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House Committee to Begin Hearings On Administration Maritime Budget

WASHINGTON—The House Merchant Marine and Fisheries Committee will begin public hearings February 26 on legislation proposed by the Administration which would authorize appropriations for maritime programs for fiscal 1969, Representative Edward A. Garmatz (D-Md.), chairman of the committee has announced.

Garmatz commented that the hearings will constitute a landmark in the group's history since this will be the committee's first use of authority, granted in a law passed last September, which gives it a prominent role in the decision on how much will be spent on major maritime activities each year.

"The opening of the authorization hearing," the Maryland congressman said, "is the prelude to what may well be the most important session of Congress ever convened as far the future of the American merchant marine is concerned."

"For more than two decades our merchant fleet has been victimized by neglect, indifference and miserly budget allotments. This persistent policy of monetary strangulation must be stopped unless this nation is willing to see the end of the American merchant marine as an effective commercial and defense arm of the United States."

Time is Short

"That crisis is imminent. We have very little time left in which to act . . . Now is the time to face and fight the crisis. The three

most important issues facing my committee are maritime authorization, implementation of an adequate merchant marine revitalization program, and an independent Federal Maritime Administration. I hope Congress will realize the imperative nature of our needs and join our committee in its fight to save the American merchant marine."

The authorization bill originated with the Commerce Department and follows the outline of the budget for fiscal 1969, set forth by the Administration, which cut back maritime funds \$156 million under those of 1968. It covers Maritime Administration spending in subsidized ship construction and operation, research and development, reserve fleet expenses and federal assistance to federal and state maritime academies.

Setting the outside boundaries for later Congressional appropriations and spending by the Executive branch, the authorization can be increased and submitted to Congress for consideration if the Garmatz committee decides there is need for more money than that included.

Garmatz also said that soon

after the authorization hearings the committee will begin hearings on the long range maritime program introduced last November in both the House and Senate.

"First Rung of Ladder"

"As to our statutory authority to review maritime programs on an annual basis," Garmatz said of the February 26 hearings, "it is clear to me that—although this is in itself no panacea—it at least provides us with the first rung of the ladder to pull the maritime industry out of the drastic decline it has suffered since World War II."

"This committee has a legislative responsibility—to the nation and its people—and we intend to fulfill our obligation. The annual review and authorization power we now have will help us to more precisely evaluate the effectiveness of both our programs and our overall maritime policy."

He added that "it will also give us an opportunity to more accurately document our arguments and present them effectively to the public."

"The American people deserve to know the truth and we intend to see that they get it," Garmatz concluded.

Report of International President



by Paul Hall

The high priority being given to consumer protection by the Johnson Administration will hopefully bring about federal legislation with teeth in it sharp enough to bring an end to deceptions which have been fleecing unsuspecting Americans for many years.

Aided by clever advertising campaigns and half promises, big business has created an image of paternal benevolence which has been accepted in good faith by too many of our citizens for much too long a time.

With this carefully designed image, manufacturers and businessmen have created and perpetuated the myth that the welfare of the consumer is their chief concern. Americans have been falsely led to believe that the merchandise they buy is the best possible product available at the fairest possible price.

Organized labor has long recognized this myth for what it is and has waged a continuous battle to correct its inequities and expose its abuses. Old habits are hard to break, however, and the image of paternalism continues to exist. The only way the consumer can be assured of the full protection he deserves is through strong federal legislation such as that currently being pressed by the Administration.

Public disclosures of wrongdoing on the part of manufacturers play an important role in the education of the public on existing shoddy practices and in the struggle to gain Congressional support for vitally-needed consumer protection laws. The recent conviction in federal court of three of the nation's largest—and hitherto most respected—drug manufacturers for price fixing cannot help but to arouse public indignation. Announced plans by the Food and Drug Administration, following the conviction, that most other drug products on the market would be examined, for honesty in the claims made for them, will undoubtedly uncover further widespread deception of the public.

Passage last year of a long-needed meat inspection law to guard the consumer from unscrupulous meat packers may well have paved the way for further laws, to protect consumers in all areas of the economy, and triggered a growing public awareness that big business is anything but the friendly benefactor of the consumer that it pretends to be.

Manufacturers and business men can be counted on to place every obstacle at their command in the way of legislation designed to prevent our citizens from being misled by false claims for products and services.

Present efforts in Congress to gain federal inspection of fish and poultry products will encounter the same pressures from those who market these products as were brought to bear in an industry attempt to kill the wholesome meat act. Such laws cut down on management's profits and require that proper attention be given to quality and performance.

If the business establishment was as concerned about the health and welfare of the working man as it would have us believe it to be, carelessly designed television sets and x-ray equipment would not be offered for sale while the slightest danger of harmful radiation from these products existed. They are being sold, however, and they will continue to be sold until federal standards are set.

Services such as auto insurance will continue to be overpriced and unfairly administered by some unscrupulous companies until they are controlled by tighter laws. Charge account buying will continue to hold disguised pitfalls and exorbitant interest rates for the unwary consumer until honest practices are demanded by law.

If the President's consumer protection programs are wholeheartedly backed by Congress, the time may soon come when the self-proclaimed image of big business in finally shattered and its mask of concern for the public good removed.

AFL-CIO Farm Workers Win Court Battle

NEW YORK — The AFL-CIO United Farm Workers Organizing Committee won an important legal victory in Bronx Criminal Court last week when a major New York produce dealer agreed to negotiate with the union and to drop all charges against 22 California farm workers arrested and jailed during a demonstration at the city-owned Hunt's Point Market in the Bronx.

The decision, in a hearing before Judge Louis Cioffi, brought cheers from the nearly 300 representatives of labor, civic and religious organizations, who had earlier participated in a demonstration outside the courthouse.

The UFWOC demonstrations at various New York markets and retail outlets arise from a two-year strike by the United Farm Workers against various California grape growers, whose principal marketing agents are in the New York area.

They are part of a broad consumer-education program being developed in several major cities

as part of a national "Don't Buy California Grapes" campaign. One of their chief targets is the Giumarra Vineyard Corp. of Delano, Calif.

Fifty farm workers arrived in New York last month after a seven-day cross-country bus trip from Delano and have been housed at the facilities of SIU headquarters in Brooklyn.

Aside from their own court victory in New York, the visiting Farm Workers could also take heart from a legal development last week on the West Coast.

Nine California farm workers, who charged that they were fired for joining the UFWOC by the Martin Produce Company of Salinas, won their jobs back at a guaranteed annual minimum wage of \$4,500 plus punitive damages of \$750 each.

Martin agreed to the terms in an out-of-court settlement after the case was pressed by a legal aid group financed by federal anti-poverty grants.



Members of United Farm Workers Organizing Committee picket Hunt's Point Market (above) as New York policemen look on. Group from California is protesting sale here of products from struck growers in home state. At right, UFWOC and other unions demonstrate outside city jail for release of 22 detained members later freed by Bronx judge.



President's Budget Declares FDL Yes; U.S. Fleet No

WASHINGTON—Last year's Congressionally-defeated plan for the construction of Fast Deployment Logistic ships is once again being pushed by outgoing Defense Secretary Robert McNamara. In the Defense Department's annual review before the Senate Armed Services Committee recently, McNamara served notice that his department seeks authorization and appropriations for the construction of some 30 FDL's by fiscal year 1972.

Only a few days later, President Johnson submitted his proposed budget to Congress, including a request for appropriations for the initial construction of four FDL's. A similar fund request was soundly defeated by Congress in its last session.

Essentially, the FDL plan calls for the construction of huge floating military bases or "floating depots" which would be permanently stationed in strategic areas of the world. They would never pull into port and would never engage in trade or any non-military function.

Maritime labor and Congressional representatives have branded the proposal as unnecessarily costly and a hindrance to the expansion of the U. S. merchant fleet—which could be utilized for defense as well as commercial purposes in contrast to the FDL's limited potential.

McNamara, in his testimony before the Senate Armed Services Committee, emphasized that "funds for four ships are included in the 1969 request, and we tentatively plan on ten more in fiscal year 1970 and eight in each of the following years. Under the revised schedule, the first four FDL's would enter the force in fiscal year 1972, with subsequent deliveries being made at the rate of one a month."

Pelly Hits Maritime Cutback As Boyd 'Blackjack' Move

WASHINGTON—Accusing Transportation Secretary Alan S. Boyd of "vindictive, punitive action" in his comments on the cuts in maritime funds in the 1969 fiscal budget, Representative Thomas M. Pelly (R-Wash.) has called for the Secretary's resignation.

Shortly after the Administration's Maritime Budget cut was announced, Boyd was quoted as saying that had the Maritime Administration been a part of his agency, the deep slices in its budget would not have been so sharp.

Reacting to this statement, Representative Pelly, a member of the House Merchant Marine committee, called Boyd's remarks "an unabashed admission that the cut in the Maritime Administration budget was a blackjack operation" and created "sufficient justification for Boyd's resignation."

SIUNA president Paul Hall, who also heads the AFL-CIO Maritime Trades Department, commented that "Boyd has finally admitted publicly what we in the maritime industry have known for months—that he is waging a personal vendetta against the merchant marine."

In a recent press conference, DOT Secretary Boyd suggested that bringing MARAD into the Department of Transportation might help U.S. maritime receive higher priorities for future construction needs.

In the recently released 1969 fiscal budget, the Department of Transportation was given an extra \$500 million increase over the present fiscal year, while more than \$160 million was cut from the Department of Commerce, almost all in ship construction.

Asked to comment on this disparity, DOT Secretary Boyd said that the maritime industry "keeps saying things couldn't be worse . . . Maybe now they ought to be willing to move over to the Department of Transportation."

Transportation Secretary Boyd, with Administration support has been waging a campaign to include the Maritime Administration in his own Department of Transportation. MARAD is now part of the Department of Commerce.

A House bill calling for an independent maritime administration was passed last year by a 324-44 vote.

Budget Slash in Ship Construction Rapped by Congressmen as 'Illogical'

WASHINGTON—President's Johnson's selection of the Maritime Administration as the target for the biggest axe of all in his 1969 Budget Message to Congress has been widely deplored as illogical and "beyond comprehension" by leading supporters of the U.S. merchant marine on Capitol Hill.

Johnson's recommended cuts in the MARAD budget for the next fiscal year amount to a total of \$163 million—\$156 million in ship construction subsidies and \$7 million in research and development.

Senator E. L. Bartlett (D-Alaska), chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee, called the budget proposals "inexplicable" at a time when the need of the United States for a strong merchant marine "is greater than at any period since World War II." The request for only ten new ships in fiscal 1969 is "beyond comprehension, defies reason, and flies in the face of logic," Bartlett said, and termed its occasion as a "sad day in the history of a seafaring nation."

Defense Need

Instead of getting Administration endorsement for a "new and revitalized program" as was expected last fall, the Alaska Senator said, "we have this."

Emphasizing that "this is a national defense need," he observed that the Defense Department is already "relying heavily, because of Vietnam, on chartered foreign-flag vessels" and added that in the event of another "limited war," dependence upon foreign-flag ship would be almost complete.

The chairman of the House Merchant Marine and Fisheries Committee, Representative Edward A. Garmatz (D-Md.), declared that, "as usual, the American merchant marine had to go on the chopping block, but this

time it has received a far more critical blow."

Although, the Maritime Administration is one of the smallest of all government agencies, it has been "struck by the biggest axe," Garmatz charged, noting that in the name of economy "approximately ten percent of the entire budget cut" presented by the White House fell on MARAD and that this represented the only cutback aimed at the Commerce Department in which the agency is housed.

The Maryland congressman said that, in view of the "alarming obsolescence and continued dangerous decline" of our merchant fleet, the announced reductions are even more difficult to understand. He said that, as chairman of the House Merchant Marine Committee, he feels he must warn that such actions now can seriously jeopardize the nation's economic and defense posture.

"The budget message refers to these cuts as temporary" but the "American merchant marine simply cannot afford any further delays in the implementation of an aggressive revitalization program," the congressman continued. "Any such delay, no matter how temporary, could quite possibly terminate America's role as one of the world's great maritime powers."

Tough Fight Ahead

Garmatz declared that the budget only "serves to emphasize why we need an independent Federal Maritime Administration . . . we must have top-level representation for our industry."

"I hope the budget will serve as a sufficient warning—to both the United States Congress and the maritime industry—that we must unite and fight like we never have before. We know now—as we never knew before—that this session of Congress will be a crucial one for the American mer-

chant marine," he concluded.

Senator Warren G. Magnuson (D-Wash.), chairman of the Commerce Committee and also a member of the powerful Senate Appropriations Committee, said that he is firmly convinced that "no less than 30 ships a year should be built" in U.S. shipyards. He said he will continue to press for Senate legislation on a new maritime program and will also "point out" the deficiency in construction subsidies when the President's fiscal 1969 requests come up for Senate consideration before the Appropriations Committee later this year.

Another leading member of the Commerce Committee and its subcommittee on Merchant Marine, Senator Daniel B. Brewster (D-Md.), was sharply opposed to the Johnson proposal as "totally inadequate" and termed it "just one more example of Administration apathy toward the critical deterioration facing the American merchant marine." "Clearly," he said, "Congress will have to act quickly on its own maritime program if anything is to be done to improve the condition of the fleet."

Last November, Brewster joined Magnuson and Bartlett in sponsoring a comprehensive maritime bill in the Senate which, among other things, would authorize subsidies to build 35 to 40 U.S.-flag vessels annually. An identical bill was simultaneously offered in the House by Representative Garmatz.

Edwin M. Hood, President of the Shipbuilders Council of America, also looked to Congress and its pending maritime bill as the best hope for the ailing industry. He charged the Administration with "fiscal legerdemain" in coming up with an "uncertain eight-to-ten ship program."

SIU of Canada Freighter Sinks; All Aboard Safe

NORFOLK—Its hull cracked by pounding 20-foot waves and gale force winds, the SIU of Canada-contracted freighter Charney sank 520 miles off Cape Hatteras, N.C., last Saturday. All 24 persons aboard had safely abandoned the 313-foot vessel hours earlier.

The Charney, bound from Quebec to Bermuda with a crew of 22 and a man and wife as passengers, had been reported missing in the Atlantic storm Friday. A U.S. Coast Guard and Air Force search was underway when the freighter's captain reported by radio that her lifeboats were being lowered and that the crew was going to abandon ship.

The Coast Guard cutter Absecon, which had been standing by a crippled Liberian tanker some 150 miles west of the Canadian ship, was immediately rerouted to the aid of the 2,340-ton freighter's passengers.

However, a Norfolk-bound Norwegian freighter, the Vinni, reached the survivors first and picked them up from the two lifeboats and one raft tossing about in the icy sea.

The 20-year-old Charney was owned by North Shipping and Transportation Ltd.

Crew Fights Fire On Steel Traveler, No One Injured

NEW YORK—Seafarers on the Steel Traveler (Isthmian) helped extinguish a fire in number two hold on February 5 while the ship was docked at Shed 2, Pier 1, at Erie Basin near Columbia Street in Brooklyn. The fire occurred about 5:40 p.m. and involved a cargo of cotton which was loaded in the hold.

Chief electrician Daniel Robinson said the men put a hose in the hatch then closed it with a canvas and used CO₂, a chemical dioxide, to smother the blaze. About a half-hour after the alarm sounded, "two fireboats and four or five trucks" arrived at the pier. "About 20 policemen and 50 firemen were on the ship," Robinson said.

The firemen used carbon-dioxide foam. The next day, two trucks and a pair of fireboats were still at the pier and hoses could be seen hanging over the ship's side. Firemen were inspecting the vessel for damage and because the fire was still smoldering, the hatch was kept closed.

The Steel Traveler, which also carried general cargo including grain, was due to sail for India. It is expected the ship will be "behind schedule" in its departure.



Firemen stand by on SIU-contracted Steel Traveler at Erie Basin in Brooklyn to make sure fire which broke out in ship's No. 2 hold is extinguished. Hatch at right was kept closed to help smother fire.

Congress Can Still Bar Maritime Cut, Representative Tells MTD Meeting

WASHINGTON—The drastic cut in maritime funds for the next fiscal year is an example of "poor judgment" on the part of the Administration which Congress does not necessarily "have to accept," Representative John D. Dingell (D-Mich.) said here recently.

"As far as I am concerned," Dingell told a meeting of the 6.5 million-member AFL-CIO Maritime Trades Department, "the maritime industry is the victim of very poor judgment, indeed, on the part of high government officials."

However, he urged the representatives of government, labor and management present not to let up in "your fight for maritime independence just because the Budget Bureau has tightened the screws by cutting the meagre maritime programs still farther."

"Let me remind you that Congress does not have to accept these budget recommendations," Dingell, a member of the House Merchant Marine Committee, declared, "and you have many friends on Capitol Hill who are already at work to see that the . . . cuts are restored. More than that, we're going to work to see that additional and adequate sums are appropriated."

Separate MARAD Needed

"In my view, this assault on the nation's maritime programs constitutes the most compelling argument that I have ever heard for giving the Maritime Administration total and complete independence."

Dingell said an executive session of the House Merchant Marine and Fisheries Committee had already met to discuss new action in the face of the fiscal 1969 budget and decided on three basic moves.

The first of these, he said, was to bring forth legislation which will insure an adequate ship con-

struction program and available funding to carry it out. Secondly, when the MARAD phase of the Commerce Department Appropriations Act is being considered for action, the group will appear before the House Appropriations Committee and "back to a man" funding which will be necessary to carry out authorizing legislation.

And finally, Dingell declared, the committee will develop and come forth with the kind of maritime program for the U. S. merchant marine which will be necessary for the maintenance of an American-flag fleet in terms of funding, construction, subsidy, renewal, insurance and general well being.

Representative Thomas Pelly (R-Wash.), a member of the House Merchant Marine and Fisheries Committee, speaking at another MTD session here, accused Transportation Secretary Boyd of "trying to blackmail Congress" into putting the Maritime Administration under the Transportation Department.

Raps Budget

Pelly also attacked the Administration's proposed budget, which calls for a \$156-million cut in funds designated for construction of merchant ships to be run by "seamen who belong to AFL-CIO unions," and which instead requests authority and \$120 million to \$160 million to construct four Fast Deployment Logistic ships (FDLs).

Congress killed the FDL proposal last year.

The "sharp cutback" in the ship construction budget, he said, was in retaliation against demands within the industry for an independent MARAD, which is a priority measure for the MTD.

Transportation Secretary Boyd has recently been quoted as suggesting that the huge slash proposed by the Administration in MARAD funds for next year might prompt the maritime industry to think twice about placing that agency under his Department. Apparently, said Pelly, Boyd is threatening MARAD to "get in the Department of Transportation or else."

"Imagine," Pelly remarked, "a cabinet officer trying to blackmail Congress that way."

Congressman Pelly also hit the Administration's plan to "stretch out" subsidized shipbuilding, which he characterized as having "gutted" the replacement program.

Pelly added that "I don't think Congress will fall for the Administration's request to eliminate the barrier to constructing naval vessels abroad."

The Atlantic Coast



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

Before we know it, it will be November '68 and election time again. This is a good time to take stock on how your elected representatives voted on the issues which are important to maritime labor and to the entire organized labor movement. Let's make certain that we return to office only those men who have looked out for labor's interest.

Baltimore

Jan V. Rooms just completed a trip on the *Montpellier Victory*. The four month voyage took in Persia and Alaska. Jan's ready for a nice rest.

Wesley Young is waiting to be declared FFD. He's recovering from an injury sustained on the *Kenmar* during a shuttle between Formosa and Vietnam.



Rooms



Violante

J. Violante's last ship was the *Cities Service Miami*. The 20-year SIU veteran will be looking for an intercoastal run after he takes a breather.

Philadelphia

Oscar Ozeer will be FFD soon

and ready to sail again. An oiler, his last ship was the *Columbia*.

Bob Kirkwood, last on the *Producer*, is waiting for a good deck maintenance job.

Dean Wooster was on the *Afoundria* as FWT. He'll take the first oiler or FWT job available.

Joe Milukas, who last shipped as FWT on the *Columbia*, is registered. He has his eye on a good FWT's slot.

Boston

Thomas Killion is holding down the hall until a good oiler's job is available. Tom last shipped on the *Robin Goodfellow* as an FWT.

Gerald Conant had an AB's job on the *Steel Director* and will be spending some time with his family before going out again.

John Kulas will grab the first oiler's job that hits the board. His last ship was the *Vantage Venture*. John has spent 25 years in the SIU.

Puerto Rico

Shipping is very good for the time of year, however cooks and AB jobs are on the slow-bell.

Lancelot Rodriguez and Bob Lasso are waiting for deck jobs, while Juan Sanchez and Armando De Jesus would like a chief cook's position.

Norfolk

Joe Stevens said he had a good trip on the *Western Comet*, sailing as steward. After a brief vacation, he's ready for a new trip.

Clyde Mariner caught a job on the *Citadel Victory*, bound for Vietnam.

George Bowden was Bosun on the *Beloit Victory*'s last run.

Court Order Ends Strike

AFL-CIO Upholds SIU Position In Raiding Beef Against MEBA

The AFL-CIO, through its arbitration machinery, has ruled in favor of the Seafarers International Union in a dispute over the placing of unlicensed "apprentice engineers" aboard SIU-contracted vessels by the National Marine Engineers Beneficial Association. The SIU had charged the MEBA with violating the "no raiding" provisions of the AFL-CIO constitution, and last week the federation handed down the following determination:

1. MEBA interfered with the established collective bargaining relationship of the Seafarers International Union in violation of Article 20, Section 2, by placing on SIU-contracted American-flag vessels unlicensed apprentice engineer personnel.

2. The Seafarers International Union did not violate Article 20, Section 2, by its demand on the employers, with whom it has contracts, to discontinue the employ of unlicensed apprentice engineers.

In the meantime, the U.S. Fifth Circuit Court of Appeals has ordered an end to the three-month-old strike by the SIU against Delta Line over the "apprentice engineer" dispute. The court ruled also that the company must resume operations "on the basis of the status quo which existed as of Nov. 21, 1967."

The decision means that Delta cannot hire "apprentice engineers," except for the two aboard the *Del Sol* and the *Del Santos*, until the dispute is settled. This is in line with the terms of an earlier SIU offer to end the strike which the company refused.

The basis of the dispute is that "apprentice engineers" are unlicensed personnel and that SIU contracts require that all un-

licensed personnel be members of the SIU. The SIU made it clear that the agreement should not be construed as a waiver of its position in the matters pending before the NLRB or the court.

SIU Supports Copper Workers



SIU President Paul Hall addresses Feb. 8 rally in support of striking copper workers sponsored by New York Central Labor Council in Auditorium of Manhattan Center. Following the well-attended rally, members of many unions, including a large contingent from the SIU, picketed in a demonstration outside N.Y. offices of Anaconda Copper.

N.Y. Harbor Improvements Shelved by Budget Cutback

NEW YORK—Two vital projects to improve the harbor facilities of the Port of New York—approved for a federal grant of a million dollars each by House and Senate conferees in Washington only weeks ago—have already been shelved for one year as a result of the Administration's cutbacks in fiscal 1969 spending.

The Port of New York Authority announced it has been advised by federal officials that most of the funds allocated to widen the Newark Bay channel and the deepwater anchorages in Upper New York Bay for the current fiscal year would be "slipped back" to fiscal 1969, which begins next July 1. Because of this it is inevitable that work schedules for two projects will be set back by one year, spokesmen for the bi-state port agency said. Mid-1971 had been the projected completion date, assuming adequate federal financial support.

As part of the \$1.3 billion Public Works Appropriation Bill signed by the President last November, \$1 million was designated for each of the harbor improvement measures, with additional funds expected to be appropriated in the "next fiscal year."

Since President Johnson's presentation of his fiscal 1969 budget proposals, however, the Army Corps of Engineers now is authorized by the Administration to spend only \$100,000 on each of the two projects between now and June 30 and the remaining \$1.8 million has been deferred until next year.

The project for Newark Bay calls for widening the channel between its entrance and Kill van Kull from the present width, which varies from 400 to 500 feet, to a uniform 700 feet.

Expansion of the anchorages in Upper New York Bay off Brooklyn—the first major improvement in the facilities in more than 30 years—is necessary to accommodate more of the new deeper-draft vessels, particularly giant tankers.

Port planners consider both projects of vital importance to the expanding traffic needs of the port which the Port Authority estimates will be handling some 8,400 ocean going ships by 1975.

The Pacific Coast

by Frank Drozak, West Coast Representative



Those who live on the West Coast pay proportionately more for health care than the rest of the country, according to a recent government report.

The average family paid 18 percent more than their counterpart throughout the nation. According to the report, the average four-member American family contributed \$468—or 5.1 percent of its budget—for medical care in 1966. A similar ratio in the cost of western medicine has been maintained over the past decade.

Although western states account for 14 percent of the U.S. population, they make up just 12.8 percent of the general hospital beds available.



Binion Tallberg

Hospital costs per day equalled \$55 per day as compared to \$44.50 in other sections of the United States.

San Francisco

Shipping continues to be excellent but activity has slowed down since the last report. An upswing is expected for the next period.

Paying-off and signing-on have been the Los Angeles, Hastings, Seatrain Carolina, Steel Designer, Bienville, Oakland, Arizpa, Pecos, Jefferson City Victory, Minot Victory, Steel Admiral and Halcyon Tiger. In transit are the Penmar, Achilles, Transwestern and Seamar.

Wilmington

Bob Schoolcraft just completed a long trip as chief cook on the Rachael V and has registered for

Cuba Blacklist Adds 4 Ships

WASHINGTON—Four more foreign-flag ships have been added by the Maritime Administration to its list of vessels no longer eligible to carry U.S. government-financed cargoes because they have called at Cuban ports. The latest total of ships on the blacklist is down to 206 from 212, however, since ten vessels included in previous reports have broken up, sunk or wrecked.

Latest additions to the MARAD report on free world and Polish-flag ships, which have been to Cuba since January 1, 1963, are the British-flag Changpaishan (8,929 gross tons) and Chiang Kiang (10,481 tons); the 7,314-ton Anka from Cyprus; and 8,776-ton Yugoslavian-flag Bar.

The ships barred by the new MARAD report, which covers the period through last January 23, represent an aggregate total of 1,494,554 gross tons.

All that is required for a listed vessel to regain eligibility to carry U.S. government cargoes is a promise by its owner not to call at Cuba again while present U.S. policy regarding the Castro regime continues. No such assurances were made during the last reporting period.

a new trip. First, he'll take a brief vacation.

Dan Backrak is back after a long absence from this port. He was last on the Kyska as bosun and plans to ship out of this area for awhile.

Seattle

Shipping has picked up in this port with the crewing-up of the Columbia Eagle and Steel Flyer. We will have at least three payoffs coming up shortly.

Y. Tallberg just left the Minot Victory where he had an AB's slot.

Arvel Binion will take an oiler's berth on a Sea-Land Alaska run. He recently sailed on the Halcyon Tiger.

John Indorf is ready to sail after spending some time on the beach. A chief cook and baker, John last made the Alice Brown.

Scuttle 'Effective Control,' Not Fleet Shipbuilders Union Urges President

WASHINGTON—Three top officers of the AFL-CIO Industrial Union of Marine and Shipbuilding Workers have called upon the Administration to "scuttle" the concept of "effective control" over foreign-flag ships and to put a stop to the outflow of billions of American dollars to

tion of the U.S. merchant fleet and pointed out how Administration support could build up the merchant marine and help the balance of payments at the same time.

"We had anticipated some favorable reference to the U.S. merchant marine in your State of the Union Address (for) 1968," the letter said, recalling that the one for 1965 had mentioned that "a message from the White House" on maritime "would be forthcoming. We feel that only an Administration-backed policy can save the merchant marine from complete deterioration and oblivion."

'Effective Control' Useless

"Part of the Administration policy to bolster the merchant marine should be directed toward the 'effective control' concept of the Department of Defense," the letter continued. "The runaway flags are of no value to the defense posture of the United States, as proven in the present conflict in Vietnam, and the concept should be scuttled immediately."

"Along with the elimination of the 'effective control' concept the Administration should prohibit the

billions of American capital flowing to foreign nations for the building of ships in foreign shipyards. The American dollars being exported by these 'freebooters of capital' (runaway-flag ships and foreign shipbuilding by United States-based companies) if stopped, would go a long way to wiping out the deficit of the balance of payments."

The three labor leaders suggested that this country "could very well contain communism on the land body of the world consisting of 25 percent of the world's surface and lose the battle to contain communism on the high seas consisting of 75 percent of the world's surface." "While our merchant marine is on the well-greased skids downward, the Soviet Union's merchant fleet is on a spectacular escalator to the top," they warned.

"Mr. President, we urge you to use your good Office to immediately take steps to strengthen the U.S. merchant marine commensurate with the present world status of our country as the leading nation in the free, democratic bloc of nations of the world," the letter concluded.

SIUNA Fishermen Charge Soviets Violate International Fishing Pact



These three Russian fishing vessels were anchored in Atlantic waters on February 5, six miles off Moriches Inlet on Long Island. SIUNA Atlantic Fishermen's Union has charged that vessels such as these have violated six-mile limit set by U.S.-Soviet treaty.

WASHINGTON—The Seafarers International Union of North America has accused the Russians of stripping fish spawning grounds off the New England Coast in "open and gross violation" of international agreements.

SIUNA Vice-President James D. Ackert also accused the State Department of "dragging its feet" in negotiations with Soviet diplomats over the infringement of the East Coast fishing banks, and warned that unless the problem is resolved quickly, "the Russian fishing fleet will strip the grounds clean of fish."

Ackert, head of the SIUNA-affiliated Atlantic Fishermen's Union, laid the problem before Representative Edward A. Garmatz (D-Md.), Chairman of the House Merchant Marine and Fisheries Committee, who scheduled public hearings.

Ackert, in discussing the situation with members of the Massachusetts delegation in Congress, warned that the continued invasion by the Russians of the

spawning grounds "poses a genuine threat to the conservation goal of the agreement, imposing potential loss of employment for American fishermen."

Testimony Offered

The union official said that the SIU is "prepared to place testimony at the public hearing on times, dates and places of the Russian refusal to honor the agreement," which was entered into by United States and Soviet officials.

"The Federal Government has the same information," Ackert pointed out, "which was gathered by its own reconnaissance sources." But while the diplomats talk, the red fleet continues to fish—and this dwindling stock of seafood could be completely depleted before the problem is resolved."

Johnson Urges Congress Act On Consumer Protection Laws

WASHINGTON—President Johnson has called for new federal laws to protect the health and pocketbooks of America's consumers and appealed to Congress for bipartisan support.

He urged the extension of federal standards of poultry inspection to the 1.6 billion pounds of poultry sold each year without crossing state lines. The coverage would parallel last year's expansion of meat inspection.

The President proposed a new fish inspection program, citing evidence that contaminated fish has been the cause of outbreaks of disease and food poisoning.

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

Cases Face Delay

The President asked Congress to strengthen the powers of the Federal Trade Commission by enabling it to seek court injunctions to halt fraudulent and deceptive sales practices without waiting until administrative hearings have been completed and all appeals exhausted. Some cases now take years before an FTC order becomes final.

He asked legislation authorizing federal safety standards for small boats, noting that "last year boating accidents claimed more than 1,300 lives."

To protect consumers against harmful radiation from defective equipment—such as has been found in some color television sets and in poorly-designed X-ray equipment—Johnson asked Congress to give the Health, Education and Welfare Department authority to set federal standards and require manufacturers to recall defective equipment.

The President said he will also seek congressional authority for a

comprehensive study of auto insurance by the Department of Transportation—a long term investigation of 18 to 24 months on top of preliminary studies the department has already made.

Auto insurance premiums have been mounting, lawsuits have clogged the courts and, Johnson noted, complaints of arbitrary cancellations and discrimination in issuing policies have been widespread.

In two areas not requiring congressional action, the President announced a high-level study of warranties, guarantees and appliance repairs and reiterated his intention to appoint a special counsel at the Justice Department to be the "consumer's lawyer."

Probe Warranties

Betty Furness, the President's special assistant on consumer affairs, will work with the secretaries of Commerce and Labor, the chairman of the Federal Trade Commission and industry representatives to seek improvements in the quality of service and repairs, and to also "assure that warranties and guarantees say what they mean."

Johnson also urged Congress to complete action on pending consumer legislation, including the truth-in-lending bill which awaits a House-Senate conference agreement, the Senate-passed pipeline safety and fire safety bills, measures to guard against fraud in land sales and regulate mutual stock funds, and the electric power reliability bill to seek to prevent regional power blackouts.

Senate Sidetracks Attempt To Dilute Civil Rights Bill

Supporters of the Administration's civil rights bill forced a test vote after more than two weeks of fruitless debate, and by a 54-29 majority sidetracked a Southern substitute which would have seriously diluted the bill's protection for Negroes and civil rights workers.

The bill before the Senate—one part of the civil rights package President Johnson has termed "essential"—would make it a federal crime for private citizens to interfere by violence or intimidation with Negroes exercising specific legal rights, such as attending non-segregated schools, voting, using public accommodations or having equal opportunity in employment.

A substitute, sponsored by Senator Sam J. Ervin, Jr., would have taken the specifics out of the bill and replaced it with generalized language which civil rights supporters say would have been of little value in dealing with the vigilantism the legislation seeks to prevent.

Although Senate Republican Leader Everett McKinley Dirksen joined with the Dixie bloc in opposing the motion to table—and thus kill—the Ervin substitute, a majority of Republicans refused to follow his lead.

The successful motion to table was sponsored by Senator Philip A. Hart (D-Mich.) and Senator Jacob K. Javits (R-N.Y.). It was supported by 35 Democrats and 19 Republicans. Opposed were 16 Democrats, all from the South, and 13 Republicans, nearly all hard-core conservatives.

Immediately following the tabling vote, Senator Walter F. Mondale (D-Minn.) and Senator Edward W. Brooke (R-Mass.), introduced the Administration's open housing bill as an amendment—thus moving on the offensive for the first time during the debate.

Amendment Co-sponsors

The open housing bill has been before the southern-led Banking and Currency Committee and Mondale told the Senate that eight of the 14 members of the committee are co-sponsors of the amendment.

During the week before the vote, Dirksen had sought to work out a compromise version of the Ervin Amendment with Senator Majority Leader Mike Mansfield in an effort, he said, to avoid a filibuster and pass some sort of legislation.

Dirksen asked the Senate to defeat the tabling motion on the Ervin substitute to allow more time for negotiations, but Mansfield joined in supporting the move to kill the Ervin bill.

The Senate vote—considered a general test of support for civil rights legislation—was possible because a motion to table is non-debatable. There was no indication, however, that the Dixie bloc will relent in its opposition and permit the main bill to come to a vote.

On past civil rights filibusters, the two-thirds vote to limit debate has been accomplished only with Dirksen's support and has failed when the Republican leader joined with the Dixie bloc—as he did in 1966.

Mansfield in the past has supported cloture, but when cloture votes have failed he has moved to sidetrack the legislation and go on to other business rather than seek to wear down the opposition.

The House approved a bill extending the life of the Export-Import Bank and increasing its lending authority, adding a curb on transactions with Communist countries. A similar bill had passed the Senate earlier and the measure now goes to conference.

LABOR ROUND-UP

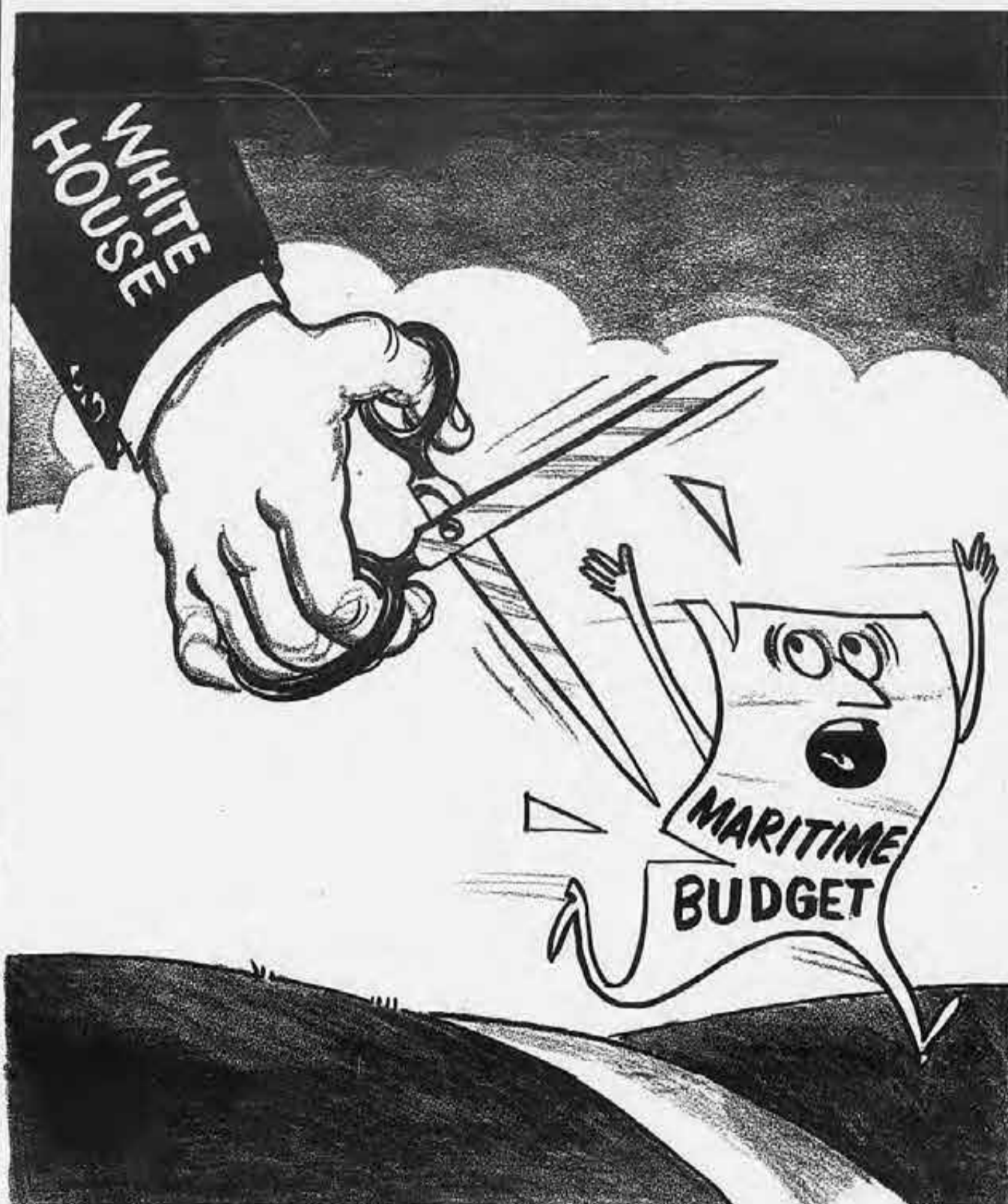
The National Labor Relations Board should not penalize a union because a board agent drank a glass of beer with a union organizer, a court has ruled. U.S. District Judge John J. Sirica upheld the Electrical, Radio & Machine Workers in a case involving an election May 3 at the Sturbridge, Mass. plant of Athbro Precision Engineering Corp. IUE won the election but the NLRB refused to certify it as bargaining agent because a board agent was seen drinking a glass of beer at a nearby cafe before the polls reopened for the evening. This was a violation of rules for the conduct of elections, the board said in ordering a new vote. IUE asked for a restraining order, saying the NLRB abused its discretion. The judge agreed. He ruled its refusal to certify deprived the union of its lawful right to represent the employees and was "arbitrary and capricious."

John Chupka, secretary-treasurer of the Textile Workers Union of America, whose retirement at the end of 1967 closed out a 35-year trade union career, will be tendered a testimonial dinner here at the Commodore Hotel, Satur-

day evening, March 2. AFL-CIO Secretary-Treasurer William F. Schnitzler and TWUA President William Pollock are honorary chairmen, with Sol Stetin, Chupka's successor as TWUA secretary-treasurer, in charge of arrangements.

A four-step increase averaging 66.6 cents an hour over 33 months has been won by the machinists for 5,400 production and maintenance employes of Canadair, Ltd., a big aerospace subcontractor owned by General Dynamics. The IAM said the settlement, its first 1968 aerospace contract, represents a "long step toward parity" for Canadian workers with aerospace rates in the U.S., and reflects an improved climate of relations as compared with 1965, when union members stayed on strike for eight weeks. Members of IAM Local 712 voted by an 84 percent margin to ratify the new pact, which includes a first-year increase averaging 45 cents, or 19 percent. The settlement provides for a new productivity improvement plan that could pay up to 12 cents an hour in addition to the agreed-on wage increases.

Yankee Clipper



Ten percent of the entire cut-back in the economizing fiscal 1969 budget of a nation which is undisputedly the wealthiest in the world!

That is the toll taken from a deteriorating U.S. maritime industry by an Administration which has been promising a "comprehensive maritime policy" since January of 1965 in its penny-wise and pound foolish economy fever of 1968.

In an effort to save the economy of the nation, the White House has chosen to hit the merchant marine—its most obvious means of equalizing the lopsided balance of payments so long belabored—as a prime target in what President Johnson calls "reductions . . . which can be accomplished without substantially altering the character of the affected program."

What program? The broken-promise of a national maritime program which was assured by the Chief Executive three whole years ago in his State of the Union message and which is still an unkept promise today? Instead of that promised program we have a \$163-million reduction in what has long been a disgracefully inadequate allotment to the U.S. merchant fleet.

With an estimated one billion dollars already being brought into the United States each year as a result of the pitiful seven percent of the nation's export-import trade carried by the U.S. merchant marine, with what conscience can the Administration excuse such a drastic slash in maritime's meager funds as "appropriate in a period when we must relieve inflationary pressures by reducing the deficit?"

The cut is a further expression of White House apathy over the rapidly-ascending position of the fleet of the Soviet Union on

the oceans of the world and is a dangerous indication that the anti-maritime views of Transportation Secretary Alan Boyd and outgoing Defense Secretary Robert S. McNamara have gone much too far in influencing the President's thinking.

The severe penalization of the merchant marine in the Administration's budget message has been interpreted by at least one congressman as a "blackjack operation" encouraged by Boyd in continuing protest over congressional refusal last year to include MARAD in his DOT.

There can be little doubt at this time that the terrible neglect of maritime under the Commerce Department would likely have been replaced by outright destruction had the Congress allowed it to fall into the hands of Boyd.

Obviously, the battle for a strong and independent merchant marine must be renewed with fresh determination.

In attempting to explain away the Administration's appalling blow to the industry, Acting Maritime Administrator James W. Gulick said that the "net effect of this budget is to push the construction program (in subsidized shipbuilding) ahead, or behind, depending on how you look at it."

We agree with a published evaluation of Gulick's remarks at his explanatory press briefing. Gulick stated that the alleged (since confirmed) fiscal 1969 budget request for \$119.8 million to provide construction differential subsidies for ten new ships would be followed by a reduction in new ship construction of \$156 million.

Representatives of the nation's press present at Gulick's briefing found this the "most confused case of double talk ever presented." Indeed it was!



INCOME TAX GUIDE

for Seafarers

April 15, 1968, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1967.

Generally, with very few exceptions, seamen are treated no differently under the income tax laws than any other citizen or resident of the U. S. (The non-resident alien seamen must also file a return, but the rules are not the same for him.)

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1967 must file; if 65 or over, \$1,200 or more.

A Seafarer with income of less than these amounts should file a return to get a refund if tax was withheld. A married Seafarer with income less than his own personal exemption should file a joint return with his wife to get the smaller tax or larger refund for the couple.



WHEN TO FILE. Tax returns have to be filed by April 15, 1968. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

HOW TO FILE. The Seafarer has two return forms to choose from, Form 1040 and card form, Form 1040A. Form 1040 is limited to a single sheet. Supporting schedules may be attached according to the individual needs of each taxpayer.

Generally, if your income was entirely from salary, wages, interest, dividends, and sources other than those for which schedules (B, C, D, and F) are required, you will need only Form 1040. You can use it whether you take the standard deduction or itemize deductions.

If you have income from sources listed below, complete and attach one or more of the following forms:

- Schedule B for income from pensions, annuities, rents, royalties, partnerships, estates, trusts, etc.;
- Schedule C for income from a personally owned business;
- Schedule D for income from the sale or exchange of property; and

Schedule F for income from farming.

WAGE EARNERS WITH LESS THAN \$10,000 INCOME. You can use a simpler return (Form 1040A), printed on a punch card, if:

1. Your income was less than \$10,000, AND
2. It consisted of wages reported on withholding statements (Forms W-2) and not more than \$200 total of other wages, interest, and dividends, AND

3. Instead of itemizing deductions, you wish to use the tax table or to take the standard deduction which is generally the higher of:

- (a) the 10-percent standard deduction—about 10 percent of your income, or
- (b) the minimum standard deduction—an amount equal to \$200 (\$100 if married and filing separate return) plus \$100 for each exemption claimed on item 15 on the back of your Form 1040A.

If your income is less than \$5,000, you can choose to have the Internal Revenue Service figure your tax for you. A husband and wife may file a joint return Form 1040A if their combined incomes do not exceed these limits.

DON'T USE FORM 1040A IF—

- (1) You wish to take any deductions for specific items, such as unreimbursed employee expenses.
- (2) You wish to claim a retirement income credit.
- (3) You wish to compute your tax under the head-of-household rates or to claim "surviving spouse" benefits.
- (4) You wish to claim any exclusion for wages or salary you received for a period while you were sick and this amount is shown on your Form W-2.
- (5) You wish to claim credit for payments of estimated tax for the taxable year or for an overpayment from 1966.
- (6) Your wife (or husband) is filing a separate return on Form 1040 and itemizes her (or his) deductions.
- (7) You have a nonresident alien status.

HOW TO PAY

The balance of tax shown to be due on your return must be paid



in full with your return if it amounts to \$1 or more. Make checks or money order, payable to "Internal Revenue Service."

ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

ADVANTAGES OF A JOINT RETURN. Generally it is advantageous for a married couple to file a joint return. There are benefits in figuring the tax on a joint return which often result in a lower tax than would result from separate returns.

CHANGES IN MARITAL STATUS. If you are married at the end of 1967, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1967, you are considered single for the entire year. If your wife or husband died during 1967, you are considered married for the entire year. Generally, a joint return may be filed for 1967 provided you have not remarried before the end of 1967.

EXEMPTIONS Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600 for his wife, an additional \$600 if he is over 65 and another \$600 if he is blind. The exemptions for age and blindness apply also to a taxpayer's wife, and can also be claimed by both of them.

In cases where a man's wife lives in a foreign country, he can still claim the \$600 exemption for her.

In addition, a taxpayer can claim \$600 for each child, parent, grandparent, brother, brother-in-law, sister, sister-in-law, and each uncle, aunt, nephew or niece dependent on him, if he provides more than one-half of their support during the calendar year. The dependent must have less than \$600 income and live in the U. S., Canada, Mexico, Panama or the Canal Zone.

A child under 19, or a student over 19 can earn over \$600 and still count as a dependent if the taxpayer provides more than one-half of his support.

The law also enables a seaman who is contributing (with other relatives) more than ten percent of the support of a dependent to claim an exemption for that individual, provided the other contributors file a declaration that they will not claim the dependent that year.

CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If a total of more than \$290.40 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$290.40 as a credit against your income tax.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit is allowed for individuals against retirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be

made in this credit for Social Security benefits.

HOW TO REPORT YOUR INCOME. All income in whatever form received which is not specifically exempt must be included in your income tax return, even though it may be offset by deductions. Examples are given below:

Example of income Which Must Be Reported: Wages, salaries, bonuses, commissions, fees, tips, and gratuities.

Dividends.
Interest on bank deposits, bonds, notes.

Interest on U. S. Savings bonds.
Profits from business or profession.

Your share of partnership profits.
Profits from sales or exchanges of real estate, securities, or other property.

Industrial, civil service and other pensions, annuities, endowments.

Rents and royalties from property, patents, copyrights.
Your share of estate or trust income.

Employer supplemental unemployment benefits.

Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife).

Prizes and awards (such as items received from radio and TV shows, contests, raffles, etc.).

Examples of Income Which Should Not Be Reported:

- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on veterans' insurance.
- Life insurance proceeds upon death.

Workmen's compensation, insurance, damages, etc., for injury or sickness.

Interest on State and municipal bonds.

Federal Social Security benefits.
Railroad Retirement Act benefits.
Gifts, inheritance, bequests.



DIVIDEND INCOME. If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

If a joint return is filed and both husband and wife have dividend income, each one may exclude \$100 of dividends from their gross income.

WELFARE, PENSION AND VACATION BENEFITS. Benefits received from the SIU Welfare Plan do not have to be reported as income.

Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B

(Continued on page 10)

LONG-TRIP TAX PROBLEMS

A major tax beef by seamen is that normally taxes are not withheld on earnings in the year they earned the money, but in the year the payoff took place.

For example, a seaman who signed on for a five-month trip in September, 1966, paying off in January, 1967, would have all the five months' earnings appear on his 1967 W-2 slip and all the taxes withheld in 1967. This practice could increase his taxes in 1967 even though his actual 1967 earnings might be less than those in 1966.

There are ways to minimize the impact of this situation. For example, while on the ship in 1966, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1966 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1966 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1966, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1967 W-2. The seaman then, on his 1967 return would have to explain that he had reported some of the earnings in 1966 and paid taxes on them. He would get a tax refund accordingly.

In essence, the seaman would pay taxes twice on the same income and get a refund a year later. While this will save the seaman some tax money in the long run, it means he is out-of-pocket on some of his earnings for a full year until he gets refunded.

This procedure would also undoubtedly cause Internal Revenue to examine his returns, since the income reported would not jibe with the totals on his W-2 forms.

That raises the question, is this procedure justified? It is justified only if a seaman had very little income in one year and very considerable income the next. Otherwise the tax saving is minor and probably not worth the headache.

House Bolsters Truth-In-Lending Bill; Plugs Loopholes in Senate Version

WASHINGTON—The House has strengthened the Senate-passed truth-in-lending bill to give a dramatic victory to the American consumer.

With a strong assist from labor, the Administration and consumer organizations, sponsors of a loophole-free interest disclosure bill, rallied a decisive House majority to beat down restrictive amendments.

Both the House and Senate versions—which now go to conference—are aimed at making it possible for consumers to "shop" for the best buy in credit by requiring that interest rates and credit charges be expressed in terms of simple annual interest.

Thus a rate of 1.5 percent a month would be translated into 18 percent a year and misleading advertisements of "4 percent financing" on new cars, involving elaborate systems of concealed charges, would be outlawed.

Adds New Section

The House also added a new section limiting the amount of a worker's wages subject to garnishment and protecting a worker against being fired because a single creditor attaches his pay.

Cites Benefits Of Strong Fleet To Landlocked

VIENNA—Exactly how important can a national merchant marine be to a landlocked neutral European nation such as Austria? Could any benefits derived from a maritime fleet outweigh the costs of acquiring and maintaining it? The answer is a definite "Yes," says Dr. H. G. Wurmboeck, of Continentale Motorschiffahrts Co., writing in a recent issue of "Die Presse."

In examining the many positive aspects of creating an Austrian merchant fleet, Dr. Wurmboeck turned to the example provided by neighboring Switzerland. Like Austria, Switzerland too is landlocked and neutral, so that its supply lines would be unpredictable in the event of an armed conflict in which it chooses not to participate.

Fleet Upgraded

In World War II, he said, Switzerland transported about 600,000 tons of foodstuffs in its own ships, but because it purchased its first ship as late as 1941 and had not been prepared with a merchant marine for emergency use, it was forced to purchase old and expensive vessels. Gradually, the fleet had to be renewed in order for it to operate effectively. Today, as a result, Switzerland has about 32 merchant ships totalling 200,000 gross registered tons sailing the seas under the Swiss flag.

The lessons, said Wurmboeck, show that action in creating a merchant marine must not drag until it is too late, and that complete ownership—not mere chartering—of vessels is a necessity. Austrian ownership of a strong merchant marine must not be left in doubt, he declared, especially since property rights are examined very critically in wartime.

The House-passed measure corrects major weaknesses in the Senate bill:

- It would cover revolving credit charge accounts used by many department stores which quote low-sounding monthly rates.

- It would cover all transactions, not just those in which the credit charge is under \$10. The Senate's exemption in effect excluded purchases amounting to more than \$100.

A majority of the House Banking and Currency Committee had voted to amend the strong truth-in-lending bill introduced by Representative Leonor K. Sullivan (D-Mo.) to add the loopholes on revolving credit and under-\$10 charges.

AFL-CIO Legislative Director Andrew J. Biemiller, in a letter to all House members, said there was "no shred of justification" for exempting revolving credit from annual interest rate disclosure.

He said the under-\$10 exemption was "even more objectionable." It would mean "a society matron who charged a \$500 gown would be told exactly what the credit costs were; an ordinary housewife who charged \$50 worth of clothes for her children would be kept in ignorance."

Mrs. Sullivan, backed by her committee chairman, Representative Wright Patman (D-Tex.), took the fight to the House floor. An unexpected assist came when stores which do not use revolving credit realized that the Senate bill would give a competitive advantage to those that do—and joined

in calling for closing of the loophole.

Soundly Defeated

The revolving credit loophole was defeated on a 131-10 teller vote and the \$10 exemption was shouted down on a voice vote.

The House bill prohibits garnishment of the first \$30 of a worker's wages and limits garnishment to 10 percent of wages above that amount. It bars an employer from firing a worker because of a single wage garnishment.

The Senate bill does not deal with garnishment.

The House also added a so-called "loan shark" amendment which would make it a federal crime to charge interest rates exceeding maximum rates allowed under state law—in the 43 states which have usury laws.

Throughout the House debate, former Senator Paul H. Douglas (D-Ill.) was singled out as the man who launched the truth-in-lending campaign eight years ago and did the most to arouse the public to the misleading nature of most credit and interest charges.

At one stage in the debate, Representative Paul A. Fino (R-N.Y.), who supported the revolving credit loophole, tried to quote Douglas as a supporter of the Senate bill.

Representative Joseph G. Minish (D-N.J.) was immediately on his feet with the transcript of the House committee hearings at which Douglas termed the stronger House version "superior to the Senate bill."

Copper Companies Sabotage Strike Settlement Hearings

A three-member federal panel turned to private talks with labor and management representatives after winding up four days of hearings into the 23-state strike of more than 50,000 copper workers, now in its seventh month.

The panel, named by the secretaries of labor and commerce to help achieve a settlement, heard two hours of explanation from each of four big nonferrous metal companies and spokesmen for the 26 unions involved in contract negotiations.

Company representatives made it clear they are determined to hold out for their own terms. The unions characterized the management's attitude as a refusal to bargain realistically and an insistence on complete union surrender.

The panel will continue private meetings with both sides in its search for the key to settlement. After all public and private methods have been explored it will report the facts to Labor Secretary W. Willard Wirtz and Commerce Secretary Alexander B. Trowbridge.

The panelists are Dr. George W. Taylor of the University of Pennsylvania, chairman; Msgr. George G. Higgins, director of the Social Action Department of the United States Catholic Conference, and George E. Reedy of the Struthers Wells Corp., former White House press secretary.

The strike started July 15 after the Big Four companies made a "take it or leave it" offer. It has spread to 11 firms with 61 mines, mills and smelting plants.

Testimony by Big Four company officials produced these attitudes:

The Anaconda Co. said settlement of the strike is possible if the workers drop their proposals, adopt a more conciliatory attitude on contract issues and return to work while negotiations continue.

The American Smelting & Refining Co. said that while the issue of company-wide bargaining is important, there are probably a couple of dozen strike issues but "we really don't know what they are."

Steelworker witnesses gave the panel an analysis of the industry's pension and insurance programs and called them grossly inferior to those of industry generally. Bernard Greenberg of the USWA pension and insurance department testified that the companies' real objection to company-wide bargaining is their desire to continue "chiseling" on wages and conditions at their wide-spread properties.

Keeping Up!



Following regular monthly membership meeting at Brooklyn headquarters, Seafarers Fred Calon (left) and William Therne relax in hall with latest copy of the LOG. Fred sails as AB; Bill in engine department.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The MTD Port Council in Detroit has endorsed Walter Blake for the position of Port Director of the Wayne County Port Commission. Blake was endorsed by more than 30 delegates representing the various local and international unions in this city. He has studied all aspects of marine transportation and ship operations and he obtained an unlimited Mariner's certificate and maintained it for 15 years.

He has maintained naval reserve activities in a MSTS unit and has had active duty assignments in port operations in New York. In addition, Blake also sailed as ship's officer on many U.S. merchant vessels.

We believe he has a great deal of experience and we wholeheartedly back him for this important maritime position.

Duluth

The annual maritime Port Council election of officers on January 22 resulted in the election of Harry Bloomquist of the Grain



Hardt

Millers, as President. Jackie Hall of the SIU was elected secretary-treasurer.

An organizational luncheon of the Duluth-Superior-Ashland Port Council will be held on March 11. Guest speaker will be Peter McGavin, executive secretary-treasurer of the Maritime Trades Department.

Frank Hardt, Doug Smith and Gary Dunne of the original navigational class, are taking their radar examinations. We wish them good luck.

Chicago

Only one vessel, the tanker Detroit is operating in this area. Seafarers on that ship took advantage of a day's lay-up to take a physical at our new clinic.

We took a team of Great Lakes operators on an inspection tour of our training facilities at Piney Point, Maryland, and they were extremely impressed.

We have met with the Coast Guard on the matter of their intentions to change the type of seaman's documents now being used. They said they would like to change the document to one

that is "more informative." We are waiting for more information from Washington on this matter.

Harold Carrol, one of our old timers has passed away. He was 64 years old and sailed in the galley. Brother Carrol's last ship was the Niagara.

The Detroit Wayne County MTD held its first 1968 meeting at the Operating Engineers Local 344 Hall in Detroit recently. More than 30 different locals had delegates in attendance.

SIUNA Vice-President John Yarmola addressed the delegates and reported on the activities of the Maritime Trades Department in Washington and across the nation.

Our new affiliate, the SIUNA Automobile Salesman Association has signed contracts with 36 automobile dealerships in the Detroit area. President Carl Van Zant has advised that the union is picketing six different dealerships and they expect to sign them up soon. The ASA have 2,500 members and have been certified by the NLRB in 110 separate elections.

Frankfort

The City of Green Bay will remain on a 20 and 8 schedule until further notice, we have been informed. It had been announced that the ship would go on a 5 and 2 schedule, but the company has changed its mind.

Rolling Skinner has been released from the Paul Oliver Memorial Hospital and is not expected to be FFD for several weeks. George Iverson is confined to that hospital and we wish him a speedy recovery.

Byron McClellan, an oiler from the MV Arthur K. Atkinson and Ralph Dodge, an electrician from the MV Viking, are on a leave of absence to attend the engineer's school in Toledo.



Mariners both ancient and modern—since as long ago as the year 500 B.C.—have been seeking to uncover the secrets of the ocean tides which some have called the pulse of the Earth.

From earliest times, those who fished for a livelihood watched tidal phenomena closely and, although they didn't understand the reasons behind what they saw, realized that the shape and size of the moon in its periodic phases indicated the best time for them to haul in a good catch.

For many centuries, however, such observations remained entirely primitive since the more advanced ancient civilizations of the near and middle East were located on the calmer shores of the Mediterranean or other seas where natural variations in tides rarely amount to more than a foot or so. In these areas the high gales of a storm, flooding rivers, earthquakes or drought were the only phenomena connected with the sea that were ever encountered.

It was not until the first Phoenician and Greek mariners ventured forth into unknown and rougher seas in search of precious minerals and stones that any observations on tides were actually recorded. These hardy treasure hunters were natural enough navigators to seek shelter from storms and ride out prevailing gales but the daily variations of sea level, found even in their havens of refuge, were new to them.

But, recalling grim tales of the disasters suffered by others who had gone before them, they respected the obvious differences between high and low tides and sought to learn more about them. It was no less true then than it is now that ignorance of the decrees of Mother Nature can make her a deadly foe while awareness of these decrees goes a long way toward winning her welcome.

Local fishermen encountered on distant foreign shores showed the mariners that after the full flood of spring tides, during times when the moon was new or full, the water level would then fall low enough for them to gather great quantities of mussels, crabs and other seafood from vast areas of exposed beach. Also learned from the fishermen was the fact that when the moon showed only half its round disc, at the quarters between new and full periods, there was only slight movement in the tide level of the sea. These periods were referred to by the earliest observers as the time of the Dead-water.

In the year 350 B.C., Aristotle perhaps best summed up the total practical knowledge learned by the ancients when he wrote: "It is even said that many ebbings and risings of the sea always come round with the moon and upon certain fixed days." Other scattered records have been found, including a record by the Roman historian Pliny (A.D. 23-79) of ranges between high and low water in a number of places where Roman military expeditions met with failure in strange western seas, but they proved of little scientific value. This is believed to be largely due to the fact that the warring ancients kept new and vital information so secret from each other that much important data was not passed down to succeeding generations.

Ignorance of tidal phenomena, for instance, was the source of serious defeat and great embarrassment to Julius Caesar during a disastrous attack on Britain. His war galleys were stranded high and dry on English beaches during the Dead-water—or neap tide—and then inundated by the following surge of the spring tide.

Caesar later felt called upon to explain this by writing in his *De Bello Gallico* that his defeat was due to the fact that none of his people knew anything about the relationship between the moon and such unexpected high tides. This at a time when all Britons, Phoenicians and Greeks of the ancient maritime world were already well aware at least of the broad outlines of tidal phenomena in connection with the phases of the moon.

Even some 1,600 years later, the Britons were still able to capitalize on the ignorance of attackers in naval actions. Tidal bores—those which are blocked by cliffs or a high shoreline but open into a narrow

estuary or river with a high rush of water similar to a flash flood—and rip tides confounded the Spanish Armada in the 16th century. Confused by these and strong winds in opposite directions to tidal streams, the crewmembers of the hitherto invincible invading fleet had to give all their frantic energies to keeping clear of the shore and outlying shoals, handling their gear at great peril while driving to leeward as well. At these times, the ships of Sir Francis Drake were usually able to withdraw safely to vantage points in the lee of weather, shores and dangers, and make necessary repairs in preparation for the next encounter with their assailants.

Sir Isaac Newton's discovery of gravity in the 17th century laid the groundwork for tidal science which today can precisely predict the ebb and flow of tides and provide accurate tables of their exact heights and times. Advances in this science over the last hundred years have been tremendous and vast amounts of data which once were compiled laboriously by hand can now be produced by computers for use in minutes.

As recently as 1918, however, Newton's principle of gravitational pull and lunar attraction with respect to tides was not fully understood generally. Tidal ebb and flow—an age-old cause of death and destruction—was overlooked by all but experts as the chief factor in one of the worst sea disasters of modern times.

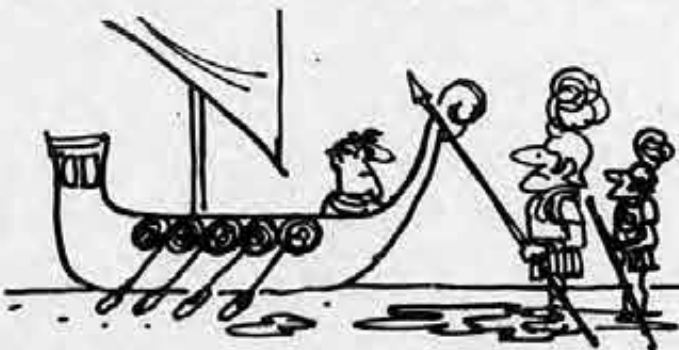
During a blinding snowstorm in October of 1918, the Canadian steamship *Princess Sophia* was sailing south toward Juneau, Alaska, in the Lynn Canal when she struck a reef obscured by the storm. A quick inspection revealed that, although there was a wide breach in the vessel's hull, she was anchored solidly on the reef and inflowing water could easily be handled by the pumps aboard.

Realizing that the ship would be likely to sink only if he attempted to back off, the captain radioed a sister ship for help and settled down to wait. Within hours, a second storm suddenly broke and the elements took over. The captain sent an urgent SOS and two more as the water grew higher, but the nearest ship was unable to reach the *Sophia's* position for six hours and then was prevented by the violent storm from approaching close enough for rescue in the rapidly-rising seas.

Within 24 hours the *Sophia* and the 349 persons aboard her were lost. The tragedy—with a greater loss of life than the more publicized sinkings of the *Vestris* off Virginia in 1928 and the *Morro Castle* off New Jersey in 1934 combined—was attributed in the press to storm, wind and running seas but this was not actually the case. The moon, with its gravitational pull that causes tides, was directly responsible for the sinking of the *Sophia*. A flood tide, and nothing else, came at the height of the storm, lifted the stricken vessel from its secure anchorage on the reef, and set it over on its side to be sunk by seas rushing into the gash in its hull.

The tidal whim which brought about the demise of the *Sophia* was not realized by the general public—but it was well known by many men who make the sea their life that gravity was, indeed, the force that threw the final die.

Simple though it is, the fact discovered by Newton so many centuries ago has no real meaning to the average person. He leans too far from a ladder and he falls; he drops his watch and it breaks. But he doesn't know why, or, perhaps more accurately, forgets why because Newton's principle remains in the shadow of a dimly-recalled schoolroom and all that



is remembered is the concept of the apple falling from a tree.

As much as the gravitational pull of the earth makes us fall from the ladder, the gravitational pull of the moon—in the opposite direction—causes our largest tides. The sun has a similar effect but, since it is so much farther away, its pull on earth and sea is only about one-third that of the moon. At the time of full or new moon, however, when the line of pull of sun and moon are both in the same direction, we have periods of extremely high tidal swells such as those which lifted the *Princess Sophia* from her safe position on the reef and brought about her violent destruction.

Rip tides, such as those which helped to defeat the Spanish Armada centuries ago, are no longer a real danger to ships in modern day of accurate predictions and advanced technology, but they remain as a treacherous pitfall to even the most able swimmers.

A recent stunning example of the rip tide's ever-present trap was seen in the tragic drowning of the late Prime Minister of Australia, Harold Holt, an experienced swimmer, fully familiar with the waters in which he died.

Common to many ocean beaches, rip tides in our own country are particularly vicious on the Pacific coast. A sailor some years ago perished during a late afternoon swim off of La Jolla, Calif., when he was caught up in a rip tide and was unfamiliar with the nature of this overwhelmingly strong current. It is no secret that a rip tide is limited to a narrow band of water and that a swimmer can escape its reach by swimming to one side or the other. However, the suddenness with which one finds himself engulfed by a rip tide apparently renders knowledge of its nature useless. The sailor was ignorant of the tide and Holt knew it well—but both were drowned.

As violent as the tides can be, they also have their gentler and more benevolent side. As well as destroying life, they can also bring it about. Typical of this is the spawning cycle of the shore-dwelling Grunion, a silver-sided fish native to the California coast.



According to a report compiled by a staff member of the California State Fisheries Laboratory, the spawning season of the Grunion runs from March to August of each year and the female ripens a batch of eggs at two-week intervals during these months.

Thus, the report says, "spawning occurs only every two weeks and the time required to mature a batch of eggs is so mysteriously adjusted that the fish are ready to spawn only on the three or four nights when occur the exceptionally high tides accompanying the full and dark of the moon."

The report goes on to say that these spawning runs occur exclusively at night and only on those nights when each succeeding tide is lower than on the night before.

"On any given night, the run occurs just at or somewhat after the turn of the tide and lasts for about one hour," the CSFL paper continues. "The Grunion are washed up on the beach with the larger waves; the female quickly digs tail first into the sand for about half the depth of her body, then extrudes her eggs which are fertilized by the male as he lies arched around her."

The entire process takes only some 30 seconds. Buried close to the high water level, the eggs are buried deeper in the sand as the beach is built up by later, lower tides. Two weeks later the spring tides erode the beach, free the eggs, hatch the baby Grunion and wash them out into their natural element. This very delicate relationship between fish and tidal phenomena assures the perpetuation of a fish which is unique in its spawning process.

As of today, experts in charge of the U. S. Coast and Geodetic Survey of our own Environmental Science Services Administration—as well as tidal scientists of other nations—can tell us when the tide will come in or go out next year, next century, a million years from now.

With all of our modern science and technology, however, the sea and its tides continue to withhold secrets. Although we can compute its behaviour in any given port or coastal region in the world, the vertical rise and fall of tidal movement in the depth of the oceans, which cover more than two thirds of the surface of our planet, remain as much of a mystery as they were in the days of Aristotle and Newton. But dedicated men are seeking the answers every day and these mysteries, too, will one day be uncovered.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



With the reactivating of the Delta fleet, shipping in the port of New Orleans has picked up considerably. Within four days, seven Delta ships crewed up with the balance set to go shortly.

A lot of Seafarers are back on their familiar jobs. Maurice Duet shipped back on the Del Oro as AB.

Alton Booth returned to the Del Santos as chief steward. Francis Peredne is glad to be back on the Del Sud as engine utility while the Del Aires welcomed back third cook G. Garfin.

Nils Gronberg has taken a liking to the Delta Line ships and is a second electrician aboard the Del Sol.

Dom DiMaio hadn't shipped with Delta prior to the strike, but he's now a new AB on the Del Santos.

We are saddened to report the death of Margaret Gautier, cashier in the New Orleans hall. Mrs. Gautier was the only cashier since it was opened six years ago. She passed away January 12, after returning home from work. Surviving is a son, Emile E. Gautier, Jr. and three grandchildren.

Mobile

L. B. Lott has returned to the deck department after a year on the beach. He's shipped from the Gulf area and has been a member of the Union for 20 years.

Golee Andrews wants to stick to the short runs like his recent trips to Puerto Rico. Although an AB on his last ship, Golee sails mostly as bosun.

Johnny Knowles is waiting for a good ship to use his talents as

chief cook and baker. Johnny has been a member of the Union since its inception and lives in Pritchard, Ala.

Frank Mason had a long trip



Andrews Mason

to India as oiler on the Duval. A 20 year man, Frank's a resident of Mobile.

A veteran of Gulf Coast shipping, Bob Smith was GWT on the Del Aires last time out.

Houston

Shipping has been very good in this port and a number of old timers have been shipped out in the past two weeks. Among them are R. W. Simpkins, P. G. King, G. Martinez, J. A. Tucker, B. J. Butts, and E. Lasoya.

The outlook here is very good with the following due in port, Sabine, Chilore, Spitfire, Battlecreek, Ocean Villa and Transhuron.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Jan. 25, 1968 to Feb. 7, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	3	2	1	1	11	3
New York	36	37	42	24	2	216	102
Philadelphia	7	10	5	7	2	26	20
Baltimore	15	8	13	13	0	93	48
Norfolk	10	17	18	12	4	21	26
Jacksonville	13	14	8	12	10	17	5
Tampa	9	5	2	2	0	15	7
Mobile	20	16	6	1	3	96	57
New Orleans	40	33	73	34	5	171	109
Houston	32	34	37	40	6	108	60
Wilmington	22	10	16	8	7	50	0
San Francisco	31	59	20	37	19	71	3
Seattle	18	4	17	4	12	36	6
Totals	255	250	259	195	71	931	452

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	3	0	0	1	1	10	3
New York	28	56	39	44	9	141	116
Philadelphia	7	12	7	4	4	18	17
Baltimore	13	12	13	10	3	61	40
Norfolk	10	7	9	11	10	26	16
Jacksonville	7	10	6	11	13	5	7
Tampa	4	4	1	4	0	6	7
Mobile	14	11	3	3	1	70	57
New Orleans	34	39	59	41	8	100	167
Houston	25	32	27	28	9	87	64
Wilmington	17	7	4	6	5	25	0
San Francisco	21	63	17	30	11	47	6
Seattle	20	1	16	9	5	24	10
Totals	203	254	191	202	79	620	500

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	0	0	2	0	0	3	1
New York	34	17	28	14	8	153	38
Philadelphia	6	2	3	8	0	19	9
Baltimore	8	7	9	2	0	58	44
Norfolk	7	3	10	6	13	10	9
Jacksonville	9	5	5	5	20	6	3
Tampa	6	2	3	1	0	11	3
Mobile	11	10	5	2	1	60	44
New Orleans	29	20	55	36	1	121	90
Houston	30	22	27	21	17	69	41
Wilmington	12	6	6	4	5	20	1
San Francisco	51	44	17	11	29	47	3
Seattle	16	2	7	3	10	30	8
Totals	219	140	177	113	104	607	294

INCOME TAX GUIDE for Seafarers

(Continued from page 7)

which is to be attached to the return.

Pensioners under 65 who receive a disability pension do not have to include such payments on their tax returns. However, all disability pension payments received after age 65 are taxable in the same manner as a normal pension.

Vacation pay received from the Seafarers Vacation Plan is taxable income in the same manner as wages.

DEATH BENEFIT EXCLUSION. If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

GAMBLING GAINS. All net gains from gambling must be reported as income. However, if more was lost than gained during the year, the losses are not deductible, but simply cancel out the gains.

INVESTMENT CREDIT. Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable

personal property used in business. The credit is an amount equal to 7 percent of such investment and applied against your income tax.

INCOME AVERAGING. A Seafarer who has an unusually large amount of taxable income for 1967 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

The following items can be used as deductions against income (IF YOU DO NOT TAKE THE STANDARD DEDUCTIONS):

CONTRIBUTIONS. A taxpayer can deduct up to 20 percent of gross income for contributions to charitable institutions, and an additional ten percent in contributions to churches, hospitals and educational institutions.

INTEREST. Interest paid to banks and individuals on loans, mortgages, etc., is deductible.

TAXES. In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state income taxes actually

paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverage, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial



limbs and corrective devices.

However, if the Seafarer is reimbursed by the Seafarers Welfare Plan for any of these costs, such as family, hospital and surgical expenses, he cannot deduct the whole bill, only that part in excess of the benefits paid by the Plan.

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted.

The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule.

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums paid for medical care for yourself, your wife, and dependents. The maximum amount deductible is \$150.00. The other one-half, plus any excess over the \$150.00 limit is deductible subject to the normal three percent rule.

The one and three percent limitations apply in all cases, regardless of your age, or the age of your wife or other dependents.

CARE OF CHILDREN AND OTHER DEPENDENTS. If deductions are itemized, a woman or a widower (including men who are divorced or legally separated under a decree and who have not remarried, or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- (a) dependent children under 13 years of age or
- (b) dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves; if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

ALIMONY. Periodic payment of alimony to a wife in accord with a written agreement between them can be deducted.

CASUALTY LOSSES. The

reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

WORK CLOTHES, TOOLS.

The cost and cleaning of uniforms and work clothes which ordinarily cannot be used as dress wear can be deducted. This includes protective work shoes, gloves, caps, foul weather gear, clothing ruined by grease or paint, plus tools bought for use on the job, or books and periodicals used in direct connection with work.

UNION DUES. Dues and initiation fees paid to labor organizations and most union assessments can be deducted.

PURCHASE OF U.S. SAVINGS BONDS. If you are entitled to a refund, you may apply it to the purchase of Series E. U.S. Savings Bonds. If you check the appropriate box you will be issued as many bonds as your refund will buy in multiples of \$18.75 for each \$25 face value bond.

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1968.

Laliberte At Ease in Detroit



The Laliberte recently brought a load of grain into Detroit. Among the crewmen were these members of the steward department. From left to right: Harry Fernberg, porter, Arnold Kempainen, steward, Ragnar Malander, second cook and John Anderson, porter.

Retired Seafarer Kerr Recalls Hard Life of Seaman in 1920

I never thought that I'd ever get a pension when I started sailing in 1920, Seafarer George Kerr said in the New York Hall recently, as he was about to receive his first pension check after a 47-year career at sea.

Brother Kerr has seen a lot of changes in his time, especially in the steward department, where he sails. "I was a waiter on a passenger vessel and that was a big job in the old days," he said. "We had quite a few college students sailing during the summer to make some extra money. In those days, there were three trips daily between Boston and New York."



Kerr

"Boston isn't the port it used to be," the veteran Seafarer remarked. "Of course, the passenger run to Boston has been eliminated with the coming of air travel, but I was sorry to see it go as I have many fond memories of Boston. I lived there for many years and my first ship, a sidewheeler named 'City of Bangor,' ran from Boston to Portland, Maine. I had a waiter's job on that ship.

Of all of his ships, the Yarmouth and Robert E. Lee stand out most in his memory. "I was torpedoed on the Robert E. Lee during the war," Seafarer Kerr recalled, "and the ship was hit close to New Orleans. We had a close

call and fortunately I was picked up by a Navy PT boat."

'A Coveted Job'

Before the Yarmouth was converted into a troop carrier during the war, George sailed on her for 15 years. His job was bar waiter, a slot which is fast becoming a rarity. "Being a bar waiter was a coveted job, and the competition to land a position was fierce."

On his last ship, the Puerto Rico (Motor Ships, Inc.), his fellow Seafarers and the ship's officer's presented George with a watch as a reward for his fine service through the years. The Puerto Rico was returning from a trip to San Juan and the presentation was made in the messhall on Thanksgiving day. All officers and crew who were not on duty, attended.

A resident of Long Island, Brother Kerr intends to "relax and catch up on my reading and seven grandchildren." Now a widower, he has three sons and a daughter.

A member of the SIU since 1938, he considers the pension, overtime pay and sickness and accident benefits the greatest union accomplishments.

SIU-Manned 'Floating Post Office' Delivers the Mail to Lakes Crew

Seafarers who sail the Great Lakes are frequently out of touch with their families for weeks at a time. Thus, the sight of the 'floating post office,' the SIU Great Lakes District-contracted J. W. Westcott, (J. W. Westcott Company) steaming towards their vessel in the Detroit River, is one of the most eagerly awaited moments of the year.

The 'floating post office,' a 40-foot power cruiser, gives the men an opportunity to keep in touch with their families and the outside world.

About 100,000 pieces of mail a year are handled by the cruiser, from April to early December. During that period the Lakes are ice-free and open to ships. The Westcott has to open her Diesel engines full throttle to keep pace with a large freighter.



Kleman

John Stevens, a wiper on the SIU Great Lakes District-contracted Alpena, explained to a LOG reporter how the Westcott delivers mail.

Brother Stevens also mentioned the coffee supplied by the Westcott. The company has a large blackboard chart listing the kind of coffee used on each ship that passes through the Detroit River. In addition to the brand name, the type of grind is noted. The ship places its coffee order and the delivery is made.

Laundry Service

Bob Kleman, Lakes District Seafarer, an oiler on the Harris Snyder, cited the laundry service provided by the Westcott. "We lower our laundry into the Westcott and after it's cleaned ashore, they return it to us."

Lakes Seafarers are also supplied by the Westcott with tobacco, candy, soap, toothpaste and just about every item they would need. Newspapers are also supplied. Every now and then, a crewman gets the word he's been drafted. In that case, the Westcott takes the future soldier ashore. Ailing crewmembers can also depend on her for quick response in an emergency, as the Westcott is on 24-hour call. The man's replacement is then transported back to ship by the Westcott.

The Westcott Company, located on First Street, Detroit, has a branch office at Port Huron and

another at the lower end of the river. When a ship passes a branch office, a crewman sometimes shouts an order for 'offee and supplies. The branch office telephones the order to the main office and the goods are delivered when the vessel passes the city.

The Port Huron station has three men on boat duty, plus three who work in the office. In addition to U. S. and Canadian vessels, the Westcott services vessels of all nations.

The mail boat was named for the late Captain John Ward Westcott, who sailed on the Lakes 90 years ago. Captain Westcott wanted to devise a plan to save time in Lakes shipping and make some money at the same time. He bought a rowboat and met the cargo barges as they towed past Detroit. He delivered mail

to the crew for 25 cents a letter. He also took orders for food and supplies. Working around the clock, sleeping between tows, Captain Westcott made a success out of the venture.

In the late forties, high operating costs resulted in the termination of U.S. Post Office deliveries on the Great Lakes. However crewmembers protested and Washington allowed private companies to bid for the mail contract. The job went to the company founded by Captain Westcott.

The Post Office Department once had a ruling that boats carrying the mail could transport nothing else and Westcott performed numerous chores for the lakers. Eventually, the ruling was relaxed and Westcott started handling mail.

PERSONALS

Charles W. Truenski

Please contact Mrs. N. White at 9 Laurence St., Lyman, S. C. 29365, as soon as possible.

Gustaf Johnson

Please contact your daughter, Mrs. F. Shepard, at 32-55 Steinway St., L. I. C. 11103, N. Y., as soon as possible in regard to a very important matter.

Claude Pritchett

Your sister, Mrs. Herman E. Daniel, 605 High Street, Farmville, Va. 23901, would like you to contact her as soon as possible.

Refund Checks

Income tax refund checks are being held for the SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif., 94105: **Margarito Borja, Andre W. Deriger, Leroy Gulley, Andrew W. Krueger, Jock On Lee.**

L. C. Cole

Please contact Mrs. Cole at 4057 Holly Drive, San Jose, Calif. 95127, as soon as you can.

Marvin Firmin

Your mother would like you to contact her as soon as possible. The address is Rt. 1, Box 412, Cottonport, La. 71327.

Edward Giordano

Please contact your wife, at Box 267, Stockton, N. J., 08559, as soon as possible.

George Flint

Your wife Mildred would like to hear from you in regard to an important matter. Contact her at 1428 W. Fayette St., Baltimore, 23, Md. Phone: 947-9364.

Ted Persiko

Get in contact with your family as soon as possible. They have some important information for you.

Karl Lamont

Your daughter would like to hear from you. Please get in touch with her as soon as possible.

Stein Kristhoff

Your family has had some problems in moving. Please get in touch with them as it is necessary that new arrangements be made.

P. Lawlor

Your wife is holding some important papers for you. Please get in contact with her immediately.

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. 11252.

Keep Informed On Welfare Rules

To facilitate the handling of welfare claims Seafarers are reminded of the following rules regarding payment:

- Failure to work at least 90 days for three consecutive years can result in the loss of prior employment credit for pension or disability purposes.
- Sickness and accident benefits are collectible only to the extent of eight dollars per day not paid by maintenance and cure or disability. Claim and receipt of both in excess of that amount can result in the loss of future benefits until the plan is reimbursed.



George Kerr shows Sam D'Amico, SIU administrative assistant, a watch presented to him by crew of the Puerto Rico as retirement present. Brother Kerr sailed 47 years in the steward department.

From the Ships at Sea

Ship's delegate Henry M. Connell reported on the Ocean Anna (Maritime Overseas) that "there are no beefs and all is well in all departments." The Captain reported that the ship may run to Charleston, then return to the Gulf area for the payoff. As yet, no orders have come in from the



Padgett

company. Mack Chapman, meeting chairman, wrote that an effort will be made to have a television set placed on board ship. Pete Triantafillos, meeting secretary, wrote that delegates elected were Billie Padgett, deck; Walter Ballou, engine; William McKeon, steward.



Meeting Secretary Oscar Raynor reported from the Del Oro (Delta) that steward W. H. Simmons "stated the merits of a mighty fine crew." The men turned in "another fine voyage," said Simmons. The Seafarers, in turn, gave a "standing vote of thanks to the steward department for a fine job." Ship's delegate Loyola Evans thanked the men for "the fine cooperation in all matters," with no beefs or trouble of any kind. The ship's treasury has \$31.08.



Evans

Meeting Chairman Pat Ryan reported that the only serious problem aboard the Yellowstone (Oriental Exporters) is some disputed overtime for five days lodging. "Everything else is fine," reported Brother Ryan. Bernard Mace, meeting secretary, reported that the treasury is down to \$1.20 after deductions for "ship's business." Engine department delegate Bart Power reported that one of his men was hospitalized in Mombasa, while another man had to leave the ship in India.



Mace

J. T. Dickeson, meeting chairman reports from the Steel Age (Isthmian) that "we have had a good trip. One crewmember, saloon pantryman L. Tarrats was hospitalized in Calcutta, India." Some disputed overtime, but otherwise everything is OK," reported Brother Dicke-



Motus

son. F. T. Motus, treasurer, reported to his shipmates that the ship's fund has \$6.05 in the kitty. Motus, who also served as meeting secretary, said that some repairs have been taken care of and that the others are being worked on. A vote of thanks was extended to the steward department for their good work and the baker has turned out some excellent pastries. The entire department has done well this trip.

Ship's delegate Thomas Fleming has done a fine job and his fellow Seafarers on the Halaula Victory (Isthmian) have given him a vote of thanks, according to meeting secretary Harold Strauss. The ship "had a fine Captain who worked with the ship's delegate and steward to help make it a pleasant trip." Brother Fleming reported. The steward department turned in a top-notch job and department heads reported no beefs. Engine delegate L. K. Harada reported some disputed overtime.



Strauss

Albert Tillett, 20: An automobile accident claimed the life of Brother Tillett on January 3, at Manns Harbor, N. C. He was born in North Carolina and lived in Wanchese, N. C. A member of the deck department, Brother Tillett joined the Union in Norfolk.

FINAL DEPARTURES

John Anderson, 67: Heart disease claimed the life of Brother Anderson on December 30, en route to USPHS Hospital, Boston. A member of the SIU since 1952, he joined the Union in the port of New York. He was born in Massachusetts and made his home in Boston. Brother Anderson sailed as chief cook and baker.



Earl Eggers, 66: Brother Eggers died on January 16, at the Delaware County Memorial Hospital, Delaware, Pa. He joined the union in the port of Philadelphia. A native of Bethel, Pa., Brother Eggers resided in Upper Darby, Pa. He sailed as tug captain and was employed by the Curtis Bay Towing Co. since 1930. Surviving is his wife, Christine.



William Johnson, 65: Heart disease claimed the life of Brother Johnson October 28, in New Orleans. A member of the SIU since 1938, he was on an SIU pension at the time of death. Born in the Virgin Islands, he resided in New Orleans. He joined the Union in that port and had sailed as steward and chief cook. His last ship was the William Carruth. He is survived by his daughter, Olivia, of New Orleans. The burial was in Providence Memorial Park, Metairie, La.



Wencil Oswald, 55: Brother Oswald died an accidental death on December 6 at the Lakefront Docks, Oregon, Wisconsin. He sailed on the Great Lakes and was last employed by the Tomlinson Steamship Company. Joining the Union in the port of New York, he sailed as steward.



Charles Odom, 18: Brother Odom died November 4 in New Orleans. Born in Poplarville, Miss., he resided in Slidell, La. Brother Odom sailed as an OS. He joined the SIU in the port of New Orleans. Brother Odom had been shipping on the Del Oro. Surviving are his parents, Mr. and Mrs. Charles Odom of Slidell. The burial was held in Forest Lawn Mausoleum, Slidell.



John Sutcliffe, 51: Brother Sutcliffe died in Veterans Administration Hospital, Philadelphia, Pa. on December 27. A member of the deck department, he joined the SIU in Philadelphia. Born in that city, he resided there at the time of death. Brother Sutcliffe served in the Navy from 1942 to 1946. His last vessel was the Halaula Victory. He is survived by his wife, Isabella. The burial was in Hillside Cemetery, Roselyn Mount, Pa.



Francisco Bueno, 56: Brother Bueno died in John Hopkins Hospital, Baltimore, January 15. He had been a member of the steward department, sailing as chief cook. Joining the union in the port of Baltimore, he sailed for 21 years. His last ship was the Gulfwater. At the time of death, he was on SIU pension. A resident of Baltimore, he was born in Manila. Surviving is his wife, Gertrude. Burial was in Loudon Park Cemetery, Baltimore.



SIU ARRIVALS

Louis Romero, born December 9, 1967, to Seafarer and Mrs. Jose L. Romero, Houston, Texas.

Eretta Adams, born November 3, 1967, to Seafarer and Mrs. Earl Adams, Mobile, Ala.

Raymond Fleck, born August 9, 1967, to Seafarer and Mrs. Raymond Fleck, Alpena, Mich.

Deborah Ottinger, born January 3, 1968, to Seafarer and Mrs. John H. Ottinger, Boothwyn, Pa.

Mary Michele Umphlett, born January 17, 1968, to Seafarer and Mrs. William Umphlett, White Stone, Va.

Dan Rocha, born December 14, 1967, to Seafarer and Mrs. Clemente Rocha, Jr., San Antonio, Texas.

John Wesley Cade, Jr., born August 22, 1967, to Seafarer and Mrs. John W. Cade, Mobile, Ala.

Christopher Lee Dunklin, born November 13, 1967, to Seafarer and Mrs. William Dunklin, Paramount, Calif.

Christopher Allen Goforth, born October 12, 1967, to Seafarer and Mrs. John J. Goforth, McMinnville, Tenn.

Gary Chadwick Arch, born December 31, 1967, to Seafarer and Mrs. Joseph G. Arch, New Orleans, La.

Donna Lee Willis, born January 11, 1968, to Seafarer and Mrs. Donald L. Willis, San Francisco, Calif.

Michelle Brander, born December 15, 1967, to Seafarer and Mrs. David A. Brander, Duluth, Minn.

Darnelle Shingleton, born October 10, 1967, to Seafarer and Mrs. James Shingleton, Baltimore, Md.

Jamie Lu Henly, born October 25, 1967, to Seafarer and Mrs. Gerard James Henly, New Orleans, La.

Laurie Stevens, born October 14, 1967, to Seafarer and Mrs. Walter C. Stevens, Arnold, Md.

Kyle Smith, born December 17, 1967, to Seafarer and Mrs. Harry Lee Smith, Galveston, Texas.

Roger Wall, born December 12, 1967, to Seafarer and Mrs. Samuel Wall, Channelview, Texas.

Susan Gail LeBlanc, born August 6, 1967, to Seafarer and Mrs. Irvin P. LeBlanc, Houma, La.

Phillip Smith, born November 21, 1967, to Seafarer and Mrs. P. C. Smith, Port Arthur, Texas.

SIU Lifeboat Class No. 193 Casts Off



After attending the SIU's lifeboat school, these men have passed Coast Guard examinations and are now lifeboat ticket holders. In the front row are Harold Edwards (left) and Michael Myers. Second row, (l-r): Al Kniffer, Ronnie Stanley, Leonard Montville, Manuel De Barros. Back row: Instructor Paul McGaharn, Luther Pack, Daniel Canton, Frank Kelly, Curtis Dowling, Floyd Taylor and Henry Hudson. The lifeboat school is in Mill Basin, Brooklyn.

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

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U.S. Looking For Bargains

To the Editor:

Doesn't it seem odd that this nation, with the highest standard of living in the world, can't build a merchant fleet befitting it? Isn't there something ironic about the Administration's pressing to build ships abroad because American shipyard and operating expenses are higher?

There are several reasons, good strong ones, that our merchant fleet should be bolstered much and quick. But it seems that there is a very basic question at the bottom of America's incoherent attitude toward the merchant fleet. Are we looking for the cheapest "bargain"?

If we are out for the fast buck, we may get the fast kick that we deserve.

Roger Buckridge

LETTERS To The Editor

Expresses Thanks For Union Aid

To The Editor:

This is to express our sincere appreciation for the help and kindness shown us after the death of my husband.

The floral offerings from the Transhantford and Seafarers and officials in the New Orleans hall, plus the assistance from those officials and brothers at the funeral are appreciated. We also thank the union for the speed in which the welfare department handled his death benefits.

We also wish to thank the LOG for its final departure notice. Our special thanks go to those aboard ship who tried to give him aid and comfort during his illness and for their help and thoughtfulness since their return to the states.

Gratefully yours,
Mrs. June Cates,
Johnny and Mark
Marrero, La.

Seafarer's Widow Thanks Union

To The Editor:

I desire to acknowledge receipt of your sympathy card as well as the death benefit which I recently received.

I sincerely appreciate your offer of advice or assistance and should the occasion arise, I will certainly contact your welfare service department.

Sincerely yours
Bernice Sinnott
Daly City, Calif.

Welfare Plan Aids Seafarer

To The Editor:

This is a letter of thanks to those responsible for administering welfare benefits to union members.

I have had some extensive medical care since September of 1967 and was hospitalized three times for a total of 76 days. The Seafarers Welfare Plan has met the bulk of the

expenses, amounting to a sizeable sum indeed.

We are grateful to all those concerned and commend the Seafarers Welfare Plan. I thank you for your help and concern.

Sincerely
Mrs. Ben Fitte
Corpus Christie, Texas

Drug Companies Bilking Public

To the editor:

How long can the drug fraud go on? Everybody knows that we are paying outrageous prices for our drugs and that the drug companies are making millions off of our backs.

Sure, from time to time we expose some price fixing that has been going on among the companies, but when the dust has died they will still be charging us the same jacked-up prices as before.

I am tired of getting bilked by these thieves, and I think the government has to do something to stop these companies from eating up my pay check with their high-priced and in many cases, useless drugs.

Ted Niederhuber

Is the U.S. Really Civilized?

To the editor:

After reading your story on migrant farm workers in the LOG, I cannot understand the reason why these workers are not covered under the National Labor Relations Act. Every other worker in this country has the right to join a Union and this right is protected by law.

Can it be that farm workers are the chosen ones? What I mean is that they have been chosen to do all the stoop labor in this country at the lowest wage that can be paid.

Is the U.S. the land of opportunity only for those who are deemed entitled to have a share in our great wealth?

Somehow, the farmworkers have been added to the U.S. list of second class citizens and what we as a nation are saying to them is that we have decided to exclude them from protection under our labor laws and therefore leave them wide open for exploitation at the hands of the growers.

There is a growing inconsistency in what America preaches and what the reality of life is here.

On one hand, we create all types of tax loopholes for the rich to get richer, and with the other hand deny our neediest citizens the right to even join a Union.

In addition, in our own Congress there is debate going right now on whether Negroes should have the same rights that white citizens in this country have had for hundreds of years. One area under protest is their right to use public accommodations.

Until this country accords full rights to all citizens, we can never call ourselves an advanced or civilized nation.

No one can dispute that we are the leading technological and industrial nation in the world. It is in our treatment of human beings that we fall far short.

Daniel Felix

Seafarers Get Red Carpet Treatment During Visit to Governor of Guam

Seafarers David Warden and D. N. Pape have been enlisted as unofficial good will ambassadors for the island of Guam by the island's Governor, Manuel F. L. Guerrero. The two seafarers met him after a chance meeting with his secretary in the seamen's club in Guam.

Their interview with the Governor was reported to the LOG by Alfred Hirsch, ship's delegate on the Selma Victory and himself an admirer of the island's charms. "The boys met the secretary and after chatting with her awhile asked her if they might have an opportunity to meet the Governor," reported Brother Hirsch. She told them she'd try to arrange an appointment and, somewhat to their surprise, the Governor granted them an appointment in the executive mansion.



Hirsch

Warden and Pape called on Governor Guerrero the following day and "he really treated us royally." The boys got a terrific thrill out of it and said they were very well received, reported Brother Hirsch. They met with the Governor for some 90 minutes and the visit included a tour of the executive mansion and a look at the Governor's collection of rare fish which are mounted on a wall.

The Governor was "extremely interested in the American seaman and the state of the merchant marine," reported Hirsch. Governor Guerrero asked the two about their families, schooling, what made them go to sea. They even discussed politics awhile and the Democratic Governor didn't mind when one of the youths told him he was a Republican.

An appointee of the late President Kennedy, the Governor talked of his desire to promote Guam as a future tourist attraction. It is hoped that in the near future, some new hotels will be built, the Governor said.

"Guam is a great place to visit, especially for a young man," reported Brother Hirsch. Especially for those who like swimming and skin diving. The two Seafarers took some coral home with them for souvenirs.

Brother Hirsch was not new to the island, having visited there with the Navy during World War II. The citizens, called Guamese, are very friendly, he said, and many would like the island to become a U. S. state. A tourist boom



David Warren shakes hands with Governor F. L. Guerrero of Guam. Seafarer Warren was a member of the Salem Victory steward dept.

would be beneficial to Guam, since 90 per cent of the people are dependent on American military installations for their livelihood.

Seafarer Hirsch, Warden and Pape sailed in the steward department. Brother Hirsch, a native of London who lives in New York, is a cook while Warden sails as

pantryman and Pape is a galleyman.

Brother Hirsch spoke highly of Guam's USO. Unlike some places in foreign ports, "seamen are always welcome here," he said. No hard liquor is served, but there's good food, cigars and cigarettes and for relaxation, cards, ping pong and billiards.

Four More Seafarer Veterans Join Growing Pension Ranks



Brennan

Kennedy

Pashkoff

Smith

Four more Seafarers have been added to the SIU pension list and are guaranteed a lifetime of retirement security. The new SIU pensioners include: Joseph Brennan, John Kennedy, Julius Smith and David Pashkoff.

Joseph Brennan sailed as FOW and joined the Union in Philadelphia. A 27-year veteran, he was born in Pennsylvania and resides in Philadelphia with his wife, Dorothea. His last ship was the Columbia.

John Kennedy has sailed since

1939. He joined the SIU in New Orleans. A native of Louisiana, Brother Kennedy lives in New Orleans with his wife, Leah. An AB, his last ship was the Del Sud. David Pashkoff sailed as AB and joined the Union in the port of New York in 1948. Born in New York, he now lives in Edison, N. J. Brother Pashkoff's last ship was the Tuscon Victory.

A member of the SIU since 1947, Julius Smith sailed as chief electrician. He joined the Union in Baltimore. A native of Pennsylvania, he lives in Virginia with his wife, Martha. Brother Smith's last ship was the Oakland.

Del Oro Chowhounds in Good Hands



These veteran Seafarers helped turn out a fine Christmas dinner on the Del Oro (Delta). From left: Theodore Harris, cook and baker; W. H. Simmons, steward and William Autry, Jr., chief cook.

Write to the LOG

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Mar. 12—2:30 p.m.
 Mobile Mar. 13—2:30 p.m.
 Wilmington Mar. 18—2:00 p.m.
 San Francisco Mar. 20—2:00 p.m.
 Seattle Mar. 22—2:00 p.m.
 New York Mar. 4—2:30 p.m.
 Philadelphia Mar. 5—2:30 p.m.
 Baltimore Mar. 6—2:30 p.m.
 Detroit Mar. 8—2:30 p.m.
 Houston Mar. 11—2:30 p.m.

Great Lakes SIU Meetings

Detroit Mar. 4—2:00 p.m.
 Alpena Mar. 4—7:00 p.m.
 Buffalo Mar. 4—7:00 p.m.
 Chicago Mar. 4—7:00 p.m.
 Cleveland Mar. 4—7:00 p.m.
 Duluth Mar. 4—7:00 p.m.
 Frankfort Mar. 4—7:00 p.m.

Great Lakes Tug and Dredge Region

Chicago Mar. 12—7:30 p.m.
 †Sault St. Marie Mar. 14—7:30 p.m.
 Buffalo Mar. 13—7:30 p.m.
 Duluth Mar. 15—7:30 p.m.
 Cleveland Mar. 15—7:30 p.m.
 Toledo Mar. 15—7:30 p.m.
 Detroit Mar. 11—7:30 p.m.
 Milwaukee Mar. 11—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Mar. 12—5:00 p.m.
 Mobile Mar. 13—5:00 p.m.
 Philadelphia Mar. 5—5:00 p.m.
 Baltimore (licensed and unlicensed) Mar. 6—5:00 p.m.
 Norfolk Mar. 7—5:00 p.m.
 Houston Mar. 11—5:00 p.m.

Railway Marine Region

Philadelphia Mar. 12—10 a.m. & 8 p.m.
 Baltimore Mar. 13—10 a.m. & 8 p.m.
 *Norfolk Mar. 14—10 a.m. & 8 p.m.
 Jersey City Mar. 11—10 a.m. & 8 p.m.

United Industrial Workers

New Orleans Mar. 12—7:00 p.m.
 Mobile Mar. 13—7:00 p.m.
 New York Mar. 4—7:00 p.m.
 Philadelphia Mar. 5—7:00 p.m.
 Baltimore Mar. 6—7:00 p.m.
 †Houston Mar. 11—7:00 p.m.

DIRECTORY of UNION HALLS

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

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 Cal Tanner

VICE PRESIDENTS
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 Robert Matthews

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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.)

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

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

Jamestown Sterling Corp.
 (United Furniture Workers)

White Furniture Co.
 (United Furniture Workers of America)

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

Boren Clay Products Co.
 (United Brick and Clay Workers)

"HIS" brand men's clothes
 Kaynee Boysewear, Judy Bond
 blouses, Hanes Knitwear, Randa
 Ties, Boss Gloves, Richman
 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)

Marx Toy Company
 (International Association of
 Machinists and Aerospace
 Workers)

Giumarra Grapes
 (United Farm Workers)

Pioneer Flour Mill
 (United Brewery, Flour, Cereal,
 Soft Drink and Distillery Workers
 Local 110, San Antonio, Texas)

**Gypsum Wallboard,
 American Gypsum Co.**
 (United Cement Lime and
 Gypsum Workers International)

DIGEST of SIU SHIP MEETINGS

SEAFARER (Marine Carriers), January 28—Chairman, W. Newson; Secretary, E. LaRoda. Beef regarding the captain will be taken up with patrolman. Discussion held about shortage of stores. The steward department is doing a wonderful job with what they have to work with.

YELLOWSTONE (Oriental Export), January 28—Chairman, Pat Ryan; Secretary, Bernard Mace. \$1.20 in ship's fund. Some disputed OT in deck department. Vote of thanks to the galley and messman.

STEEL VENDOR (Isthmian), December 23—Chairman, Fred Shaia; Secretary, James Sheets. \$34.20 in ship's fund. No beefs and no disputed OT reported. Motion was made to have all draws in foreign ports made in American money instead of travelers checks. Brother A. Abrante was elected to serve as ship's delegate. The steward thanks all hands for the donations made for the children's party in Saigon. Vote of thanks was extended to the steward department.

SEATRAN SAVANNAH (Hudson Waterways), January 28—Chairman, William Hart; Secretary, Webb Poplin. Ship's delegate reported that everything is running smoothly except for delayed sailing in Long Beach, will be taken up with patrolman upon arrival in States.

SELMA VICTORY (South Atlantic Caribbean), December 17—Chairman, Alfred Hirsch; Secretary, T. King. Some disputed OT in deck and engine departments. Chief cook is doing a good job as cake baker.

HALCYON PANTHER (Halcyon), December 20—Chairman, George Stanley; Secretary, Edward J. Wright. \$26.00 in ship's fund. No beefs were reported by department delegates. Brother Charles Barbone was elected to serve as ship's delegate. All crewmembers in favor of retirement after 20 years of service.

PECOS (Oriental Exporters), January 25—Chairman, Louis W. Cartwright; Secretary, C. E. Turner. \$24.70 in ship's fund. No beefs reported by department delegates.

WAYNE VICTORY (Marine Carriers), January 21—Chairman, E. E. Harris; Secretary, D. Pruett. \$41.00 in ship's fund. Brother E. Len was re-elected to serve as ship's delegate. One crewmember's mother passed away and crew sent sympathy wire and basket of fruit to family. No beefs were reported by department delegates.

MISSOURI (Meadowbrook Transport), January 28—Chairman, H. F. Munzert; Secretary, M. Bugawan. Some disputed OT in deck department to be taken up with patrolman. Beef regarding getting a draw before arrival in port.

TRANSNEIDA (Hudson Waterways), January 14—Chairman, M. W. Murphy; Secretary, R. Mills. No beefs reported by department delegates. Brother M. W. Murphy was elected to serve as ship's delegate. This is a new SIU-contracted ship that has been in the bone yard for 12 years and in need of a lot of repairs which the crew is doing.

BURBANK VICTORY (A. L. Burbank), Secretary, E. A. Stanton. Secretary, Herbert E. Atkinson. No beefs reported by department delegates. Ship sailed two men short.

STEEL ARTISAN (Isthmian), January 7—Chairman, J. Ohannasian; Secretary, R. E. Jackson. \$10.61 in ship's fund. No beefs were reported by department delegates.

SACRAMENTO (Sacramento Transport), January 28—Chairman, D. B. Sacher; Secretary, R. L. Ashcraft. No disputed OT and no beefs aboard.

CORTEZ (Cortez Shipping), December 3—Chairman, M. B. Woods; Secretary, J. E. Higgins. Vote of thanks was extended to Brother H. DeBolsler, ship's delegate, and to the chief steward, Brother J. E. Higgins and the entire steward department for a job well done.

STEEL KING (Isthmian), January 21—Chairman, M. E. Greenwald; Secretary, F. Phillips. Brother L. J. Beece was elected to serve as ship's delegate. No disputed OT was reported. Everything is running smoothly except for beef with chief engineer who is trying to run the ship and is trying to give everyone a hard time.

HALAULA VICTORY (Isthmian), January 14—Chairman, Thomas Fleming; Secretary, Harold D. Strauss. Some disputed OT in engine department. Motion was made to eliminate age as far as retirement is concerned for those with 12 years sea time and 20 years in the SIU. Vote of thanks to the ship's delegate for doing a fine job. We had a fine captain who worked with the ship's delegate and the steward to make this a good trip. Vote of thanks to the steward department for a job well done.

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1980, New York 4, N. Y.

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

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

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

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

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

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

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

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

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

The Search for Lost Civilizations

IN THE TWILIGHT of prehistoric time, a legend was born which has intrigued people around the world for ages. In one day and night, so the tale goes, the life of the huge continent of Atlantis and its mighty civilization was snuffed out as the Earth opened its jaws and took a bite. All that remained was the churning ocean and memory.

Researchers are now peeling away the shroud of mystery and are coming up with some interesting discoveries: A gigantic five mile underwater staircase carved in Puerto Rico's continental shelf; engraved stone columns jutting from the ocean floor thirty miles from Peru; fossils of mammoths in the middle of the North Sea; and, some say, actual footprints of a human-like creature now alive on the floor of the Arctic Ocean!

To many skeptics, it is too much to believe that at one time the planet shook, mountains groaned, plains creaked, winds howled, and trembling continents disappeared in agony. It's apparently not enough that earthquakes rocked Alaska and Chile only a few years ago, or that undersea quakes have slammed tidal waves into Japan and Hawaii, or that a rift in the earth has San Francisco and Los Angeles sliding toward each other at two inches each year.

But it happened. Atlantis is not the only continent to vanish. Not only did the lands of Mu, Lemuria, Pan Laurasia, Gondwanaland and Hyperborea sink or crack apart and drift away millions of years ago, but the seas also swept over North America, Africa, and Europe several times.

In "The Sea Around Us," the late Rachel Carson explained that "Probably the greatest flooding in earth's history took place about 100 million years ago. Then the ocean waters advanced upon North America from the north, south, and east. They ended by making an inland sea about 1,000 miles wide. It extended from the Arctic to the Gulf of Mexico and then spread eastward to cover the coastal plain from the Gulf to New Jersey . . . about half of America was under water. . . ."

"With variations, this happened again and again. Some 400 million years ago, the seas drowned more than half of North America, leaving only a few islands, large and small."

Continent-submerging floods have been so great, she notes, that evidence shows that the 20,000-foot high Himalayan Mountains were covered by the sea 50-million years ago.

If Atlantis and the other lost continents did exist, then, where are they now?

In 1966, the Woods Hole Oceanographic Institute, collaborating with the University of Athens, claimed to have discovered Atlantis in the Mediterranean area. An earlier private research team had claimed that Atlantis was off the west coast of Spain. Some say Atlantis may be near Australia, but that area has been identified by others as Gondwanaland. Nobody seems to know for sure.

In the North Sea, midway between England and Denmark, fishermen's nets have been pulling up fossilized bones of stone age bears, oxen, bison, the woolly rhinoceros, and mammoths, as well as man-made tools. Scientists have reasoned that the area (known as Dogger Bank) was once high and dry until the last ice age drew to an end and melting glaciers slowly drowned the land. There were few remains of human bones, but this was probably because the people of the time had enough sense to migrate to safety. Perhaps this was Atlantis. But if so, it doesn't match the fable of Atlantis' advanced civilization.

Then there is the case of Puerto Rico.

"We never thought we'd have to go down a five-mile flight of steps in a bathyscaph." So said a visibly shaken Captain Georges Houot and Lieutenant Gerard de Froberville of the French Navy, when they emerged from their diving chamber. They had just descended the 135 million-year-old continental shelf off the northern coast of Puerto Rico, to the deepest known point in the Atlantic Ocean.

Froberville explained that their rough descent to the ocean floor was caused by their bumping down

eroded, but nearly perfectly-formed, gigantic steps carved out of the aged shelf's solid rock.

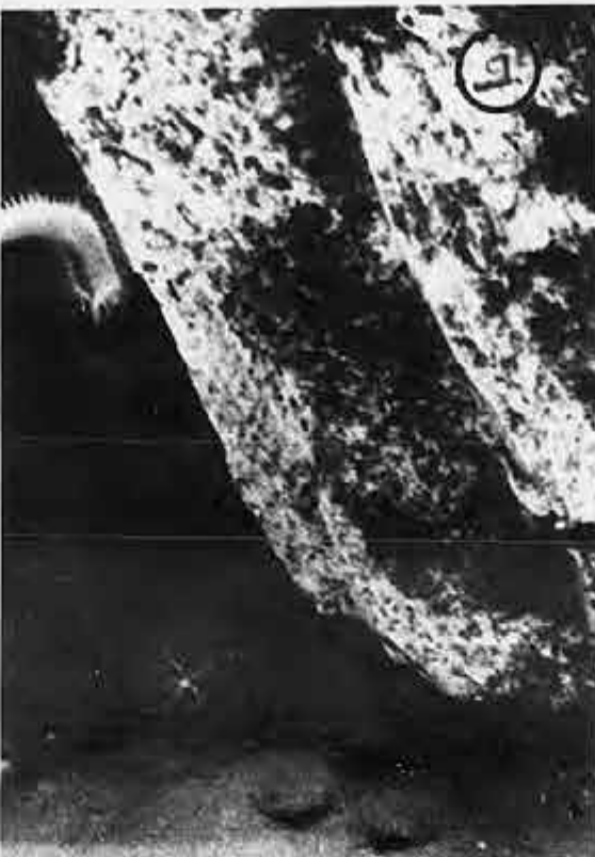
Odds against the huge stairway being formed by nature are phenomenal. Then how, and why, did they get there? Columbia University scientists have suggested that they were actually constructed by tremendous humanoid creatures before the oceans rushed in. The New York Herald Tribune suggested that perhaps such creatures built the steps afterwards, for purposes we can only guess at. If such creatures did, or do, exist, such a feat would require a good amount of intelligence and skill. Could they be the remnants of the lost civilizations?

Excitement flared a few years ago when Columbia University oceanographers discovered what looked like giant human footprints, freshly made, on the floor of the frigid Arctic Ocean.

The oceanography team had been photographing the ocean floor there during the International Geophysical Year in the late nineteen-fifties. They lowered special cameras on cables 1,000 fathoms deep. The pictures showed nothing unusual at first, just grayish silt, apparently undisturbed for eons. Later on the expedition returned to the same spot to take more pictures. This time their photos revealed what were thought to be huge, equally-spaced humanoid footprints of something that might have walked by to see what all that bright photographic equipment was doing dangling on lines stretching up to the murky surface.

After a period of puzzlement, the team decided that the odd imprints were actually caused by common types of fish that scrounge the ocean beds for food, churning up the silt, or by certain types of seaworms that curl up on the bottom.

But that didn't satisfy some people. Why, they asked, are the imprints so much the same? Why do they look somewhat human? Why are they evenly-spaced as though someone had walked by? The Herald Tribune editorialized that "Scientists aren't sure just what is making these footprints, but now we have these monsters, or whatever they are, walk-



These odd stone pillars, photographed off Peru by Dr. Robert Menzies of Florida State Univ., are 1,000 fathoms deep and may be man-made. Note possible human writing in circle.

Shoreline near Rome (top right) is thought by Italian Archaeologist C. Cattoi to be gateway to city in Atlantis. Below is his tracing of photo showing animal sculpture he believes carved by people of lost continent to guard their city which is now under the sea.

ing around on the bottom of the Arctic Ocean."

If these really are evidence of giant humanoids, many have asked, could these creatures have built that "staircase"?

"Who ever said the people of Atlantis were giants?" one might wonder. Evidence is now being found to show that our ancestors may indeed have been huge and quite different than we think. In 1926, a Montana coal mine 30 million years old yielded tremendous bones and skulls identified as human! And fossilized footprints near the Tennessee River were believed made by a giant human whose six-toed foot was three-and-a-half feet long and 13 inches wide at the heel.

In April, 1956, the Miami Herald told of a father-son diving team that went scuba diving off the island of Bimini in the Bahamas. Seventy feet down, they were amazed to see the sheared tops of great marble columns, lined up in rows, and stretching into the depths. Their find was independently corroborated shortly afterward. No answer has been found, and the columns are still there for anyone to see.

In April of 1966, Dr. Robert Menzies (then Director of the Duke University Marine Laboratories) was searching the undersea seismic trench 30 miles off the coast of Peru for a certain fossil. He lowered his cameras more than 1,000 fathoms into the depths, switched on the camera lights, and unexpectedly got photographs of something that should have rocked the scientific world: shots of large stone columns, apparently with some sort of alien writing engraved on them, poking up from the silt. Among the two-foot-wide columns, reported Menzies, was a massive rectangular block of stone—a roof, perhaps, of an Atlantean assembly hall?

The answer to this discovery may not be known for a long time, and in fact no more is known about it since Menzies' 1966 expedition. Why? According to Menzies, no interest from others, no backers. Now at Florida State University, a disenchanted Dr. Menzies told the LOG that if anyone came forth to back an expedition, they would be most welcome.

A cliff at Ansedonia, 70 miles north of Rome, adds one more possible clue to Atlantis. Italian archaeologist Constantino Cattoi believes the strange rock formations in the cliff are actually huge rock sculptures of animals, which he is convinced were carved by the people of the lost continent, and which stand by the edge of the gates to one of its sunken cities.

Today, technology is bringing about new methods of undersea research: sophisticated oceanography ships, deep-diving submersibles and submarines, underwater satellites to track currents and detect other phenomena, and more. Each development brings the solution of Atlantis' fate closer.

The answers are hazy. But the questions are being asked. And the history of a world and its people is in the offing.





Life Saver

SIU BLOOD BANK

Since its inception on January 6, 1959, the SIU Blood Bank has provided more than 6,800 pints of blood to help save the lives of Seafarers and their families.

Any Seafarer or member of a Seafarer's family who is injured or becomes ill in any A&G port can draw against the blood credits built up in the Union's blood bank by going to his local hospital. The provisions of the SIU Blood Bank system assure necessary transfusions without delay.

In the case of an emergency, this prompt availability can be of priceless value when there is no time to seek out donors of blood—often needed in large quantities—and have it checked before receiving transfusions.

One youngster, the son of a Seafarer who ships out of the Gulf ports, has already received well over 100 pints of blood through the system thus far. A hemophiliac, the boy is in constant danger of death from the smallest cut because his own blood will not coagulate to close the simplest of wounds. Because of the large amounts of blood always on hand through the SIU Blood Bank,

he will continue to have this lifesaving fluid available to him at all times in the future as it has been in the past.

There is a constant demand for the restorative powers of blood. It is needed to restore vital body fluids during an operation. It helps a patient recover from shock. Those, weakened through sickness, require blood transfusions before they can be successfully operated on. One Seafarer who had to undergo a chest operation needed 25 pints of blood from the SIU Blood Bank to see him through the surgery.

In order for blood to be continually available to Seafarers and their families, however, the need to replenish the supply and keep it at the proper emergency level is constant.

Any Seafarers or members of their families who wish to donate blood in New York are asked to report to the Brooklyn SIU clinic. In other SIU ports, arrangements for donations can be made through the port agents. Only a few minutes is required to donate blood and in time of need each pint could mean the difference between life and death.