



17 Seafarers Reported Dead In Panoceanic Faith Disaster

Story Page 1

THE SIU-contracted Panoceanic Faith sank in the North Pacific Ocean early this month at the height of a violent storm.

Only five Seafarers survived the tragedy. Three are known to be dead and at least 14 more are missing and presumed dead by the Coast Guard.

Ships of four nations conducted a six-day search of the disaster area (indicated by an X on bottom of map at right) but failed to find any sign of more survivors.

A Coast Guard investigation into the cause of the vessel's sinking was scheduled to get under way in San Francisco this week.

For complete details and pictures, see back page.



House Minority Leader Ford
Cites Fleet as Election Issue

Story Page 4

House Ok's Separate MARAD
By Margin of 324 to 44

Story Page 3

Congressman Urges 5-Year
Maritime Upgrading Program

Story Page 5

Enforce Cargo Preference
To Upgrade Fleet, Hall Urges

Story Page 2

Enforce U.S. Cargo Preference Laws To Upgrade Maritime, Hall Urges

WASHINGTON—Any new U.S. maritime program that calls for increased ship construction but fails to provide for adequate cargoes to be carried aboard American-flag vessels will be meaningless, Paul Hall, president of the six-million-member AFL-CIO Maritime Trades Department, stated in a signed editorial appearing in the October issue of the MTD's monthly publication, Maritime.

"There's no point to building new ships just to see them go directly from the shipyards to the boneyards," said Hall, who is also president of the SIU.

"We have to begin to enforce the cargo-preference laws," he said, and "make sure that American-flag ships are receiving what the law says they should receive: A minimum of 50 percent of all government-generated cargoes, not a maximum of 50 percent.

"In addition, we must provide sufficient operating subsidies so that our ships can compete in the world market against the low-wage shipping of foreign countries."

U. S. Prestige affected

Declaring the real need for government investment in the merchant marine, the MTD president pointed out that U.S.-flag shipping not only "is an indispensable auxiliary to the military in time of emergency" and a "major factor in our international economic relations," but also "a vital ele-

ment in the domestic economy." It is "an integral part of the worldwide prestige of America," he added.

"We grant federal aid, almost without question, to public highways and airports," Hall continued. "We used public sums to get the railroads started and we're still using tax dollars to keep our airlines in business.

"We must now be prepared to make the same kind of investment in our merchant fleet—in shipping and in shipbuilding, and for all segments of the industry, not just a favored few."

In short, Hall concluded, "We must invest in our merchant marine . . . because it is good for the nation."

U. S. Lags in Fishing

In a related article in the same issue of the magazine, Peter M. McGavin, executive secretary-treasurer of the MTD, called for a "heavy government commitment" to America's "outmoded"

fishing fleet.

Charging that the U.S. is "losing the race for the resources of the sea," he noted that Russia is far ahead in the expansion of its fishing fleet and has increased its catch by 250 percent since 1953 while that of the U. S. has fallen sharply from its post-war peak.

McGavin pointed up the necessity of a "firm national policy" designed to "improve the conditions of U. S. fishermen and the U. S. fishing industry." To be included in this policy he recommended tax incentives for vessel construction and modernization, more technological research, large-scale production of fish protein concentrates and stepped up conservation efforts.

"If we fail to act," he warned, "We'll be conceding the race for the ocean's resources to the Russians and they will be one step closer to their avowed goal of 'burying' this country."

SIU-UIW Wins Bargaining Rights On Fish Processing Ship Northgate

SAN DIEGO—The SIUNA-affiliated United Industrial Workers of North America, Pacific District, have successfully conclude negotiations with Westgate-California Foods, Inc., operators of the floating crab processing plant Northgate.

George Issel, Director of the UIW-Pacific District, announced the conclusion of negotiations and welcomed the 50-man crew of the Northgate into the UIW.

The Northgate is a self-propelled seafood processing vessel. It is equipped with its own engines to take it to the fishing area where it will operate, in Alaskan waters, between Kodiak Island and Dutch Harbor in the Aleutians.

One of the important features of the Northgate is this outrigger rail system. It allows live storage of a large quantity of king crab. As fast as the smaller fishing vessels come alongside, their catch can be unloaded and stored alive. Thus, backlogs in processing do not delay the fishermen.

Quick Cooking

When the processing line is ready for another load of king crab, the net which has been held the longest is hoisted aboard the Northgate. Continuous conveyor belts take the crabs through automatic machinery where they are cleaned and the heads are removed. After thorough washing in a tank, the crabs are transported by belt to the cooker. Here, in a continuous belt process, they are exposed to a temperature of 203° for 22 minutes.

After cooking, the crabs are transported by belt to a processing line below deck. Here, workers inspect the crabs, shuck the legs off the bodies, break them in the right places and sort them. The crab parts are then put through rollers which squeeze the meat out of the shell. The shell is discarded overboard, while the meat is packaged in five pound polyethylene bags.

Fast Freezing

Pure water is then added and the crab is placed on fast freeze plates. Here, at thirty below zero, the meat is flash frozen to protect quality and flavor. The freezing capacity of the Northgate is 75 tons a day. After freezing, the crab is transported by fork-lift truck to storage rooms which are maintained at a temperature zero degrees fahrenheit.

Urges U.S. Bar Vessels Sailing To N. Vietnam

WASHINGTON — All ships and ship's captains who deal with Cuba or North Vietnam would be barred from U.S. ports under an amendment to this year's foreign aid bill proposed by Representative Claude Pepper (D-Fla.) and already approved by the House. The bill is currently before Senate and House members for conferences on certain issues that remain unresolved.

Urging retention of his amendment, Pepper sent letters to the chairman and members of the House Foreign Affairs Committee and Senate Foreign Relations Committee comprising the foreign aid conference group.

Clear Sign of Intent

Pepper wrote that approval given by the House "is a clear sign of their determined intent to put a stop to such traffic by ships flying the flag of countries that profess friendship with the United States." He continued:

"The House left no doubt that it feels these countries should be helping us in our effort in behalf of freedom, rather than carrying on a brisk trade with the active enemies of freedom in Southeast Asia and in the Western Hemisphere."

Under Pepper's amendment, ships which have transported goods or personnel to or from North Vietnam or Cuba, would be denied access to all U.S. Ports. In addition, it would also prohibit such access to any vessel commander who at any time had taken a ship to either of these countries while they were under Communist regimes.

Report of International President



by Paul Hall

The recent passage by the House of Representatives of a bill calling for establishment of an independent Federal Maritime Administration can be of great and far-reaching significance.

As the first official legislative step toward placing the maritime industry on an equal footing with other industries, H.R. 159 may well be the key to saving the American merchant marine from ultimate disaster at the hands of an apathetic Administration.

The great majority of us, both in the maritime industry and in the organized labor movement generally, have long been united behind those in the Congress who realize as we do that no great nation can remain great without a strong and competitive commercial fleet.

During the long years of neglect since MARAD was absorbed by the Department of Commerce, the U.S. merchant marine has declined steadily in all areas while the merchant fleets of other nations have been on government-subsidized programs of consistent growth.

Our gross tonnage has gone down in most categories and some 80 per cent of what remains is 20 years old or more. Our shipyards and shipyard workers no longer work at capacity and many of the yards have closed down entirely. Cargo preference laws, designed for the protection of American-flag shipping, have been circumvented or loosely interpreted.

The evidence has been almost endless that the interests of American maritime has been constantly pushed aside to further the pet schemes or international arrangements of bureaucrats in various departments of the Executive branch of government. If the White House has not encouraged this practice, it certainly has done nothing whatever to stop it.

For almost three years we have waited for the Administration to make good on its promise to come forth with a reasonable policy for the U.S. merchant marine and for three years the Administration has kept both Congress and the maritime industry waiting in vain. Progress cannot be achieved with empty promises, and continued evasive doubletalk by Cabinet members, now in the Administration, who know nothing—and care less—about maritime needs can only lead to further chaos and decay.

Recent actions of Congress, in banning the construction of any U.S. naval or merchant vessels in foreign shipyards and in reserving to itself the right to authorize funds for maritime programs, were a clear indication of growing Legislative impatience with the Administration's haphazard handling of America's merchant marine affairs.

The latest House action in passing H.R. 159 by such a large majority is obvious proof that tolerance of Administration stalling on maritime is all but exhausted.

There can be little doubt that the White House announcement some weeks ago that a "great new maritime program" would be proposed within "a week or 10 days" was hardly more than an Administration hoax carefully calculated as a delaying action to any formal vote on an independent MARAD. When this became apparent, the House of Representatives acted swiftly for passage and sound reasoning dictates that the Senate grant its approval with similar speed.

The next step is for Congress to follow through, without delay, with a U.S. maritime program of its own for the Federal Maritime Administration to administer.

As a great world power whose entire national and economic future could very well hang in the balance, we cannot afford to wait any longer. The Administration has shirked its responsibility long enough.

SEAFARERS LOG

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POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.



The crew of the world's largest and most diversified seafood processing vessel, the Northgate, are now represented by the SIUNA-affiliated United Industrial Workers of North America. The Northgate will operate in Alaskan waters, between Kodiak Island and Dutch Harbor in the Aleutians. Its primary product will be Alaska King Crab, but the plant can also process other types of seafood as well.

324 Congressmen Favor Bill For Independent MARAD

The House of Representatives passed on October 17, 1967, a bill which would create an independent Maritime Administration. The tally was 324 to 44. Below is a complete list of House members showing how they voted on the measure.

Votes in Favor—324

- | | |
|------------------------------------|----------------------------------|
| Watkins M. Abbott (D-Va.) | James A. Haley (D-Fla.) |
| Thomas G. Abernethy (D-Miss.) | Durward G. Hall (R-Mo.) |
| E. Ross Adair (R-Ind.) | Charles A. Halleck (R-Ind.) |
| Brock Adams (D-Wash.) | Seymour Halpern (R-N.Y.) |
| Joseph P. Addabbo (D-N.Y.) | John Paul Hammerschmidt (R-Ark.) |
| John B. Anderson (R-Ill.) | James M. Hanley (D-N.Y.) |
| William R. Anderson (D-Tenn.) | Richard T. Hanna (D-Calif.) |
| George W. Andrews (D-Ala.) | George V. Hansen (R-Idaho) |
| Mark Andrews (R-N.Dak.) | Julius B. Hansen (D-Wash.) |
| Frank Annunzio (D-Ill.) | Clifford P. Hansen (R-Wyo.) |
| Leslie C. Areeda (R-Ill.) | William H. Haraha (R-Ohio) |
| John M. Ashbrook (R-Ohio) | James Harvey (R-Mich.) |
| Robert T. Ashmore (D-S.C.) | William D. Hathaway (D-Maine) |
| William H. Ayres (R-Ohio) | Augustus F. Hawkins (D-Calif.) |
| Walter S. Barinid (D-Nev.) | Margaret M. Heckler (R-Mass.) |
| William A. Barrett (D-Pa.) | Henry Helstoski (D-N.J.) |
| William H. Bates (R-Mass.) | David N. Henderson (D-N.C.) |
| James F. Battin (R-Mont.) | Floyd V. Hicks (D-Wash.) |
| Page Belcher (R-Okla.) | Frank Horton (R-N.Y.) |
| Alphonso Bell (R-Calif.) | Craig Hosmer (R-Calif.) |
| Charles E. Bennett (D-Fla.) | James J. Howard (D-N.J.) |
| E. Y. Berry (R-S.Dak.) | W. R. Hull, Jr. (D-Mo.) |
| Jackson E. Betts (R-Ohio) | William L. Hungate (D-Mo.) |
| Edward G. Bieker, Jr. (R-Pa.) | John E. Hunt (R-N.J.) |
| Benjamin B. Blackburn (R-Ga.) | Edward Hutchinson (R-Mich.) |
| Leonard B. Blanton (D-Tenn.) | Richard H. Ichord (D-Mo.) |
| John A. Blatnik (D-Minn.) | Charles S. Joelson (D-N.J.) |
| Edward P. Boland (D-Mass.) | Harold T. Johnson (D-Calif.) |
| Frank T. Bow (R-Ohio) | Albert W. Johnson (R-Pa.) |
| Frank J. Brasco (D-N.Y.) | Robert E. Jones (D-Ala.) |
| Donald G. Brozman (R-Colo.) | Walter B. Jones (D-N.C.) |
| George E. Brown, Jr. (D-Calif.) | Frank M. Karsten (D-Mo.) |
| Garry Brown (R-Mich.) | Joseph E. Karth (R-Minn.) |
| Clarence J. Brown, Jr. (R-Ohio) | James Kee (R-W.Va.) |
| James T. Broyhill (R-N.C.) | Hastings Keith (R-Mass.) |
| Joel T. Broyhill (R-Va.) | Edna F. Kelly (D-N.Y.) |
| John H. Buchanan, Jr. (R-Ala.) | Cecil R. King (D-Calif.) |
| J. Herbert Burke (R-Fla.) | Carleton J. King (R-N.Y.) |
| James A. Burke (D-Mass.) | Michael J. Kirwan (D-Ohio) |
| Phillip Burton (D-Calif.) | Thomas S. Kleppe (R-N.Dak.) |
| Laurence J. Burton (R-Utah) | Horace R. Kornegay (D-N.C.) |
| George H. W. Bush (R-Tex.) | Theodore R. Kupferman (R-N.Y.) |
| James A. Byrne (D-Pa.) | Dan H. Kuykendall (R-Tenn.) |
| John W. Byrnes (R-Wis.) | Peter N. Kyros (D-Maine) |
| William T. Cahill (R-N.J.) | Robert L. Leggett (D-Calif.) |
| Hugh L. Carey (D-N.Y.) | Alton Lennon (D-N.C.) |
| Tim Lee Carter (R-Ky.) | Glenard P. Lipscomb (R-Calif.) |
| Robert R. Casey (D-Tex.) | Sherman P. Lloyd (R-Utah) |
| Elford A. Cederberg (R-Mich.) | Speedy O. Long (D-La.) |
| Emanuel Celler (D-N.Y.) | Clarence D. Long (D-Md.) |
| Charles E. Chamberlain (R-Mich.) | Donald E. Lukens (R-Ohio) |
| Donald D. Clancy (R-Ohio) | Richard D. McCarthy (D-N.Y.) |
| Frank M. Clark (D-Pa.) | James A. McClure (R-Idaho) |
| Don H. Clausen (R-Calif.) | William M. McCulloch (R-Ohio) |
| Delwin M. Clawson (R-Calif.) | Joseph M. McDade (R-Pa.) |
| James C. Cleveland (R-N.H.) | Jack H. McDonald (R-Mich.) |
| Jeffery Cohelan (D-Calif.) | Robert C. McEwen (R-N.Y.) |
| Harold R. Collier (R-Ill.) | Torbert H. Macdonald (D-Mass.) |
| William Meyers Colmer (D-Miss.) | Clark MacGregor (R-Minn.) |
| Barber B. Conable, Jr. (R-N.Y.) | Hervey G. Machen (D-Md.) |
| Silvio O. Conte (R-Mass.) | William S. Mailliard (R-Calif.) |
| Robert J. Corbett (R-Pa.) | John O. Marsh, Jr. (D-Va.) |
| James C. Corman (D-Calif.) | David T. Martin (R-Nebr.) |
| William G. Cowger (R-Ky.) | Robert B. Mathias (R-Calif.) |
| Glenn C. Cunningham (R-Nebr.) | Charles M. Mathias (R-Md.) |
| Thomas B. Curtis (R-Mo.) | Spart M. Matsunaga (D-Hawaii) |
| Emilio Q. Daddario (D-Conn.) | Loyd Meeds (D-Wash.) |
| Dominick V. Daniels (D-N.J.) | Thomas J. Meekill (R-Conn.) |
| John W. Davis (D-Ga.) | Robert H. Michel (R-Ill.) |
| Glenn R. Davis (R-Wis.) | George P. Miller (D-Calif.) |
| Eligio de la Garza (D-Tex.) | Clarence E. Miller (R-Ohio) |
| James J. Delaney (D-N.Y.) | Wilbur D. Mills (D-Ark.) |
| Robert V. Denney (R-Nebr.) | Joseph G. Minihah (D-N.J.) |
| John H. Dent (D-Pa.) | Patay T. Mink (D-Hawaii) |
| Edward J. Derwinski (R-Ill.) | William E. Minshall (R-Ohio) |
| Samuel L. Devine (R-Ohio) | Chester L. Mize (R-Kans.) |
| William L. Dickinson (R-Ala.) | John S. Monagan (D-Conn.) |
| John E. Dingell (D-Mich.) | Arch A. Moore, Jr. (R-W.Va.) |
| Robert J. Dole (R-Kans.) | Thomas E. Morgan (D-Pa.) |
| Harold D. Donohue (D-Mass.) | Thomas G. Morris (D-N.Mex.) |
| William J. B. Dorn (D-S.C.) | F. Bradford Morse (R-Mass.) |
| John Dowdy (D-Tex.) | Rogers C. B. Morton (R-Md.) |
| Thomas N. Downing (D-Va.) | Charles A. Mosher (R-Ohio) |
| Thaddeus J. Dulski (D-N.Y.) | William T. Murphy (D-Ill.) |
| John James Duncan (R-Tenn.) | John M. Murphy (D-N.Y.) |
| Florence P. Dwyer (R-N.J.) | John T. Myers (R-Ind.) |
| Robert C. Eckhardt (D-Tex.) | William H. Natcher (D-Ky.) |
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| Daniel J. Flood (D-Pa.) | Edward J. Patten (D-N.J.) |
| John J. Flynt, Jr. (D-Ga.) | Thomas M. Pelly (R-Wash.) |
| Gerald R. Ford (R-Mich.) | Claude Pepper (D-Fla.) |
| William D. Ford (D-Mich.) | Carl D. Perkins (D-Ky.) |
| Donald M. Fraser (D-Minn.) | Jerry L. Pettis (R-Calif.) |
| Peter H. B. Frelinghuysen (R-N.J.) | Philip J. Philbin (D-Mass.) |
| Samuel N. Friedel (D-Md.) | Otis G. Pike (D-N.Y.) |
| James G. Fulton (R-Pa.) | Alexander Pirnie (R-N.Y.) |
| Don Fuqua (D-Fla.) | W. R. Ponce (D-Tex.) |
| Nick Galifianakis (D-N.C.) | Richard H. Poff (R-Va.) |
| Cornelius E. Gallagher (D-N.J.) | Howard W. Pollock (R-Alaska) |
| James C. Gardner (R-N.C.) | Joe Pool (D-Tex.) |
| Edward A. Garmatz (D-Md.) | Melvin Price (D-Ill.) |
| Ezekiel C. Gathings (D-Ark.) | Robert D. Price (R-Tex.) |
| Thomas S. Gettys (D-S.C.) | David H. Pryor (D-Ark.) |
| Robert N. Giomo (D-Conn.) | Roman C. Pucinski (D-Ill.) |
| Sam M. Gibbons (D-Fla.) | Albert H. Quie (R-Minn.) |
| Jacob H. Gilbert (D-N.Y.) | James H. Quillen (R-Tenn.) |
| Henry B. Gonzalez (D-Tex.) | Thomas F. Rallsback (R-Ill.) |
| George A. Goodling (R-Pa.) | William J. Randall (D-Mo.) |
| Kenneth J. Gray (D-Ill.) | Charlotte T. Reid (R-Ill.) |
| Edith Green (D-Ore.) | Ben Reifel (R-S.Dak.) |
| William J. Green (D-Pa.) | Ed Reinecke (R-Calif.) |
| Martha W. Griffiths (D-Mich.) | John J. Rhodes (R-Ariz.) |
| H. R. Gross (R-Iowa) | George M. Rhodes (D-Pa.) |
| James R. Grover (R-N.Y.) | Donald W. Riegle, Jr. (R-Mich.) |
| Charles S. Gubster (R-Calif.) | L. Mendel Rivers (D-S.C.) |
| Edward J. Gurney (R-Fla.) | |
| G. Elliott Hagan (D-Ga.) | |

(Continued on page 10)

Measure Passes by 324 to 44 Vote

House OK's Separate MARAD Bill; Passage Hinges on Senate Action

WASHINGTON—An independent Maritime Administration last week moved a big step closer to realization when the House of Representatives passed a bill calling for its creation by a vote of 324 to 44. The bill, H.R. 159, now will be referred to the Senate Commerce Committee for consideration.

The overwhelming House approval of the bill—by a majority of more than seven to one—was hailed by the AFL-CIO Maritime Trades Department which also predicted swift passage of similar legislation by the Senate.

A joint statement issued by MTD President Paul Hall and Peter M. McGavin, the Department's executive secretary-treasurer, declared that the House action was "compelling evidence that Congress is fed up with Administration stalling on a maritime program."

"Since January 1965," the statement said, "we have waited for the Administration to make good its promise to come forward with a new maritime program. We are still waiting."

"The House vote on an independent agency is proof that Congress will not wait any longer. Creation of a new Maritime Administration, free of the restraints of being under a Cabinet-level Secretary and capable of going directly to the President and Congress, will be in a position to move forward with a program to restore our shipping, shipbuilding and maritime research and development."

Congress Holds Solutions

Hall, who is also president of the SIU, and McGavin called upon the Senate to "move forward with all possible speed to approve the independent agency bill, so that the Administration will realize the sense of urgency that prevails on Capitol Hill for revitalizing our merchant marine."

"We hope the House will now follow up this vote for maritime independence by devising and passing its own program for enlarging and modernizing our merchant fleet," the statement continued.

"Obviously," Hall and McGavin concluded, "the only source of help for this industry is the Congress, for the Administration has made it clear, during nearly three years of delaying tactics, that it is either unwilling or unable to provide solutions for the problems which plague us on the high seas."

Leading off a brisk debate on H.R. 159 prior to the vote of approval was its author, Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee. He declared that what is needed is an administrator who will think exclusively of maritime and called the bill "vital to the future health and welfare of the merchant marine."

Representative Leonor K. Sullivan (D-Mo.) emphasized that to agree as independent MARAD "is the only solution" to maritime's problems. "There is no hope if it (maritime) continues to be buried in a department primarily concerned with other matters," Mrs. Sullivan said.

Of the more than 25 House members who spoke on the bill during the debate, only two, Thomas L. Ashley (D-Ohio) and John D. Dow (D-N.Y.), opposed it.

House passage of H.R. 159 was a partial culmination of a campaign begun last year by the SIU, the AFL-CIO Maritime Trades Department and most other segments of maritime labor and management.

Legislative support for an independent MARAD had increased steadily to the point where some 104 separate bills similar to Garmatz's were introduced to the 90th Congress—27 of them at its opening session last January.

A major victory was scored last year when the Congress defeated by a two-to-one vote—largely through the efforts of the same legislators who supported an independent agency this year—an Administration bid to take MARAD out of the Department of Commerce and turn it over to Secretary Alan S. Boyd's new Transportation Department.

Although the White House is still said to favor inclusion of

MARAD in the Department of Transportation, opposition has remained vigorous. In hearings held on the establishment of an independent agency last summer by the House Merchant Marine and Fisheries Committee, dozens of witnesses displayed strong unity on the view that the merchant marine would sink to even lower depths under Boyd's control than it has from years of neglect in the Commerce Department.

Under the Merchant Marine Act of 1936, the Maritime Administration was independent and the U.S. Merchant Marine flourished as second to none in the world. However, the Reorganization Plans of 1950 and 1961 placed MARAD under the jurisdiction of the Department of Commerce. Since that time, U.S. maritime has been in a steady decline—starved and ignored by a succession of Administrations—toward the critical state it is in today.

MEBA District 2 Program To Protect Engineers' Jobs

MEBA District 2 has advised the Pacific Maritime Association and its member companies on the West Coast that it now has licensed marine engineers available for employment, which eliminates the necessity of having PMA vessels sail with non-professional unlicensed personnel in lieu of professional licensed marine engineers.

Raymond T. McKay, president of District 2, said that he had sent a letter to Rocco Siciliano, president of PMA, stating that he wanted it to be "clearly understood that we are not offering to replace any licensed engineers. We are only seeking to protect the professional calling of the licensed marine engineers by making available to PMA qualified licensed marine engineering officers whose jobs would otherwise be filled by unlicensed, unqualified apprentices."

For some time, District 2, MEBA has operated a licensed engineering training program jointly with the Seafarers International Union and its affiliates. As a result of this program District 2 advised PMA that it now has available licensed engineers in all licensed ratings who are seeking employment.

McKay informed PMA and its member companies that before any so-called apprentice engineers are shipped, the companies can obtain licensed engineers who are MEBA members by contacting his union representative in the West Coast area. Mr. McKay said his union's offer was "in the best interests of U.S.-flag shipping and the membership of the Marine Engineers Beneficial Association, AFL-CIO."

The text of McKay's letter to Siciliano follows: "The Marine Engineers Beneficial Association, District 2 and the Seafarers International Union and its affiliates have had in effect

for some time a licensed engineer training program.

"As a direct result of this program, we now have available licensed engineers in all licensed ratings who are seeking employment. We have been informed that you intend shortly to place an unlicensed 'apprentice engineer' aboard each ship under contract to PMA which lacks a licensed engineer as called for by the contract.

"This is to inform you that District 2, MEBA now has licensed marine engineers available for employment, which eliminates the necessity of having PMA vessels sail with non-professional, unlicensed personnel in lieu of professional licensed marine engineers.

"We would like it to be clearly understood that we are not offering to replace any licensed engineers. We are only seeking to protect the professional calling of the licensed marine engineers by making available to PMA qualified licensed marine engineering officers whose jobs would otherwise be filled by unlicensed, unqualified apprentices.

"You are hereby advised that before you ship any so-called apprentice engineers, you can obtain licensed engineers who are MEBA members by contacting our District 2 Representative for the West Coast area: John P. Hay, Jr., 450 Harrison Street, Room 300, San Francisco, Calif. Telephone: Area Code: 415-989-5699.

"We firmly believe that this offer is in the best interests of U.S. flag shipping and the membership of the Marine Engineers Beneficial Association, AFL-CIO."

Half-Year Shipbuilding Totals Reveal Only 8 Ships Launched

Only eight merchant vessels were launched in the United States between January and June, 1967, according to the latest report on "commercial" vessel construction by the Shipbuilders Council of America.

The report shows that as of September 1, 1967, a total of 48 large seagoing or inland merchant ships were under construction and on order. Of these, 24 were being built in East Coast yards, three in West Coast yards, and 21 in Gulf Coast yards. Tonnages for the three coasts were: East, 401,600 gross and 554,397 deadweight; West, 11,100 gross and 2,400 deadweight; Gulf, 269,900 gross and 296,608 deadweight.

Of the 48 vessels under construction, 37 are cargo ships, eight are tankers, and three are ferries.

The report further notes that 16 merchant ships were delivered in 1964, 16 in 1965, and 13 in 1966. Eleven remain to be delivered this year, 21 are scheduled for 1968, and 16 for 1969.

Employment Drops

The shipbuilders Council also found that employment in privately-owned shipyards in the U.S. had dropped by about 10,000 workers between May and July of this year. This was in sharp contrast to figures released by

the Bureau of Labor Statistics which showed an increase of 15 percent in employment at government-owned naval shipyards. In July there were 96,700 at work in the naval yards—12,300 more than in July of last year. At private yards, on the other hand, the total employed was 131,000, down from 143,800 a year ago.

With recent Congressional bans on the building of any U.S. ships—either commercial or naval—in foreign shipyards, greater employment for workers in American yards can be expected as new vessels are authorized.

SIU Engineer's Upgrading Program Adds Three More to Licensed Ranks

Three more Seafarers have passed U. S. Coast Guard examinations qualifying them for an engineer's license after attending the Marine Engineer's School sponsored by the SIU in cooperation with District 2 of the Marine Engineer's Beneficial Association. A total of 182 Seafarers have now successfully upgraded themselves to the rank of engineer.

House Minority Leader Gerald Ford Cites Maritime as '68 Election Issue

WASHINGTON—The failure of the Johnson Administration to take steps to rebuild the American merchant marine is "not only disgraceful" but "downtight dangerous," Representative Gerald R. Ford (R-Mich.) told a national maritime conference meeting in Honolulu recently.

Declaring that Administration neglect of maritime will definitely become a partisan issue in the upcoming election year, the House minority leader said that Russia is building ships "at a maddening rate . . . moving rapidly ahead to control the sealanes to the detriment of free people everywhere."

Ford's speech was read for him by Edwin M. Hood, president of the Shipbuilders Council of America, when pressing Congressional business here forced him to cancel his scheduled appearance at the annual joint convention of the American Merchant Marine Conference and the Propeller Club

of the United States.

"Very shortly, it is expected that the Communist shipping fleet will be larger than ours," the speech continued, "The United States and other trading nations of the world could well be at their mercy."

Despite mounting proof of Russia's growing strength and Congressional reports warning of the dangers, the Johnson Administration has downgraded the importance of the United States in the supremacy of the seas, the Michigan legislator declared.

No Effort Made

"The evidences are available for all to see," Ford continued. "In fact, the Undersecretary of Commerce for transportation (now Transportation Secretary, Alan S. Boyd) two years ago made this amazing statement: 'We do not believe that our concept of the merchant marine should necessarily be one of keeping up with the U.S.S.R.'"

"In other words, through neglect and a complete lack of even

minimum countermeasures, the United States should permit the Russians to gain complete control of the shipping lanes of the world by default. This is only one aspect of the destructive neglect which has marked the past few years."

Ford contended that Boyd and the Defense Secretary, Robert S. McNamara, were unable to grasp the seriousness of the nation's shipping peril and criticized President Johnson for not coming up with the "new maritime policy" he promised more than three years ago.

Ford's speech was prepared before it became known that the White House apparently will not be sending a maritime program to Capitol Hill this year. The decision not to proceed with maritime was not officially confirmed but the Administration's program, which some leading Congressmen had been led to believe would be coming down "almost any day" for weeks, has failed to materialize.

The Atlantic Coast

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



It is encouraging to see the House pass the bill for an independent MARAD by such an overwhelming margin. I think that this gives us all a good opportunity to see exactly who our friends are in Congress. A complete voting breakdown is being carried in this issue of the Seafarers LOG. It is of the utmost importance that we study this record closely and take notice of whether or not our local Congressman voted for the bill. If he did not, we have a good opportunity to show our displeasure at the polls.

Norfolk

William Meehan, Jr. is on the beach waiting for a good bosun's job to come along. Bill is a 20-year veteran of the Union.

Earl Javins would like a trip to Northern Europe or the Persian Gulf.

Herbert Fentress, a 10-year SIU man, is happy over receiving his A book. He'd like a bulk carrier to Northern Europe for his first voyage with the new card.

Shipping is very good and the outlook the same.

Philadelphia

Felix Cordero is registered and will be ready to go in a few weeks. His last ship was the Columbia.

Frank Barone would like an AB's job on a Steel ship.

William Millison is registered and waiting for a bosun's job. Bill's last ship was the Potomac.

Boston

John Sullivan is ready to go after quite a spell in drydock. His last ship was the Couer D'Alene Victory as an AB.

After enjoying the summer with his family, John Duffy is ready for the first good job to hit the boards. His last ship was the Robin Kirk. A 25-year man, he sails in the engine department.

Aubrey Parsons will be ready for a BR's job as soon as he gets his FFD. His last ship was the Vantage Venture and he'd like a coast hugger when he sails again.

Puerto Rico

Louis Rodriguez is ready for anything that hits the boards in the deck department.

Our old friend Luis Ramirez wrote from Vietnam that everything is fine with him and to say hello to all his friends.

Eddie Bonfont recently shipped out on the West Coast Vietnam run.

Baltimore

Bobby Pope shipped as bosun on the Marore and is now waiting for a Calmar intercoastal run. He told us he really appreciates the new contract.

Charles Rondo would like a long trip to the Far East, preferably on an Alcoa ship. A FWT, his last ship was the Alcoa Marketer. He told us he's seen many improvements in welfare and wages since he joined the union 25 years ago.

The three men are new second assistant engineers.

Edward Clifton is 41 years old and was born in Lakeland, Fla. He resides in that city and joined the SIU in 1944 in New Orleans. He has previously sailed as an FOWT.

A former FOWT, Charles Hooper is a native of Baltimore and still lives there. He joined the union in that port in 1960. Hooper is 48 years old.

Kenneth Olsen is a native of Norway and a resident of Brooklyn. He formerly sailed as FOWT and reefer. Olsen is 49 years old and joined the union in 1959 in New York City.

Establishment of the engineer training program was spurred by the growing shortage of licensed marine engineers aboard American-flag ships, particularly as a result of the demands placed on American shipping by the conflict in Vietnam.



Olsen

Hooper

Engine department Seafarers are eligible to apply for the upgrading program if they are 19 years of age or older and have 18 months of Q.M.E.D. watch standing time in the engine department, plus six months' experience as a wiper or equivalent.

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

Taft-Hartley Act Co-Author Still Using Anti-Union Pitch

Fred A. Hartley, Jr., co-author with the late Senator Robert A. Taft of the anti-labor Taft-Hartley Act, may no longer be in the Congress but he is still as active as ever in the union-busting business.

A former Seafarer who now has his own business in Philadelphia recently received a form letter over the signature of Hartley as co-chairman of the Conference of American Small Business Organizations, a right-wing group dedicated—at the moment—to crippling any gains organized labor might derive from actions of the U.S. Supreme Court, the National Labor Relations Board and the Wage and Hour Division of the Labor Department.

The letter, directed to the presidents of small business concerns, warns that these three "public bodies are literally taking the law into their own hands" and must be checked by act of Congress before their decisions "choke out" some businesses and "half strangle many more."

It is an excellent illustration of the forces constantly at work to kill the effectiveness of unions and keep workers under the arbitrary thumb of employers. It also specifically mentions four legislators who organized labor should make every effort to remove from office at the polls.

Attacks NLRB

Hartley attacks the NLRB as stretching and defying the law "worse than any Federal agency in my lifetime" and asks support for a bill by Representative John Ashbrook (R-Ohio) to investigate the board. Also, Senator Paul Fannin (R-Ariz.) has introduced a bill to abolish the NLRB's card check elections for employees seeking to organize.

An investigation of "the whole field of collective bargaining in the trucking industry" is the aim of a bill by Representative John Erlenborn (R-Ill.) and Senator Strom Thurmond (R-S.C.) has come up with a bill which is designed to hamstring unions through the anti-trust and restraint of trade laws.

Other anti-union measures in preparation, Hartley continues, include making picketing and boycotts illegal, damage recovery in the courts for business men "injured" by "illegal union acts" and investigation of the Wage and Hour Division which he claims "regularly stretches a cloudy law against the business man, harassing him and disturbing employee relations."

While soliciting contributions of \$25 to \$100 as association "dues" in the political fight against "the danger of union power," Hartley goes right on to call for an investigation of the use of union funds to fight for fair labor legislation.

As always, organizations such as Hartley's have one continuing basic goal: to relegate the working man to the status of a second-class citizen. Only a strong and unified labor union movement can insure the defeat of this undemocratic purpose.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Oct. 6 to Oct. 19, 1967

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	4	2	6	2	3	13	14
New York	78	55	57	35	14	218	102
Philadelphia	19	5	1	0	3	27	13
Baltimore	27	20	23	11	11	103	84
Norfolk	11	6	11	7	13	19	8
Jacksonville	9	12	6	4	10	10	5
Tampa	4	2	2	3	0	7	8
Mobile	23	8	8	5	2	96	20
New Orleans	68	33	23	28	16	150	57
Houston	41	31	31	26	4	156	84
Wilmington	10	12	5	10	6	21	1
San Francisco	41	20	42	10	21	54	17
Seattle	26	18	20	17	17	64	14
Totals	361	224	235	164	120	938	417

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	3	2	2	4	6	1
New York	64	69	68	51	15	126	100
Philadelphia	10	8	2	5	0	12	10
Baltimore	21	24	13	19	2	72	45
Norfolk	7	6	10	5	12	20	10
Jacksonville	3	2	4	2	9	7	5
Tampa	1	3	1	2	3	4	4
Mobile	12	7	10	6	2	33	18
New Orleans	44	40	18	29	7	101	81
Houston	25	26	24	20	4	100	74
Wilmington	10	16	4	10	12	22	2
San Francisco	46	12	42	16	21	54	17
Seattle	8	14	9	11	18	24	17
Totals	252	230	207	178	109	581	384

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	1	1	0	9	3
New York	63	18	40	15	12	146	34
Philadelphia	8	7	2	2	2	13	11
Baltimore	18	10	14	8	15	72	47
Norfolk	6	8	4	7	22	11	15
Jacksonville	3	1	6	4	7	4	3
Tampa	2	4	4	5	3	11	2
Mobile	13	4	7	10	8	47	6
New Orleans	66	42	33	16	5	142	97
Houston	18	22	21	7	3	66	65
Wilmington	3	4	3	3	4	10	0
San Francisco	31	12	32	16	57	29	21
Seattle	24	11	17	4	13	31	16
Totals	256	144	184	178	151	591	320

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

Detergents Are The 'Same Old Soap.'

If there is anything that American housewives seem desperately not to need, it is more washday miracles. Yet the large manufacturers continue to bring out "new" products, advertise them heavily on TV, and housewives rush to buy them.

Procter & Gamble, for example, already had eight different brands of detergents and soap powders. But it spent an estimated \$24 million in 1965 to introduce yet a new one—Bold. It immediately became a big seller, taking sales not only from competitors but from P&G's own Tide and other detergents. Still not satisfied with these contributions to the Confused Society, P&G now has introduced Bonus — "The Complete Detergent."

Incidentally, the \$24 million spent to introduce Bold—just one new detergent—is almost twice as much as the \$13 million the Government spends a year to operate the Federal Trade Commission—the main ad-policing agency.

P&G also has brought out a new liquid cleaner called Top Job, promoting it so heavily on TV that it soon outsold not only the competitive Ajax but P&G's own venerable Mr. Clean. In dishwashing liquids, another specialized type of detergent, we recently counted in one store 14 different brands offered by six companies, not including different sizes or even dishwasher types.

The real question is, can a housewife find happiness without running into the supermarket when "new" brands of products are introduced on television, screaming "give me this and give me that," as one large retailer recently said housewives do.

The first thing we need to know is that most of the "new" cleaning products are not really new. Virtually all detergents or cleaners brought on the market nowadays are advertised as "new, improved." Since there are almost no new ingre-

dients available, advertisers are forced to make such pathetic boasts as that Top Job has ammonia. Ammonia is one of the oldest and cheapest cleaning standbys. This makes no difference to modern consumers. Top Job already is the biggest seller of this type of cleaner.

Besides ammonia, two other inexpensive old standbys often used by "new" brand-name products to claim additional effectiveness, are borax and chlorine bleach.

In some cases all you need do is read the labels to see what the ingredients really are. The main active ingredient in Spic and Span, Soilax and other heavy-duty powder cleaners is trisodium phosphate. You can pay 30 to 35 cents a pound box for such brand-name cleaners which may be approximately 80 per cent inert ingredients. In contrast, some of the consumer co-ops sell plain TSP in five pound package at a cost of 14 cents a pound, or it can be bought in hardware stores at slightly higher prices.

With little difference among liquid detergents, the advertisers have chosen to fight it out on the basis of color, pink versus Palmolive's "clear, clean, emerald green—a beautiful new invention." The difference in cost between the private and advertised brands, even for the same color, is startling. The private brands offered by some large retailers are almost half the price of Lux Pink, and are just a pink. Even lesser-known national brands like Octagon liquid are much cheaper.

The public favors one brand of steel wool pads noticeably—S.O.S. It costs more than No. 2, Brillo, which tries harder by being a little cheaper. In ordering General Foods to dispose of the S.O.S. Co., the FTC said the various household steel wool products, like the liquid bleaches, are functionally identical. What makes the difference in consumer preference is "extensive advertising."

The Ann Arbor "5 Spot" Was Lakes Pacesetter

FRANKFORT, Mich.—The fabled old Ann Arbor No. 5, carferry which brought numerous unique innovations to Great Lakes shipping during the early decades of this century, has been towed from its familiar berth here to an uncertain future. She had spent most of her distinguished life in the service of the SIU Great Lakes District-contracted Ann Arbor Railroad Company.

The "5-spot," as the 360-foot vessel was affectionately known to many oldtime carferry sailors, was built in Toledo, Ohio, in 1910 and served in the Ann Arbor fleet until it was retired a few years ago.

Once the largest and most powerful carferry on Lake Michigan, the Ann Arbor No. 5 was the first vessel of its kind to have two smokestacks and the last to have straight, unraked stacks. It also paved the way for future boats of its class by being the first ship on the Lakes to have a seagate at the stern which was raised to admit railroad cars and then lowered to protect them from the water. Seagates now are standard on all such boats.

Also Broke Ice

Another task performed by the No. 5 during its 50-odd years with the Ann Arbor was that of unofficial ice breaker for the company's fleet. This continued until one propeller was lost and both her wheels had to be changed, rendering the vessel less effective in pack ice.

The ferry's ownership has changed hands several times in the last few years and most recently was acquired from the U.S. Maritime Commission by the Bultema Dock and Dredge Co., of Muskegon, Mich. Bultema has moved her to its yards at Manistee but no immediate plans for her use have been announced.

Originally sold by Ann Arbor to a west coast combine some time ago, the vessel was soon resold to a third owner and finally went to the Maritime Commission in a subsidy trade. Since that time it has been tied up back at Ann Arbor's pier here awaiting the final disposition brought about by the Bultema purchase.

Another former Ann Arbor vessel is presently part of the Bultema fleet. The old Ann Arbor No. 3, which was a one-stacker, has been converted into a stone barge.

THE INQUIRING SEAFARER

QUESTION: Can you remember your first SIU ship and what stands out in your mind about the voyage?

Jerome Lacy: My first SIU ship was the Steel Vendor. I was a wiper and it was the first time I'd ever gone to sea. We went to India and I remember that it was a smooth trip with a good bunch of guys. I'd like to sail on that ship again, sometime.



John Pennis: I sailed for the first time aboard the Calmar. I had sailed previously with the SUP during the Second World War. The thing I remember is that shipping wasn't too good at the time and I thought I was very lucky to get a job on a good ship.



Leon Webb: My first SIU ship was the Del Norte. I sailed steward utility and went to Brazil and Argentina. I remember that trip because a passenger passed away from heart trouble. I also lost some money playing poker. I believe the year was 1956.



Dick Simpson: My first union ship was a Waterman Liberty ship in 1947. I had been on non-union ships and I could see right away what the difference was. The treatment of the crew, food and the whole operation was much better. The trip on that ship was coast-wise.



Al Carpenter: The SIU ship I first sailed on is no longer active. It was the Mission Purisma, a tanker. This was my first trip out of the United States and we went to ports in the South Pacific. I learned a great deal about my job, cooking, during that voyage.



Richard DeGraaf: I started sailing when I was 14 years old on a Dutch ship, so when I took my first SIU ship, the Liberty vessel Joseph Bartlett, I was a pretty old hand. We took a cargo of food to Belgium and the sailing was very smooth. I shipped as wiper and when I look at the conditions we have today, it seems hard to believe that a seaman's lot was once so miserable.



AFL-CIO Raps Digest Article On Social Security as False

WASHINGTON—The AFL-CIO's social security insurance expert branded as "completely unfounded" charges made in an October Reader's Digest article that the social security system is in danger of going broke.

Actually, the Social Security Trust Fund "is in such good condition that we could finance, right now, a seven percent increase in benefits" without raising contributions, said AFL-CIO Social Security Director Bert Seidman. He made the statements on the network radio interview, Labor News Conference, aired Tuesdays at 7:35 p.m., EDT, over the Mutual Broadcasting System.

The allegation that social security is in shaky condition is "an old chestnut that keeps coming up from time to time," Seidman said. But, he declared, "there isn't the slightest danger that people who pay into the fund will not be able to get benefits out of it."

He pointed out that House Ways & Means Committee Chairman Wilbur D. Mills (D-Ark.), "who probably knows as much about the social security system as any man in America," took issue with the Reader's Digest article, noting that the committee's recently-completed "exhaustive re-examination" of social security found the program "actuarially and financially sound."

Seidman noted that there is little likelihood that the Reader's Digest will give anyone an opportunity to answer the "unfounded charges" against social security made in the article. The Digest has never permitted anyone to reply to an article that states only one side of an issue, he said, pointing out that the magazine doesn't even have a letters-to-the-editor column.

The AFL-CIO has asked the U.S. Supreme Court to find that Fleetwood Trailer Co., Riverside, Calif., violated the National Labor Relations Act in ignoring reinstatement applications from employees who had been on strike.

The question, the AFL-CIO said in a "friend of the court" brief, is whether an employer violates the law "when he refuses to honor continuing applications for reinstatement as jobs open up and at the first available opportunity."

It pointed out that the Supreme Court in a case involving Mackay Radio & Telegraph Co., had previously decided that an employer violates the law when he refuses reinstatement to workers who apply for jobs that are available.

The same principle is involved in the Fleetwood case, federation attorneys declared.

In August, 1964, the Carpenters struck Fleetwood in a contract dispute. The strike lasted only two weeks. Some workers got their jobs back when it was ended. However, others submitted job applications that were passed over during a period in which the firm hired new employees.

LABOR ROUND-UP

AFL-CIO Vice-President David Sullivan has been appointed by President Johnson to a newly-established National Advisory Commission on Health Facilities. The 14-member group will undertake a year-long study of the changing needs for hospital construction and modernization, and the financing of health facilities.

By a vote of 604 to 378, engineers at five NBC radio and television stations have voted for an improved version of a three-year contract, after having turned down an earlier version. Through a firm stand, their union, NABET, has brought about a pact that provides wage increases of \$42 a week for experienced technicians over a three-year term, a work-week reduction from the present 40 hours to 37½ on November 1, 1968, and other gains. The current top rate for engineers is \$218 per week.

A six-week strike against White Front Stores, Inc., in Southern California has come to an end. The members of five Retail Clerks' locals have ratified a new five-year contract which provides for a graduated wage increase of 62.5 cents per hour over the five-year period, a cost-

of-living clause, and improvements in sick leave, health and welfare, holiday, vacation, and pension benefits. White Front employees had struck the company after a one-month extension of the previous contract. The new agreement, said the union, is comparable to pacts previously negotiated with other major California discount stores.

Miss Theo Glenn, long-time personal secretary to the late AFL president William Green, passed away in Washington recently after an extended illness. She was buried in Coshocton, Ohio. Miss Glenn, a graduate of the Columbus School of Law (part of the Catholic University of America) in 1937, had been with Green from the time he was secretary-treasurer of the Mine Workers and up until his death in 1952, when she retired.

J. Timothy McGinley, 27, has been appointed as a special assistant to Labor Secretary W. Willard Wirtz. McGinley had been serving on the Secretary's staff for the past year as a White House Fellow, and was previously administrative assistant to the dean of Harvard's Graduate School of Business Administration.

Filed for Future Reference



The days of the current session of the 90th Congress are rapidly diminishing in number and still there is no sign of the "great new merchant marine program" most recently trumpeted by the Administration as being imminent. Apparently this was more empty talk and no real program was even seriously contemplated.

Perhaps Representative Thomas M. Pelly of Washington best described the Administration's national maritime policy when he called it "a giant firecracker that fizzled."

There have been more than enough fizzled firecrackers—beginning with the State of the Union message in 1965, which contained similar assurances by the President that firm steps would be taken to correct the disgraceful condition of the American merchant marine. Men around the President, such as Transportation Secretary Alan S. Boyd and Robert S. McNamara, the Secretary of Defense, seem still to be able to cloud the issue of maritime and block any realistic action by the White House.

Pelly's reaction to reports that there would be no new program after all, were apparently shared by his colleagues in the House. With their overwhelming passage of a bill to establish an independent Federal Maritime Administration, they formally recognized the need for a firm hand to guide the rebuilding of the U.S. maritime industry before it is too late. We hope the Senate will move for an independent MARAD with equal speed.

One has only to consider a five-year shipbuilding plan currently under way in Japan, by which that nation hopes to advance from her present fifth-place status on the seas by 1971, and the even more alarming seven-year plan with which the Soviet Union seeks

to gain absolute supremacy among the maritime nations of the world to realize how serious the situation is.

At the end of 1966, Russia had 585 ships in construction or on order. We had only 40. As a result of deplorable Administration neglect since 1948, this country has fallen from first to sixth place in total gross tonnage among world maritime nations and all the way to 16th in shipbuilding. Unless this downtrend is reversed, the U. S. will, in a few short years, become dependent on other nations for ships to carry her imports and exports.

As of right now, only seven percent of America's foreign commerce is carried in U. S.-flag bottoms while the remaining 93 percent moves in vessels flying foreign flags. Of necessity, U. S.-flag ships supply 98 percent of the troops and material to fill this country's requirements in Vietnam. Were we suddenly faced with an international crisis elsewhere in the world, we simply would not have the merchant fleet necessary to meet the needs of such a crisis. Despite the need for additional tonnage, only eight new commercial ships were launched by American yards during the first six months of this year.

Common sense and the dictates of national self-preservation call for urgent measures to revitalize the U. S. merchant marine and put it once again at the top of the list in worldwide strength and capability.

House action on an independent MARAD was a crucial step in the right direction and if the Senate agrees, such an agency can become a reality. The next step, and quickly, must be a comprehensive maritime program with which to rebuild and expand at an accelerated pace.

The Gold Mine Beneath New York Harbor

Today, the coastal and inland waters of North America, from New York Harbor to San Francisco Bay, from the Great Lakes to the Gulf of Mexico, are providing a new source of excitement for the adventure-seeker—the fascinating lure of "Sunken Treasure."

Down through the years, adventurous souls have been drawn to the four corners of the earth, on expeditions in search of untold wealth in gold, silver, and precious jewels, by the magical, almost hypnotic sound of the word "Treasure." Without hesitation men have risked their lives on countless occasions to locate some of the wealth that was once carried on ships whose luck ran out, and whose final anchorage was a watery grave on the ocean floor.

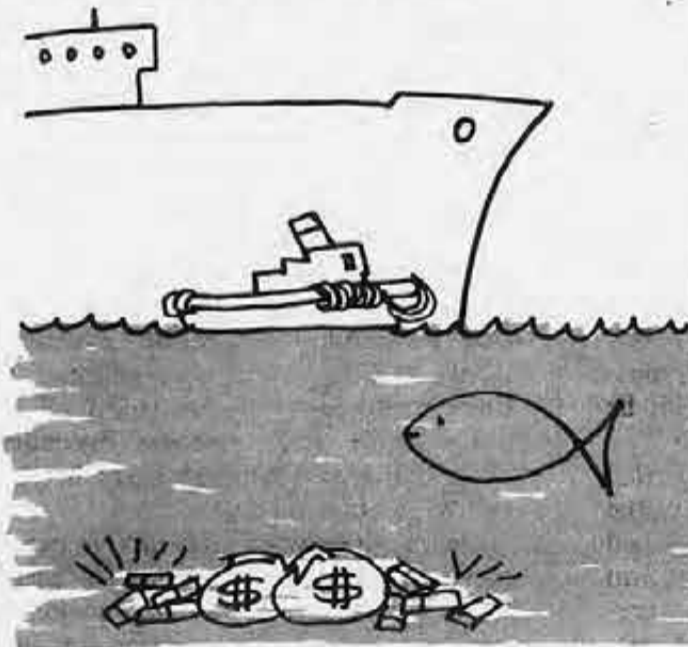
The legendary sunken wealth in the Caribbean, made up mostly of countless wrecks of Spanish galleons, has long been a treasure-hunter's paradise. The coast of Florida has also kept generations of treasure-seekers busy and will no doubt continue to do so.

Now, however, a fantastic new surge of interest is building up over the almost totally unexploited sunken wealth that was carried by numerous ships to the bottom of some of the major inland and coastal waters of the United States.

The existence of sunken treasure-laden vessels is known at sites within some of this country's busiest harbors, and beneath the waters adjacent to some of our most populated cities. In most cases, the sailing careers of these ships ended in times long before the onrush of population lined the American continent.

Their stories, however, are well documented in history and in most instances are far less fanciful than the tales of treasure that have persuaded men over the centuries to travel to other, more remote parts of the world.

For instance, right at this moment, New York's towering skyscrapers overlook \$4,800,000 worth of gold and silver bullion that has lain at the bottom of the world's busiest harbor, and been passed over by thousands of seafarers on thousands of ships, since the days of the American Revolution.



No doubt not many seafarers have paused for even a moment to reflect upon the fate of the once proud British frigates, Hussar and Lexington, as they have sailed within a few hundred yards of the Bronx shoreline, between North Brother Island and 138th St.

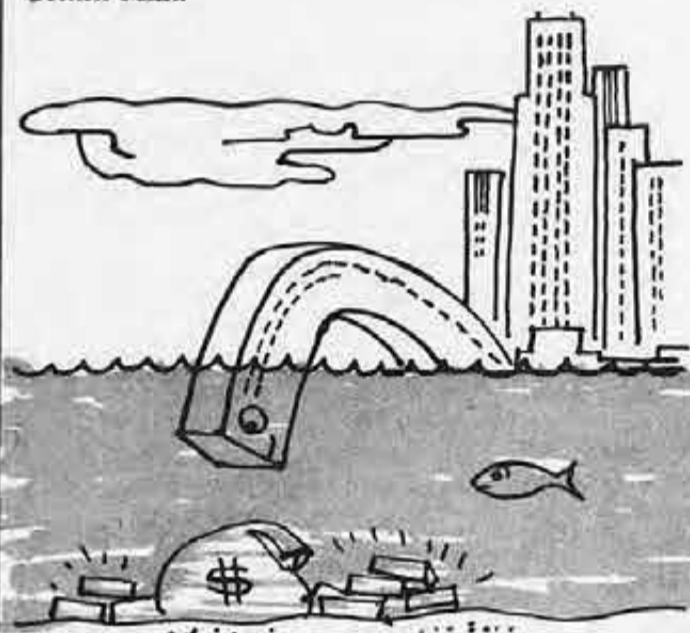
At this site, deep beneath the mud and refuse-strewn bottom of New York's East River, lies the rotting skeleton of HMS Hussar, a 28-gun man o' war, that served the British crown during the American Revolution as a payship. Whatever is left of her hand-hewn, oak hull, still guards \$3,000,000 in gold and silver.

On the cool, brisk morning of September 13, 1780, HMS Hussar arrived at the entrance to New York Harbor with a cargo of bullion, which was supposed to serve as wages for the British forces occupying New York City. Slowly, she began her passage through the dangerous current of Hell Gate, an aptly named area of the harbor, whose tricky winds and currents cut short the life of many a proud ship.

Her Captain, Sir Charles M. Pole, unfamiliar with the waters, valiantly strove, as the winds grew stronger, to keep his ship away from the rock-encrusted shoreline.

The Hussar's sister ship, HMS Lexington, also a payship carrying wages in gold and silver for British troops, was but a few minutes sailing time further down the East River from the Hussar.

At a point just off Randall's Island, the Hussar's Captain Pole shouted the order, "Hard to starboard." But it was too late, the ship struck what is today known as Pot Rock, tearing a huge hole in her hull. Within a few minutes she floundered and went to the bottom, taking with her scores of silver and gold ingots that had been stacked in the Captain's cabin in neat rows, along with hundreds of leather pouches filled with shiny, newly-struck coins from the Royal British Mint.



The HMS Lexington, arriving at almost the exact spot at which the Hussar foundered, reenacted the death of her sistership in an uncanny way. She too became caught-up in the treacherous current, and her Captain, as did Captain Pole, tried to keep his ship off the rocks. But he also failed and the Lexington, her hull shattered by a glancing blow off the reefs, joined the Hussar at the bottom of the river, taking with her, \$1,800,000 in gold, silver and coin, to add to the \$3,000,000 lost aboard the Hussar.

Today, the two British payships rest nearly side by side in only twelve fathoms of water, their treasure yet unclaimed.

Further north on the Atlantic coast, twenty miles southwest of Nantucket South Shoals Lightship, Massachusetts, rests the rusting remains of the British White Star liner Republic, in 38 fathoms of water.

Within her rusting hull are \$3,000,000 worth of American gold eagles (\$10 gold pieces) that the Republic had aboard when she sank after a collision with the Italian liner Florida, on January 23, 1909.

An attempt was made in 1919 to bring the Republic's cargo to the surface, but it failed because of the depth to which she sank. Equipment now available could make the next salvage attempt a success.

The Great Lakes is another fertile hunting ground for modern-day treasure hunters. Unbelievable as it may sound, more than 10,000 vessels of almost every description have been lost on the Lakes over the last three centuries. Although not all these ships were treasure-laden, enough were carrying valuable cargoes to make the area inviting for salvage attempts.

One of the first vessels to sink beneath the waters of the Great Lakes was the French frigate La Jean Florin, on February 7, 1721. Traveling northward on Lake Erie, she had stowed in her hold a cargo of \$500,000 in gold and silver bars. She went down 10-15 miles northeast of Erie, Pa., in less than 12 fathoms of water.

When the French first attempted to raise the frigate their base camp was attacked by hostile Indians, and they gave up the effort.

In Lake Ontario, 4½ miles northeast of Oswego, New York, also in only 12 fathoms of water, are the rotting remains of the British sloop o' war HMS Ontario; \$500,000 in gold and silver coin is still locked in her master's strongboxes. The Ontario was a stout warship that had seen service against the American colonials in upper New York State, during the days of the American Revolution. On November 23, 1783, she was on a secret mission attempting to get gold and silver to British soldiers who were in the remote Great Lakes area, and had not been paid for more than a year.

The exact cause of her sinking remains a mystery, as does what British soldiers in this remote area would have spent their money on. Soon after she sank, the British tried to salvage the HMS Ontario but they could not get the job done before they lost the war.

The Pewabic was a well known American Great Lake Steamer that had seen service with the Union Navy during the last year of the Civil War. She sank to the mud floor of Lake Huron on August 12, 1865, two miles off Thunder Bay Island near present day Alpena, Michigan, when her boiler exploded.

With her went \$250,000 worth of gold bars, gold dust, silver bars and 300 tons of copper ingot.

The Gulf coast of the United States—near such ports as Houston, Galveston, Corpus Christi and Brownsville—has more than its share of sunken treasure sites. One unique and vitally important aspect of treasure hunting off Texas is that treasure in the area is usually located in waters no deeper than 50 feet.

The hurricanes that have ravaged the Texas Gulf, over the last 200 years, have sent more than two thousand vessels to a watery grave, including schooners, brigs, barques, frigates, and a score of ocean liners.

On June 25, 1875 during the height of the Galveston flood, the trim schooner Texas Ranger was rounding Brazos Island, Texas, when she floundered in high seas. She was carrying \$2,000,000 in gold and silver coin, which now rests in only three fathoms of water.

On June 14, 1880 the swift French Barque Maria Teresa sank with more than \$210,000 in French and American gold coin off Padre Island, Texas.

Padre Island has long been a particular favorite of Gulf coast treasure seekers. Just last month, after hurricane Beulah left the Corpus Christi area, a 26-year old treasure hunter noticed a metal spike sticking out of the sand on the island's shore. Digging with his hands in the sand, he uncovered fragments of wood. He has since learned that the fragments were once part of a Spanish galleon that dates from the 15th century and that traces of silver oxide in the wood, show that she was carrying silver.

A few yards further down the beach are signs of five other ships, believed to have been treasure ships that left Vera Cruz headed for Spain in 1553 with a cargo of gold and silver.

The Pacific coast of the United States, most especially the Baja, California, area, is particularly rich in unexploited sunken treasure sites. The Spanish, during the 16th and 17th centuries, lost entire fleets of gold and silver carrying galleons all along the Pacific, from Oregon to lower Mexico.



On January 7, 1754, one of the largest of Spain's galleons, the 60-ton San Sebastian, was attacked by pirates off the coast of California. In her desperate attempt to flee from her attackers she hit a reef and sank to 36 fathoms of water, two miles north of San Clemente Island, California.

The \$2,000,000 in gold and silver that the pirates wanted so badly may yet wind up in the hands of some modern-day treasure hunter.

Five-Year U.S. Crash Program For Maritime Urged by Tiernan

WASHINGTON—Representative Robert O. Tiernan (D-R.I.) has called for a five-year program of direct federal investment in modernization of U. S. shipyards, and urged the development of a high-level federal department to coordinate and administer maritime affairs.

Speaking to a seminar sponsored by the six-million-member AFL-CIO Maritime Trades Department, Tiernan said that for the last two years less than 10 percent of the ships for which Congress voted funds had been built, simply because the Federal Government refused to spend the money available.

"If we put money into streamlining our shipyards now, it can payoff in the future in terms of lower construction costs for both government and industry," he said.

Tiernan also called for expansion of cargo-preference for U. S. flag ships. He declared:

"Once we build the ships, we have to be sure that they have cargoes to carry, and the way to do that is to expand our operating subsidy program, and to increase the amount of government-generated cargoes that are reserved for American-flag ships."

Tiernan said that the United States could achieve an adequate level of maritime activity with a "relatively modest federal investment" of about \$500 million a year.

Clear Mandate

He said that last week's overwhelming House passage of a bill to create an independent federal Maritime Administration gave a "clear" indication of how Congress feels about the vital importance of rebuilding the U. S. merchant fleet and the need for a general program for maritime development.

Tiernan predicted that Congress would enact such a program.

Daniel M. Mack-Forlist, general manager of Bethlehem Steel's Sparrows Point Shipyard, who also spoke at the seminar, said that the solution to the problems of foreign competition faced by American shipyards will come about as the

demands of foreign workers for higher wages and a better standard of living close the gap between foreign and American shipyard costs.

In addition, Mack-Forlist said, government action must create the essential domestic shipbuilding market which will enable American shipbuilders to take full advantage of this competitive edge. The governments of other shipbuilding countries are giving their domestic yards such aid, he emphasized.

"There is every reason to believe that the only reliable source of the type of ship which the U. S. owners and the U. S. government want is the American shipyard. The opportunities for moving forward are in our hands—let's not waste them," Mack-Forlist said.

Scores Govt. Neglect

Thomas Murphy, president of the Bricklayers, told the 200 government, labor and industry representatives at the seminar that Congress was "getting tired" of waiting for the Johnson Administration to come up with its long-promised maritime program.

Murphy said that he could not understand why the government continues to neglect and ignore the maritime industry.

He said it was beyond understanding "why the Administration continues to press for foreign construction of American merchant and naval vessels; why it is willing

to ship abroad the economic benefits of American shipyard jobs, materials and production."

Murphy said that Congress appeared to be getting tired of the Administration's contradictory words and actions about maritime.

"The hour is rapidly approaching when Congress will act on its own to return the American flag to its proper position on the oceans of the world," Murphy declared.

Other speakers at the MTD seminar included Anthony Scotto, chairman of the MTD Legislative Committee and President of Local 1814 of the International Longshoremen's Association; Charles F. Nisi, Vice President of Sperling Steamship & Trading Corporation; Joseph N. Paola of the Journeymen Barbers International Union; Thomas F. Murphy, International President of the Bricklayers, Masons and Plasterers International Union; Alexander Barkan, National Director of the AFL-CIO Committee on Political Education (COPE); and John W. Landis, Manager of Operations for the Washington, D.C., office of the Babcock & Wilcox Company.

Scotto, who acted as seminar chairman and moderator, told the audience that the House passage of the bill to create an independent MARAD (H.R. 159) was an "even bigger victory than last year" when it was decided to preclude the new Department of Transportation from controlling MARAD.

The Pacific Coast

by Frank Drozak, West Coast Representative

Matthew C. Carberry, incumbent county sheriff, was the only candidate to be endorsed by the recent San Francisco AFL-CIO COPE Labor Convention, which met to consider endorsing various San Francisco city and county candidates.

The machine-voting was operated under the auspices of the San Francisco city and county registrars' offices, and was conducted by an election committee consisting of delegates from several unions including the Seafarers International Union of North America, represented by SIUNA Vice-President William Jordan.

Only delegates from AFL-CIO unions were entitled to participate, including the SIU.

Out of a possible 548 votes, only 322 were actually cast. With the requirement that a minimum of 3/5 of the ballots cast would be necessary for endorsement, only one candidate—Carberry—was endorsed.

San Francisco

Shipping remains good here.

The following ships paid off and signed on during the last period: **Bienville, Fairwood, Barre Victory, Los Angeles, Seatrain Maine, Southwestern Victory, Longlines, Wild Ranger, National Defender, Columbia Victory, American Pride, Rice Victory, Longview Victory, Ocean Dinny, Amerigo Transpacific.** Ships in transit are the **Hattiesburg Victory** and the **Columbia.**

Seattle

Carl Hellman last shipped as a bosun on the **Cape Saunders.** The trip was seven months for the 21-year veteran.

Claude Pritchett would like a cook's job on a Sea-land ship to Alaska. His last job was chief cook on the **Marore.**

After sailing as baker on the **Rebecca, Charles Foster** would like to take a long tripper. He's a 25-year SIU man.

Wilmington

Sam Drury just returned after a two-month trip on the **Columbia Victory.** He will be on the beach here for a while before shipping again.

Henry Herkinheins recently recovered from a broken leg and would like to ship immediately as bosun on the **Seatrain Carolina.** He was beached for over three months.

Shipping is still very good with lots of jobs for rated men. The **Sagamore Hills** is coming in for a pay-off and we have several ships in-transit.

Joins SIU Pension Roster



SIU Brother Angelo Montemarano (right) receives his pension check from New York Port Agent Leon Hall, after many year of service. Montemarano was among eight new Seafarers who recently retired.

New Ship Reporting System Inaugurated on Great Lakes

CLEVELAND—A new system of keeping track of ships crossing open waters on the Great Lakes has been inaugurated by the Ninth District of the U.S. Coast Guard, headquartered here.

The Lake Vessel Reporting System, to be known as LAVERS, is designed to minimize the time a vessel may be in distress without anyone being aware of it.

Under the system, seven Coast Guard stations serve as "check points." An immediate communications search by the LAVERS center here would be launched for any ship four hours overdue in reporting by radio to its next check point. If the vessel continues unreported one hour later, Coast Guard ships and aircraft will begin searching its intended route through the lakes. Each of the check points is connected by a teletype network to the Ninth District's search and rescue headquarters.

In announcing the start of the new voluntary system, the Ninth District commander, Rear Admiral Charles Tighe, said that all ships of more than 100 gross tons were being encouraged to take part in LAVERS. A vessel can participate by filing her destination, estimated time of arrival and intended route before departing port and by updating this information periodically throughout the voyage.

Recalls Morrell Sinking

Tighe stated that LAVERS should "materially aid in the preservation of life and property on the lakes" and recalled the sinking of the **Daniel J. Morrell** in Lake Huron, during a storm on November 29, 1966, which resulted in the death of 28 crewmembers.

"Because of the sudden storms associated with the lake and the low air and water temperatures that considerably reduce the chances of survival in the water, every minute counts when a ship is endangered," the admiral pointed out.

In view of the advanced age of many of the ships plying the Great Lakes trade—the **Morrell** was 60 years old when it split in two and sank off Harbor Beach—a system such as LAVERS is

doubly important. At the time of the **Morrell** disaster, the SIU Great Lakes District and the AFL-CIO Maritime Trades Department expressed concern to a Coast Guard Board of Inquiry over inspection procedure of these old vessels, and pointed out that some ships operating on the Lakes should not be sailing because they are not really adequately inspected for fatigue.

The check point stations of the system start at Alexandria Bay, N. Y., as ships enter the Lakes from the St. Lawrence Seaway. Others are at Belle Isle, Sault Ste. Marie, Port Huron, Ludington and Hancock—all in Michigan—and one is at Two Rivers, Wisconsin.

A Coast Guard spokesman said there were no other check points in New York or Ohio because Lake Erie and Lake Ontario "rarely get a big blow."

SIU West Coast Taxi Drivers Win Fare Hike

SAN DIEGO—Through the united efforts of the SIUNA-affiliated Transportation and Allied Workers of California, San Diego cab drivers will receive rate increases from 30-40 cents per mile, effective November 1, 1967, and as a result of the fare increase, the take home pay of the drivers will be raised by 20-25 percent a month.

Prior to the fare-increase, granted in a unanimous decision by the City Council, taxi rates here were the lowest of any major Western city. There has been no raise in the basic mileage rate in the last 15 years.

SIUNA representative Tom Meyer participated in the negotiations and is currently participating in similar negotiations in Ocean-side, California.

Magnuson Urges U.S. Tariff On Fish Imports

BOSTON—The nation should take a closer look at imposing a tariff on the importation of foreign-caught fish, Senator Warren G. Magnuson (D-Wash), chairman of the Commerce Committee, said at the first American Commercial Fishing Exposition at Suffolk Downs here.

"We have no tariff to meet the flow of foreign fish products into the country, a factor which hurts the growth and development of the American fishing industry," asserted Magnuson, noting that Canada, Iceland and Japan are now among leading competitors with American vessels and fishing operations.

Magnuson called attention to the World Fishery Conference for the Atlantic area to be held in Moscow in a few weeks. "I hope," he said, "that forward steps will be taken in the area of conserving fish resources, a food supply that looms very important to the future of the world."

Conservatives' Anti-Labor Campaign Hinges on 1968 Election Results

CONGRESSIONAL conservatives and major elements of the business community have launched a twin thrust at labor's throat. It involves:

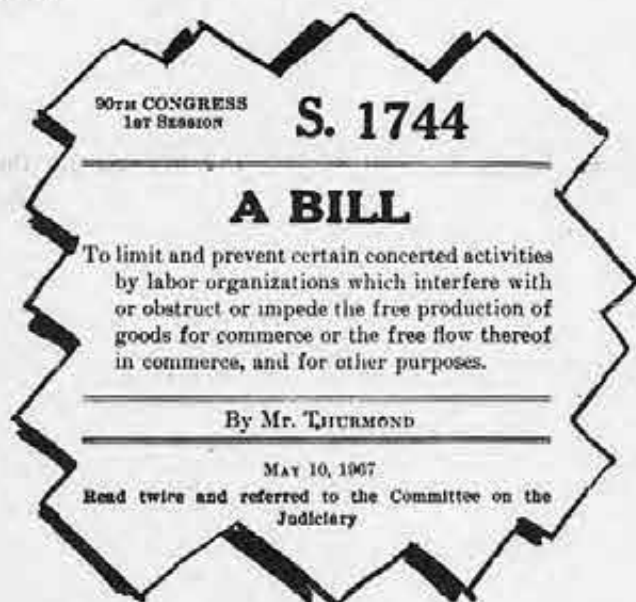
1. A softening-up process in Congress by way of a gradual build-up of sentiment for a series of anti-labor proposals; and

2. A massive grass-roots propaganda effort among memberships of powerful business groups to line up support for the big push in Congress.

The conservatives' jugular instinct was whetted by election success in 1966. Their hopes for the kill rest on the outcome of the elections in 1968.

Their campaign, thus, is entirely political in nature. It relies wholly on election of a Congress willing to enact anti-union legislation. Deny the conservatives a political victory in 1968 and their whole strategy crumbles. Give them a political victory in 1968, and their success is assured.

Outside of Congress, the drive is spearheaded by the U.S. Chamber of Commerce and the National Association of Manufacturers. Each mildly refers to its campaign as one for "labor law reform." But there is nothing mild about the specifics of their plan.



Aimed at joint bargaining by unions, this bill has been introduced by Dixie Senator Strom Thurmond (S.C.) Its aim has strong backing from the Chamber and NAM. Its aim is to prevent unions from coordinating their bargaining with any employer.

Here's what they are proposing either outright or by inference:

- Antitrust law coverage for trade unions.
- Dismantling of the National Labor Relations Board and establishment of a so-called "Labor Court" in its stead.
- A prohibition against coordinated, multi-union bargaining.

The Chamber already has sent out its road show to 12 cities where "Labor Law Reform Workshops" have been conducted by teams of management labor relations men. Purpose of the workshops, according to one Chamber publication, was "to alert the business community to the long-overdue need for (labor) reform legislation."

The NAM is following up with a series of 11 workshops scheduled for October and November. The clinics will be conducted by Charles A. Koethe, author of an NAM-distributed book, "Industrial Freedom in the Non-Union Plant."

Lengthy articles boosting the campaign for "labor law reform" have blossomed in recent months in the publications of both the NAM and Chamber.

The Chamber has run three of a continuing series of articles on "Roots of Union Power" in its prestige publication, *Nation's Business*. The NAM has carried

three of a projected five-part series on "Labor Law Reform" in its major publication *NAM Reports*.

One article in the NAM series was penned by Howard Jensen, vice president and general counsel of Lone Star Steel Co. The firm has been described by the Texas AFL-CIO as "probably the leading union-busting company in Texas." It is headed by E. B. Germany, a leader in right wing circles.

Jensen himself has been on the speakers bureau of the National Right-to-Work Committee and on the Southern States Industrial Council, a rightist outfit that adopts the John Birch line on UNICEF, wants the U.S. out of the United Nations and wants to abolish REA and TVA.

The thrust of Jensen's article is that oppressed union members are unhappy with union leaders but unions shrewdly "deflect" members' resentment to employers in the form of strikes.

The propaganda barrage picking up tempo in the NAM and Chamber coincides with conservative effort in Congress to build support gradually for specific legislation tailored to the programs of the giant and powerful business associations.

This year, on the heels of conservative election victories in 1966, trial balloons were launched in Congress for a spate of anti-union proposals. Any one of these would be damaging to the trade union movement. Taken together, they are dynamite. Here are just some of the bills that have been proposed:

• H.R. 333, introduced by Representative Dave Martin (R-Neb.)—This would destroy industry-wide bargaining by clamping anti-trust laws on unions. It would revive the discredited "conspiracy" theory that dogged unions a century ago. It would leave local unions completely at the mercy of industrial giants.

• S. 1353, introduced by Senator Robert Griffin (R-Mich.), co-sponsored by a cluster of conservative GOP senators and one Democrat, Senator Frank Lausche (Ohio)—This would abolish the National Labor Relations Board and replace it with a so-called "Labor Court" comprised of 15 judges serving 20-year terms. Nominations for the "Labor Court" would be passed on by the Senate Judiciary Committee, which now is, and for the foreseeable future will remain, under Dixiecrat-conservative GOP leadership. The legislation already has received strong backing not just from the Chamber and NAM but from individual businesses, among them the union-busting J. P. Stevens textile firm angered over recent NLRB decisions protecting union efforts at the firm's plants.

• S. 1744, introduced by Senator Strom Thurmond (R-S.C.)—This would outlaw multi-union bargaining by a group of unions with the same employer at the same time, such as occurred with Westinghouse last year. Joint bargaining arose in the first place as a necessary union response to the growth of conglomerate industrial giants.

• S. 1880, introduced by Senator John J. Williams (R-Del.)—This would undermine labor's political efforts by preventing National COPE or any international union from collecting voluntary contributions from union members to give financial aid to endorsed candidates. It was proposed as an amendment to the campaign financial reform bill and was defeated in the Senate in September. It will come up again if the climate changes as a result of 1968 elections.

• S. 22, introduced by Senator Paul Fannin (R-Ariz.) and co-sponsored by four conservative Republicans and southern Democrat Senator Sam Ervin (N.C.)—This would prohibit "card checks" and other informal methods of determining whether a union is the choice of a majority of employees in a bargaining unit.

Not yet introduced in the 90th Congress, but a lead-pipe cinch for a big push if 1968 goes right for conservatives, is a federal open shop law, banning union security nationally. This would certainly be

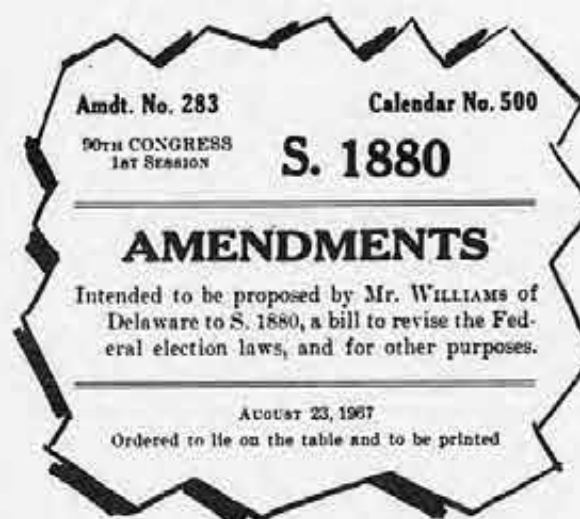
welcome to the NAM and Chamber, though their publications as yet have not embraced the proposal.

"Right-to-work" promoters have a draft bill ready to promote in the 91st Congress. Many conservative legislators have blessed it. The proposal would reverse the situation under present law. To legalize union security provisions in labor-management contracts, state labor movements would be forced to go the referendum route or to prevail on state legislatures to enact laws permitting the union shop.

Where does the joint anti-union drive of business interests and conservative legislators stand today?

In one sense, it is standing still. There is little prospect that the present 90th Congress—despite its more conservative nature than the 89th—will enact legislation to stifle trade unions.

Yet, in another sense the campaign is moving ahead. Conservatives in Congress and the Chamber and NAM are using time to build support. Congressmen are sounding out and softening up their constituents. The NAM and Chamber are beating the



Sure-fire bet to come up again if conservatives win in 1968 is this proposal—defeated last month in the Senate—to prohibit COPE or international unions even from collecting voluntary dollars to contribute support to their endorsed candidates.

propaganda drums, rallying their own memberships behind the thrust for anti-labor legislation.

The congressional conservatives and the Chamber and NAM don't deceive themselves. They know their campaign will rise or fall on the basis of 1968 election results.

Take away a few liberals from the present shaky House majority and subtract a few senators from the liberal ranks in 1968, and parts or all of the anti-union package become sure bets for passage.

So the answer is political. If they win at the polls, they win their goals in Congress. If they lose at the polls, if we add to liberal strength in Congress, it's a different ball game.

Going for the anti-labor forces are all the weapons, all the money and all the political savvy they can muster. The NAM's Business-Industry Political Action Committee (BIPAC) already is cruising in high gear. Now six years old, it has developed into a sophisticated, well-organized political force.

Lined up with it will be right wing political action groups. Anti-union by nature, and with plenty of other axes to grind, the rightists unquestionably will be backing most of the candidates BIPAC supports.

In 1968, the best bet to preserve your union and your security against the attack is COPE. Give to COPE. Work with COPE in your union and your community. Make 1968 a "COPE year."

Only an all-out effort will do the job.

Eight Additional Seafarer Oldtimers Join Growing SIU Pension Roster

The names of eight Seafarers have been added to the list of those men now collecting an SIU pension. The latest group of men includes: Angelo Montemarano, Placido Diaz, John Oteri, Nathaniel Newsome, John Mahoney, Cland Horne, Herbert Muncie, Philemondus Matthys.

Angelo Montemarano was born in Italy and lives in Brooklyn, with his wife, Helga. He sailed in the deck department and was qualified to sail as bosun. He joined the Union in New York City and sailed for over 20 years. Brother Montemarano's last ship was the Western Comet.



Montemarano

Diaz

Placido Diaz, a native of Spain, sailed in the Steward Department. He has been a member of the SIU for 18 years. Diaz lives in Miami and joined the Union in Tampa. Brother Diaz last shipped

on the Floridian. A member of the engine department, John Oteri joined the SIU in Port Arthur, Texas and sailed with



Oteri

Newsome

D. M. Picton Co. Oteri was born in New Orleans and lives in Port Arthur with his wife, Beryl.

Nathaniel Newsome was born in Georgia and now lives in Swoyersville, Pa., with his wife, Alice. He joined the Union in New York and sailed as an AB. His last ship was the Wacosta.

John Mahoney joined the Union in the port of New York. He lives in Jersey City, N. J., with his wife, Helen. Mahoney was born in Jersey City, N. J., and sailed as deck hand for the Erie-Lackawanna Railroad.

Cland Horne joined the SIU in Port Arthur, Texas. He was



Mahoney

Horne

born in Douglasville, Ga., and resides in Kirbyville, Texas with his wife, Lillian. Horne was employed by the G and H Towing Co.

Philemondus Matthys is a native of Belgium and now makes his home in New York City. A



Muncie

Matthys

FWT, he last sailed on the La Salle. He joined the SIU in New York.

Herbert Muncie sailed in the engine department since joining the Union in New Orleans. A native of Kentucky, Muncie makes his home in Baltimore and last shipped aboard the Wilmar.

deck department.

Houston

We congratulate James Sammon for his fine work in constantly upgrading himself. He has received all endorsements, the latest being first assistant engineer, 1,000 horsepower. We are waiting for his next achievement, which we are sure will come very shortly.

All Hands Safe Aboard SIU Lakes Ship



A reported, faulty steering mechanism aboard the SIU Lakes District limestone-hauler J. F. Schoelkopf sent the ship into the abutments of the Milwaukee Bridge, on Michigan's Saginaw River. With one of the two major bridge supports broken, the bridge is largely resting on the deck plates of the freighter's bow. The ship will remain put until authorities can rig a temporary new abutment for the bridge.

324 Congressmen Favor Bill For Independent MARAD

(Continued from page 3)

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|------------------------------------|---------------------------------|
| Howard W. Robison (R.-N.Y.) | Frank A. Stubbinsfield (D.-Ky.) |
| Peter W. Rodino, Jr. (D.-N.J.) | Leonor K. Sullivan (D.-Mo.) |
| Byron G. Rogers (D.-Colo.) | Robert Taft, Jr. (R.-Ohio) |
| Daniel J. Ronan (D.-Ill.) | Burt L. Talcott (R.-Calif.) |
| John J. Rooney (D.-N.Y.) | Roy A. Taylor (D.-N.C.) |
| Fred B. Rooney (D.-Pa.) | Charles M. Trague (R.-Calif.) |
| Benjamin S. Rosenthal (D.-N.Y.) | Herbert Tenser (D.-N.Y.) |
| Dan Rostenkowski (D.-Ill.) | Fletcher Thompson (R.-Ga.) |
| William V. Roth, Jr. (D.-Del.) | Frank Thompson, Jr. (D.-N.J.) |
| Richard L. Roudebush (R.-Ind.) | Vernon W. Thomson (R.-Wis.) |
| Edward R. Roybal (D.-Calif.) | Robert O. Tierman (D.-R.I.) |
| Phillip E. Ruppe (R.-Mich.) | William M. Tuck (D.-Va.) |
| William F. Ryan (D.-N.Y.) | Al Ullman (D.-Ore.) |
| Charles W. Sandman, Jr. (R.-N.J.) | Lionel Van Deerlin (D.-Calif.) |
| David E. Satterfield (D.-Va.) | Gay Vander Jagt (R.-Mich.) |
| Fernand J. St. Germain (D.-R.I.) | Joe D. Waggoner, Jr. (D.-La.) |
| John P. Saylor (R.-Pa.) | Jerome R. Waldie (D.-Calif.) |
| Henry C. Schadeberg (R.-Wis.) | E. S. Johnny Walker (D.-N.Mex.) |
| William J. Scherle (R.-Iowa) | William C. Wampler (R.-Va.) |
| Herman T. Schneebeli (R.-Pa.) | G. Robert Watkins (R.-Pa.) |
| Richard S. Schwelker (R.-Pa.) | Albert W. Watson (R.-S.C.) |
| Fred Schwengel (R.-Iowa) | John C. Watts (D.-Ky.) |
| William L. Scott (R.-Va.) | Charles W. Whalen (R.-Ohio) |
| Armistead I. Selden, Jr. (D.-Ala.) | J. Irving Whalley (R.-Pa.) |
| George E. Shipley (D.-Ill.) | Basil L. Whitener (D.-N.C.) |
| Garner E. Shriver (R.-Kans.) | William B. Widnall (R.-N.J.) |
| R. F. Siak (D.-Calif.) | Charles E. Wiggins (R.-Calif.) |
| Joe Skubits (R.-Kans.) | Lawrence G. Williams (R.-Pa.) |
| John J. Slack, Jr. (D.-W.Va.) | Charles H. Wilson (D.-Calif.) |
| H. Allen Smith (R.-Calif.) | Larry Winn, Jr. (R.-Kans.) |
| Henry P. Smith (R.-N.Y.) | Lester L. Wolff (D.-N.Y.) |
| James V. Smith (R.-Okla.) | James C. Wright, Jr. (D.-Tex.) |
| William L. Springer (R.-Ill.) | Wendell Wyatt (R.-Ore.) |
| Robert T. Stafford (R.-Vt.) | John W. Wydlar (R.-N.Y.) |
| Harley O. Staggers (D.-W.Va.) | Chalmers P. Wylie (R.-Ohio) |
| J. William Stanton (R.-Ohio) | Clement C. Wyman (R.-N.H.) |
| Sam Steiger (R.-Ariz.) | Louis J. Zablocki (D.-Wis.) |
| William A. Steiger (R.-Wis.) | Roger H. Zion (R.-Ind.) |
| | John M. Zwach (R.-Minn.) |

Notes Against—44

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|------------------------------|------------------------------|
| Thomas Ashley (D.-Ohio) | Robert McClory (R.-Ill.) |
| Tom Beville (D.-Ala.) | John J. McFall (D.-Calif.) |
| Jonathan Bingham (D.-N.Y.) | Wiley Mayne (R.-Iowa) |
| Richard Bolling (D.-Mo.) | G. V. Montgomery (D.-Miss.) |
| John Brademas (D.-Ind.) | John E. Moss (D.-Calif.) |
| Jack Brinkley (D.-Ga.) | Lucien N. Nedzi (D.-Mich.) |
| Jack Brooks (D.-Tex.) | J. J. Pickle (D.-Tex.) |
| Omar Burleson (D.-Tex.) | Henry S. Reus (D.-Wis.) |
| Earle Cabell (D.-Tex.) | Ray Roberts (D.-Tex.) |
| John J. Conyers (D.-Mich.) | Paul G. Rogers (D.-Fla.) |
| John G. Dow (D.-N.Y.) | J. Edward Roush (D.-Ind.) |
| Dante B. Fascell (D.-Fla.) | Donald Rumsfeld (R.-Ill.) |
| O. C. Fisher (D.-Tex.) | James H. Scheuer (R.-N.Y.) |
| Lee H. Hamilton (D.-Ind.) | Robert L. F. Sikes (D.-Fla.) |
| Porter Hardy, Jr. (D.-Va.) | Neal Smith (D.-Iowa) |
| Ken Hechler (D.-W.Va.) | Tom Steed (D.-Okla.) |
| Chet Holifield (D.-Calif.) | Samuel S. Stratton (D.-N.Y.) |
| Andrew Jacobs, Jr. (D.-Ind.) | W. S. Stuckey (D.-Ga.) |
| John Jarman (D.-Okla.) | Charles A. Vanik (D.-Ohio) |
| Robert Kastenmeier (D.-Wis.) | Richard C. White (D.-Tex.) |
| John H. Kyl (R.-Iowa) | Jamie L. Whitten (D.-Miss.) |
| Odin Langen (R.-Minn.) | Sidney R. Yates (D.-Ill.) |

Not Voting—64

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|----------------------------------|--------------------------------|
| Carl Albert (D.-Okla.) | Paul C. Jones (D.-Mo.) |
| Wayne N. Aspinall (D.-Colo.) | Abraham Kazen, Jr. (D.-Tex.) |
| Hale Boggs (D.-La.) | John C. Kluczynski (D.-Ill.) |
| Frances P. Bolton (R.-Ohio) | Malvin E. Laird (R.-Wis.) |
| William G. Bray (R.-Ind.) | Phil M. Landrum (D.-Ga.) |
| William E. Brock (R.-Tenn.) | Delbert L. Latta (R.-Ohio) |
| William Broomfield (R.-Mich.) | John L. McMillan (D.-S.C.) |
| Daniel E. Button (R.-N.Y.) | Ray J. Madden (D.-Ind.) |
| James A. Byrne (D.-Pa.) | George H. Mahon (D.-Tex.) |
| William C. Cramer (R.-Fla.) | Catherine May (R.-Wash.) |
| John G. Culver (D.-Iowa) | William S. Moorehead (D.-Pa.) |
| William L. Dawson (D.-Ill.) | Abraham J. Multer (D.-N.Y.) |
| John R. Dellenback (R.-Ore.) | Robert N. C. Nix (D.-Pa.) |
| Charles C. Diggs, Jr. (D.-Mich.) | Arnold Olsen (D.-Mont.) |
| Don Edwards (D.-Calif.) | Wright Patman (D.-Tex.) |
| John N. Erlenborn (R.-Ill.) | Graham Purcell, Jr. (D.-Tex.) |
| Frank E. Evans (D.-Colo.) | John R. Barick (D.-La.) |
| Robert A. Everett (D.-Tenn.) | Thomas M. Rees (D.-Calif.) |
| Joe L. Evin (D.-Tenn.) | Ogden R. Reid (R.-N.Y.) |
| George H. Fallon (D.-Md.) | Joseph Y. Resnick (D.-N.Y.) |
| Paul Findley (R.-Ill.) | William L. St. Onge (D.-Conn.) |
| Thomas S. Foley (D.-Wash.) | M. G. Snyder (R.-Ky.) |
| L. H. Fountain (D.-N.C.) | Robert Stephens, Jr. (D.-Ga.) |
| Richard Fulton (D.-Tenn.) | Olin E. Teague (D.-Tex.) |
| Charles E. Goodell (R.-N.Y.) | John V. Tunney (D.-Calif.) |
| Gilbert Gude (R.-Md.) | Morris K. Udall (D.-Ariz.) |
| Wayne L. Hays (D.-Ohio) | James B. Utt (R.-Calif.) |
| F. Edward Hébert (D.-La.) | Joseph P. Vigorito (D.-Pa.) |
| A. Sydney Herlong, Jr. (D.-Fla.) | John Bell Williams (D.-Miss.) |
| Elmer J. Holland (D.-Pa.) | Edwin E. Willis (D.-La.) |
| Donald J. Irwin (D.-Conn.) | Bob Wilson (R.-Calif.) |
| Charles Raper Jonas (R.-N.C.) | John Young (D.-Tex.) |

New Port of Kashima, Japan Scheduled for '75 Completion

TOKYO—Fifty miles northwest of here a 10-square-mile harbor-industrial complex is rising on old farmland, dredged swamps, and the remnants of crumbling World War II hangars. By completion in 1975, the complex is expected to be able to handle up to 30-million tons of cargo annually and employ 20,000 people. The town of Kashima's economy is expected to boom from increased commerce that the facilities will bring, which will include oil refineries, power generating stations, chemical plants and steel mills. Port facilities will line three channels forming the letter "Y" and 200,000-ton-class tankers will be able to anchor immediately offshore in a channel varying in width from 1,155 feet at its entrance and exit, to 2,970 feet near its midpoint; depth will vary from 69 to 76 feet. The entire port facility will cover 1.9 square miles. The dredging of the harbor alone is costing \$75-million. While it is expected to receive its first ship in 1969, the harbor should be in full operation by 1975.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana AFL-CIO Committee on Political Education has made the following endorsements of statewide candidates running in the Democratic primary on November 4: Governor, John J. McKeithen; Treasurer, Mrs. Mary Evelyn Parker; Custodian of Voting Machines, Douglas Fowler; Superintendent of Education, Bill Dodd; Insurance Commissioner, Dudley Guglielmo.

New Orleans

William Hussey paid off the Venore in Portland, Ore., after a grain run to India. He sails as chief cook and would like a ship heading towards his home in Texas.

George Wolf, chief cook, returned from Madras, India, on the Yellowstone. He would like a Far East trip to Asia where he has relatives in the Air Force.

Joe Acy just left the Del Mar where he sailed as laundryman. The ship ran aground on the way North, after leaving Paranague, Brazil. The ship started to take water and is now in drydock in Galveston. Acy said he would like to wait for the ship and will enjoy some time on the beach.

Third cook Ray Taylor made some trips to Africa on the Del Monte. A native of New Orleans, he is lounging around the hall, taking advantage of Indian summer.

Mobile

O. W. Trawick registered after spending some time ashore. He has been a member of the Union 20 years and sails in the deck department.

William Cogswell, who last sailed as FWT on the Antinous, is ready to sail again.

John Leys made some trips to Vietnam aboard the Cortez. He's a FWT and lives in Mobile.

Joe Hannon was steward on the Cortez and has been a member of the SIU since its inception. I. W. Harper, cook and steward on the Manhattan, had to come home due to illness.

William Roche spent some time on Delta Line passenger ships and is now registered in group two,

Seafarer Mazet Goes on Pension



Tony Goncalves, Administrator of the Harry Lundberg Seamanship School, presents a pension check to long-time SIU man Frank Mazet. Belgian-born Seafarer Mazet has been with the SIU since 1952.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Seafarers here are saddened by the last voyage from Detroit of the South American, referred to as "south" by the oldtimers. She was built in 1914 at the Scorse Yard of Great Lakes Engineering Works and carried more than half-a-million passengers during her half-century on the Lakes. The ship ran from Duluth to Chicago and Buffalo and in 1967 she carried more than 10,000 passengers to Expo 67 in Montreal.

We were sorry to learn of the death of Vern Rattering aboard the Pan Oceanic Faith. He started his sailing career on the South American in 1954. Vern served on all elected committees and participated in many beefs including the New York Railway Marine Strike in 1961. He helped organize on non-union ships. Vern was 39 years old.

Chicago

Our friends in labor, politics and the maritime industry are expected to be on hand when we open our new Chicago hall on Oct. 23. It is possible that the P-M election might prevent some of us from attending the function. Chicago is expected to have the majority of the P-M vessels in for the voting.

Our clinic is already in full swing and our first patient was Harold Hulbert, one of the oldtimers here.

The first SIU Lakes Vacation Plan application was filled out by Richard Peterson, who sails as AB on the Nicolet, a Gartland self un-loader. He filed for 142 days. Our condolences to Jim Kirby, fireman on the Milwaukee Clipper, on the death of his wife.

The strike of Local 418 of the ILA Grain Elevator Workers has ended and the membership has ratified the contract. Union President John McQuade has thanked the SIU and the Chicago Port Council for their support during the strike.

Shipping here is steady and as usual we have plenty of jobs for the rated men.

Duluth

Bob Ferguson and Ron Stevenson, who ship as oilers on the James Ferris, just received oilers endorsements with the help of the Duluth upgrading school.

Skip Porter, FOW, has returned from a five-month trip on the Trans Superior as second pump-man.

Fred Leske took another oilers job on the Raymond Reiss, while fireman Duane Hulmer received

this port's first Great Lakes vacation check. He was very pleased with the prompt reply to his application.

Cleveland

The Sylvania has crewed up and gone back into service after a stay in the Lorain shipyard. The Paul Tietjen, also in the yard, will crew up soon and we hope we can find enough men for her.

Alpena

Shipping is slowing down now that the end of the season is getting near. The J. B. Ford has fit out and will probably run until the first week in November.

Good luck to Floyd Hammer now collecting a pension in the port of Frankfort.

Frankfort

The City of Green Bay is out of the shipyard and on a 20 and 8 schedule. Shipping is very good and we are searching for rated men to fill out the vacancies on the Lakers.

Buffalo

Shipping is very good for all ratings due to the increase of grain shipments into the port of Buffalo. Indications are that it will continue. No SIU ship with storage grain is scheduled for lay-up until early December.

The C. L. Austin is laid-up and the A. E. Nettleton is due in the near future. Rumors have it that it will be a small storage fleet again this year, somewhere between 12 and 14 ships.

Senate Expected to Block Cutbacks

House GOP-Led Coalition Cuts Funds For Key Social Welfare Programs

WASHINGTON—House Republicans and Southern Democrats won a new battle to force drastic slashes in the federal budget as the House voted to order President Johnson to cut non-military expenditures to last year's level.

The directive, proposed by Representative Jamie L. Whitten (D-Miss.), would compel agency-by-agency cutbacks of \$7 billion to \$10 billion from the amounts budgeted for such Great Society programs as Model Cities, rent supplements, the Teacher Corps and school aid.

To nail down the cuts, Republicans succeeded in attaching an amendment by Representative Frank T. Bow (R-O.) setting an overall spending ceiling of \$131.5 billion as against the latest Administration estimate of \$144.2 billion.

Included in the measure are specific limitations of \$1.2 billion for the war on poverty and \$2 billion for foreign aid.

The 238-to-164 vote on the Whitten-Bow proposal found 171 Republicans and 67 Democrats voting for the budget slash, with 155 Democrats and nine Republicans voting against it.

AFL-CIO Legislative Director Andrew J. Biemiller called the House action "a demonstration of absolute irresponsibility."

"The members of the conservative coalition think they have gained a partisan advantage," Biemiller said. "They are completely wrong. The American people want their representatives to demonstrate leadership and statesmanship—not to engage in cheap politicking. That the people will prove in the next election."

Earlier, Biemiller had labeled the budget-cutting effort "unconscionable," declaring that it was "aimed at gutting the very domestic legislation the nation needs to meet the urban crisis."

Senate Holds Key Role

Administration forces looked to the Senate to block the tight spending limit. Chairman George H. Mahon (D-Tex.) of the House Appropriations Committee said he would recommend that the bill be allowed to die in the Senate, even though it was attached to a so-called continuing resolution providing interim funds to keep a number of federal agencies from running out of money Oct 23.

"We'll just let the continuing resolution die," Mahon said. "We'll try instead to get the regular appropriations bill finished up and enacted. The Senate never would buy it anyway."

Mahon charged that the budget-slashing directive to the President amounted to "passing the buck" and was "an abdication of our

responsibility for control over the purse."

Prior to the House action on the Whitten-Bow proposal, he had sought unsuccessfully to head off deep cutbacks in Administration programs through a milder plan. This was calculated to achieve reductions of \$1 billion to \$1.5 billion, largely through payroll attrition and cuts in government research and development projects.

Debate over the Mahon plan and amendments to it brought on a five-hour wrangle that finally ended with adoption of the Whitten-Bow spending ceiling.

Whitten's amendment would limit expenditures to last year's \$125.7 billion, but the exemptions it permits would bring the total close to the \$131.5 billion limit specified in the Bow rider.

Among the exemptions spelled out are the cost of the debt, social security, expenditures related to the Vietnam war, the postal service, veterans' benefits, the Internal Revenue Service and a pending pay raise for servicemen.

Undermines Programs

The plan, if allowed to stand, would mean starvation or death for many of the labor-supported Great Society programs that were just getting under way last year under appropriations that amounted to little more than "seed" money. The Model Cities program, for example, got almost nothing in fiscal 1967. But this year the House voted \$237 million of the \$662 million sought by the Administration and the Senate upped this by \$300 million.

The immediate issue behind the fight over funds is the President's request for a tax increase to pay for the costs of the Vietnam war. House Republicans and conservative Southern Democrats have served notice they will not even consider a tax hike unless Johnson agrees to major reductions in domestic programs.

In other actions in Congress:

- The House Armed Services Committee approved a \$2.7 billion pay increase amounting to 22 percent in three stages for members of the armed forces. The measure parallels the pay raise recently voted by the House for government employes in the civil service. In addition, it specifies that henceforth servicemen will automatically receive the same increases given civil servants unless Congress decides otherwise.

- House and Senate conferees broke a three-month deadlock to come up with a bill to allow states to postpone congressional redistricting under court orders until after the 1970 census. The effect would be to delay compliance with the Supreme Court's "one man, one vote" districting mandate except in states holding a special census before 1970. The measure also would prohibit at-large congressional contests, except in New Mexico and Hawaii where they have been traditional.

- The House Labor Committee worked overtime in an effort to reach agreement on legislation continuing the government's anti-poverty program, which has been under heavy fire from the conservative coalition.

Senator Urges Govt. Action On Senior Citizen Problems

WASHINGTON—Senator Harrison Williams (D-N.J.) is calling for a White House Conference on Aging, to begin in 1970. In noting the urgency of research into problems of the elderly, he pointed out that 5.3 million older Americans have sub-poverty-level incomes, that nearly two million are on welfare, and that nearly 40 percent of single older citizens have assets of less than \$1,000.

Senator Williams, who is a member of the Senate's Special Committee on Aging, is circulating a bill calling for a conference to other members of the Senate, in order to gain co-sponsors.

Williams said that "job discrimination because of age still threatens any worker who must change employment status, even people in their thirties and forties."

The bill provides that (A) the Secretary of Health, Education and Welfare would be responsible for planning and conducting the conference, (B) each state would be allocated \$25,000 for preliminary studies and planning for the conference and for expenses of the delegates, (C) the HEW Secretary would establish an Advisory Committee to the Conference, and (D) a report of the conference would be submitted to the President within 90 days of its conclusion.

ference would be submitted to the President within 90 days of its conclusion.

Urges Prompt Action

"If Congress acts promptly on the bill . . ." Williams said, "it would follow approximately the same timetable required for the 1961 White House Conference which was preceded by almost two years of preparation and teamwork by federal agencies, state officials, leaders in private organizations, and others."

He added that a partial result of the "historic" 1961 Conference was the enactment of the Older Americans Act, the establishment of the Administration on Aging, and the passage of Medicare and Medicaid. However, even with the "substantial progress" made in the housing and health fields in recent years, he said, the "magnitude" of problems still facing the elderly requires "an organized discussion of what the 1970's might bring. In short, we should work now for a White House Conference in 1970."

SIU WELFARE, VACATION PLANS

September 1 - September 30, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	4,591	\$ 47,643.49
Death Benefits	23	49,840.25
Disability Benefits	1,027	179,625.00
Maternity Benefits	28	5,600.00
Dependent Benefits	392	79,391.52
Optical Benefits	519	7,829.87
Out-Patient Benefits	4,653	36,199.75
Vacation Benefits	1,539	675,153.13
Total Welfare, Vacation Benefits Paid This Period	12,772	\$1,081,283.01

Reagan Bad Choice For President

To The Editor:

It was bad enough that Barry Goldwater was a candidate for President, and refused to condemn the insidious activities of the John Birch Society. It was bad enough that he chose as a running-mate an unheard-of Congressman whose vituperation couldn't save him from losing out in his own constituency. It was bad enough that right-wing extremists booted so much at the Republican national convention that Rockefeller could not give his speech. And it is bad enough that the extremists still have a strong grip on the Republican party.

But it is going too far when they consider sponsoring a man who circumvents government labor laws by forcing convicts to harvest crops (while workers are striking those farms for better working conditions), and refers to the representatives of organized labor as stupid dogs.

In short, how can a person be considered for the Presidency, especially if he has no real government experience and apparently does not understand what "check and balance" or meaningful discussion" means?

Alex Latrobe

What a Difference 60 Years Make

To The Editor:

I would like to thank you for sending me the Log and I would also like to thank the officials of the SIU.

It's really unbelievable that I am sitting here thinking back 60 years to when I first shipped out. It was from St. Andrews in what was then the Danish West Indies and the ship was a three masted full rigged main skysail ship named the Rhine. I was an ordinary seaman and I earned \$10 a month.

I never dreamed it could come to this. I thank you one and all for what you are doing for us.

Sincerely,
Evald Olson
Brockton, Mass.

LETTERS To The Editor

Build Abroad Threat to Security

To The Editor:

In reply to Peter Roomy's letter to you (Seafarers Log, Oct. 13), the reason that the Administration had planned to construct naval ships in foreign shipyards is simple: The cost would be about one-half as much as here in America. If the bulk of U.S. vessels were built overseas, the U.S. Government would not be so hard-pressed to lay out huge subsidies for the continuation of the American merchant marine, and costs of construction for naval and marine vessels would also be sliced in half. Million of dollars could apparently be saved.

However, that is so only at first glance. Though the Administration seems to have considered overseas ship construction to be a money-saving

prospect, it forgot to look ahead to the far-reaching results of that program: A merchant marine, and a military seapower, entirely dependent on the unpredictable allegiances of a foreign power.

Laurence Palmer

SIU Pension Plan 'Is One of Depth'

To The Editor:

Again, I would like to express my appreciation and thanks to our union for the most recent increase in the pension payment.

I suppose, having knowledge of a similar increase in payment to the unlicensed personnel of other maritime unions, we were expecting such a raise because of the SIU's constant policy of being ahead of all other unions in this and other benefits. I would like to emphasize that while the basic payments of other unions are on a par, the SIU's pension plan is one of depth and offers far more assistance in every respect to the oldtime seaman and his family.

In thanking the SIU for this increase that has benefitted me personally, I am also aware of the splendid gains made by the membership as a whole. I am particularly interested in the upgrading programs that offers the inducement for a working stiff to get a little of that richer gravy. For a member who wishes to promote himself and further his career, it is possibly one of our finest programs for the betterment of the membership.

Art Lomas,
SIU Pensioner
Yonkers, N.Y.

Welfare Plan Comes in Handy

To The Editor:

I would like to express my appreciation for what the SIU welfare benefits have done for me.

I have been a member of this union for 23 years and never thought too much about using the welfare plan. But when I got hurt six months ago and saw all the plan does, I realized how important the plan is. Without it, we would lose what we have worked all these years for. My wife feels the same way I do. We wish you much luck.

Sincerely,
James Oliver
Pasadena, Texas

Union Helpful In Time of Need

To The Editor:

It is with extreme gratitude that I write this letter. The kind, considerate and speedy way that I received the benefits after the death of my husband will always be remembered.

I want to thank everyone for making the visit of my daughter and myself to the SIU hall as pleasant as possible. I would also like to thank the officials of the Union who expressed their friendship to me and my family.

The SIU is a truly great organization. Thanks again.

Sincerely,
Mrs. Margaret Williams
(widow of
James E. Williams)
New York City

Retired Seafarer Recalls the Days Of Rationed Water and No Overtime

From schooners to missile ships, former Seafarer Abram Goldsmit has sailed on almost every kind of vessel during a 50-year career at sea. A spry 82-year old pensioner, he recalled some of his experiences when he came into the New York hall recently to visit old friends and keep up on Union news.

He could have retired before 1960, he said, but "I wanted my 50 years at sea." Brother Goldsmit first started sailing on the Pacific Coast in 1910.

He was a galley boy during that first trip. "The vessel carried lumber from Casper, Calif., to San Francisco. The voyage lasted six weeks." He learned how to cook from watching the ship's cook.



Goldsmit

"The steward showed me how to bake on that trip. I remember he taught me how to make yeast, something you don't have to do now. The men liked my cooking and on some of my ships, they would leave the ship when I did."

In those days, Brother Goldsmit recalled, there wasn't much competition from the railroad. Ships would carry passengers from San Francisco to Eureka, Calif.

He finally got to the Panama Canal when the San Francisco World Fair was held in 1915. Ships would carry visitors to the fair from New York, via the canal.

Recalls Tough Days

"It was tough in those days," Brother Goldsmit remembers. A man had to bring his own mattresses, blankets, plates and eating utensils when he boarded a ship. "If he had no mattress, he slept on the floor. Ships were small; we worked lots of overtime and if we were lucky, we might get 50 cents overtime pay. And the company squawked plenty when they had to pay it."

All the men were in one foc'sle, Goldsmit said. "The black gang was on the port side and the deck gang stayed on the starboard side. There was no running water and we had to pump it from a tank. Water was kept locked so we wouldn't use more than a certain amount. We usually got fresh water twice a day."

"The crews were mostly Scandinavians in those days. Americans didn't start to sail in great numbers until after World War One."

Seafarer Goldsmit said that he had met Andrew Furuseth on several occasions. "He fought hard

for us and was an unassuming man. He and Senator LaFollette did a lot to change the conditions that existed when I started."

He well remembers a young chap he encountered many years ago. "The man was shanghied aboard a whaler. He was on the ship three years and they never touched land, except for some remote islands, where escape was improbable. After three years, the Captain gave the fellow \$10, kicked him off the ship and didn't care what happened to him. I gave him a galley boy's job on the ship I was on."

After some years on the Pacific Coast, he started to ship out from the port of New York on the South America run or voyages that took about six months. It sometimes took up to three weeks to dock in those ports, he recalled. "I sailed on Oceanic Line ships to Tahiti, made some runs on mail ships, then joined tankers in the Cities Service fleet. The mail ships would add square sails for added speed.

Servicemen Well Fed

"I worked on Eastman SS Company ships for awhile. I made a number of Far East trips with them. During the Second World War, I was in the Mediterranean a lot."

By now, he was sailing as a steward and recalls bringing 2,000 men home on one ship. "It was hard feeding them all, but we had a big department and with a continuously moving line, we got the job done in about two hours."

Seafarer Goldsmit last sailed on the missile ships Beachnut and Century. "We sailed around Brazil and Trinidad tracking the missiles," he said. "They were good ships, nice and clean and I enjoyed them."

"Today a seaman is respected, with standing in the community," Seafarer Goldsmit said. "When I started, it was a disgrace to go to sea. People thought we were all bums."

Now a widower, the Lithuanian-born Seafarer lives in Jacksonville, Fla.

SIU Veterans Receive Pensions



Donald Gardner (L) receives his first pension check from George McCartney, SIU Representative, at the New York hall recently. A 28-year veteran of the SIU, Brother Gardner was a chief steward.



Seafarer Alejo Cruz receives his pension check from SIU Rep. John Contaldo in New York. A member of the deck department, Brother Cruz last sailed on the Long Beach. He lives in the Bronx.

Please Include Idents on Pictures to LOG

Seafarers who send in pictures to the LOG are urged to please include identifications of Seafarers and any other individuals included in the picture. In the past few weeks, the LOG has received many fine pictures of SIU crews which unfortunately did not include identifications. The LOG would like to run as many pictures of SIU crews as they receive and identifications are necessary.

FINAL DEPARTURES

Alfred Thomas, 51: Brother Thomas died May 21, while sailing aboard the Fairisle. The ship was docked in Trinidad at the time of death. A member of the engine department, Brother Thomas sailed with the SIU for 20 years, joining in the port of New York. Born in Bellville, N.J., he lived in Garwood, N.J. He served in the Army during World War II. Brother Thomas is survived by a sister, Mrs. Mary Spray of Bayside, L. I., New York.

Arthur Langevin, 86: Brother Langevin died of a heart ailment on Sept. 22, in Mobile, Ala. At the time of death, he was on an SIU pension. Brother Langevin was born in Hastings, Neb. He joined the Union in Mobile in 1939. His last ship was the Wild Ranger. Brother Langevin sailed as cook and steward. Surviving is his wife Sarah, of Eight Mile, Ala. He was buried in Pine Grove Cemetery, Mobile.

Carl Jensen, 38: Brother Jensen was lost at sea off the Penn Vanguard on or about April 11. He was a native of Massachusetts and made his home in San Francisco. Brother Jensen joined the Union in the port of Boston. An AB, he had sailed as bosun. He spent two years in the Army. Surviving is his mother-in-law, Mrs. Juanita Walker of Decatur, Ga.

Jerome Di Paola, 62: Brother Di Paola died on October 1, in Kings County Hospital, Brooklyn, N. Y., of natural causes. He was a member of the SIU United Industrial workers and joined the Union in New York City. Brother Di Paola was a machine operator for Morsan Tents, Inc. He was born in Brooklyn and lived in that borough with his wife, Madeline. The body was buried in Evergreen Cemetery, Brooklyn, N. Y.

William Dadds, 51: Brother Dadds died on Sept. 6, at Nazareth Hospital, Philadelphia, Pa. Dadds joined the SIU in Philadelphia, where he made his home. He was born in Wye Mills, Md. Brother Dadds served in the Army for ten years. He was a spray painter employed by Repco Products Corp. Surviving is his wife, Margaret Dadds.

William Gardner, 65: A heart ailment claimed the life of Brother Gardner on Sept. 18, in New York City. A member of the steward department, he had joined the Union in New York and was a resident of that city. A 20-year man, Brother Gardner was born in Pinner's Point, Va.

17 Seafarers Dead On SIU Freighter

(Continued from page 16)

of Seafarers and New York Headquarters throughout the search operations.

At LOG press time, other verified SIU brothers lost and presumed dead by the Coast Guard were:

- Kenneth (Scotty) Collins, 44, Chief Steward
- Morris W. Shubin, 42, OS
- Edward McGee, age unknown, FWT
- Teodoro E. Rabaria, 48, Chief Cook
- Alex A. Andreshak, 59, Deck M.
- Julius A. Batill, 44, Wiper
- Charles R. Hood, 23, Messman
- Robert C. Russ, 44, AB
- Donald Joyce, 45, Second Electrician
- Larry G. Howard, 22, Oiler
- Armas W. Lehtonen, 17, Messman
- Vernon A. Rattering, 39, Messman
- James A. Dhein, 41, AB
- Earl M. Richardson, Jr., (age unknown) Wiper.

There were nine officers aboard the ill-fated vessel—including its skipper, John F. Ogles, who was mistakenly reported saved by some news media following the sinking—and other unlicensed personnel. At press-time, they had not been positively identified.

From the Ships at Sea

The crew of the **Barre Victory** (Delta) paid their last respects to Louis Prieto, who was buried at sea during a voyage from South Vietnam to San Francisco, ship's delegate C. E. Roney reported. Prieto, who was not an SIU man, met with an accidental death in South Vietnam, Brother

Roney reported. His body was brought aboard the **Barre Victory** for burial at sea in accordance with "the wishes of his next of kin," Roney told the LOG. The deceased seaman, who came from New York City, had been aboard the **Santa Inez**.

Anthony Perrotta a member of the SIUNA-affiliated Staff Officers Association, was delegated Chaplain for the burial by the Captain. The officers and crew gathered around the flag-draped bier and recited a prayer as the body was committed to the deep, Brother Roney reported.

The eulogy was delivered by Captain Dean Bari.

Joe Brown, meeting secretary on the **Steel Surveyor** (Isthmian) wrote that a special meeting was held to elect a ship's delegate.

Tobe Beams, night cook and baker was elected. **Henry Gaines**, meeting chairman reports that Seafarers aboard the vessel requested a television set. Painting has been completed in the deck department rooms and will begin on steward department rooms, Gaines reports. The ship just arrived in Saudi Arabia and will be in New York for a payoff, shortly after the new year.

T. E. Yablonsky, ships delegate on the **Steel Advocate** (Isthmian), explained the new gains made by the SIU to the men in the meeting, secretary R. N. Kelley reported. Yablonsky reported on the new contract provisions covering pay, overtime and pension benefits. Everything in all departments is running smoothly, delegates reported. Meeting Chairman **Angelo Seda** was elected treasurer and set up plans to establish a ships fund. The steward department has done a fine job and all mail and LOGs are arriving regularly. It was suggested that the steward order a new washing machine for unlicensed personnel. The payoff will be in Newark, N. J.

Henry Simmons, cook and baker, is the new ships delegate on the **Thetis** (Ryan). He told his fellow Seafarers that the Captain is a good one who "believes in the union". "It's a good ship and crew", Simmons reported. **J. M. Davis**, meeting chairman writes that the ship's treasury has \$9.72 on tap. The new steward and baker have

turned in an outstanding job, Meeting Secretary **D. McTernan** writes. Some disputed overtime in the engine department, McTernan reported.

J. R. Sumpter, meeting chairman on the **Fenn Victory** (Waterman), writes that the men were fully informed as to the new increases in the wages and overtime rates. Meeting Secretary **F. Mitchell Jr.**, said that most repairs have been taken care of and painting is still going on in the quarters. Ship's delegate **Henry Abel** said that restricted overtime was collected by all crewmembers. Abel was given a vote of thanks for his "smooth job" as delegate. The galley gang was also praised for their fine work. **L. A. Smith** will next assume the job of ship's delegate.

Brother B. Garn asked fellow shipmates on the **Del Sud** (Delta) to help set up a committee to make two amendments to the ship's by-laws, meeting chairman **A. Glass** reports. A committee consisting of a man from each department was set up. Meeting clerk **D. Owen** writes that the movie fund totals \$308.04 and the ship's fund has \$128.20. Seafarers who had to sleep on the ship while docked in New Orleans will be receiving two days lodgings. **F. Pereone** was elected as ship's delegate. No beefs or disputed overtime reported and a smooth payoff is expected.

Meeting secretary **R. L. Morris** reports from the **Robin Trent** (Robin Lines) that elections were held to elect department delegates. **Elbert Winslow** will represent the deck department, **L. Winborne** will be steward delegate and **E. Williams** will represent the engine room. **Vertis Smith** is the new ship's delegate. The repair list will be checked to see what has to be done. **W. F. Contant**, meeting chairman, writes that a motion was made to see about the painting of the crew mess room.

Any repair lists are to be turned in early so the work can be finished before the payoff, department delegates on the **Transyork** (Commodity Chartering) told the crew in a shipboard meeting. Meeting Chairman **Paul Whitlow** said that it was suggested that all foods be

prepared daily and never left to sit overnight. **Frank Prendergast**, meeting secretary, writes that the ship's fund has \$16 and the crew promised to chip in extra money as soon as possible. Some disputed overtime in the steward department, but delegate **R. Reyna** said it would be squared away before the payoff.

Riley Carey wished to thank **Thomas Constantino** and his staff for putting out the daily newspaper "Seafarers Chronicle." It helped make the voyage of the **Steel Voyager** (Isthmian) a pleasant one. Meeting Chairman **Ulysses Weems** wrote that the crewmembers offered their prayers for the men lost aboard the **PanOceanic Faith**. The engine department thanked delegate **Don Pierce** "for all his fine work." Bosun **Donald Wagner** was congratulated by his department for doing a fine job and being "a truly fine guy." Ship's delegate **Weems** was reimbursed for the 41 letters he mailed and paid for while in India. The ship's fund was left with \$8.26.

Kazmirz Lynch requested termination of his tenure as ship's delegate so another man could have a crack at it, meeting chairman **Ronald Lawrence** writes from the **Transontario** (Hudson Waterways). **William Beaudry** was elected to take over the duties by a unanimous vote, Lawrence reported. **Richard Runkle**, meeting secretary, writes that the ship's treasury totals \$12. **Virgil Riggotti** has taken over as deck delegate, replacing **Jay French**. **Leon Dzieszinski**, engine delegate, reported that two men were ill and had to be hospitalized. The ship is heading for Singapore after visits to Vietnam and Korea.

No Fish Story

Rolland Skinner of Great Lakes District, caught this 15-pound coho salmon in Platt Bay, north of Frankfort, Mich. The fish is 30 inches in length and popular with Great Lakes fishermen this year.

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

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Whitlow

SIU Lifeboat Class No. 187 Weighs Anchor



The latest graduates of the SIU's Harry Lundeberg School of Seamanship pose for photographer after they passed Coast Guard exam for their lifeboat tickets. Kneeling, left to right, are Jose Torres and Gilberto Holguin. In first row: Ruben Somarriba, Ken Smith, Joe Scimio, John Conner, and Nathaniel Hatfield. Standing at the back: Ivar Anderson, Mike Krasko, Stanislaw Guzi, John Spuehler, Victor Carbone, Jr. and the class instructor Paul McGaharn.

SIU ARRIVALS

Curtis Barnett, born April 5, 1967, to the Floyd G. Barnetts, Baltimore, Md.

Rodney Earl McGee, born September 26, 1967, to the Earl McGees, Newark, N.J.

Elizabeth Rutowski, born September 19, 1967, to the William Rutowskis, New York.

Michael Lee Baldwin, born June 29, 1967, to the Kenneth Baldwins, La Porte, Texas.

Sharon Renee Barnes, born August 30, 1967, to the R. W. Barnes, Opp, Ala.

William Clifford, born August 24, 1967, to the Robert Cliffords, Southgate, Mich.

Cassandra Pool, born September 22, 1967, to the Donald E. Pools, Grena, La.

Richard Colbert, born September 2, 1967, to the Thomas Colberts, Chalmette, La.

Angela Buterakos, born September 12, 1967, to the Thomas G. Buterakos, Winchester, Va.

Karen Marie Zolnierek, born August 14, 1967, to the Joseph Zolniereks, Alpena, Mich.

Robert Blanchfield, born September 10, 1967, to the Robert John Blanchfields, Glen Burnie, Md.

Kevin James Machlinski, born September 9, 1967, to the Robert H. Machlinskis, Baltimore, Md.

Debra Falco, born September 18, 1967, to the Francis Falcos, Bayonne, N. J.

PERSONALS

Joseph John Scimio
Please contact your wife, at 409 Beaver St., Leetsdale, Pa., in regard to a very important matter.

Bobby Gene McMichael
Your parents new address is 328, South 11th Ave., Telephone: JU 4-8898.

Robert A. McLeod
Please write Cassie Matheson, 1658 Sacramento St., San Francisco, Calif., as soon as possible.

Malcolm Taggart
Write your father at the USA Marine Fleet Activity, c/o Southampton TML, U. K. APO, New York 09218. There is mail at the Rincon Annex in San Francisco for you.

B. Whisenant
Please get in touch with your sister as soon as possible. She has some very important information for you.

Harvey Travin
Get in touch with your parents as soon as possible. They are very anxious to hear from you.

Presses Roll Aboard Steel Voyager As Crew Publishes Daily Newspaper

"Thought for the day . . . Yet more is to be found in me." This is the slogan for an issue of the Seafarers Chronicle, a unique newspaper which was published aboard the Steel Voyager. It appears also to be the watchword of its enterprising young editor and creator, Seafarer Tom Constantino.

Constantino had joined the Steel Voyager as a saloon pantryman for what was expected to be a two-month voyage to India and back. However, when the tensions of the Middle East finally burst into war, the Steel Voyager was forced to divert its course and head around the Cape of Good Hope at South Africa's tip, unable to traverse the suddenly-closed Suez Canal. This maneuver added 24 days of travel time for the Voyager. It not only unexpectedly stretched the voyage but it also left the crew a bit in the dark as to what further events might erupt as a result of the war. With radio communications bringing world news generally limited to a few short-wave stations, the only effective way for the crew to learn what was really going on was to hear reports of what the shortwave operators on ship might receive.

Constantino felt that this was not enough. He gathered a staff of writers and reporters composed of crew members and on September 18 they issued the first copy of the Seafarers Chronicle—total circulation, 39, and several pages long. The mimeographed daily was distributed throughout the vessel and was enthusiastically welcomed. It briefed the men on the latest of international and U.S. news in addition to sports events.

Shortwave Monitored

Getting information for the Chronicle was a time-consuming but interesting job. The paper's staff — editor Constantino, Pat O'Neal, Nickey Emmite—with the help of other crew members, took turns scanning the short-wave bands for news reports from the Armed Forces Radio, the Voice of America, the British Broadcasting system, Radio Moscow, and Radio Peking (the latter two especially, were helpful in clarifying their respective governments' viewpoints). In this way the Chronicle staff was able to develop a well-balanced view of the world in perspective, and obtained a fairly complete compilation of all the major news.

If, on the other hand, they had to rely solely on news reports from the few African radio stations on the way around the Cape, they would have been receiving news that was largely government propaganda as well as incomplete. (For example, during and after the overthrow of Ghana's Kwame Nkrumah, the Ghana radio stations barely delivered any news; when they did, the news was outdated, and only by listening to the international shortwave broadcasts from the BBC, or from some other Western stations, could a resident of Ghana learn what was happening in Ghana.)

Local radio reports were utilized, but only in conjunction with more reliable reports from other radio stations in a position to confirm the reported event. Of course, most government radio stations are considered to be the



Seafarer Tom Constantino, crewman aboard SIU-manned Steel Voyager, originated a unique shipboard newspaper, the Seafarers Chronicle, on a U.S.-to-India voyage. News from "around the world, came off ship's radio.

"voices" of the governments, so that they are reliable in that sense. For instance, the Seafarers Chronicle of October 3rd accurately noted that "Federal Nigerian Radio at Lagos has reported fighting on the outskirts of Enugu, the capital of Eastern Nigeria, the self-proclaimed Republic of Biafra. . . ."

Special Lingo

The Chronicle also had a special category, "Steel Voyager," devoted to activities of the ship's crew. Often the column was written in a style of good-natured humor, in a lingo exclusive to the Voyager.

The paper ended publication as the ship reached Trinidad on the way home and by now Brother Constantino is on the final lap of the voyage, which ends in New Orleans.

Seafarer Constantino is compiling a record of his experiences on the Steel Voyager and hopes to write a book about them soon.

CITIES SERVICE NORFOLK (Cities Service), October 1—Chairman, Lambert Waldrop; Secretary, Albert Magee. Brother E. A. Doumet was elected to serve as ship's delegate. Few hours disputed OT in deck department. Motion was made to have supper served from 4:30 to 5:30 in Japan.

DEL RIO (Delta), October 1—Chairman, R. Lee; Secretary, R. A. Hamlett. \$27.10 in ship's fund. No beefs were reported by department delegates.

BARRE VICTORY (Delta), October 1—Chairman, C. E. Rooney; Secretary, W. E. Morse. Few hours disputed OT in engine department, otherwise everything is running smoothly.

LYNN VICTORY (Victory Carriers), October 1—Chairman, U. A. McDougall; Secretary, C. Davis. Brother E. Newhall was elected to serve as ship's delegate. No beefs were reported by department delegates.

DIGEST of SIU SHIP MEETINGS

YELLOWSTONE (Oriental Exporters), September 30—Chairman, Clayton L. Englund; Secretary, Samuel L. Martin. Some disputed OT was reported by deck delegate. Vote of thanks was extended to the ship's delegate and to the entire steward department.

STEEL SURVEYOR (Isthmian), September 10—Chairman, Henry Gaines; Secretary, Joe Brown. Brother Tobe B. Beams was elected to serve as ship's delegate. No beefs were reported by department delegates. Crew made request for TV.

JOPLIN VICTORY (Marine Carriers), September 30—Chairman, B. Mitchell; Secretary, R. Barker. Brother Red Gibbs was elected to serve again as ship's delegate. Beefs in deck department to be brought to attention of the patrolman. Everything is running smoothly in engine and steward departments.

TRANSYORK (Commodity Chartering), September 3—Chairman, Paul L. Whitlow; Secretary, Frank Prendergast. \$16.00 in ship's fund. Some disputed OT in steward department but it will be squared away before payoff. Patrolman to be contacted regarding the condition of the steward's storeroom and stores on board.

SIU Entry Rating Lifeboat Class No. 14



The August 10, 1967 graduates of the Entry Rating program of the Harry Lundeberg School of Seamanship are seen here at the school's Mill Basin facility. In Class No. 14 are (left to right, front row) R. O'Leary, K. Wood, A. Poulin, B. Robinson, S. Becker, N. Jakowiw; (center row) SIU Instructor Paul McGaharn, G. DePetris, M. Silverman, T. Fallon, T. Barger, G. Banga, W. Sawyer, A. Riggs, M. DiPadova, and SIU Instructor Arni Bjornsson; (last row) R. Locklin, J. Richburg, H. Hernandez, J. Colalillo, L. Barco, R. Brickhouse, R. Arnold, J. Francoviglia, H. Samples, and W. Meyer.

U.S. Currency Forbidden In Vietnam

Seafarers are cautioned not to use U.S. money while in Vietnam, in keeping with a recent Vietnamese Government statement.

Any further currency draws in Vietnamese ports can only be given in Piasters by U. S. Captains. Anyone with U.S. currency will be subject to prosecution by the Vietnamese Government. Vessel agents, ship Captains and all crewmembers will be subject to severe penalties if they attempt to use U.S. currency. Crewmen are urged to draw sufficient funds to cover them during their anticipated stay in the country.

However, they are urged to avoid overdrawing due to the exchanging of piasters back to American currency. This is extremely involved and requires at least eight days.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
 New Orleans Nov. 14—2:30 p.m.
 Mobile Nov. 15—2:30 p.m.
 Wilmington Nov. 20—2:00 p.m.
 San Francisco Nov. 22—2:00 p.m.
 Seattle Nov. 24—2:00 p.m.
 New York Nov. 6—2:30 p.m.
 Philadelphia Nov. 7—2:30 p.m.
 Baltimore Nov. 8—2:30 p.m.
 Detroit Nov. 10—2:30 p.m.
 Houston Nov. 13—2:30 p.m.

Great Lakes SIU Meetings
 Detroit Nov. 6—2:00 p.m.
 Alpena Nov. 6—7:00 p.m.
 Buffalo Nov. 6—7:00 p.m.
 Chicago Nov. 6—7:00 p.m.
 Cleveland Nov. 6—7:00 p.m.
 Duluth Nov. 6—7:00 p.m.
 Frankfort Nov. 6—7:00 p.m.

Great Lakes Tug and Dredge Region
 Chicago Nov. 14—7:30 p.m.
 †Sault Ste. Marie Nov. 16—7:30 p.m.
 Buffalo Nov. 15—7:30 p.m.
 Duluth Nov. 17—7:30 p.m.
 Cleveland Nov. 17—7:30 p.m.
 Toledo Nov. 17—7:30 p.m.
 Detroit Nov. 13—7:30 p.m.
 Milwaukee Nov. 13—7:30 p.m.

SIU Inland Boatmen's Union
 New Orleans Nov. 14—5:00 p.m.
 Mobile Nov. 15—5:00 p.m.
 Philadelphia Nov. 7—5:00 p.m.
 Baltimore (licensed and unlicensed) Nov. 8—5:00 p.m.
 Norfolk Nov. 9—5:00 p.m.
 Houston Nov. 13—5:00 p.m.

Railway Marine Region
 Philadelphia Nov. 14—10 a.m. & 8 p.m.
 Baltimore Nov. 15—10 a.m. & 8 p.m.
 *Norfolk Nov. 16—10 a.m. & 8 p.m.
 Jersey City Nov. 13—10 a.m. & 8 p.m.

United Industrial Workers
 New Orleans Nov. 14—7:00 p.m.
 Mobile Nov. 15—7:00 p.m.
 New York Nov. 6—7:00 p.m.
 Philadelphia Nov. 7—7:00 p.m.
 Baltimore Nov. 8—7:00 p.m.
 †Houston Nov. 13—7:00 p.m.

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

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 Inland Boatmen's Union
 United Industrial Workers

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YOKOHAMA, Japan.....Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204971 Ext. 281

OCEAN EVELYN (Maritime Overseas), September 17—Chairman, Herb Knowles; Secretary, Tony Nottage. Brother Russ Lawrence was elected to serve as ship's delegate. No beefs were reported by department delegates. Everything is running smoothly.

PENN VICTORY (Waterman), October 7—Chairman, J. M. Rumpster; Secretary, F. Mitchell, Jr. No beefs and no disputed OT reported. Mention was made that all SIU brothers with 20 years as a full book member, with 90 days each year sea time, and in good standing, be retired if they so desire, with no restrictions as being able-bodied and no restrictions on wages earned if earned without the seaman's document or Z card. Brother L. A. Smith was elected to serve as new ship's delegate. Vote of thanks was extended to the retiring ship's delegate. Vote of thanks was given to the galley force for a job well done. Motion was made to see if the steward could purchase fresh milk in Japan.

CARROLL VICTORY (Delta), October 8—Chairman, L. Hopkins; Secretary, R. O. King. Ship's delegate reported that everything is running smoothly, with a good crew on board.

DIGEST of SIU SHIP MEETINGS

SEA PIONEER (Victory Steamship), October 1—Chairman, Virgie Swanson; Secretary, Thomas A. Walsh, Jr. Ship's delegate reported that there were no beefs and everything is running smoothly. \$19.00 in ship's fund. Motion was made to have patrolman check hospital supplies.

ROBIN TRENT (Moore-McCormack), September 17—Chairman, W. F. Contant; Secretary, B. L. Morris. Brother Vertis C. Smith was elected to serve as ship's delegate. No beefs were reported by department delegates. Motion made to contact the chief mate about painting the crew's messroom.

PRINCETON VICTORY (Columbia), October 8—Chairman, Raymond Souza; Secretary, Albert Precious. No beefs and no disputed OT reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

TRANSHUDSON (Hudson Waterways), October 14—Chairman, Robert G. Mason; Secretary, Earl Abick. Disputed OT in deck and engine departments to be taken up with boarding patrolman.

REBECCA (Maritime Overseas), October 1—Chairman, Stanley A. Freeman; Secretary, Richard J. Sherman. Some disputed OT in deck and engine departments. Brother Elmer C. Barnhill was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done. Motion was made that all SIU-contracted ships be air-conditioned.

ST. CHRISTOPHER (Victory Carriers), October 12—Chairman, D. C. Gay; Secretary, Ralph Collier. Ship's Delegate reported that everything is running smoothly and thanked the crew for their cooperation and making his job easy. \$5.50 in ship's fund. Vote of thanks was given to the steward department for a job well done.

SEATRAN MAINE (Hudson Waterways)—Chairman, Stanley Krawczynski; Secretary, Arloe Hill. Brother William L. Long was elected to serve as ship's delegate. No beefs were reported by department delegates. \$1.00 will be collected from each man to establish a ship's fund. Vote of thanks was extended to the cook, steward department and to the cheerful and efficient bosun.

FLORIDIAN (South Atlantic), October 6—Chairman, Bob Lasso; Secretary, A. C. Aronica. Ship's delegate reported that there were no beefs and everything is running smoothly. The crew strongly urges headquarters to change the present pension plan to 20 years membership in the Union along with 12 years seetime which should be sufficient time to retire.

RICHWOOD (Richmond), September 20—Chairman, Dolph Holm; Secretary, Gerald M. Lopez. Ship's delegate reported that everything is running smoothly. No beefs and no disputed OT.

DEL SUB (Delta), October 2—Chairman, A. Glass; Secretary, D. Owen. Brother F. Perabna was elected to serve as ship's delegate. \$128.20 in ship's funds and \$308.04 in movie fund. One brother asked that a committee be set up to make two amendments to the ship's by-laws. One with a member from each department was set up.

ACHILLES (A. L. Burbank), September 17—Chairman, Billy Brewer; Secretary, Bob Porter. No beefs and no disputed OT reported. Excellent crew on board. Brother Roy Fitts was elected to serve as ship's delegate.

ALCOA VOYAGER (Alcoa), October 1—Chairman, H. Boron; Secretary, M. P. Cox. \$34.00 in ship's fund. No beefs reported by department delegates. Brother F. Pieczykln was elected to serve as ship's delegate. Vote of thanks was extended to Brother H. Boron, retiring ship's delegate.

UNFAIR TO LABOR DO NOT BUY

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

Stitzel-Weller Distilleries
 "Old Fitzgerald," "Old Elk"
 "Cabin Still," W. L. Weller
 Bourbon whiskeys
 (Distillery Workers)

Kingsport Press
 "World Book," "Childcraft"
 (Printing Pressmen)
 (Typographers, Bookbinders)
 (Machinists, Stereotypers)

Jamestown Sterling Corp.
 (United Furniture Workers)

White Furniture Co.
 (United Furniture Workers of America)

Genesco Shoe Mfg. Co.
 Work Shoes . . .
 Sentry, Cedar Chest,
 Statler
 Men's Shoes . . .
 Jarman, Johnson &
 Murphy, Crestworth,
 (Boot and Shoe Workers' Union)

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

"HIS" brand men's clothes
 Kaynee Boysewear, Judy Bond
 blouses, Hanes Knitwear, Randa
 Ties, Boss Gloves, Richman
 Brothers and Sewell Suits,
 Wing Shirts
 (Amalgamated Clothing Workers
 of America)

R. J. Reynolds Tobacco Co.
 Camels, Winston, Tempo,
 Brandon, Cavalier and Salem
 cigarettes
 (Tobacco Workers International
 Union)

Peavy Paper Mill Products
 (United Papermakers and
 Paperworkers Union)

Comet Rice Mills Co. products
 (International Union of United
 Brewery, Flour, Cereal, Soft
 Drinks and Distillery Workers)

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

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
 17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

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

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

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

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, in-lings, 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.



Glad to be back home and thankful that they are alive, Panoceanic survivors Lewis Gray, O.S. (right), and Gordon Campbell, Oiler (center), arrived at San Francisco International Airport recently from Yokohama, the destination of their rescue-ship, the Igaharu Maru. At left is Mrs. Campbell, who gave Seafarer Campbell a "hearty kiss" on his arrival. They were married this September. The Pan Oceanic sank in icy, high seas off Alaska on October 9.

Five Seafarers are Only Survivors

17 Seafarers Listed Dead or Missing In Disaster Aboard Panoceanic Faith

SAN FRANCISCO—All but five of 22 Seafarers aboard the freighter Panoceanic Faith were lost when the 495-foot vessel sank October 9 in the icy storm-swept waters of the North Pacific 870 miles southwest of Kodiak, Alaska.

Navy and Coast Guard planes reached the area soon after the tanker sank and dropped a total of seven life rafts—plus flares and survival packs of food and water—to the estimated "30 or 40" men they saw bobbing in the 20 to 25-foot-high waves whipped by 40 to 50 knot winds. However, by the time five ships in the general vicinity were able to alter course and reach the scene, only five survivors were found and 12 bodies recovered.

The first vessel to arrive, the Japanese freighter Igaharu Maru,

mainly bodies, all recovered by the Russian ship Orekhov. They were the Bosun, Antonio Apolito, 37, of New York; and Henry O. Limbaugh, 39, an AB from Birmingham, Ala.

Other vessels which answered the Panoceanic Faith's first call for help were the Japanese fishing vessel Keisho Maru and the SIU-contracted Steel Seafarer. Another Japanese ship, the Rocky Maru, joined the search later and one on its crew died in the effort.

It was the Steel Seafarer which first relayed the Faith's SOS that alerted the Coast Guard and others of the stricken ship's trouble.

Received in Juneau, Alaska, by radio at 1:55 p.m., Pacific Standard Time, the message said: "Require immediate assistance from all ships in the vicinity of Latitude 44 degrees, 45 minutes north; 164 degrees, 35 minutes west. Taking water in hold. Full cargo aboard." Two hours later a second urgent message said the ship, with her load of 10,200 tons of fertilizer, was listing precariously in the choppy water. According to survivors' reports she went down minutes later.

Search operations were continued by Coast Guard and Navy planes and the Coast Guard cutters Storis and Dexter, as well as other national and international ships in the area, for six days without further success beyond picking up several empty rafts. On Sunday, October 15, the Coast Guard called off the official search.

Navy and Coast Guard spokesmen estimated that a person rarely survives for more than an hour

in the cold water of the area without special clothing because body temperature is sapped by the cold within minutes.

In spite of this, it was announced by the Coast Guard that for the next six weeks ships of all nations sailing in the immediate area of the Panoceanic Faith disaster would patrol the seas en-route, in criss-cross fashion, to look for possible survivors.

An investigation by the Coast Guard into the tragedy of the Panoceanic Faith was scheduled here this week and officials of the Seafarers International Union will be in attendance.

The 8,157-ton Panoceanic Faith, built in 1944, was operated by the Panoceanic Tankers Corporation of New York. Enroute from San Francisco to India with fertilizer under a U.S. aid program, she was scheduled to refuel at Yokohama, Japan.

Following their rescue by the Igaharu Maru, the Japanese vessel carried Campbell and Gray on to its destination at Yokohama. On arrival there, the two found SIU representative, Frank Boyne, waiting to greet them.

Equally welcome to survivors Kirk, Wiley and Johnson—after the Visund's crew had outdone itself with hospitality en route to San Pedro, Calif. — was the prompt appearance of the SIU's Walter Minett, who had come from nearby Wilmington to meet them.

SIUNA Vice-President Frank Drozak and West Coast Representative Steve Troy coordinated communications with the families

(Continued on page 13)

Common Bond of Seamen Unaffected by Cold War

When a ship is in trouble and the lives of its crew in peril, men of all countries who sail the seas for their livelihood set aside thoughts of nationalism and rush to the aid of their own kind.

On October 9, the American freighter Panoceanic Faith sent out an urgent SOS that she was listing badly to starboard and in danger of sinking.

Three Japanese vessels, one Russian, a Norwegian and another American merchant vessel quickly altered course and steamed at top speed to the rescue of the foundering Faith.

But the captain of the Orekhov, Leonid Zhezherenko, paid a tribute to the dead of the Panoceanic Faith with a dignity that perhaps best typifies the feeling of international brotherhood which is shared by seafaring men everywhere.

When derricks were hoisted to transfer the eight bodies ashore at the Vancouver, B. C. dock, Zhezherenko forbade their use. Instead, he and his crew solemnly lined the way, at attention, while the bodies of the American seamen were carried ashore on stretchers—each draped with a United States flag.

Asked by an onlooker if there was any political implication in this honor demanded by Zhezherenko, the captain answered with a firm "Nyeti!"

"They were all seamen," he replied. "They were human beings."



Johnson

Gray

rescued two of the Seafarers—Gordon L. Campbell, 46, an oiler from Oakland, Calif.; and Lewis E. Gray, Jr., 28, an ordinary seaman from Houston, Tex.

A Norwegian freighter, the Visund, picked up the remaining three survivors. They were: John O. L. Kirk, 36, oiler, of Modesto, Calif.; Oscar C. Wiley, 28, OS, of Oakland, Calif., and Edwin D. Johnson, 43, AB, of Marine City, Mich.

The Visund also picked up four of the bodies retrieved, only one of whom, Seafarer Czeslaw Kwiatkowski—59-year-old AB from Detroit—was officially identified.

Two other Seafarers were identified among the eight re-

Seafarers Known Dead or Reported Lost on Sunken Freighter



C. Kwiatkowski
(Deceased)



A. Apolito
(Deceased)



H. Limbaugh
(Deceased)



K. Collins
(Missing)



M. Shubin
(Missing)



T. Rabaria
(Missing)



A. Andreshak
(Missing)



J. Batill
(Missing)



C. Hood
(Missing)



R. Russ
(Missing)



D. Joyce
(Missing)



L. Howard
(Missing)



A. Lehtonen
(Missing)



V. Rattering
(Missing)



J. Dhein
(Missing)

Photos Not Available

E. McGee
(Missing)

E. Richardson
(Missing)