay; Secretary, Charles Perkins; Ship's Delegate, E. M. Christian; Deck Delegate, J. S. Mitchell; Engine Delegate, David A. Jones; Steward Delegate, Theodore T. Harris. Various repairs needed aboard ship. Matter discussed with Captain.

SUMMIT (Sea-Land), December 13—Chairman, Walter Gustavson; Secretary, Richard Williams; Ship's Delegate, Walter Gustavson; Deck Delegate, Calvin DeSilva; Engine Delegate, Sandy Seabrooks; Steward Delegate, William A. Hamling, Jr. \$29.40 in ship's fund. One man missed ship in New Jersey. No beefs were reported by department delegates.

ANTINOUS (Waterman), December 12—Chairman, Melvin Moore; Secretary, James R. McPhaul; Deck Delegate, Morris Sheppard; Engine Delegate, A. G. Milne; Steward Delegate, G. T. Aquino. Good trip so far. Expect good payoff. \$12.25 in ship's fund.

MARYMAR (Calmar), December 14—Chairman, T. Drobins; Secretary, T. A. Jackson; Ship's Delegate, T. Drobins; Deck Delegate, Robert F. Mackert; Engine Delegate, John O'Toole. No beefs and no disputed OT.

CANTON VICTORY (Columbia), October 19—Chairman, C. F. Just; Secretary, M. L. Leache; Ship's Delegate, C. F. Just; Deck Delegate, M. F. Kramer; Engine Delegate, Irving Futterman; Steward Delegate, H. Knuchles. \$10.00 in ship's fund. No beefs. Everything is running smoothly.

BETHFLOR (Bethlehem), November 16—Chairman, Joseph Michael; Secretary, Vernon Douglas; Deck Delegate, Jerry W. Blau; Engine Delegate, Hector L. Duarte; Steward Delegate, Lorenzo Rinaldi. Some disputed OT in deck department. No beefs were reported by department delegates.

STEEL NAVIGATOR (Isthmian), November 23—Chairman, B. R. Kitchens; Secretary, George W. Gibbons; Ship's Delegate, B. R. Kitchens; Deck Delegate, F. Peavov; Engine Delegate, J. Guillory; Steward Delegate, F. Colon. Discussion held regarding Pension Plan. \$21.00 in ship's fund. No beefs were reported by department delegates.

WESTERN PLANET (Western Agency), December 12—Chairman, C. A. Pereira; Secretary, Jesse Riamostle; Ship's Delegate, C. A. Pereira; Deck Delegate, Charles Reed; Engine Delegate, C. L. Owen; Steward Delegate, C. Scott. \$14.00 in ship's fund. Some disputed OT in deck department.

STEEL KING (Isthmian), December 14—Chairman, John McCullom; Secretary, Major E. Reid; Brother S. Rothman was elected to serve as ship's delegate. Discussion held regarding pension plan. No beefs were reported by department delegates.

HALCYON TIGER (Halcyon), December 14—Chairman, John Knudsen; Secretary, Michael Toth; Ship's Delegate, Lawrence B. Kelly; Deck Delegate, Albert H. Schwartz; Steward Delegate, Bert M. Winfield. Vote of thanks was extended to the entire steward department for a job well done. All hands agree that food planning, preparation and service would be hard to beat.

FANWOOD (Waterman), December 14—Chairman, Alfred R. Sawyer; Secretary, Anthony J. Kuberski; Ship's Delegate, William Meehan; Deck Delegate, Freddie Calhoun; Engine Delegate, T. McRaney; Steward Delegate, Joseph N. Rioux. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

ROBIN HOOD (Moore-McCormack), December 17—Chairman, J. Samsel; Secretary, Aussie Shrimpton; Ship's Delegate, W. S. Samsel; Deck Delegate, Leonardo A. Felin; Engine Delegate, W. J. Tate; Steward Delegate, L. Franklin. Vote of thanks was extended to the steward department for the outstanding food and service during the voyage. \$19.25 in ship's fund. Exceptionally good crew on board.

DEL SUD (Delta), November 30—Chairman, Jack D. Callaway; Secretary, Billy Russell; Ship's Delegate, K. K. Binemanis; Deck Delegate, Frank B. Ketchman; Engine Delegate, Oscar Figueroa; Steward Delegate, Leroy Rinker. Disputed OT in engine and steward department. Vote of thanks was extended to the steward department for a job well done.

OAKLAND (Sea-Land Service), November 2—Chairman, T. J. White; Secretary, J. J. Doyle. Discussion held regarding constitutional changes. Motion made that the pension plan be based on 20 years in Union and 12 years sea time. \$6.80 in ship's fund and \$110.00 in movie fund. No beefs were reported by department delegates.

DEL ALBA (Delta), November 23—Chairman, W. Eschuck, Jr.; Secretary, L. D. Croom, Jr.; Ship's Delegate, Frank Rodriguez, Jr.; Deck Delegate, J. B. Cowan; Engine Delegate, J. H. Helfer; Steward Delegate, C. M. Diass. \$15.00 in ship's fund. No disputed OT. Food beef. Ship's delegate will request that port agent board ship upon arrival in Yokohama to square away beefs.

STEEL FLYER (Isthmian), November 23—Chairman, Manuel Landron; Secretary, H. L. Bennett; Ship's Delegate, Herbert Leake; Deck Delegate, Frank Gutierrez; Engine Delegate, Vernon L. Stieberg; Steward Delegate, Mario Nabasco. \$10.00 in ship's fund. Vote of thanks was extended to the steward department for a job well done. The steward thanked the ship's delegate and the crew for their co-operation during the trip.

STEEL APPRENTICE (Isthmian), November 16—Chairman, Anthony Torsado; Secretary, Paul P. Lopez; Ship's Delegate, Anthony Torsado; Deck Delegate, C. Mann; Engine Delegate, J. Britton; Steward Delegate, M. Caampued.

OVERSEAS PROGRESS (Maritime Overseas), November 29—Chairman, B. L. McGowan; Secretary, R. J. Sherman; Ship's Delegate, Junior L. Moncrief; Engine Delegate, G. K. Brown; Steward Delegate, A. Papadimitis. No beefs and no disputed OT. Everything is running smoothly. Vote of thanks to the steward department for the excellent Thanksgiving Day dinner.

TRANSMALAYA (Hudson Waterways), November 30—Chairman, None; Secretary, Judson P. Lamb; Ship's Delegate, J. C. Keel; Deck Delegate, G. A. Peterson; Engine Delegate, Jerry D. Hanners; Steward Delegate, H. W. Roberts. No beefs and no disputed OT.

STEEL AGE (Isthmian), November 23—Chairman, Frank Cattagan; Secretary, Pete Gonzales; Ship's Delegate, G. R. Fitts; Deck Delegate, Grayson E. Warren; Engine Delegate, Glenn E. Dickens; Steward Delegate, J. H. Green. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. Two men missed ship in Djibouti and rejoined ship in Aqaba, Jordan. \$4.08 in ship's fund.

YAKA (Waterman), November 2—Chairman, A. Lesnansky; Secretary, T. Robinson; Deck Delegate, M. Menoff, Jr.; Engine Delegate, Donald E. Keller; Brother M. Dembrowski was elected to serve as ship's delegate. No beefs were reported by department delegates.

STEEL TRAVELER (States Marine), October 19—Chairman, O. Hernandez; Secretary, Iluminade R. Llenes. \$13.05 in ship's fund. Some disputed OT in deck department to be taken up with boarding patrolman.

SEATRAN GEORGIA (Seatrains), November 16—Chairman, Frank A. Smith; Secretary, James W. Thomas; Deck Delegate, M. H. Jones; Engine Delegate, Clyde L. Van Epps; Steward Delegate, James Temple. \$36.00 in ship's fund. Some disputed OT in deck department.

STEEL FLYER (Isthmian), November 2—Chairman, Manuel Landron; Secretary, Harris L. Bennett; Ship's Delegate, Herbert Leake. \$10.00 in ship's fund. Patrolman to be contacted regarding various minor beefs.

AFOUNDRIA (Sea-Land), November 9—Chairman, None; Secretary, F. R. Kaziukewicz; Deck Delegate, Harold Moody; Engine Delegate, Bernardino Rivera; Steward Delegate, Michael Bern. \$52.69 in ship's fund. No beefs were reported by department delegates.

AFOUNDRIA (Sea-Land), December 5—Chairman, None; Secretary, F. R. Kaziukewicz; Ship's Delegate, Gerald Corelli; Deck Delegate, Harold Moody. \$63.69 in ship's fund. Some disputed OT in deck department. Repairs needed in all departments. No beefs. Vote of thanks was extended to the steward department for a job well done.

TRANSEASTERN (Hudson Waterways), November 16—Chairman, William H. Butts, Jr.; Secretary, M. B. Elliott; Ship's Delegate, William H. Butts, Jr.; Engine Delegate, V. C. Crooks. Discussion held regarding blowers and fans. Insufficient number of fans aboard. Patrolman to be contacted regarding much needed repairs. Vote of thanks was extended to the steward department for a job well done.

COUNCIL GROVE (Cities Service), November 4—Chairman, H. Helert; Secretary, L. E. Wing; Ship's Delegate, Joseph Hall; Deck Delegate, W. Hunter; Engine Delegate, Emmett A. Connell; Steward Delegate, Joseph Hall. No beefs were reported by department delegates. Everything is running smoothly.

COLUMBIA EAGLE (Columbia), November 30—Chairman, Kenneth Roberts; Secretary, Thomas Ullisse; Ship's Delegate, Kenneth Roberts. \$3.10 in ship's fund. Some disputed OT in engine department. Vote of thanks to the steward department for a job well done. The excellent Thanksgiving Day Dinner was enjoyed by all.

IBERVILLE (Waterman), November 30—Chairman, Benny Brinson; Secretary, W. L. Kilgore; Ship's Delegate, Roy Casman; Steward Delegate, B. Brinson. Discussion held regarding retirement plan and welfare benefits. Vote of thanks was extended to the steward department for a job well done.

OVERSEAS VIVIAN (Maritime Overseas), November 22—Chairman, James J. Gorman; Secretary, Don Mason; Ship's Delegate, Frederick Collier; Deck Delegate, B. Davis; Engine Delegate, Paul P. Jazic. No beefs were reported by department delegates. Everything is running smoothly.

SEAFARER (Marine Carriers), December 3—Chairman, R. D. Schwarz; Secretary, C. Loper, Jr.; Ship's Delegate, Frank E. Parsons; Engine Delegate, H. I. Garretson; Steward Delegate, Alphonse Hollings. Some disputed OT in deck department. Discussion held regarding retirement plan.

DEL NORTE (Delta), November 30—Chairman, Jack Procell; Secretary, R. E. Stough, Jr.; Engine Delegate, J. G. Arch; Steward Delegate, John T. Kelly. Ship's delegate thanked the crew for their co-operation. Vote of thanks to the steward department for a job well done on Thanksgiving Day dinner.

FAIRISLE (Pan-Oceanic Tankers), December 7—Chairman, A. Anderson; Secretary, J. A. Stevens; Ship's Delegate, A. H. Anderson; Deck Delegate, R. D. McCormick; Engine Delegate, E. DiPietra; Steward Delegate, L. E. Price. No beefs were reported by department delegates.

TRANSEASTERN (Hudson Waterways), November 30—Chairman, William H. Butts, Jr.; Secretary, M. B. Elliott; Ship's Delegate, William H. Butts, Jr.; Engine Delegate, C. M. Crooks. Discussion held regarding amendments to constitution. Vote of thanks was extended to Patrolman Ed Morris who settled all beefs in Yokosuka. Vote of thanks was also extended to the steward department for the fine Thanksgiving Day Dinner. Motion was made to have passports or visas issued to seamen going to Arabia, so they can go ashore in case of illness.

STEEL SURVEYOR (Isthmian), December 14—Chairman, W. D. Bushong; Secretary, L. Ceperiano. \$70.00 in ship's fund. Few hours disputed OT in deck department, otherwise everything is running smoothly with no beefs.

NOONDAY (Waterman), December 2—Chairman, Jose Ortiguerra; Secretary, Thomas O. Rainey; Ship's Delegate, Jose Ortiguerra; Deck Delegate, B. G. Shultz; Engine Delegate, Fred Dorney. Some disputed OT in engine department to be taken up with boarding patrolman. General discussion held regarding the preparation of food.

CALMAR (Calmar), December 22—Chairman, Chester Iannoli; Secretary, William Rose; Ship's Delegate, Edward J. Broadus; Deck Delegate, Melvin Knickman; Engine Delegate, Thomas E. Frazier; Steward Delegate, Jacob R. Gnagey, Jr. No beefs and no disputed OT.

STEEL SURVEYOR (Isthmian), December 7—Chairman, William D. Bushong; Secretary, L. Ceperiano. No beefs were reported by department delegates. Everything is running smoothly.

BAYLOR VICTORY (Victory Carriers), December 26—Chairman, Thomas H. Hold; Secretary, Stan Zygarowski; Ship's Delegate, Thomas H. Hatt; Deck Delegate, James Higgins; Steward Delegate, Emanuel Lowe. \$3.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks to the steward department for the excellent holiday meals.

SEATRAN OHIO (Seatrains), December 18—Chairman, R. Knoles; Secretary, W. Messenger; Ship's Delegate, R. Brown; Deck Delegate, F. Lillard; Engine Delegate, J. Lucaks; Steward Delegate, L. Winborne. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

AMES VICTORY (Victory Carriers), December 6—Chairman, R. Christenberry; Secretary, B. G. McNally; Deck Delegate, Ronald G. Wheeler. Ship's delegate reported that all beefs were settled satisfactorily at payoff. Ship being sold to the Formosan Government for scrap.

COLUMBIA TRADER (Columbia), December 6—Chairman, W. G. Kelly; Secretary, John Hauser; Ship's Delegate, James P. Balderston; Deck Delegate, William A. DeLappe; Engine Delegate, Robert W. McMay; Steward Delegate, A. L. Yarbrough. No beefs were reported by department delegates. Motion was made to send to Headquarters, as protest from the crew membership aboard this vessel, that all vacation monies should be equal and not differentiated as at present.

IBERVILLE (Waterman), December 27—Chairman, Benny Brinson; Secretary, Clarence V. Dyer. Motion was made that the negotiating committee seek to obtain an increase in maintenance and cure benefits for sick patients, in or out. Increase should be to \$150.00 per week. Also, dependent welfare benefits. A raising of hospital and surgery benefits to meet the higher cost of medicine, doctor and hospital fees. Vote of thanks was extended to the steward department for the wonderful Christmas day breakfast, lunch and dinner.

FAIRISLE (Pan-Oceanic Tankers), November 16—Chairman, Fred A. Olson; Secretary, S. T. Arales; Ship's Delegate, Fred A. Olson; Deck Delegate, W. E. Thompson; Engine Delegate, A. R. Brania; Steward Delegate, P. L. Diamond. Disputed OT in each department. Ship's committee requests that a food plan representative be sent to the ship at payoff.

TRANSHURON (Hudson Waterways), November 30—Chairman, D. Stiner; Secretary, J. Prestwood; Ship's Delegate, Jack Williams; Engine Delegate, Jackie R. Hall; Steward Delegate, Joseph T. Whalen. \$22.37 in ship's fund. Some disputed OT in deck department. Vote of thanks to the steward department for a job well done.

STEEL EXECUTIVE (Isthmian), November 2—Chairman, W. Robinson; Secretary, Tony Gaspar; Ship's Delegate, William L. Robinson; Deck Delegate, William Giron, Jr.; Engine Delegate, J. W. Allen; Steward Delegate, F. J. Johnson. \$13.05 in ship's fund. No beefs were reported by department delegates.

STEEL ENGINEER (Isthmian), December 7—Chairman, J. Bayes, Jr.; Secretary, Angel Seda; Ship's Delegate, J. Bayes, Jr.; Deck Delegate, Leonard C. Walberg; Engine Delegate, Warren M. LaFrelle; Steward Delegate, James T. Myers. \$11.50 in ship's fund. No beefs. Everything is running smoothly.

INGER (Reynolds Metal), December 7—Chairman, James Mann; Secretary, Roland Herbert; Ship's Delegate, J. T. Mann; Deck Delegate, B. Riddle; Engine Delegate, B. R. Small; Steward Delegate, Guillermo Martinez. Some disputed OT in deck and engine departments.

PANAMA (Sea-Land), December 7—Chairman, John G. Spuron; Secretary, Ralph C. Mills; Deck Delegate, Steve Hiner; Engine Delegate, John Thompson; Steward Delegate, John P. Fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

TRENTON (Sea-Land), December 15—Chairman, D. I. Butts; Secretary, C. DeJesus; Ship's Delegate, D. I. Butts; Deck Delegate, John H. Oliver; Engine Delegate, T. F. Delaney; Steward Delegate, Kenneth Bowman. Discussion held regarding pension plan. Most of the repairs have been taken care of. No beefs reported by department delegates.

Special Services Offered in Dayton By Fire Fighters

DAYTON, Ohio — Union fire fighters here are doing more than putting out fires and saving people from burning buildings. They are now coming to the rescue of people with personal and family problems.

This additional volunteer effort of the Fire Fighters was launched a year ago when the union set out to train its members for community counseling service.

Today, 397 Dayton Fire Fighters have completed the training under the program sponsored by the IAFF and the AFL-CIO Department of Community Services.

Their training has enabled the volunteers to make each of the city's fire stations a place where people with problems can go for information and referral services about social and welfare programs and agencies.

In many cases, the Fire Fighters are able to make appointments with the proper agency and cut through delays and red tape. Many citizens—particularly those in the lowest-income areas of the city—have only scant knowledge of the services available to them.

Since the Fire Fighters are on duty around the clock, the volunteer social service they have set up allows people to call or come in any time of day or night with their problems.

FINAL DEPARTURES

Arthur Latimer Anderson, Jr., 41: Seafarer Anderson died on April 2 following an accident on board the Raphael Semmes. A native of Stockton, California, Brother Anderson was making his home there at the time of his death. He joined the Union in 1967 in the Port of San Francisco and sailed in the steward department as a messman. From 1946 until 1949 Seafarer Anderson served in the Army.



John Luther Jr., 38: Brother Luther died on November 21 in Slidell, Louisiana. He had joined the Union in 1949 in the Port of New Orleans and sailed in the engine department as an FOWT. His last vessel was the Midlake. A native of Tennessee, Seafarer Luther was making his home in Pearl River, Louisiana, when he passed away. Brother Luther served in the Army from 1953 to 1955. Burial was in Pearl River Cemetery.



Robert E. Cartwright, 58: Seafarer Cartwright died on November 30 of heart disease in Muskegon, Michigan. He joined the SIU in Chicago in 1951 and sailed in the steward department as a second cook. A native of Ohio, Brother Cartwright was living in Muskegon at the time of his death. Burial was in Woodlawn Cemetery, Greene County, Ohio.



Donald Joseph O'Brien, 47: Brother O'Brien died on December 4. He was a native of California and was living in Kelso, Washington, with his mother, Louise, when he passed away. Seafarer O'Brien joined the Union in the Port of San Francisco in 1958 and sailed in the steward department as a messman. He was a Navy veteran of World War II.



Clarence Henry Trippe, 44: Seafarer Trippe died suddenly on September 14 while sailing aboard the Burbank Victory. He had joined the SIU in the Port of Philadelphia in 1945 and sailed in the steward department as a messman. A native of Alabama, Brother Trippe was making his home in Marrero, Louisiana, when he died.



Survivors include a brother, George Washington Trippe of Chickasaw, Alabama.

Gary Lynn O'Keefe, 24: Brother O'Keefe died as the result of injuries received in an automobile accident November 4 on Bootlegger Road, Covington, Louisiana. Seafarer O'Keefe graduated from the Harry Lundeberg School of Seamanship in 1968. A native of Louisiana, he joined the Union in the Port of New Orleans. His last vessel was the Midlake. Brother O'Keefe was making his home in Covington with his parents, Dezzie and Judson O'Keefe, when he died. Burial was in Merritta Cemetery, Bush, Louisiana.



Andrew W. Hassell, 58: Seafarer Hassell died from heart disease on October 31 at Beebe Hospital, Lewes, Delaware. He was a native of North Carolina and was living in Pitman, New Jersey, when he passed away. Seafarer Hassell joined the SIU in the Port of Philadelphia and sailed as a captain for Taylor and Anderson Towing and Lighterage Company. Among his survivors are his wife, Loretta. Burial was in Mariners Bethel Cemetery, Ocean View, Delaware.



Elisha K. Esham, 53: Brother Esham passed away on October 30 from a kidney disease at USPHS Hospital, Baltimore, Maryland. A member of the Union since 1966 when he joined in the Port of Philadelphia, Brother Esham sailed as a mate with Taylor and Anderson Towing and Lighterage Company. He was a native of Bishop, Maryland, and was making his home



in Upper Darby, Pennsylvania, with his wife, Virginia, when he died. Burial was in Ocracoke, North Carolina.

Harold B. Murphy, 58: Brother Murphy died on July 9 of a heart attack while working on board the Steel Age. A native of Illinois, Seafarer Murphy was making his home in Brooklyn with his wife, Helen, at the time of his death. Brother Murphy joined the STU in 1968 in the Port of New York and sailed in the engine department as an oiler. He had been sailing for over 20 years when he died. Besides his wife, Brother Murphy is survived by a son, two brothers and a sister.



Gerald Howard Burns, 34: Brother Burns died on December 9 from natural causes at USPHS Hospital in San Francisco. A native of Portland, Oregon, Seafarer Burns was making his home in Oakland, California when he died. He joined the SIU in the Port of New York in 1967 and sailed in the steward department as a messman. He last worked on the Azalea City. Brother Burns served in the Marine Corps from 1952 until 1956. Among his survivors are his wife, Valeria and his father, Willie Burns. Burial was in Olivet Cemetery in Colma, California.



James Kenneth Wardwell, 69: Seafarer Wardwell was an SIU pensioner who died from natural causes on November 23 at Lakeside Hospital, DeFuniak Springs, Florida. He had joined the Union in the Port of New Orleans and sailed



in the steward department as a cook. A native of Philadelphia, Brother Wardwell was making his home in DeFuniak with his wife, Nancy Lee, when he passed away. Burial was in Magnolia Cemetery, DeFuniak Springs.



Leneard Higgins, 45: Brother Higgins died on September 3 in Brooklyn from a heart disorder. He was a native of Kettle Falls, Washington, and had joined the SIU in Seattle in 1956. Seafarer Higgins sailed in the engine department as a pumpman. Survivors include his father, Millard Higgins. Burial was in Greenwood Cemetery, Brooklyn.



Jack Dale Justice, 17: Seafarer Justice was lost at sea on September 28 while sailing aboard the Erna Elizabeth. He had joined the Union in the Port of New Orleans in 1968 and graduated in the same year from the Harry Lundeberg School of Seamanship. Young Justice sailed in the engine department as a wiper. He was a native of San Francisco and was living in Gonzalez, Florida, with his mother, Ilona Justice, when he died.



Thomas J. Driscoll, 44: Brother Driscoll died on July 21 in Pusan, Korea, as the result of diabetic coma. He joined the SIU in 1951 in Boston, and sailed in the deck department as an AB. A native of Boston, Seafarer Driscoll was making his home in Ayer, Massachusetts, when he passed away. Brother Driscoll was a Navy veteran of World War II. Among his survivors are two sisters, Anna Hassett and Mary Norris.



Elias A. Jonsson, 75: Seafarer Jonsson was an SIU pensioner who died on November 2 at Pennsylvania Hospital in Philadelphia. He was a native of Sweden and was making his home in Philadelphia at the time of his death. Brother Jonsson joined the Union in Philadelphia and sailed as a deckhand. Among his survivors are a sister who still lives in Sweden. Burial was in the Old Swedes Churchyard in Philadelphia.

William Guenther, 54: Brother Guenther passed away on November 6 in Manhattan. He was a native New Yorker who continued to live there throughout his life. Seafarer Guenther joined the SIU back in 1939 in the Port of New York and sailed in the engine department as an FOWT. His last ship was the Trans Colorado. In both 1961 and 1962 Brother Guenther was issued picket duty cards. Among his survivors are a sister, Josephine Booth. Burial was in Evergreen Cemetery in Brooklyn.



Alexander F. Gunn, Sr., 63: Brother Gunn died of a heart attack on December 31, 1968 while working on board the Overseas Ulla. He was a native of Texas and was living in Houston with his son when he passed away. Seafarer Gunn joined the SIU in the Port of Houston in 1967 and sailed in the steward department as a cook. From 1922 until 1923 he served in the Navy.



William Van Matthews, 47: Seafarer Matthews died on November 21 in Our Lady of the Lake Hospital, Baton Rouge, Louisiana. A native of Fitchburg, Massachusetts, Brother Matthews was making his home in Flushing, New York when he died. He joined the Union in the Port of Baltimore in 1953 and sailed in the steward department as a messman and third cook. His last vessel was the Mobilian. During World War II, Seafarer Matthews served in the Coast Guard. Burial was in Roselawn Cemetery, Baton Rouge.



Rejection of R-T-W Aids New Mexico

ALBUQUERQUE, N.M.—This city is getting a big new industry, and New Mexico's repeated rejected of union-busting "right-to-work" laws is one of the factors that helped bring it about.

The Albuquerque Tribune recently front-paged the announcement that the Lenkurt Division of General Telephone and Electronics will build a manufacturing plant here expected to employ 2,000 workers by 1975.

It quoted the firm's president, C. W. Hunter, as praising the qualities of New Mexico and its people which led to the decision to locate there.

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

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Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Feb. 10—2:30 p.m.
Mobile Feb. 11—2:30 p.m.
Wilmington Feb. 16—2:00 p.m.
San Fran. Feb. 18—2:00 p.m.
Seattle Feb. 21—2:00 p.m.
New York Feb. 2—2:30 p.m.
Philadelphia Feb. 3—2:30 p.m.
Baltimore Feb. 4—2:30 p.m.
Detroit Feb. 13—2:30 p.m.
Houston Feb. 9—2:30 p.m.

United Industrial Workers

New Orleans Feb. 10—7:00 p.m.
Mobile Feb. 11—7:00 p.m.
New York Feb. 2—7:00 p.m.
Philadelphia Feb. 3—7:00 p.m.
Baltimore Feb. 4—7:00 p.m.
Houston Feb. 9—7:00 p.m.

Great Lakes SIU Meetings

Detroit Feb. 2—2:00 p.m.
Alpena Feb. 2—7:00 p.m.
Buffalo Feb. 2—7:00 p.m.
Chicago Feb. 2—7:30 p.m.
Duluth Feb. 2—7:00 p.m.
Frankfort Feb. 2—7:00 p.m.

Great Lakes Tug and Dredge Section

Chicago Feb. 10—7:30 p.m.
†Sault
St. Marie Feb. 12—7:30 p.m.
Buffalo Feb. 11—7:30 p.m.
Duluth Feb. 13—7:30 p.m.
Cleveland Feb. 13—7:30 p.m.
Toledo Feb. 13—7:30 p.m.
Detroit Feb. 9—7:30 p.m.
Milwaukee Feb. 9—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Feb. 10—5:00 p.m.
Mobile Feb. 11—5:00 p.m.
Philadelphia Feb. 3—5:00 p.m.
Baltimore (licensed and unlicensed) Feb. 4—5:00 p.m.
Norfolk Feb. 5—5:00 p.m.
Houston Feb. 9—5:00 p.m.

Railway Marine Region

Philadelphia Feb. 10—10 a.m. & 8 p.m.
Baltimore Feb. 11—10 a.m. & 8 p.m.
*Norfolk Feb. 12—10 a.m. & 8 p.m.
Jersey City Feb. 9—10 a.m. & 8 p.m.

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

DIRECTORY of UNION HALLS

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

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard Al Tanner Lindsay Williams Robert Matthews

SECRETARY-TREASURER
Al Kerr

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

BOSTON, Mass. 643 Atlantic Avenue (617) 482-4716

BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 18U (716) TL 3-9259

CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 18U (312) ES 5-9570

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

DETROIT, Mich. 10226 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. 2014 W. 3rd St. (218) RA 2-4110

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

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NORFOLK, Va. 115 3rd St. (703) 622-1892

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

PORT ARTHUR, Tex. 1340 Seventh St.

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

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

ST. LOUIS, Mo. 4577 Gravois Blvd. (314) 752-6500

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

TOLEDO, Ohio 935 Summit St. (419) 248-3691

WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (213) 832-7285

YOKOHAMA, Japan Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakoku 201-4971 Ext. 281

USCG Begins Weathercasts To N. Atlantic

GOVERNORS ISLAND, N.Y.—A new program for transmitting weather information to ships at sea has been initiated by the U.S. Coast Guard, working jointly with the Weather Bureau.

The data is broadcast for the western North Atlantic and transmits warnings, analyses and forecasts of weather in the area four times a day at 1:30 A.M., 7:30 A.M., 1:30 P.M. and 7:30 P.M. (Greenwich Mean Time), on a frequency of 8778.3 kHz.

The information will be particularly useful for ocean-going ships, tugs and fishing vessels that do not carry radio officers. Broadcasts cover the western North Atlantic North of 30 degrees N to 60 degrees N, and West of 35 degrees W longitude to the North American coast. Data is prepared by the Weather Bureau Forecast Office, Suitland, Md., and forwarded to the Coast Guard.

In addition to improving marine weather service, the broadcasts may also result in improving Search and Rescue efforts through the Coast Guard AMVER (Automated Merchant Vessel Report) System. Brief reports following the broadcasts can be utilized to inform ships of any distress or emergency in their area.

This cooperative effort of the U. S. Coast Guard and the Weather Bureau is the initial phase of a program that could eventually result in more comprehensive broadcasting by radio telegraph (CW), voice (single sideband), and radio facsimile (FAX) simultaneously on three frequencies for up to 8 hours daily at selected Coast Guard long range radio stations in both the North Pacific and Atlantic Oceans.

UNFAIR TO LABOR DO NOT BUY

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

General Electric Company and
Hotpoint Products
(Co-ordinated Bargaining Committee for 150,000 GE Workers)

Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)

Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)

Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)

Boren Clay Products Co.
(United Brick and Clay Workers)

"HIS" brand men's clothes
Kaynee Boysswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves
Richman Bros. and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers of America)

Atlantic Products
Sports Goods
(Amalgamated Clothing Workers of America)

Jamestown Sterling Corp.
(United Furniture Workers)

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.
Smithtown Maple
Western Provincial
Blit-Rite
(Upholsterers)

GE Strikers Get Fraternal Backing Of Farm Workers

DELANO, Calif.—The United Farm Workers Organizing Committee adopted a resolution giving full support to the strikers at all General Electric plants. Dolores Huerta, a UFWOC vice president, issued the following statement:

"Many people may ask what our fledgling union can do to help in a strike as massive as this one with GE. It is true that we cannot give financial help but we have a boycott going which involves hundreds of thousands of people.

"We intend to ask all of these people to join the GE strike in their local communities, picketing with them wherever and whenever such support is asked."

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1980, New York 4, N. Y.

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

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

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

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

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

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

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

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

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

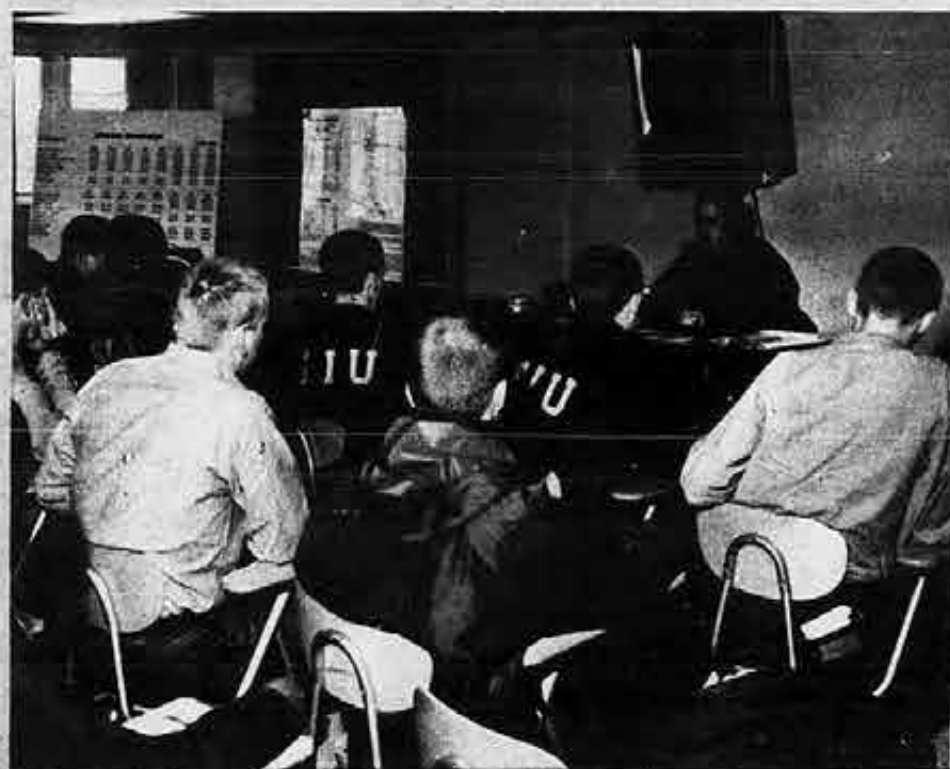
THE TRAINING SCHEDULE at the Harry Lundeberg School of Seamanship at Piney Point includes a thorough union education program. Trainees attend daily classes aboard the *S.S. Charles S. Zimmerman* for instruction and discussion of such topics as the History of the SIU; the SIU Contract; Pension, Welfare & Vacations; the Rights and Obligations of Members; the SIU Constitution; Union Meetings, and other related subjects.

In addition to union education, the curriculum also includes instruction on the duties of ordinary seamen, wipers and messmen; behavior aboard ship; types of SIU ships; and procedures on registering, signing on and paying off.

Every effort is made to provide a thorough training curriculum that will equip the trainees to be competent crewmembers and knowledgeable members of the SIU when they walk up the gangway of their first ship.

Experienced Seafarer instructors employ modern teaching methods, using films and closed-circuit television, to make course interesting and informative.

LEARNING ABOUT THE SEA AND LEARNING ABOUT THE SIU



Trainees in the union education class pay close attention as Instructor Paul McGaharn describes history of the Seafarers International Union.



Trainees learn the value of the SIU's kind of unionism as they see how Seafarers' "porkchops" have steadily increased over the years.



Instructor Tom Brooks explains the overtime rates to Trainees Jose Llanos, Glenn Koenigsburg and Lewis Rothgeb during class on Contracts.



Knot-tying is an important part of the trainees' lifeboat course. Here, Instructor Tom Brooks shows the proper way to tie the bowline.



Every effort is made to familiarize trainees with all parts of a ship. Here, Instructor Paul McGaharn explains workings of a reefer system.



J. F. Austin, chief steward aboard the OVERSEAS DAPHNE has been feeding SIU Seafarers since 1939.



Pantryman Frank Kiley checks the ship's stores before she takes on additional supplies for a return trip to Vietnam.



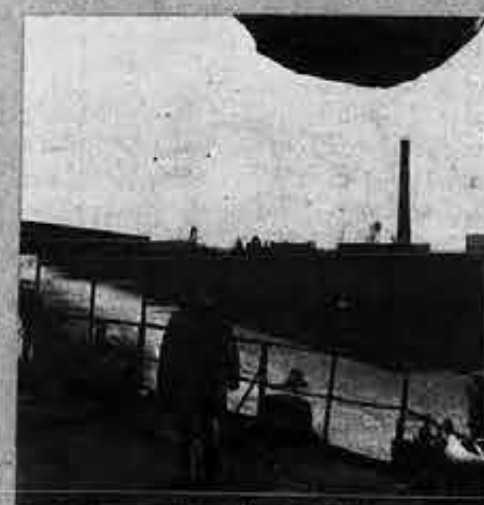
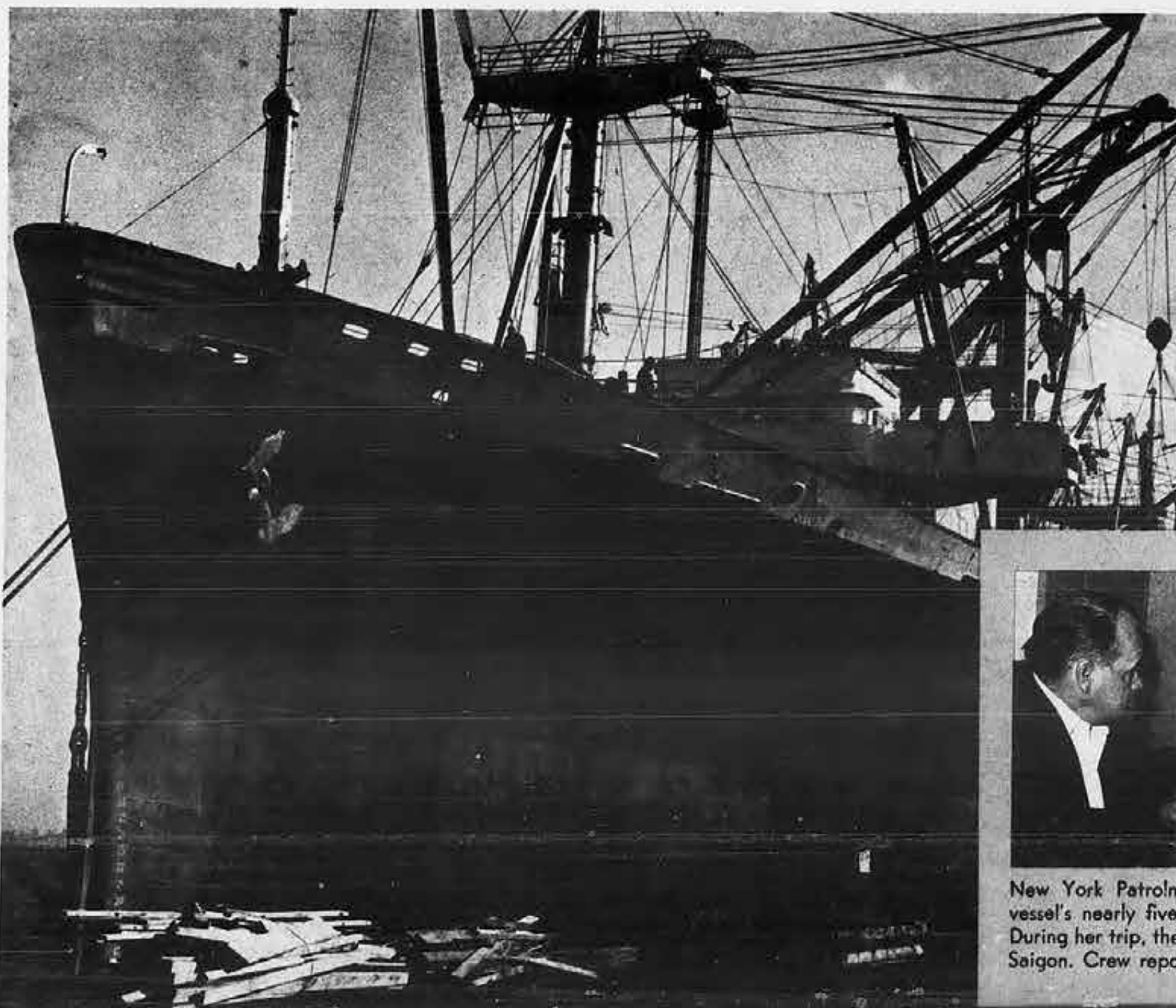
Dennis Kenny, a 20-year veteran with the SIU, takes time out while in port to catch up on reading news in the LOG.



One of a fleet of trailers carried by the OVERSEAS DAPHNE is being unloaded from her deck to the dock in Bayonne, New Jersey by a crane.

Home from the FAR EAST

HOME FROM THE FAR EAST after nearly five months at sea, the Overseas Daphne docked at Bayonne, New Jersey recently. During her voyage, she visited Vietnam, Korea, Japan and several other countries. After only a two-day stopover in port, during which time she quickly took on fresh stores and a new cargo, she left for a return trip to the same ports she had called on during her earlier voyage.



B'sun Art Roy has the loading and unloading of the ship well in hand as a net full of ship's stores comes aboard. Deck Department won high praise.



Recent HLSS graduate George Dykstra (right) was met by his brother, Brian, after completing the first voyage of his career on the DAPHNE.



New York Patrolman E. B. MacAuley (left) discusses the vessel's nearly five month voyage with oiler Robert Rouse. During her trip, the ship made stops at Pusan, Yokohama and Saigon. Crew reports the weather was fine during the trip.