

## IMPROVING THE PENSION PLAN

The Seafarers International Union, in forthcoming contract negotiations, will move for improvements in the pension plan.

The Union, as part of the preparation for these talks, has been surveying the features of various pension plans. Our purpose has been to consider every possible approach to the problem of assuring our members that they are properly protected in their retirement years.

A pension program must be a living document—capable of changing to meet the changing needs of the membership it safeguards. The Union's responsibility, therefore, is to know the members' attitudes on a variety of benefits—for a pension program is a complex thing.

There are many questions that must be answered:

- Do the members want a program geared solely to the monthly pension payment?
- Or do they also want adequate protection against the heavy cost of long illnesses?
- Do they want a pension that provides benefits only for themselves?
- Or do they also want assurances that their dependents, too, will be protected?
- Do they want to gamble on staying fit for duty until they reach retirement age?
- Or do they also want a program that provides adequate retirement pensions in case of disability?

To these questions, the Union must add one of its own:

How do we develop a plan with the broadest possible coverage—and at the same time that is financially sound—that protects the member, good times or bad?

In arriving at the answers to these questions, and many others, the membership will be deeply involved. Whatever proposals are made to management will come only after thorough discussion and action by the membership.

For that reason, this issue of the LOG puts at the disposal of the members factors that will aid them in their discussion and decision-making.

We have set down the features of the existing SIU plan—because every member should understand precisely what he has now, the benefits he derives from the present plan, and how it operates.

The Union thinks it would also be useful to the membership, in considering possible changes, that it review the features of a plan in the same industry, dealing with problems which are the same insofar as the individual is concerned. Therefore the brochure makes comparisons between the SIU plan and that of the National Maritime Union.

This is not to say that one is better than another—it is done only to make possible an objective study by the membership.

Each member is urged to study this document carefully, and to use it as the basis for continuing discussions aboard ship and in the union halls—because it is from these discussions that the ultimate contract proposal will come.

While these discussions are being held, the Union will continue its study—calling on the best-trained experts in the pension field for advice. To assist with this part of the preparation for the forthcoming contract negotiations, this issue of the LOG carries on the back page a Pension Data Questionnaire and a place for any comments which a member wishes to make. Each member should fill this out and forward it to Union Headquarters.

In addition to assisting the Union, this form will enable each member to know precisely where he stands in respect to his own pension credits.





## BENEFIT

## SIU-AGLIW DISTRICT

### PENSION CREDITS (Applies to All Pensions)

Pension credits are given for each day worked under covered employment. Pension credits are also given for inpatient and outpatient hospital time and for sickness and accident time, not to exceed 1,825 days of the total pension credit requirements of 5,475 days. For purposes of the disability pension credit requirements 1,460 of the 4,380 days may be inpatient and outpatient hospital time and sickness and accident time.

### BREAK IN SERVICE RULE (Applies to All Pensions)

Pension credits earned before October 1, 1967, cannot be lost by a break in service prior thereto.

After October 1, 1967, a seaman must have 90 days of covered employment in any one of 3 consecutive calendar years to avoid a break in service and loss of prior pension credits.

### NORMAL AND/OR SERVICE PENSION

\$250.00 per month for deep-sea sailors.

*Eligibility requirements:* 15 years (5,475 days) of pension credits with no time limitation, is age 65 or over, has 90 days of covered employment during the calendar year preceding his date of application, and has one day of employment during the 6-month period immediately preceding such application.

Eligibility extended for military service, disability and certain non-seatime.

### REDUCED AND EARLY RETIREMENT PENSIONS

SEE NORMAL PENSION ABOVE

### DISABILITY PENSION

\$250.00 per month for deep-sea sailors.

*Eligibility requirements:* Permanent disability at any age, provided the employee has pension credits for 12 years (4,380 days) of qualifying time, and has accumulated at least 90 days of covered employment during the calendar year preceding his date of application, and at least one day of employment during the 6-month period immediately preceding his date of application.

<i>Years of Pension Credit</i>	<i>Amount of Disability Pension Regardless of Age</i>
12 or Over	\$250.00

Eligibility extended for military service, disability and certain non-seatime.

### DEATH BENEFIT

\$4,000.00 if the designated beneficiary is a pensioner's wife, child, step-child, mother, father, brother, sister, grandchild, grandparent, step or half-brother and sister, step-mother or stepfather.

\$1,000.00 payable to any other class of beneficiaries not listed above.

### PENSIONERS' WELFARE BENEFIT

*Pensioners:* Payment for life without limitation of all medical costs including surgery, hospitalization, drugs, nursing homes, dental care, artificial limbs, wheel chairs, hearing aids, glasses, crutches, etc.

*Pensioner's Dependents:* Eligible for schedule of dependent's benefits under Seafarers Welfare Plan which includes hospital room and board, hospital extras, blood transfusions, doctor's visits at hospitals, surgical, diagnostic, medical extras, optical, etc. These benefits shall continue during the pensioner's life and for six months thereafter.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text.)



# NMU

Pension credits are given as follows:

*Periods commencing January 1, 1951:*

200 days or more in covered employment, including certain disability time, counts as a year's credit (4 quarters). If less than 200 days are accumulated in any year, quarter-year unit credits are as follows:

Days of covered Employment in Calendar Year	Quarters to be Credited
Less than 50	0
50 to 99	1
100 to 149	2
150 to 199	3

*Periods before January 1, 1951:*

To receive pension credit for any employment before January 1, 1951, must have at least 200 days of covered employment, including certain disability time, in the three year period between January 1, 1951 and December 31, 1953 and have ten years of pension credits earned after January 1, 1951.

If a seaman does not work in covered employment for at least 200 days in any period of three consecutive calendar years after January 1, 1953, and for at least 300 days in any period of three consecutive calendar years after January 1, 1969, it shall constitute a break in employment and his previous pension credits shall be cancelled.

\$250.00 per month for deep-sea sailors.

*Eligibility requirements:* 20 years (80 quarters) of pension credit within 30 consecutive years, at any age, for those employees who must work past January 1, 1969 to earn the 20 years (80 quarters). The 30-year rule does not apply if 20 years (80 quarters) are earned before January 1, 1969.

Eligibility extended for military service, disability and certain non-seatime.

## REDUCED PENSION

\$187.50 to \$250.00 for seamen who are not entitled to a Normal Pension or a Service Pension.

*Eligibility requirements:* This pension available only to those seamen who were 65 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time in accordance with the following table of benefits:

Number of Years of Qualifying Time	Amount of Pension
15	\$187.50
16	200.00
17	212.50
18	225.00
19	237.50
20	250.00

## EARLY RETIREMENT PENSION

\$131.25 to \$235.00 as a Percentage of Normal or Reduced Pension.

*Eligibility requirements:* This pension available only to the seamen who were 60 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time. Amount of pension is a percentage of the Normal or Reduced Pension he would have been entitled to if he were 65 years of age at the time when his Early Retirement Pension first becomes payable. The following table of benefits indicates the amount of benefit payable:

Age	Seatime-Years					
	15	16	17	18	19	20
	Benefit Amount					
60	\$131.25	\$140.00	\$148.75	\$157.50	\$166.25	\$175.00
61	142.50	152.00	161.50	171.00	180.50	190.00
62	153.75	164.00	174.25	184.50	194.75	205.00
63	165.00	176.00	187.00	198.00	219.00	220.00
64	176.25	188.00	199.75	211.50	223.25	235.00

\$50.00 to \$250.00 for deep-sea sailors.

*Eligibility requirements:* Permanent disability for those under age 65 provided they have credit for a least 15 years (60 quarters) of service.

Those over 65 must have actually been employed in covered employment for at least 200 days after December 31, 1960 and must have credit for at least 10 years of service (40 quarters).

The years of service on which a claim is based must be earned within a number of consecutive calendar years determined by adding 10 years to the actual years of service at time of filing.

Years of Pension Credit	Amount of Disability Pension	
	Over 65	Under 65
10 to 14	\$ 50.00	—0—
15	187.50	187.50
16	200.00	200.00
17	212.50	212.50
18	225.00	225.00
19	237.50	237.50
20	250.00	250.00

Eligibility extended for military service, disability and certain non-seatime.

\$3,500.00, less any Pension payments received, but not less than \$1,500.00 payable to pensioner's wife, child, mother, father, brother or sister.

*Pensioner and Pensioner's Dependents:* The total amount of benefits payable to the pensioner and his dependents collectively shall not exceed a lifetime maximum of \$750.00.

In addition, a pensioner is entitled to a hearing aid benefit up to a maximum \$325.00 once every four years.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text thereof.)

# A Guide to the Pension Data

In comparing the features of pension plans, it is important not only to consider the amount of the pension payment, or the period of time required for eligibility, but the provisions which govern how you become eligible, and how you maintain your eligibility.

Both the SIU and NMU full pensions provide for payment of \$250 monthly. However, each carries with it certain fringe benefits which differ as to the amounts payable, type of coverage and eligibility requirements.

## Regular Pension

In both pension plans, the key is "pension credits," not necessarily years of service. Under the SIU plan, there is a simple formula—giving the seaman the broadest latitude in accumulating credits toward his pension. The NMU plan contains a more complex formula than the SIU plan with respect to past service in the industry, and a sliding scale with respect to future service.

As the comparison of the various features of the two plans in the adjoining columns shows, eligibility for the SIU normal pension is attained at age 65 with 15 years of pension credits. There is no limitation on time for attaining eligibility, which means that an SIU seaman's pension credits began with the time he first began sailing.

The NMU requires 20 years of pension credits within 30 consecutive years for retirement at any age. Obviously this is a very attractive feature; however, to achieve retirement at any age, the NMU plan, as of January 1, 1969, closed off pension credits earned prior to 1939 in computing future pensions.

Furthermore, in order to maintain the 20-year pension, the NMU found it necessary to tighten up the break-in-service rule by adding 100 days to the previous time required to be worked in any three-year period to maintain eligibility, bringing the new level to 300 days. Prior to that it was 200 days for the same period. Under the SIU plan, a seaman must have 90 days of covered employment in any one of three consecutive calendar years to avoid a break in service.

## Disability Pension

The SIU's disability pension provides a monthly benefit of \$250 for a man disabled at any age, if he has had 12 years of service credits, one-third of which may be for in-patient and out-patient hospital time and sickness and accident time.

The NMU's disability pension provides a scale of benefits from \$50 to \$250 a month, depending on the sailor's age and years of service, and provides credits for hospital time. No disability pensions are payable to a man with less than 15 years of pension credits, unless he is over 65 at the time of disability. And the \$250-a-month maximum is available only to men with 20 years of pension credits—at which point they would be eligible, in any event, for full pension irrespective of disability.

## Death Benefits

With respect to death benefits, the SIU's are paid to any beneficiary selected by the retiree, and remain constant throughout the years. The NMU death benefit is limited to fewer beneficiaries, is smaller to begin with, and is subject to being discounted by more than 50 percent as the years go by.

## Medical Benefits

Medical benefits are an important element in a retirement plan because two factors come into play for the retiree:

- (1) As he advances in age, his medical costs go up; and
- (2) These higher costs are incurred at a time when his income is reduced.

Under the NMU plan, a \$750 ceiling is placed on all of the medical expenses ever incurred by the retiree and his dependents. This is an absolute maximum—no matter how long the pensioner lives, and no matter how many hospital bills he and his dependents, collectively, incur.

The pensioner in the SIU has unlimited medical coverage for himself. His dependents, meanwhile, are eligible for the same schedule of Seafarers Welfare Plan benefits that have been available to them during his days as an active seaman—plus the fact that these benefits continue for the pensioner's dependents for six months after his death.

## Conclusion

Obviously, any pension plan review can carry only the highlights of the respective documents. These are lengthy, they have been amended several times, and they deal in great detail with each feature. Therefore, complete copies of both the SIU and NMU pension plans are being made available in all SIU ports so that members wishing to do so can examine them in detail.

The foregoing comments are offered to help the members evaluate the relative merits of the various elements that make up a complete pension program. This evaluation will make it easier for the members to express their views on the direction in which the SIU should now proceed with respect to the future.

(Now proceed to the back page and complete the Pension Data Questionnaire.)



## SIU Issues Strong Protest Against Closing of Detroit USPHS Facility

WASHINGTON—The SIU has filed a strong protest against the closing of in-patient facilities at the Public Health Service Hospital in Detroit, Michigan, as set forth in an April 2 directive of the Department of Health, Education and Welfare. SIU President Paul Hall

## New Record Set For Ship Traffic In Panama Canal

Panama Canal traffic broke all previous records set during the canal's history during fiscal year 1968, according to the Panama Canal Company-Canal Zone Government's annual report issued recently.

There were 14,807 oceangoing transits—producing \$93,113,877 in total tolls—during the year, compared with 13,385 oceangoing transits and \$82,253,172 in tolls during 1967. In terms of cargo carried, 1968 totals were 105,529,869 long tons, an increase of 12,546,098 long tons over the previous 12-month period.

The record-breaking number of vessel transits was attributed to two factors, the conflict in Vietnam and the closing of the Suez Canal and the six-day Arab-Israeli war in June of 1967. The 1968 total included 13,199 commercial transits and 1,504 U.S. government transits.

warned that the proposed action, scheduled to take place July 1, would "deprive merchant seamen and others in the community of critically needed health and medical services which the federal government has historically provided."

Section 322 of the Public Health Service Act provides that U.S. merchant seamen shall be entitled to medical, surgical and dental care at Public Health Service Hospitals.

The federal order to close the in-patient section of the 147-bed facility claims that its declining caseload and limited size makes it impractical to operate during the coming fiscal year.

The Union's protest was contained in a letter to HEW Secretary Robert H. Finch.

Hall expressed the SIU's support of a proposal by three members of the Michigan Congressional delegation—Senator Philip Hart (D), Senator Robert Griffin (R) and Representative John Dingell (D)—that Congress hold hearings on the proposed closing, and urged Finch to hold any action in abeyance until after the public airing of all of the factors involved are completed.

The SIU pointed out that the Detroit hospital is "the only Public Health Service institution remaining in the Great Lakes area—an area in which maritime activities provide an essential economic base, and in which the federal government

has invested millions of dollars to encourage maritime growth."

In his letter, Hall said it would be "false economy" to close the hospital, in view of a nationwide shortage of hospital facilities and the considerable investment that already has been made in the physical plant and equipment. At today's prices it would cost the government "many times the original investment" to duplicate the facilities, he pointed out.

Hall said that closing the hospital "in no way eliminates the need for the medical services which it now provides—it does nothing more than transfer the task of providing these services to other facilities in the area."

"This country is short of hospitals, and virtually every community is in the same fix," the SIU President told Finch. "The people of this country already have a considerable investment in the physical plant and equipment in the Detroit Public Health Service Hospital."

"If economic necessity must be served," he added, "then we suggest that whatever 'excess' facilities may exist be put at the disposal of the community to ease the burden there."

## Engineers Upgrading School Alters Entrance Procedure

Beginning on May 19, 1969, the School of Marine Engineering and Navigation, sponsored jointly by the SIU and MEBA District 2, will institute a change in the engineering applicant's admittance procedure. Engineering applicants who are accepted shall report to the School in Brooklyn on a bi-monthly schedule on every other Friday.

After completing a physical examination and the School application the student will report to the SIU's training facilities at Piney Point, Maryland, on the following Monday.

A training program utilizing the finest refrigeration facilities, diesel engines, pumps and visual aids has been instituted at the Piney Point School. Both original and upgrading engineers are required to spend two weeks in this training program before completing their training at the School in Brooklyn.

\* \* \*

### SCHEDULE OF BI-MONTHLY REPORTING DATES

#### Brooklyn, N.Y.

Friday, May 16  
Monday, June 2\*  
Friday, June 13  
Friday, June 27  
Friday, July 11  
Friday, July 25  
Friday, Aug. 8  
Friday, Aug. 22  
Friday, Sept. 5

#### Piney Point, Md.

Monday, May 19  
Tuesday, June 3\*\*  
Monday, June 16  
Monday, June 30  
Monday, July 14  
Monday, July 28  
Monday, Aug. 11  
Monday, Aug. 25  
Monday, Sept. 8

\* Report to Brooklyn on Monday, June 2, since the preceding Friday is a Holiday.

\*\* Report to Piney Point on Tuesday, June 3, because of Holiday schedule.

## Bills Would Give Unsubsidized Ships Cargo Priorities and Tax Advantages

WASHINGTON — Growing concern with the plight of unsubsidized American ship operators was evidenced last month by the introduction of several measures calculated to give cargo preference and tax advantages to these lines.

Identical bills by Representatives Joseph P. Addabbo and Jacob H. Gilbert, both New York Democrats and James J. Howard (D-N.J.)—on which a total of 39 additional co-sponsors are listed—would give absolute preference in the carriage of all government-generated cargoes to U.S.-flag unsubsidized ships to the maximum extent.

Going even beyond this, they would provide that government shipments be scheduled, insofar as possible, with the availability of unsubsidized American-flag shipping in mind.

Cargo preference powers would be vested in the Maritime Administration—with the admonition that the agency, as well as all other agencies concerned, "shall give effect to the interest of the United States in sustaining and encouraging the growth of a privately owned diversified and efficient unsubsidized merchant marine, and shall prefer shipment on such vessels to shipment on any other vessels of either United States or foreign registry."

In addition, priorities are clearly set forth as follows:

"To the maximum extent possible, shipment of all cargoes generated by the United States government shall be aboard privately owned unsubsidized vessels of U.S. registry built and operated without benefit of construction and operating subsidies. . . .

"To the extent that privately owned unsubsidized vessels are unavailable for such carriage, government-generated cargoes shall then be allocated to privately owned subsidized vessels of American registry. . . .

"To the extent that no privately owned American-flag vessels are available, shipment will then be preferred on United States government-owned ships then available and operating. . . .

"Only to the extent that neither unsubsidized vessels of American registry are available, carriage shall be permitted on ships registered under the flags of the recipient nations."

Not only are priorities thus laid down, but the intent is also spelled out: "The intent . . . shall be to secure 100 per centum carriage of government-generated cargoes aboard privately owned American-flag vessels, to the extent that they are available for such carriage."

Government agencies re-

sponsible for such shipments are instructed to make "every reasonable effort to assure that shipments of such cargoes are scheduled to coincide with the availability of privately owned American-flag vessels to maximize U.S.-flag participation in this program."

In regard to rates on such vessels, they "shall be deemed fair and reasonable when, after reflecting American capital and operating costs, they provide a reasonable profit on investment on an annual or longer basis and such funds as may be necessary" for their replacement.

The same three congressmen and 39 co-sponsors, also submitted bills providing certain tax considerations to unsubsidized ships which are presently enjoyed only by the subsidized lines.

Earnings and interest receipts deposited would, except as to withdrawals, be treated for tax purposes in the same fashion as applied to subsidized lines if deposited within specified time periods.

Consideration would thus be given in the tax structure to provisions for "orderly replacement of such vessel within such period and under such terms and conditions" as the Secretary of Commerce would prescribe.

## Missing Ship in Durban Now Means Week in Jail

WASHINGTON—Immigration procedures in South Africa have been changed drastically insofar as they affect Seafarers who have missed their ship, the Coast Guard warns in transmitting information received last month from the U.S. State Department. Under the new rules, a week in prison can be expected.

Prior to March 1, 1969, any seaman who missed his ship in South Africa was placed in relatively comfortable detention quarters where he was permitted to telephone the Consulate General and allowed to receive visits by company doctors, ship's agents, and consular officials. A bed was provided and rooms were partitioned to give considerable privacy. The detention quarters, though restrictive, gave little reason for the seaman to complain of treatment received.

However, effective March 1, 1969, the detention quarters were closed by the Department of Interior, and seamen are now detained within the local prisons. This move was made because of the increased ship traffic in South African ports as a result of the closing of the Suez Canal. The number of seamen missing their ships had risen and was taxing the facilities of the detention quarters.

The conditions in the local prisons are completely different. Seamen now are confined in cells with prisoners awaiting trial for a wide variety of crimes; only a prison doctor attends to them; there are no beds provided, and there is no privacy.

The U.S. Consulate General in Durban has commented that he does not believe seamen will appreciate being detained in Durban. This is an understatement, the Coast Guard notes in warning that it now appears seamen who miss their vessels in South African ports will have to expect to be jailed for at least a week under the best of circumstances.



# Retirees Charge Mismanagement at Sailors' Snug Harbor

**BROOKLYN** — Charges of serious mismanagement and improper conditions at Sailors' Snug Harbor, a home for retired mariners on Staten Island, N. Y., were levied at a conference called by New York State Senator William J. Ferrall at SIU Headquarters here on May 2.

The meeting was attended by numerous residents of the home who were determined to get their views heard. Among the complaints made was that the cemetery on the grounds had been desecrated, headstones having been removed and used to make a public side walk, and that the food served the elderly residents was "slop."

Also objected to was a system of monthly payments for room and board which the trustees have been seeking to impose and which the retirees claim is unwarranted and unfair. The SIU, which initiated the original litigation opposing the proposed charge plan, has pledged its 100 percent support to the men at Snug Harbor.

The conference also heard New York City Councilmen Robert G. Lindsey and Edward Curry of Staten Island express their concern and the interest of the city legislature in the matter.

SIU Vice President Earl Shepard and Welfare Director Al Bernstein also spoke out. Shepard stated that the SIU "would stand squarely with the men on their grievances." Father Dominic A. Sclafani of St. John the Evangelist Rectory delivered the invocation.

### Pictures Show Desecration

Senator Ferrall showed pictures he had received of the gravestones which had been turned face down to form a walking path and stated this and the monthly room-and-board charges being pushed by the Board of Trustees had prompted his introduction of Senate Resolution 108 in the N. Y. State legislature calling for a thorough investigation of conditions at Snug Harbor, as well as the

administration of the home.

The State Attorney General's office has filed suit against the trustees of Snug Harbor on charges of mismanagement and waste of funds. Appearing at the conference were Assistant Attorneys General Allan S. Meyers and Gustave J. Soderberg, who told of being thwarted by the trustees in their previous attempts to investigate conditions and find facts.

A disclaimer of mismanagement was made by Francis Bessell, attorney representing the Snug Harbor Board of Trustees. Under prodding by Senator Ferrall, however, he did an about face and agreed to persuade the trustees to cooperate with the investigators.

### Will Drawn in 1801

Sailors' Snug Harbor was set up in a will drawn up in 1801 by Captain Robert Randall, a retired sea captain and merchant. Alexander Hamilton is credited with drawing up the will which bequeathed the income of the captain's estate for the establishment and support of a perpetual "Snug Harbor" for enfeebled or aged sailors, free of charge.

Some 250 mariners with distinguished records of service during World Wars I and II and the Korean conflict are residents at Snug Harbor. It is estimated that more than 10,000 seamen have benefited from Captain Randall's forethought.

The trustees have claimed that the income is not sufficient to carry the operation of Snug Harbor and to maintain it adequately. Attorneys for the SIU—which led the fight to preserve the home for aged seamen—have charged that there would be adequate funds, if waste and mismanagement were eliminated.

Trouble erupted once before, in 1967, when monthly charges to the residents were first instituted. The SIU at that time won a court stay prohibiting the eviction of mariners for nonpayment of fees. That case is still pending.



New York State Senator William J. Ferrall, flanked by SIU Vice President Earl Shepard, right, and Welfare Director Al Bernstein, discusses charges of mismanagement and inadequate conditions at Sailors' Snug Harbor with the large group of retired mariners attending a conference held at SIU headquarters.

## Independent MARAD Tops Maritime Goals Voted by Louisiana AFL-CIO

**NEW ORLEANS**—Organized labor in Louisiana has officially endorsed a bill submitted before the 91st Congress calling for the establishment of an independent Federal Maritime Administration.

Meeting in its 14th annual convention here March 31 to April 3, the Louisiana AFL-CIO adopted a resolution lending its "full support to the passage of H.R. 213." This bill introduced by Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, which would set up an independent MARAD. The state body also urged all members of Congress from Louisiana to give their active support to this legislation. H.R. 213 and similar bills already have been sponsored by some 160 members of the House during the current session.

Introduced by the Maritime Council of Greater New Orleans and Vicinity, the resolution for an independent MARAD was one of five submitted by the Council to the 1969 Louisiana convention. All received the endorsement of the state AFL-CIO body.

The convention call for a separate maritime agency pointed out the fact that the Merchant Marine Act of 1936 had created the agency as autonomous and independent and that successive executive reorganizations in 1950 and 1961 had "whittled away" this independ-

ence, "burying" the agency in the Department of Commerce.

"Lacking independent authority," it said, "Maritime is forced to compete with other programs administered by Commerce, the American Merchant Marine is obligated to subsist on insufficient funds from the Commerce budget, and as a result it has gone into a decline from which it has never recovered."

Other maritime resolutions included one urging affiliates to press for the "Build American" concept, so that American-flag ships would be built in this country, thus supporting and protecting American jobs and the nation's economy. Support was similarly voted for legislation to prohibit off-shore oil drilling rigs, which are to be used in the United States territorial waters, from being contracted for or built outside the United States.

Another resolution adopted by the body was in opposition to the foreign trade subzone concept. The recent setting up of such a zone in New Orleans by the Foreign Trade Zone Board late last year enabled a domestic shipyard to build marine equipment including barges and vessels with imported materials on a duty-free basis. This gives the yard the ability to undercut competitors who use U.S. steel and other components. It was pointed out that severe damage resulted to the American economy in the form of "millions of dollars in lost taxes and wages."

Continued support was also voted for the striking grape workers and their boycott of California table grapes. The Louisiana AFL-CIO called for its affiliates to "continue the generous and aggressive aid they are giving to the United Farm Workers Committee AFL-CIO" and urged that this be continued "until victory has been won in this crucial fight for the rights of farm workers everywhere."



This solemn walkway was Snug Harbor's Cemetery. The walk has been built with the headstones from the graves of departed mariners. The markers were torn from the graves by officials of the Harbor and implanted face down. Potter's Field has more dignity.

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

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The old Genevieve Lykes appears anxious to resurface as she slowly noses out of Mississippi. At right is the Transtexas from which the two-year salvage operations are being conducted. Beneath the Genevieve Lykes is the Frederick Lykes, next to be lifted. Both ships were sunk by Hurricane Betsy in 1965.

## Hurricane Betsy Victim Emerging As Salvage Efforts Slowly Progress

NEW ORLEANS—A victim of Hurricane Betsy—the devastating tropical destroyer of 1965—the former Genevieve Lykes is being slowly raised from the Mississippi in stages here by the SIU-contracted Hudson Waterways Company. The first stage has been completed.

Work on raising the sunken freighter has been underway for two years. Huron Waterways, a Hudson subsidiary, is using the old tanker Transtexas, as a floating pontoon from which chains and cables are hooked to the Genevieve Lykes. With the cables attached, the Transtexas is flooded, and lines drawn taut. Then she is pumped out, raising her and—at the same time—the sunken vessel.

In the process, the submerged ship is pushed closer to shore, keeping her at the height raised and allowing the Transtexas to slack off, whereupon the process is repeated over and over again. Movement is very slow, chains and cable often snapping under the strain. Some 2,000 long tons are needed to accomplish lift.

Warren Pack, Hudson's chief engineer, states that his company has spent nearly two years straightening up the sunken vessel before trying to raise her.

## Baby Seal Hunt Provokes Outcry; Seals Coat Doom

MILAN, Italy—Italian furriers announced that they were discontinuing making sealskin coats because of the public reaction here to the slaying of baby seals.

The annual seal hunt in the Gulf of St. Lawrence has been getting a great deal of bad publicity in Italian magazines and on the national TV network. In France also there has been a recent outcry against the "cruelty" of the seal hunters.

The pace of the work often depends upon the river level.

### Listed 70 Degrees

"She listed about 70 degrees after she was sunk by stray barges in the river during the hurricane," Pack explained. "Now she is listing only about 20 degrees. We could not try to raise her at the 70-degree angle, because she would capsize."

He notes the theory being used in the work is that once the vessel rises sufficiently, workmen will be able to pump water out of her. With the rising of the river level, it is hoped she can be refloated. Failure to raise her in that way will necessitate filling the ship with foam—"a very costly process."

The Genevieve Lykes was be-

ing built at Avondale Shipyards and was three-quarters finished when Hurricane Betsy struck on September 9, 1965. She was torn from her moorings and battered by barges.

Also sunk by Betsy was the Frederick Lykes, a sistership which was also under construction at the time. The Frederick Lykes lies beneath the Genevieve Lykes on the river bottom. Hudson Waterways, which bought both ships from the insurance underwriters, will next attempt to raise the Frederick Lykes if the present salvaging operation is successful.

Both vessels have since been replaced by the original owners with new ships bearing the same names.

## Proposal to Tax Union Plans Called Destructive by Labor

WASHINGTON—The AFL-CIO has urged the Internal Revenue Service to withdraw and revise proposed new regulations that "unfairly and extremely restrict" union-negotiated health and welfare plans.

The proposals, AFL-CIO Social Security Director Bert Seidman told an IRS hearing, could destroy some health and welfare funds, eliminate benefits under others and disrupt the collective bargaining process.

The regulations, as published in the Federal Register, would alter the section of the Internal Revenue Code that established tax exemption for health and welfare benefits and employees' beneficiary associations.

Seidman hit at one proposal which would limit exemption to life, sick, accident, or other benefits that are "intended to safeguard or improve" health or protect against the possibility of reduced earning power.

Such a limitation, Seidman pointed out, is "contrary to the approach taken by Congress" in tax legislation as well as IRS regulations over many years.

The rule, he said, might "trigger the loss" of many benefits negotiated by unions, such as scholarships, automobile insurance, day care centers for children and jobless benefits.

Seidman also attacked proposals that would threaten the tax exempt status of benefits paid for injuries sustained from fire or automobile accidents and for deaths covered by insurance other than term insurance.

He sharply criticized another suggested regulation to define an "association of employees"

qualifying for exemption as an organization whose employees "are members of a common working unit."

The phrase "common working unit" should be deleted, Seidman said, and the regulation revised to make it clear that a fund formed by several unions for a variety of workers has tax exempt status.

Seidman further called for revisions of regulations that appear to narrow the definitions of an "employee" and "income," endanger tax exemptions for funds that cover apprentices, and restrict funds in several other ways.

## Tuna Goes Fishing With Angler's Rod

CAPE TOWN, South Africa—Some lucky fisherman may hook a large tuna near here and reap a handsome bonus besides—an elegant rod and several hundred feet of fine fishing line.

The tuna made off with it very unexpectedly. Louis Boshoff, 64, a retired railway artisan, fishing from shore near here, had hooked the prize catch and was carefully playing it when the large fish made an abrupt change of course, knocking him off his ledge and landing him on a reef projecting above low tide. He not only lost his rod, and reel but injured his leg in the rough yank.

## One Man-One Vote Principle Strengthened by High Court

WASHINGTON—The Supreme Court ordered two states to realign their congressional districts to approach as closely as possible exact equality of population in accordance with one-man, one-vote principles.

The 6-3 ruling affected New York and Missouri directly. But by implication it also paved the way for a new round of redistricting challenges affecting congressional boundary lines in other states and districts which elect state legislators and city councils.

In effect, the court majority refused to countenance any variation from mathematical equality unless somehow a state can demonstrate that a small population variance is "unavoidable."

In Missouri, the largest district exceeded the mathematical ideal by slightly more than three percent—but this amounted to a population spread of about six percent between the state's smallest and largest districts.

New York's congressional district boundaries, drawn by a politically divided legislature interested in preserving the seats of as many incumbents as possible, had a wider spread. There was more than a 14 percent difference between the largest and smallest districts.

The challenge to the New York districting had been brought by David I. Wells, education director of the Ladies' Garment Workers.

Wells had won an earlier suit challenging a more extreme malapportionment which had been enacted by a Republican legislature. He contended that the new apportionment should be invalidated both on population grounds and because of political gerrymandering. A lower federal court rejected his contention. The Supreme Court upheld him on the population issue, and therefore was not faced with the necessity of ruling on the gerrymander issue—which Wells considered a key point.

Republicans now control both houses of the New York legis-

lature as well as the governorship, and one GOP official told the New York Times that the legislature would be able to carve up districts of mathematical equality which would enable the GOP to pick up additional seats.

"Now it's just a question of slicing the salami," he was quoted, "and the salami happens to be in our hands."

The Democratic leader of the state Assembly termed the statement a "shocking and blatant announcement of intent to gerrymander" and called on Gov. Nelson Rockefeller to appoint a non-partisan or bipartisan commission to recommend new boundaries.

Wells served notice that he will "move right back into court" on the gerrymandering issue if the legislature carves up the districts for political advantage.

The Supreme Court was sharply divided on the issue of exact mathematical equality. Justices John Marshall Harlan, Potter Stewart and Byron R. White vigorously dissented, charging that the ruling imposed impossible "slide rule" standards on the political process.

Justice Abe Fortas, while joining in holding that the Missouri and New York test cases exceeded one-man, one-vote standards, said the majority decision laid down impractical standards for the states.

Justice William J. Brennan, Jr., writing for the majority, said that to allow a population variance, however small, without sound justification would be an invitation to legislators to seek the maximum allowable variation rather than strive for exact equality.

As a practical matter, the time involved in court suits makes it unlikely that there will be a national wave of redistricting before the 1970 elections. After the 1970 census, all states will almost certainly be required to redistrict in accordance with new population figures and distribution.



## Communist Ships Win Coffee Haul From the British

Warnings that the communists would use their maritime growth to undermine free world economy were given new validity last month in reports from London.

Three importers in the coffee trade have signed contracts with East German and Polish steamship companies for the next three years to carry coffee from the East African areas to Europe.

The three coffee importers are Lyons, Maxwell House and Nestle. The firms explained their dropping British shipping companies by reason that the communist companies offered them a 15 percent lower rate than the British ships.

However, the undercutting actually amounted to 25 percent according to London shipping sources. A 10 percent increase in rates was scheduled to go into effect shortly on the British ships. With the 15 percent lower rate offered, the net effect was to undercut by 25 percent.

Communist maritime sources have made it plain in recent months that they have every intention of using their huge merchant fleets to undercut the established rates of the free world nations.

## SIU and MTD Urge Congress:

# Be Certain Maritime Money Bill is Fair to All

WASHINGTON—Congress has been urged by the SIU and the AFL-CIO Maritime Trades Department to reword a pending merchant marine authorization bill to eliminate the loophole in maritime laws which permit 14 favored shipping companies to reap a double subsidy, and also to insure that the financial assistance provided by the legislation would be extended to the unsubsidized segment of the nation's fleet which is desperately in need of such help for its very survival.

### Stop "Double Subsidies"

In a statement filed with the House Merchant Marine and Fisheries Committee which held hearings on maritime authorizations for fiscal 1970 last month, the SIU urged that the language of the authorizations measure be amended to "make it clear that the practice of paying 'double subsidies' will no longer be tolerated."

"Any reasonable interpretation of the statutes indicates that operating and construction subsidies were granted solely to make at least some American-flag ships competitive with foreign-flag ships in the carriage of commercial cargo," the Un-

ion declared. Those who now contend that these subsidies were granted to insure regular movement of ships over selected trade routes—irrespective of whether or not these ships carried any cargo at all—are guilty of attempting to rewrite history.

"The Act spoke of utilizing the subsidy system to insure carriage of a 'substantial' share of our waterborne imports and exports. Obviously, the subsidies were designed to give American operators a crack at commercial cargo. These operators should no longer be allowed to pervert the law, as they have been doing, by using the subsidies as a means of underbidding unsubsidized American-flag vessels for the carriage of government-generated cargo."

At the same time, the SIU urged that the section of the bill authorizing ship construction subsidy funds be broadened to make this federal assistance "available to build American-flag ships in this country for the entire industry—not just for the 14 liner companies which, alone, have reaped the benefits of this program."

The union's statement stressed the need for action on drafting a new maritime program that

would be "equitable" in terms of the entire fleet, pointing out that the authorization bill deals only with "the smallest of all the segments of our merchant marine—the one-third of the industry that is directly subsidized." The statement said that the funds proposed "do not meet the test of resolving the maritime difficulties in which this nation finds itself."

Similar testimony was given before the Committee, by O. William Moody, Jr., administrator of the 7.5 million-member AFL-CIO Maritime Trades Department.

Moody expressed disappointment that the authorization measure which was being considered before Congress had an opportunity to act on legislation that would broaden the scope of the merchant marine program.

### Priorities Inverted

"We believe the order of priorities has been inverted," Moody declared. "We think we should be here today discussing the ways to correct the deficiencies of our 33-year-old maritime program—and that only then should we get down to discussing the dollars that need to be appropriated to get the job

done."

Describing the authorization measure as little more than a "status quo" bill, Moody said:

"Nowhere does it reflect the need for an accelerated program of shipbuilding. Nowhere does it reflect the need for a balanced fleet. Nowhere does it reflect the need for going beyond the favored 14 berthline operators to make operating and/or construction differential assistance available to all operators. Nowhere does it reflect any concern for the two-thirds of the industry which is on the brink of obsolescence."

"And speaking of the status quo," he pointed out, "it falls short even then of adequately serving the needs of the one-third of the industry which would be the beneficiaries. It calls, for example, for the construction of 10 new ships for the 14 subsidized operators—in other words, five-sevenths of a ship per company! Obviously, if it is not serving the favored one-third adequately, it cannot possibly give hope to the two-thirds of the fleet which has systematically been excluded from the benefits of this program since its adoption in 1936."

## MTD Holds Seminar on Dangers of Runaway-Flag Fleet

WASHINGTON—A long-standing Defense Department theory that American-owned ships, registered under the flags of other countries, are under the "effective control" of the United States in time of crisis was sharply attacked last month by Senator Hugh Scott (R-Pa.).

"The only ships that are effectively controlled by the United States," Scott said, "are United States-flag vessels." He urged the Nixon Administration to base its decisions on maritime needs solely on "ships which fly the American flag and are manned by American citizens."

Scott was the principal speaker at a day-long seminar sponsored here by the AFL-CIO Maritime Trades Department. The seminar was devoted to the problem of the "runaway-flag" fleet, which is now larger, in terms of tonnage, than American-owned vessels registered and crewed in this country.

Sharing the platform with the Pennsylvania Senator were:

- Representative John Dent (D-Pa.), who criticized American companies which had moved their vessels to foreign registry where they "reap fantastic profits because they get off scot-free as far as American taxes are concerned and because they find it ever so much more profitable to pay substandard foreign wage rates."

- SIU Safety Director Joseph Algina, who said the "runaway" ships have cost American sailors their jobs, have cost the U.S. Treasury "millions of dollars in taxes" and have "encouraged a general lowering of safety standards on the high seas."

### Really a "Give-Away"

- Bertram Gottlieb, director of research for the Washington-based Transportation Institute, who charged that the "runaway" situation really should be called a "give-away" because under it "we give away our registry rights; we give away our cargo . . . we give away the earnings of these ships and the taxes that should be paid on the earnings; and . . . we give away our shipbuilding."

Scott said that the "effective control" theory con-

cerning the "runaways" was founded on what he said were "four rather questionable bases." These include so-called "conditions of approval incorporated in papers transferring former American-flag vessels to foreign registry; the fact that the laws of Panama, Liberia and Honduras 'permit U.S. owners to commit their vessels to the United States for use in emergencies;' the fact that the U.S. government extends war risk insurance only to owners signing unconditional contracts of commitment; and the fact that voluntary 'letters of intent' are filed with the Maritime Administration.

The Pennsylvania Republican said the "conditions of approval" are difficult to enforce once a vessel is safely transferred, and in any case most of the transfers took place a quarter of a century ago and these ships have since been replaced by vessels built abroad by U.S. companies.

With respect to the war risk insurance, Scott said there is "nothing which requires that they bother with such coverage," adding that only 54 of the 422 ships in the "runaway" fleet carry such insurance.

On the two other points, Scott said that the laws in Panama, Liberia and Honduras "guaranteeing availability can be repealed just as easily as they were enacted," and that the voluntary agreements "are dependent upon the good will of the owners of the ships concerned—they are not binding."

Scott warned that reliance on these vessels in computing the nation's emergency sealift requirements would be to base "many of our maritime decisions on some false premises," adding that "the concept is neither 'effective' nor does it insure 'control.'"

### "Killing the Economy"

Congressman Dent said that the "runaway ship" was in the same category with the "runaway shop"—both of which, he said, are "killing the American economy." He said that American business interests have taken both manufacturing operations and shipping operations to foreign countries "where labor is cheap," and added that, as a result, they are "flooding the market" with "cheap foreign imports" carried to

this country "at cheap rates by foreign-flag ships."

Dent noted that last year the United States paid \$3.6 billion to foreign-flag operators for carrying nearly 95 percent of this country's exports and imports. He added:

"And the 'runaway-flag operators were up near the front of the line to receive their share of the business. Tiny Liberia—that great haven for 'runaways' carried nearly 30 percent of this country's waterborne commerce. That's almost six times as great as the American-flag share. So you can see how we're being taken—and how we're paying for the privilege."

Gottlieb pointed out that the reliance on "runaway-flag" shipping was having a continuing impact on the nation's balance of payments. He declared:

"In the 10-year period prior to 1967 we had a \$23 billion deficit. During this same period we were only carrying from five to seven percent of our imports and exports in American bottoms.

"There is no question that increasing the share of our foreign commerce carried by U.S. flags could significantly improve our payments balance. In fact, if during this period the U.S. merchant marine had carried the same percentage of our trade as it did in the 1930's, we would have had a \$5-billion surplus rather than a deficit in our balance of payments."

Algina told the MTD seminar that "the poorest safety-at-sea records were those of the countries that serve as a haven for the 'runaway fleet.'" Last year, he said, Panama lost 1.6 percent of its gross tonnage in sea accidents and Liberia lost close to one percent, while the U.S. loss ratio was only two-tenths of one percent.

"The difference is in safety standards," the SIUNA official said. "Liberia and Panama have no standards. They let the industry decide for itself what, if any, requirements will be established concerning safety in construction and safety in operation.

"Since even minimum safety features cost money, you find them lacking on Liberian and Panamanian ships—and you find the ship operators apparently preferring to pay the cost of sub-standard safety in human lives instead of dollars."





The long and the short of it. Ronald N. Foster, right, who weighs in at 70 pounds and stands 51 inches tall is the smallest trainee ever to enter the SIU's Harry Lundeberg School of Seamanship at Piney Point, Md. Matching oars here with 6 foot, 5 inch-tall Bosun Joe Clowes, Foster says he intends to prove that a little man can become a good Seafarer.

## Long Sailing Career as Seafarer Determined Goal of 'Mighty Mite'

PINEY POINT, Md.—A young man appeared at the SIU's Harry Lundeberg School of Seamanship here recently, and applied for entrance. This happens every day and there would be nothing unusual about it—except for one thing. This particular young man was just 51 inches tall and weighed 70 pounds.

Ronald N. Foster, who hails from Redondo Beach, California, has wanted to join one of the military services, particularly the Marine Corps, ever since he was 16 years old.

After being rejected by all of the services because of his size, he wrote to former Vice-President Hubert Humphrey in hopes that the Vice-President might be able to intervene for him. However, he received an answer from the office of the Vice-President which explained that Humphrey regretfully could not change the rules, as much as he admired the young men—unable to qualify—for wanting to do their share.

Foster had just about given up hope when he heard about

the SIU's Harry Lundeberg School of Seamanship here at Piney Point. He immediately applied for the training, which will qualify him to sail as an Ordinary Seaman.

Foster said that he'd like to train to be a Wiper and hopes to get a berth on one of the many SIU-manned ships sailing to Vietnam so that he can see for himself what is going on over there. "All of my buddies have to stick their necks out over there; and I don't want to be any different," he declared.

Foster said he is very happy at the Lundeberg School and is looking forward to many years as a Seafarer and a member of the SIU. He hopes to be able to ship to many different ports throughout the world and see the many places that—up to now—he has only read about.

"This is the answer to a life-long dream," Foster said. "When you are as small as I am, a lot of doors are closed to you. I am grateful to the Seafarers International Union and the Harry Lundeberg School for giving me this wonderful opportunity."

## Legislators, Maritime Leaders Weigh Growing Woes of Great Lakes Fleet

CHICAGO—Three members of Congress and national leaders of maritime unions marked the 10th anniversary of the opening of the St. Lawrence Seaway on April 25 by calling for substantial expansion of the American-owned merchant fleet carrying trade between Great Lakes cities and foreign ports, a large increase in the U.S. Great Lakes fleet engaged in trans-lakes commerce, and a strong, concerted fight against recent moves to raise St. Lawrence Seaway tolls.

These and other proposals designed to strengthen the St. Lawrence Seaway maritime industry and the economy of the Great Lakes states were advanced at an all-day AFL-CIO Maritime Trades Department Great Lakes Conference. The speakers were:

U.S. Senator Birch Bayh (D-Ind.); Congressmen Frank Annunzio and Dan Rostenkowski, both Illinois Democrats; O. William Moody, Jr., Administrator of the AFL-CIO Maritime Trades Department; and Peter McGavin, Executive Secretary-Treasurer of the MTD. Chairman of the Conference was SIUNA Vice President John Yarmola.

Bayh, a member of the influential Great Lakes Conference of Senators, told the delegates—representing 32 maritime unions with 275,000 members in the Chicago area—that the American merchant fleet on the Great Lakes faces two major threats.

"The deep-sea American merchant fleet faces massive competition from foreign carriers," he said. "These companies build their vessels with low-cost labor in foreign shipyards and they crew their vessels with low-wage seamen drawn from a variety of nations. The result is that they can carry goods at rates that are not profitable for American vessels."

A second threat, Bayh pointed out, lies in the fact that the U.S. has a program to provide assistance in the construction of vessels for the American-flag fleet to enable U.S. shipowners to buy American-built ships at the world market rate, but extends this assistance to only 14 of hundreds of American shipping lines.

"This year, for example," he continued, "the budget presented to Congress calls for constructing only 10 new ships to be divided among these 14 companies, at a time when we should be building many times that number in the face of the serious obsolescence of our fleet."

"The U.S. also has a program," the Senator pointed out, "to help defray the operating costs of American vessels so they can carry imports and exports at precisely the same rate as foreign-flag vessels. Yet

again, this assistance is limited to only 14 companies which, together, operate only one-third of the ships in our fleet.

"These defects in our maritime program," Bayh emphasized, "affect all of our merchant marine, but they have a particularly devastating effect on the development of our maritime strength on the Great Lakes."

Annunzio strongly deplored the decline of U.S. shipping in Great Lakes trade.

"In the period between 1955 and 1966," he said, "the U.S.-owned Great Lakes fleet declined by more than 500,000 gross tons, while the Canadian-owned fleet on the Lakes increased by exactly that amount."

"American operators would like to bring about a revival of their fleet with private capital rather than with tax dollars," Annunzio continued. "But if the job cannot be done totally with private capital, I would support legislation that would extend some measure of construction subsidy assistance to the American Great Lakes fleet."

Rostenkowski referred to "increasing pressures to raise the tolls on the Seaway—a move which, in my judgment, could price this waterway out of the market. Water carriers are already facing stiff competition from other modes of transportation—including the unitized train—and any tampering with the Seaway rates could lead to a disastrous slowdown in traffic and could place the whole future of the Seaway in jeopardy."

Moody, stressed to the delegates that the U.S. merchant marine program has concerned itself with only one segment of the merchant marine since 1936.

"The goal was fine," Moody declared, "but the benefits of the program were limited exclusively to the liner segment of the industry. The bulk cargo segment of the fleet—the so-called 'tramp' fleet, the Great Lakes fleet, the fishing fleet—all of these were excluded from

the provisions of the 1936 Act.

"Yet these are the ships which should be given assistance because of their potential for carrying a major share of our cargo, because we are engaged, as you well know here on the Lakes, in bulk cargo traffic—not in liner traffic."

Moody proposed an end to "further discrimination against any segment of our fleet with respect to shipbuilding. The government should make ship construction subsidies available to all American ships—subsidized and unsubsidized, Great Lakes and deep sea, cargo vessels and fishing vessels—so that all segments of this industry can build ships in American shipyards . . ."

He also called for no further discrimination in the expenditure of operating subsidies, a halt to double subsidies and an end to the practice of government agencies favoring foreign-flag ships for the carriage of government cargo in preference to American ships.

McGavin, discussing the 2500-mile inland waterway system, warned against a proposal in Congress "to impose a user-tax on the fuel used by towboats on our inland waterways." A tax on fuel would raise the cost of water transportation and cripple the inland barge industry, he said.

A second threat McGavin stated, comes from the Interstate Commerce Commission which "wants to enforce a law passed 30 years ago that would limit the number of different commodities that could be carried in the same unit of barges."

He noted that Congress is now considering a bill to eliminate this discrimination by making it clear that each barge is a vessel and that 40 different barges in a tow could, if desired, carry 40 different commodities.

"The MTD is going to fight for this legislation," McGavin pledged, "Just as we are going to fight against the user-tax on the inland waterways."

## Father & Son in Vietnam



When the Oakland put in at Cam Ranh Bay on a recent Far East run to Vietnam, Seafarer Delmar Craig had the happy opportunity to spend some time with his son, Army Specialist E-5 James Craig.



## Japanese 'Maru' Mystery Is Solved at Last—or is it?

If it's a Japanese ship, its name ends with "maru." Every Seafarer, as well as most landlubbers, are aware of this. But it seems nobody—including the Japanese—knows exactly why this is.

It took a tourist to uncover the fact. When the Oshima Maru tied up at the Port of Toledo not long ago, a tourist asked a port guide what the "maru" meant. The guide fumbled, then sought a higher authority. Before long, the question had them all fumbling.

The Port Authority contacted its Japanese representative in Tokyo in an attempt to solve the mystery. They got an answer from the Japanese—in fact they got three answers. Apparently, no one there is quite sure, either. According to the *Port of Toledo News*, the possible origins are as follows:

"The first and most common explanation is that, in feudal days, Japanese people developed a custom of giving the ending 'maru' to the names of things that they were particularly fond of. Boys were called Takemaru, Kiyomaru and so on by their parents. . . .

"A second interpretation is that ships were regarded as floating castles, and thus were named as castles were. The various defense structures in these old castles were called honmaru, ninomaru and sanomaru.

"A third explanation is that it came from 'toimaru' by which big Japanese wholesale merchants were called during the Kamamaru period. At that time, the trade names of all big merchants bore the ending 'maru.'"

As the old saying goes—You pays your money . . .

### Total Reaches 324

## Six More Seafarers Earn Licenses At SIU Engineers Upgrading School



Adams



Bunyard



Power



Farris



Howard



Hoffman

The total number of Seafarers who have passed Coast Guard examinations and earned their engineering licenses after successfully completing training at the School of Marine Engineering sponsored jointly by the SIU and District 2, MEBA, has reached 324.

The latest group of graduates who took advantage of the comprehensive course of study offered by the school include George Adams, James Bunyard, Bart Power, Jimmy Farris, Benjamin Howard and Charles Hoffman.

George Adams, newly-licensed third assistant, was born in Dallas, Texas, and now lives in San Francisco. Brother Adams began sailing in 1966 and joined the SIU the same year in San Francisco. He last shipped as FOWT-electrician aboard the Columbia. He also served three years with the U.S. Navy, receiving an honorable discharge in 1966.

James Bunyard, a six-year Navy veteran, is now licensed as a third assistant. Born in Trinity, Texas, he makes his home in Houston with his mother,

Mrs. Ethel Ross, when he is not at sea. Brother Bunyard began sailing following his hitch in the Navy, and joined the SIU in the Port of Houston. He last shipped as FOWT on the Kenyon Victory.

Bart Power, newly-licensed second assistant, is a native of Buffalo, New York. He has been sailing since 1953 when he joined the SIU in the Port of New York. He last shipped as FOWT on the Yellowstone before enrolling in the training school.

Jimmy Farris was born in Fort Worth, Texas, and now lives in Gulfport, Mississippi, with his mother, Mrs. Louise Farris. Licensed as third assistant after completing the training course, Brother Farris has been sailing since 1966 when he signed up with the SIU in the Port of New York. He last shipped as FOWT on the Alcoa Voyager.

Benjamin Howard, another newly-licensed third assistant, is a native Alabamian who lives in the town of Foley with his wife, Dorothy. Brother Howard joined the SIU in Mobile and has been sailing for the past seven years. His last vessel was the Fairport, where he shipped as FOWT.

Charles J. Hoffman was born in Milwaukee, Wisconsin, and now makes his home in Tampa, Florida, with his wife, Mary. Brother Hoffman, who holds a new license as third assistant, has sailed as oiler and joined the SIU in the Port of Tampa. His last ship was the Keva Ideal. Brother Hoffman is a two-year veteran of the U.S. Army.

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

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

### Because of Undercount:

## U.S. Census Clouds True Employment Statistics

Government experts know that there are more people in the labor force—both employed and looking for work—than the government's own statistics show.

They even know with reasonable accuracy the age, sex and race of these missing Americans. But the statistics the government issues every month—used by both public and private planners—don't reflect this knowledge.

An article in the March issue of the *Monthly Labor Review*, publication of the Labor Department's Bureau of Labor Statistics, discusses some of the data—and the implications—that previously appeared only in little-read technical journals.

The article is titled, "Effect of the Census Undercount on Labor Force Estimates." Its authors are Denis F. Johnston, a sociologist, and James R. Wetzell, an economist.

Root of the problem is the difficulty of counting every person in the United States every 10 years.

In the very first U.S. census, George Washington recognized the problem, including suspicion of government by citizens and what Washington termed "the negligence of some of the officers taking the census."

The Census Bureau's own statisticians have come up with generally accepted figures on the "undercount" in the last census, in 1960.

Nearly 5.7 million people weren't counted in the 1960 census—about 3.1 percent of the total population. But while

the 3.55 million whites in this group represented only 2.2 percent of the white population, the 2.14 million nonwhites made up 9.5 percent of the nonwhite population (a group that is 92 percent Negro).

Even more significantly, the undercount rises to 19 percent—nearly one out of five—among nonwhite men in the 20-35 age bracket.

How does the Census Bureau know this? The key is a bit of elementary deduction.

In simplified terms, it involves following a specified age group—say 10 to 14—over several census tallies, making allowances for mortality rates and persons serving overseas in the armed forces. When the numbers and sex ratio in a census differs significantly from the projection, the undercount is

obvious and can be pinpointed.

The monthly employment and unemployment figures are based on samplings of an updated census tally. But the updating refers only to such data as mortality, birth and death figures, and the people entering and leaving the United States.

### Errors Become Official

Thus, the authors of the article point out, "any errors in the basic decennial population count are transmitted directly to the official employment and unemployment figures analyzed and reported by the Bureau of Labor Statistics."

And, the article continues, "since the population was undercounted in 1960, each month's estimates of population, labor force, employment and unemployment are lower

then a fully accurate census would reveal."

It allocates the missing people of working age to the employment-unemployment figures for a sample month by two alternative methods. One would assume that the uncounted persons fall into the same pattern as others of their age, sex and race. The other would assume that most of them are in poverty neighborhoods.

Under either of these assumptions, there would be no significant change in the overall unemployment rate—as a percentage of the labor force—although there would, of course, be an increase in the number of persons unemployed.

The authors note that other theories would assign a considerably higher proportion of the uncounted to the jobless category—large enough to affect the national unemployment rate. But the authors said they could not find "convincing evidence" to justify such an assumption.

They did say, however, that "a large portion of the omitted are probably employed in less desirable, low-paying occupations and industries. Thus, estimates of underutilized persons based on the official figures are probably low."

The statistical errors in the census and the employment figure do mean, however, that programs designed to attack such problems as unemployment, poverty and housing underestimate the magnitude of the task unless the planners have taken into account the errors in numbers stemming from the census undercount.

### SIU WELFARE, VACATION PLANS

March 1-March 31, 1969

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	694	\$ 16,838.54
Death Benefits (Welfare) . . . . .	36	111,082.31
Disability Benefits (Welfare) . . .	1,025	232,350.00
Maternity Benefits (Welfare) . . .	37	7,400.00
Dependent Benefits (Welfare) . . .	2,384	77,490.26
(Average: \$325.04)		
Optical Benefits (Welfare) . . . . .	586	2,433.10
Out-Patient Benefits (Welfare) . . .	4,475	32,752.00
<b>SUMMARY (Welfare) . . . . .</b>	<b>9,237</b>	<b>480,346.21</b>
Vacation Benefits . . . . .	2,688	678,697.40
(Average: \$402.07)		
<b>Total Welfare, Vacation Benefits Paid This Period . . .</b>	<b>11,925</b>	<b>\$1,159,043.61</b>



## Substantial Social Security Increases Urged to Meet Income Gap of Elderly

WASHINGTON—A special Senate report emphasizes that the nation must take actions "going far beyond those taken in recent years" to resolve a worsening retirement income crisis.

Most needed, the report said are substantial increases in social security benefits which "have failed to keep up with the rising income needs of the aged."

The report was prepared for the Senate Committee on Aging by a task force of four prominent social scientists.

Task force members were Juanita M. Kreps, Duke University; James H. Shulz, University of New Hampshire; Agnes W. Brewster, an economics consultant; and Harold L. Sheppard of the Upjohn Institute for Employment Research.

Their study found that three out of 10 people 65 and older lived below the government's defined poverty-level income in 1966, and another one of the 10 "was on the poverty borderline."

Of older people living alone or with nonrelatives in 1967, half had incomes below \$1,480, and one-fourth had incomes of \$1,000 or less, the report said.

Moreover, the task force observed that "Americans living in retirement are suffering from an income gap that is widening in relation" to the income of younger persons.

Median income of families headed by a person over 65 was 51 percent of that for younger families in 1961, but only 46 percent in 1967.

Widows and other aged women living alone were found by the task force to be "particularly disadvantaged economically," with six of every 10 having income below the poverty line.

One chart illustrating the task force's findings, based on analysis of Social Security Administration statistics, showed that the level of living set by the Bureau of Labor Statistics' "moderate" budget for a retired couple is "well beyond the reach of most older people, especially those who retired years ago."

The average monthly social security benefit of a couple retiring in 1950 met half the BLS budget cost of \$149. Although both the benefit and budget have been adjusted in the years since, that same couple's benefit in 1968 met less than one-third the updated budget's cost of \$370.

Among the aged in poverty, it stressed, are many who "did not become poor until they became old."

The report pointed to a number of other problems which are becoming increasingly acute for the aged—problems associated with owning homes or renting, paying taxes and meeting rising medical costs.

The task force concluded that government programs, particularly social security, are the only real "assurance" that "the relative economic status of the aged" can be improved.

It also recommended that the government explore and support "various methods of promoting and encouraging private group pensions and personal savings as supplementary sources of private income."

Senator Harrison A. Williams (D-N.J.), committee chairman, said the report "states a fundamental truth as no other document has yet done." That is, he explained, that "economic problems of old age are not only unsolved for today's elderly but also unsolved for the future elderly."

## Ocean Oil Slicks Are Neutralized By New Formula

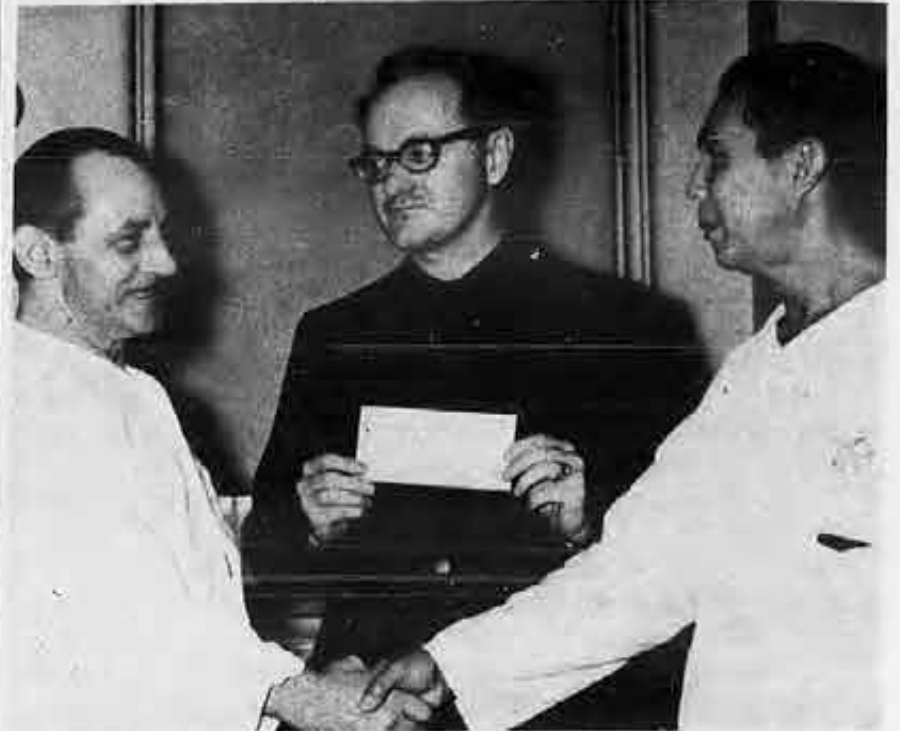
BALTIMORE—A solution to oil slicks, the great pollutant of waters and beaches and large-scale scourge of fish and marine vegetation, appears to be on hand in a compound developed by a Baltimore chemical company.

Three years were required to develop the product which is relatively inexpensive—about \$3 a gallon. Biodegradable—which means it breaks down into harmless substances—the dispersant causes oil slicks on water to precipitate to the bottom as a fine silt-like substance. It is also non-flammable and non-corrosive and can eliminate a quantity of oil five to 10 times its own volume under normal conditions.

According to Dr. Alfred Sohnus, the scientist who developed the unique formula, and who will market the product through his own Mankana Chemical Company, the chemical breaks the cohesion of the oil and changes its physical properties, causing the slick to "settle out on the bottom of the ocean and disperse." It is "completely safe" and requires no protective equipment, he claims.

If the new product is as effective as the maker claims it is, it will go a long way towards neutralizing dangers such as those posed by the Torrey Canyon disaster off the coast of England in 1967.

## Old Shipmates Are Reunited



Seafarers Anthony Russo, left, and Carlos Matt, right, who were shipmates 22 years, were reunited at the USPHS Hospital on Staten Island. Even after so many years, both Seafarers recognized each other almost at once. The occasion for all the smiles was the presentation of Brother Russo's first pension check by SIU Representative George McCartney.

## In 1963 Case

## Railway Clerks Win Millions For Merger's Effect on Jobs

The Railway Clerks have negotiated a multi-million dollar payment to compensate some 2,000 workers who lost their jobs or seniority rights when the Southern Railway took over the Central of Georgia Railroad in 1963.

Workers who were adversely affected by the takeover will have their full seniority restored, with retroactive payments and other cash benefits of up to a year's pay.

The total package of "redress payments" is estimated at between \$8 million and \$12 million. A special arbitration panel will resolve any disputes over application of the agreement.

C. L. Dennis, the union's president, termed the settlement a "historic step toward protecting railway employees from economic and social hardship when companies merge operations."

He said it "rights a six-year wrong" committed by the former management of the Southern Railway. Dennis praised the railroad's new officers for their "willingness to correct a past wrong."

While the clerks were hit hardest by the takeover, other Central of Georgia workers were also affected and the Railway Labor Executives' Association has reached a basic agreement on restoration of job rights. Negotiations are continuing on implementing agreements affecting members of other rail unions.

## Went to Supreme Court

The rail union had to go to the Supreme Court in order to get the Interstate Commerce Commission to rule on whether the basic Washington Job Protection Agreement protecting workers involved in rail mergers applied to the "acquisition of

control" of the Central of Georgia.

Finally, in late 1967, the ICC ruled that protective features of the Washington Agreement—a nationally-negotiated compact—were binding in the case.

Then came the difficult negotiations to try to remedy the injustices and restore lost job rights.

The Railway Clerks began direct negotiations with the new management of the Southern Railway last July and the union said the resulting agreement "testifies once again to the value of free collective bargaining in the American spirit between labor and management."

The 20-page agreement which emerged sets up a seniority date and rank for all clerical employees affected by the merger—and gives each person on the list the right to claim any job on the roster to which his seniority entitles him.

Other provisions cover reimbursement of those who have already taken higher paying jobs, payment of necessary moving expenses, payment for lost insurance benefits and reimbursement for workers no longer on the payroll because of retirement, resignation or other such reasons.

## And He Doesn't Mean 'Perhaps'

LONDON, England—A proposal to increase the paychecks of Navy girls by three cents a day for "good conduct" was denounced by Rear Admiral M. Morgan Giles here recently. Addressing the House of Commons, Giles declared, "That's a ridiculous sum to give a girl for saying 'Yes, Sir' all day and 'No, Sir' all night!"

## SIU Lifeboat Class No. 223



Graduates of SIU Lifeboat Class No. 223 pose with instructor Paul McGarin and Chief Bowen, Coast Guard examiner. Standing (l-r) are William Croly, John Collins, Peter Hove, Joe Crumpler and John L. Maynard. Kneeling are Ernest Hoitt, Mathiondis Aristidis, Norman MacDonald and Zdziszaw Kukulski. Graduation took place on April 14.



Standing (l-r) are Constantinos Florous, Fabian Cruz, Randolph Humphrey, Cornell Sarossy and Ruben Boutista. Graduates in front row are Ramon Quiles, Joe Villaha, Michael Rogers, Angelos Vartholomeos.



## Job Safety Committee Named By Labor Secretary Shultz

WASHINGTON — Labor Secretary George P. Shultz has established a National Safety Advisory Committee composed equally of labor, management and public representatives to advise him on the increasing problem of on-the-job safety.

In announcing the committee, headed by National Safety Council President Howard Pyle, Shultz observed that there currently is "more interest in safety legislation than there has been in the past 20 years."

He listed these 1967 statistics as among the major reasons for the high level of interest:

- More than 14,000 deaths and two million disabling injuries on the job.

- Costs for occupational accidents of \$7.3 billion, with \$1.5 billion lost in wages.

- The loss of some 245 million man-days of production because of such accidents—"many times greater than the loss resulting from strikes."

Schultz also said that occupational disease "seems to be a growing problem and we must increase our efforts to control new diseases brought on by new technology."

"Unfortunately," he added, "the nation hasn't been experiencing improvement in this

area," with occupational injury rates on an "upward trend" over the past 10 years.

The committee held its first meeting with Schultz on April 10 to make recommendations on new health and safety standards proposed by former President Johnson but still under review in the Nixon Administration.

The standards, which Schultz delayed putting into effect until May 17, deal with new fire regulations, noise levels, and air contaminants. They will apply to firms covered by the Walsh-Healey Public Contracts Act.

Later this year, Shultz said, the Labor Department will probably consider a "comprehensive" occupational safety and health bill and committee members will be called upon for their views.

Labor members named to the 15-member tripartite committee are:

George Taylor of the AFL-CIO Department of Research; Alan Burch, safety director, Operating Engineers; Steelworkers Secretary-Treasurer Walter J. Burke; Brewery Workers Secretary-Treasurer Arthur P. Gildea; Vice President Elwood Swisher of the Oil, Chemical and Atomic Workers.

## Rep. Halpern Calls for Scrapping, Replacing 1936 Maritime Law

WASHINGTON — Representative Seymour Halpern (R-N.Y.) has called for scrapping the nation's third-of-a-century-old maritime law and replacing it with new legislation "geared to the realities of today's maritime problems."

The Congressman warned that attempts to "patch over" the Merchant Marine Act of 1936, instead of writing new legislation, would leave the nation with a maritime program geared to a scheduled ocean liner service in an era in which "our reliance is chiefly on the unscheduled bulk cargo trade."

Speaking at a meeting sponsored by the AFL-CIO Maritime Trades Department, Halpern indicated there was a disagreement between Congress and the Nixon Administration over the location of the Maritime Administration. The New York Republican is one of more than 160 House sponsors of legislation to create an independent Maritime Administration while the White House has indicated it wants to keep maritime where it is, in the Department of Commerce. Similar legislation to set up an independent Maritime Administration passed the House and Senate by lopsided margins in the 90th Congress,

but was pocket-vetoed by former President Johnson.

Halpern said that the "only argument that could persuade me to leave maritime in the Department of Commerce would be a sweeping new program that is fair and equitable to all segments of the industry, accompanied by a positive attitude on maritime development for both the short run and the long run."

### Four Elements Stressed

The Congressman stressed four elements that are required to meet his test of an "equitable" maritime program:

- The privilege now accorded to some operators to set aside money in tax-deferred construction reserve funds should be extended to all operators. Such a move, he said, would "attract private capital," and would make possible the building of urgently-needed ships "with the minimum investment of public funds."

- The two-thirds of the merchant fleet which is unsubsidized should get "first crack" at the carriage of military, foreign aid and agricultural surplus ship-

ments sponsored by the government. Unable to compete with low-cost foreign-flag vessels or subsidized American ships for commercial cargo, Halpern said, the unsubsidized segment of the fleet "either carries government cargo or it perishes."

- The government should give long-term charters to unsubsidized operators to carry government-generated cargo so that they can plan for the orderly replacement of their ships, paid for "entirely with private capital."

- The present limiting of construction and operating subsidies "to just 14 companies" engaged in the liner trade should be abandoned. Subsidies should be made available to all operators, but they would have to choose between this direct assistance and the indirect aid available through the carriage of government cargo.

Such a program, Halpern said, would be "equitable and flexible," and would lead to a maritime program "that will be capable of reaching into the future instead of being throttled by the dead hand of the past."

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

April 1, 1969 to April 30, 1969  
DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	5	1	4	2	11	6
New York	95	104	89	101	16	188	191
Philadelphia	23	24	18	14	9	18	23
Baltimore	50	32	31	18	14	109	62
Norfolk	19	36	12	17	10	38	49
Jacksonville	31	32	21	21	10	37	26
Tampa	29	26	18	27	2	8	30
Mobile	37	23	23	21	2	73	29
New Orleans	105	80	89	47	8	134	92
Houston	114	125	125	140	40	116	140
Wilmington	47	44	42	50	23	44	2
San Francisco	86	159	73	141	56	54	1
Seattle	44	26	30	23	23	55	9
Totals	687	816	582	629	215	885	660

### 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	2	5	3	5	5	5	2
New York	187	140	68	110	31	137	216
Philadelphia	11	9	5	13	9	14	13
Baltimore	26	41	34	26	10	56	60
Norfolk	20	30	12	19	11	24	30
Jacksonville	15	49	10	22	15	11	33
Tampa	8	8	10	25	4	56	11
Mobile	32	29	20	29	1	42	47
New Orleans	53	84	56	61	3	83	132
Houston	75	152	79	112	47	92	109
Wilmington	20	49	20	40	16	17	2
San Francisco	90	131	91	129	65	29	0
Seattle	32	35	24	32	23	18	6
Totals	471	762	432	623	240	584	630

### STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	0	3	0	5	1
New York	73	48	59	47	51	143	79
Philadelphia	19	9	3	7	14	17	8
Baltimore	23	25	24	20	5	84	43
Norfolk	18	19	14	11	10	24	37
Jacksonville	18	13	9	9	28	14	7
Tampa	8	8	13	21	4	8	11
Mobile	27	25	24	14	1	59	36
New Orleans	62	47	57	33	1	162	73
Houston	57	127	71	86	17	117	53
Wilmington	26	29	16	17	11	25	8
San Francisco	67	149	62	126	43	31	0
Seattle	26	30	28	22	11	15	13
Totals	436	531	380	416	196	704	369

## New Pensioner Frank Miller Will Continue SIU Activities



Frank J. Miller is ending a 36-year sailing career—but not his Union activities—as he accepts his first SIU pension check from SIU Welfare Director Al Bernstein. Brother Miller had sailed as AB.

Frank J. Miller is winding up a sailing career that has spanned 36 years. However, his retirement doesn't mean the end of his activities in the Union.

As he accepted his first SIU pension check at the New York Hall from Welfare Director Al Bernstein, Brother Miller said:

"The Union has been good to me for these many years, and now I am going to do whatever I can to help other members. What I'd like to do is help out on projects which will benefit other SIU oldtimers."

Miller, who was born in Germany, went to sea when he was 14, and, except for a three-year hitch with the U.S. Army during World War II, he has been sailing every year since. Rated AB, his last voyage was on the Ponce.

Brother Miller lives just a few blocks from SIU Headquarters in Brooklyn. "I like to live close by the hall so I can stop in every day and see all my old friends. The Union and my old shipmates are all the family I have," he said.

Miller joined the SIU when the Union had its headquarters on Beaver Street, in lower Manhattan. He says he hopes that the younger men coming in will understand what the Union has done for the Seafarer in making sailing a better way of life.

"The safety measures we have today aboard ship, and the security we have for ourselves and our families when we are sick or when we retire, are all due to the Union," he said. "And I hope the young fellows just starting out will never forget this."



Name	Amount	Name	Amount	Name	Amount	Name	Amount	Name	Amount
Adams, J. J.	3.66	Damoss, Edmund K.	21.71	Hood, Tommy H.	2.85	Lee, Albert S.	5.54	Mooney, R.	2.85
Adams, James Jr.	14.12	Di Grazia, J.	13.49	Hoolahan, M. J.	29.75	Lee, Albert S.	6.19	Moran, G.	8.35
Adams, L. N.	3.73	Dickerson, J. E.	9.15	Hoover, D. E. Jr.	15.31	Leblanc, J. W.	8.65	Moreno, P.	17.09
Adams, L. N.	3.73	Dickey, Wm. P.	201.02	Hope, Wayne R.	49.04	Lee, William H.	7.07	Morrison, James L.	6.21
Aikens, Nowell T.	117.12	Difulco, L. H.	2.85	Hovington, M. L.	2.85	Lesueur, Roy H.	29.40	Moseley, Gary L.	4.29
Akin, H. L.	40.04	Dubuitson, Lloyd F.	8.57	Hubbs, Robert	7.06	Lewis, J. F.	3.66	Mouton, Joseph N.	6.21
Akin, H. L.	9.83	Dugas, A. J.	7.47	Huddleston, M. J.	3.27	Lewis, J. F.	7.31	Moye, B. M.	1.87
Allison, Blair	4.04	Duncan, G. F.	12.43	Hudson, W. M.	13.74	Lewis, J. F.	2.74	Mueller, Herbert E.	1.62
Anderege, F. T.	4.99	Dunkins, L.	2.85	Hudson, W. M.	15.75	Lewis, William H.	6.19	Mulkey, Wayne R.	2.87
Anderege F. T.	4.03	Dunn, Johnny B.	2.85	Hughes, O. L.	2.84	Libby, Melvin F.	29.40	Murr, M. G.	15.84
Arceneux, H. J.	8.57	Durapau, W. A. Jr.	1.34	Hunt, D.	15.51	Libby, Melvin F.	5.01	Murrell, Wm.	3.36
Ardois, S. J.	8.07	Durden, R. B.	1.43	Hunter, W.	10.24	Liles, Royall T. III	12.43	Napier, Wayne	3.66
Arreola, S.	12.43	Durning, Ivan	5.57	Hurst, Marion	8.23	Littleton, Ronald J.	16.50	Nette, J. P.	3.66
Baham, Vincent H.	6.19	Durning, Ivan A.	1.55	Museby, P. S.	12.77	Lloer, Glen R.	3.66	Newson, W. H.	6.00
Bailley, Elmer E. III	3.03	Easter, T.	3.73	Ivy, J. L.	8.54	Loflin, E. J.	32.30	Newton, Charles	6.22
Bailley, Ronald S.	4.29	Eddleman, B. G.	11.09	Jack, U.	2.85	Loflin, Edward J.	32.30	Nicholas, Louis C.	9.09
Baldwin, B. W.	16.04	Edwards, Otis N.	8.54	Jack, U.	2.85	Lofton, Clarence J.	4.04	Nichols, W. W.	10.25
Ballard, James F.	4.04	Eiland, L. E.	2.51	Jack, U.	44.82	Lofton, R. L.	6.34	O'Hern, J. J. Jr.	2.14
Barringer, Joseph E. Jr.	6.17	Ellis, C. P.	21.93	Jackson, A. C.	29.91	Lopez, J. L.	8.36	Odom, Henry E.	24.24
Belanger, H. F.	39.32	Elliott, John C.	16.71	Jackson, August C.	1.43	Lopez, J. L.	3.00	Orian, W.	12.84
Bell, James E.	18.84	Engle, F. P. Jr.	9.15	Jackson, Bernard	4.04	Lucas, Charles S.	4.35	Orosco, Gregario	4.04
Benedict Anthony	6.21	Everett, Edward L. Jr.	15.72	Jackson, Eddie L.	5.07	MacGregor, William A.	12.79	Ortiz, Vincente	7.64
Benedict, John	7.14	Farley, Hubert M. Jr.	52.33	Jackson, Robert W.	8.03	Machado, Arthur	2.84	Pannell, Gary W.	7.08
Bennett, C. B.	15.60	Fillingim, W. H. E.	52.33	Jane, A. E.	4.44	Maddox, R. C.	2.14	Parker, Clyde D. V.	7.20
Bennett, H. Arthur	11.43	Fisher, B. E.	13.92	Jane, A. E.	7.87	Malre, F. C.	2.85	Parker, J. W.	1.87
Berlier, M. M.	2.85	Flanagan, Eugene F.	53.70	Johnson, C. P.	13.95	Maloney, G. J.	2.87	Parker, W.	4.12
Bernard, Wayne J.	7.56	Forrest, W.	10.32	Johnson, H. A.	2.85	Manca, L.	18.64	Paron, Robert A.	1.00
Bice, J.	2.85	Forrest, Wm. L.	174.88	Johnston, Lloyd	1.83	Manca, L.	6.00	Parris, J. L.	1.58
Biehl, James	2.89	Foto, G. J.	6.21	Jones, Henry E.	35.44	Mannette, J. S.	1.83	Parsons, Frank E.	7.21
Birch, Gary S.	8.78	Fraite, Owen W. Jr.	8.35	Jordan, C. E.	11.00	Martello, Joseph	22.50	Falin, Luther J.	6.72
Blanchette, A. H.	13.27	Frayle, Marcel	4.23	Kerns, R. L.	3.66	Martin, Joe Y.	21.59	Falingo, Eddie A.	4.04
Bodden, Fulbert A.	3.02	Frazier, Lee Roy	6.72					Falingo, Eddie A.	6.51
Bohme, R.	4.93	Fredericks, R. A.	9.95					Falingo, Eddie A.	2.18
Boles, Richard J.	4.92	Frederiksen, Verner M.	6.19					Fatherson, Harris H.	6.19
Bolling, J. R.	10.24	Frey, C. J.	24.11					Patrona, F. M.	6.04
Bonner, Thomas H. Jr.	3.02	Frindt, F.	60.27					Pell, George R.	9.72
Bonior, Cleophas Jr.	1.84	Frugs, Clifton	12.84					Pardi, Esper	38.35
Bonti, A.	2.51	Fuglsang, G. G.	1.84					Paradno, Francis	3.35
Boteler, L. J.	9.23	Furlow, Rollins O.	21.73					Pierce, C.	4.04
Botelho, Arthur	19.87	Gagliano, J.	1.00					Pierce, Grafton J.	6.21
Boyce, E. F. Jr.	1.05	Galuska, Louis T.	8.07					Pitts, H. G.	1.55
Boyette, Timothy	4.29	Garcia, J. L.	39.32					Polkington, J. T.	5.01
Bradford, Richard O.	29.40	Garcia, Natanael	1.95					Pollanen, Veikko	18.40
Bradley, James R.	2.70	Garrity, Gerald L.	16.37					Pollanen, Veikko	29.40
Brady, Robert L.	24.85	Garrity, Gerald L.	16.37					Ponson, John	9.44
Briant, L. P. Jr.	6.50	Garsa, A.	7.86					Pontiff, J. F.	26.27
Briant, Louis P.	3.73	Gassard, C. H.	2.84					Post, Jack W.	1.84
Broussard, W. J.	39.32	George, J. J.	15.71					Potorski, R.	10.32
Browning, J. F.	2.15	Ghoothooth, Ictech	8.35					Potorski, R.	345.46
Bryant, G. J.	3.73	Giarratano, D. L.	9.34					Prater, J. H.	12.43
Bumatay, Leoncio O.	6.51	Gibson, Clyde J.	29.40					Prater, James E.	12.47
Burnett, L.	2.51	Gierczak, G. C.	7.54					Prater, T. W.	7.15
Burns, J. T.	4.29	Gilliken, Norman D.	3.02					Prayer, James F.	1.95
Butler, Owen	6.52	Glennon, G. G.	14.05					Prudhomme, J. H.	1.00
Butler, Robert	1.83	Gonzales, Juan I.	6.19					Puras, Ernest E.	14.13
Cancela, R.	11.87	Gonzales, Juan I.	6.21					Purvis, Robert W.	2.85
Canly, C. S.	9.78	Gonzales, R. P.	18.64					Quesada, R. N.	4.73
Canly, Carl S.	2.85	Gonzales, Ralph	10.44					Raynal, R.	4.33
Capps, Ernest E.	2.15	Goonan, Lawrence	7.35					Raynor, O. M.	2.04
Carter, Don A.	11.37	Gordon, I.	13.44					Reed, P. D.	1.28
Carter, Don A.	39.99	Gorgas, Irvin J.	16.15					Reinecke, Richard W.	22.84
Catalanotto, J.	3.07	Green, J. L.	5.34					Revatta, J. D.	9.83
Cayton, G. S.	13.95	Green, Jesse	16.26					Revill, J. C.	6.50
Chandler, B.	11.21	Griffith, J. C.	9.83					Reyes, Aurelio	6.51
Chandler, Wade D.	7.64	Griggers, Ira W.	1.81					Rhea, H. P.	2.14
Cheshire, James M.	11.10	Groffs, R. G.	19.50					Rhe, L. W.	18.64
Christophe, Antoine	10.09	Gronberg, Nils E.	12.11					Rhie, Lawrence	4.05
Cieslak, Stanley J.	44.61	Grove, Elmer T.	7.31					Richie, Thomas	14.64
Clement, E. V.	6.22	Gualdy, A. R.	19.50					Ricard, F. M. Jr.	19.44
Coats, Laverne	6.22	Guillory, R. R.	6.50					Rinclar, David R.	5.72
Cobb, Arnie C.	52.93	Halem, Frank	4.29					Rivill, J. C.	9.83
Cobb, C. W.	1.18	Halem, Frank	12.43					Robb, Wesley P.	7.90
Cobb, C. W.	6.21	Halem, Frank	12.43					Robertson, L.	14.65
Cole, H. D.	3.02	Hall George M.	3.55					Robertson, L. D.	14.00
Coleman, James E.	12.05	Hall George M.	29.40					Robinson, John T.	16.06
Collins, David	12.04	Hallock, James L.	4.92					Robinson, P. L.	2.15
Colon, Carlos M.	8.37	Hals, John A.	14.04					Robinson, Prather L.	6.86
Conley, Walter	3.66	Halvorsen, S.	6.41					Roche, William T.	2.02
Connors, Eugene E.	1.79	Halvorsen, S.	3.66					Rosario, Efrain	6.19
Cook, Philip G.	5.20	Hamby, E. F.	12.43					Rossi, Robert	7.35
Cooper, Marshall C.	49.83	Hammeth, F. L.	6.05					Rourke, R. O.	10.30
Corlis, James T.	13.91	Hammock, George	9.29					Ruis, Genaro	4.92
Coto, J. F.	8.70	Hancock, Robert M.	55.83					Saenz, J.	3.10
Coto, J. F.	13.00	Harman, De Loss C.	36.64					Saenz, Jesse	9.25
Courteaux, Henry J.	5.52	Harman, E.	3.66					Sahuque, E. P.	3.27
Covert, E. P.	9.25	Harris, William F.	14.05					Saik, Joachim D.	4.27
Crain, Michael O.	2.85	Harrison, Daniel G.	12.77					Sanchez, J. N.	77.53
Crawford, E. B.	3.65	Hastlett, Paul	16.45					Sanchez, Jay	4.91
Crawford, E. B.	4.93	Hastlett, Paul	2.85					Sanders, U. H. Jr.	6.22
Croceau, Jack D.	11.43	Hebert, C. W.	5.14					Sanders, U. H. Jr.	3.73
Cruceca, Benito R.	6.51	Hebert, C. W.	5.14					Saucier, H. L.	2.51
Curry, Horace	6.21	Hebert, Ronald	1.15					Saunders, R. L.	7.14
Daniuk, Alexander	7.56	Heidelberg, James H.	4.92					Schaefer, Wm. C. T.	1.43
Danne, A. L.	9.83	Hernandez, Isabel	3.64					Scheidel, J. W.	1.83
Davidson, L. H.	4.29	Hibbs, Malden D.	4.04					Scheidel, Julius W.	8.07
Davidson, Leonard	2.85	Hill James Blair	8.78					Schug, Wilbur H.	8.07
Davidson, Leonard H.	8.31	Hillion, Henri	3.21					Schutz, Frank	1.74
Davidson, Leonard H.	6.19	Hines, Robert C. Jr.	304.44					Scott, Mason R.	45.15
Davis, Kenneth	11.23	Hoffman, George C.	11.37					Scruggs, Thomas G.	4.01
Davis, M. B.	16.74	Hoffman, L. C.	2.87					Sepulveda, Larry B.	4.91
De Las Santos N.	1.24	Hoffman, Lester C.	7.86					Serio, S.	3.73
Deale, T. C.	2.51	Hoffman, Lester C.	14.21					Seymour, A.	9.05
Deale, Thomas C.	5.97	Holder, M. J.	16.54						
Debaute, E. C.	1.83	Hood, Harvey H.	16.15						
Dafora, J. J.	12.57								

# DELTA LINE MONEY DUE

The Delta Steamship Lines has notified the SIU that it is holding checks for unclaimed wages due crewmembers as of March 31, 1969. Seafarers whose names appear on either of the lists on this page may collect their checks by writing to Mr. L. M. English, Jr., Port Purser, Delta Steamship Lines, Inc., Galvez Street Wharf Operations Office, Section 100, New Orleans, La. 70130.

## - National Shipping Agency -

Name	Amount	Name	Amount	Name	Amount	Name	Amount	Name	Amount
Adams, J. N.	17.62	Cousins, W.M.	5.14	Harp, Richard A.	4.29	Lekivitz, Alfred	4.44	Oswinkle, Wm. A.	2.25
Addington, Homer	15.89	Craig, D. E.	16.03	Heshagen, G.	2.32	Leon, A.	4.18	Overton, R. R.	.95
Amoren, Peter	100.00	Crew, R.	10.00	Hayes, F. B.	2.66	Lewkel, L.	20.71	Owan, John A.	6.40
Anderson, Clarence E.	12.38	Cumingham, W. N.	3.52	Hirabi, S. N.	.47	Lines, T. O.	.50	Owens, R. J.	.44
Arnot, Elden R.	9.83	Dabao, L.	1.21	Holland, R. A.	2.69	Lockerman, W.	.52	Owens, Robert J.	5.50
Asunson, A. A.	.01	Dabao, L. J.	16.87	Holland, W. J.	9.81	Lonczynski, Herbert	13.70	Owens, R. C.	2.40
Ayler, Eugene	8.59	Davis, M. C.	.48	Holsebus, Merlen	29.70	Long, Horace C., Jr.	6.21	Pakras, B.	3.01
Badgett, William A.	.64	Davis, M. J.	.44	Holt, P. S.	13.57	Longo, Perry W.	81.34	Parker, Anthony C.	.87
Banta, Henry	7.93	Davis, Wilson J.	6.21	Huckeba, J. J.	13.63	Lons, A.	2.25	Paschalson, G. J.	3.77
Baroni, Tony A.	.40	De Arce, R.	1.98	Huckeba, J. J. Jr.	12.43	Maccolline, H. W.	40.16	Patrona, F. A.	20.88
Beadles, W. H. S.	20.89	Delacruz, A. T.	64.17	Hulsebus, Merlen M.	20.55	MacDonald, Samuel M.	6.44	Patino, J.	3.77
Beckman, Donald W.	18.76	Denegy, Thomas J.	36.50	Hunt, Y.	1.53	Markin, P. J. Jr.	7.15	Pekarik, Frederick R.	12.12
Bernard, Edison D.	50.51	Dostivo, H.	2.80	Ilmer, W. Matpacka	4.47	Mathews, T. J.	29.47	Pereira, R. M.	9.14
Berry, Glenn	12.64	Dipietro, James J.	2.17	Israel, J. A.	10.00	Maxwell, K. J.	1.07	Phillips, Harold L.	419.00
Bingenheimer, J. P.	33.44	Dipietro, James J.	2.17	Itoman, Y.	64.35	McGlove, F. S.	3.01	Phillips, Harold L.	500.00
Boatner, R.	21.14	Dobak, John	9.83	Jackson, G. R.	2.17	McCay, Wm.	5.49	Phillips, Harold L.	500.00
Bolan, Jimmie L.	.20	Dorsett, Dwaln	3.62	Jackson, Tyrone	12.43	McClintock, William R.	10.87	Pieczkoin, Frank	1.22
Brabham, Wm. L.	16.80	Dowd, O.	.75	Jahafi, Hammond N.	28.68	McDougal, L.	13.75	Pierce, Normond	7.31
Brackbill, R. R.	22.73	Ellis, Francis M.	10.11	Jardine, W. S.	4.22	McHale, Martin	5.91	Pimental, R. F.	40.91
Brewer, William, Jr.	6.14	Falgoust, M. J.	4.44	Jensen, S.	19.98	McLain, J.	2.32	Pope, William	21.52
Brian, R. E.	7.32	Falgoust, M. J.	13.87	Johns, William D.	9.30	McLamora, John	9.30	Potarsky, R.	2.96
Brown, Clifford F.	19.73	Felix, H. M.	5.38	Johnson, A.	.49	Mendoza, Ernest	18.53	Pritchett, R. C.	12.43
Brown, J. P.	103.08	Fernandez, F. A.	69.51	Johnson, William H.	1.08	Messeraff, Bobby L.	4.04	Ramon, Alvarez	21.17
Brown, Paul W.	4.73	Figueroa, A. B.	1.44	Johnson, Wm.	2.40	Miller, C. E.	186.32	Ray, Robert F.	5.49
Brunker, C. C.	18.37	Firilo, L.	3.76	Jordan, A. W.	57.39	Montgomery, D. R.	16.03	Reynolds, F. L.	16.03
Brunnell, Victor	.53	Fitton, Lewis	24.97	Judd, R.	19.63	Moreland, Dennis	16.85	Rios, J.	19.63
Bunn, Eugene J.	12.95	Forest, Jackson	11.07	Kelly, Clarence	2.27	Morse, William E.	15.07	Robertson, Phillip	3.48
Byers, J.	5.54	Freder, G. E.	.58	Kerr, George C.</					



## Med Students Defy AMA; Ask Prepaid Health Care

CHICAGO—Tradition was defied and precedents shattered when the Student American Medical Association resolved in convention here that present health care systems are "inadequate to meet the needs of society."

The medical students, long dominated by the American Medical Association, took a number of actions that ran counter to AMA policies.

The student doctors, by a vote of 48-7, endorsed prepaid group practice—a growing form of service that the hierarchy of the AMA and some state medical societies have fought.

The association, which met for four days of seminars, symposiums, luncheons and business sessions, had Senator Edmund S. Muskie, Democratic candidate for Vice President last year as keynote speaker.

Other speakers were former Secretary of Health, Education and Welfare Wilbur J. Cohen, Senator Fred Harris (D-Okla.); Adam Yarmolinsky of Harvard Law School, and columnist Max Lerner.

The resolution on prepaid group practice noted that, whereas several examples of successful group practice exist in the United States, the student doctors should "support the concept . . . as a model to increase the quality and quantity of health care delivery to all people."

A resolution on fee for service was amended to provide, by a 32-21 vote, that SAMA "go on record as recognizing" that the fee-for-service concept is "not the only utilizable foundation for a system that is to provide the highest quality and availability of medical care possible."

Another resolution was critical of the advertising practices of the drug industry, and acknowledged the right of students to refuse free gifts of doctors' bags and stethoscopes.

## Five Additional Seafarers Upgraded Through SIU Deck Officers School



Gigantelli



Prip



Janusz



Krzyda



St. Marie

Deck officer's licenses have been awarded to five more Seafarers who have completed the course of study offered at the upgrading school sponsored by the SIU and the Associated Maritime Officers Union. These latest graduates bring to 50 the total of men who have earned a deck officer's license after attending the school and passing their Coast Guard examinations. The new graduates are Casimer Gigantelli, William Prip, Frank Janusz, Narch Krzyda and Roland St. Marie.

Gigantelli was born in Port Morris, New Jersey, and now makes his home in Dover, N.J. Brother Gigantelli now holds second mate's papers. He has been going to sea since 1944 except for a two-year hitch in

the U.S. Army during the Korean War. He joined the SIU in 1944 in the Port of New York.

Prip is a native of Denmark who now lives with his wife, Shigeko, in Sasebo, Japan. Brother Prip had sailed as AB on Danish-flag vessels before coming to the United States and joining the SIU in the Port of Seattle in 1958. He is also a newly-licensed second mate. Brother Prip's last ship was the Overseas Horace.

Brother Janusz was born in Ohio and now makes his home in Mexico with his wife, Hilda. The newly-licensed third mate has been going to sea for the past 13 years. His last ship was The Cabins. Janusz, who joined the SIU in the Port of New York, has a son, Richard.

Krzyda, another newly-licensed third mate, was born in Ohio, and lives in Cleveland. He has been sailing for more than 20 years, and joined the SIU in Tampa in 1949. He last shipped as AB aboard the Beaugard. Seafarer Krzyda served with the U.S. Army for three years during World War II.

St. Marie is a native of Connecticut who now lives there in North Grosvenordale. He has been going to sea for the past 17 years. St. Marie served three years with the U.S. Navy during

World War II. He joined the SIU in New York. The newly-licensed second mate last sailed aboard the Seatrain Delaware.

The training program, operated under a reciprocal agreement between the SIU and the Associated Maritime Officers Union, is the first of its type in the industry.

Applicants can begin training at any time. The period of instruction is geared to each student's individual ability and knowledge, and his preparation for taking the examination.

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

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

Deck department Seafarers who are interested in taking advantage of this training program may apply at any SIU hall, write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232, or telephone the school at (212) 499-6600.

## Legislation Proposing 'User Tax' For Tugs and Towboats is Opposed

WASHINGTON—Representative James M. Hanley (D-N.Y.) recently expressed strong opposition to proposed legislation which would levy a "user tax" on tugs and towboats operating on the nation's inland waterways.

The tax—in the form of a two-cent-a-gallon levy on the fuel used by most tugs and towboats—was proposed by the Nixon Administration in a special message to Congress in March. The Administration said that the tax—which would rise by steps to 10 cents a gallon in 1973—would produce \$7 million in federal revenue the first year. The Administration said the proposed levy was part of its effort to fight inflation.

Speaking to a meeting sponsored by the AFL-CIO Maritime Trades Department here, Hanley sharply disagreed, declaring that "far from fighting inflation," the user charges "actually would create new inflationary pressures."

The New York Congressman contended that the tax levy would raise the cost of moving petroleum and petroleum products, which constitute 82 percent of the commerce moving on the inland waterways, and that the levy would boost up the transportation cost of coal "by two-thirds." Since most of the coal moving on the waterways is used to generate electricity, Hanley said, this would raise electric prices to consumers.

Hanley said that the plan to tax movement of goods on the nation's lakes, rivers and canals—which form an interconnected, 25,000-mile transportation network—would mean a departure from the country's "two-centuries-old policy of free navigation of our inland waterways." This principle, he said, was laid down in the Northwest Ordinance in 1787, and has survived to the present time.

### Opposition Non-Partisan

He stressed that his opposition was not a "partisan issue," noting that he had opposed similar proposals sent to Congress by the Johnson Administration. "My quarrel is not over who proposed to levy taxes on the users of our inland waterways," he declared, "my quarrel is over the proposal, itself."

The New York Congressman also registered opposition to a move by the Interstate Commerce Commission to limit the number of commodities that can be carried on a single tow of barges. A law enacted in 1939 sets a limit on these commodities in terms of the number of different goods that can be carried on one vessel. The deficiency in the 30-year-old legislation, Hanley said, is that "instead of classifying each barge as an individual vessel, the law lumped the whole fleet of barges in a single tow under the single heading of a 'vessel.'"

The law had no great impact at the time, he went on, because

in 1939 the average tow was made up of no more than six or eight barges. Since that time, technological advances in terms of greater tug propulsion has made possible "a string of 40 or more barges in the same tow." As a result, Hanley said, application of the law today would "cripple" the industry and "turn the clock back to 1939."

He said that the ICC has agreed to suspend enforcement of the rule until July 1 to give Congress an opportunity to "clear up the language in that 1939 legislation." Hanley said he strongly supported corrective legislation.

## Fire Fighters Regain Rights

CHARLOTTE, N. C.—The Fire Fighters moved swiftly after a successful court battle and reinstated its Charlotte local in a ceremony conducted by IAFF President William H. McClelland.

McClelland installed acting officers of the local less than a week after a panel of federal judges overturned a 10-year-old North Carolina statute barring police and fire fighters from union membership. The local began operations after a whirlwind organizing campaign that gave it a membership that includes more than 80 percent of Charlotte's fire fighters.

## Afro-American Labor Center Takes Lithography to Kenya

NAIROBI, Kenya—Students who come from all parts of East Africa to attend Kenya Polytechnic School will soon be able to learn lithography, thanks to the Afro-American Labor Center.

It has agreed to develop, equip and operate a new lithographic training section at the school's printing department at a cost of more than \$60,000. Later, the section will be turned over to Kenya's government, which is pledged to continue to equip and operate it.

The section will fill a void since there are no other lithographic training facilities in East Africa. Students wanting to learn the craft have to travel to Europe or the United States.

Two labor organizations here, the Federation of Master Printers and the Printing and Kindred Trades Union, will be consulted on development of the project to give their members the fullest

opportunity to take courses.

Initial classes in lithography will be offered to students from the Nairobi area, with further expansion planned to accommodate students from rural areas. Night classes also are envisioned for workers now employed in printing.

An agreement to provide the section was signed by Carl Schlesinger for AALC and Kenya's Minister of Labor E. Mwendwa and Minister of Education J. G. Kiano, for the government.

Schlesinger, of Typographical Union Local 6 in New York, is AALC's technical adviser for printing education. He will develop the project here in cooperation with Polytechnic's principal, A. N. Getao.

Mwendwa and Kiano thanked the AALC for its financial aid to the project and for helping Kenya's workers develop skills that will boost their standard of living and in turn strengthen the nation's economy.



## SIU Sponsors Student Tour Of State Capitol in Albany



Students at St. John the Evangelist school in Brooklyn are pictured as they prepared to depart on a tour of the New York State Capitol sponsored by the SIU. With the group are SIU Welfare Director Al Bernstein, Sisters Margaret Donnell and Mary St. Alfred, and Mother Ann Stephanie of St. John's School.

**BROOKLYN**—The SIU sponsored a tour of the New York State Capitol in Albany last month for 80 eighth-grade students from the St. John the Evangelist School in Brooklyn.

This tour, part of the SIU Community Services Program, is expected to be extended in the future to other schools and communities.

The program of SIU-sponsored visits to Albany is for the purpose of informing young people how our laws are made, the union said, so that "they will be better prepared to act as voters and as citizens. The SIU believes that children learn through participation."

Last month's tour of the State Legislature was developed with the cooperation of State Senator William J. Ferrall, who represents Brooklyn's 22nd Senatorial District, in which SIU Headquarters is located.

Special buses provided by the Union left Brooklyn at 6:00 a.m.

and were met in Albany by Senator Ferrall and other legislative representatives. The one-day tour schedule included a visit to the chambers of the Senate and



New York State Senator William J. Ferrall chats with the students on the steps of State Capitol. At back are (l-r) James Rumolo, Mike Kelleher and Vincent Averano. James Alaimo is behind Joseph Datolo at Ferrall's right.

the Assembly, as well as other legislative offices.

"The democratic process can only perpetuate itself if the younger generation understands and becomes more involved in its operation," Senator Ferrall stated. "I believe that when a youngster is actually taken to where 'the action is,' his interest will definitely be enhanced.

"The Seafarers International Union is to be commended for undertaking this worthwhile educational project for children in our community," Ferrall added.

In addition to furnishing all necessary transportation, the SIU also provided box lunches for the students. Several teachers and church representatives accompanied the youngsters on the tour.

Arrangements for the tour were made by the Seafarers with Father Dominic A. Sclafani, Pastor of St. John the Evangelist Church at 250 21st Street, Brooklyn.

## While Expansion Continues:

# Port of Jacksonville Tonnage Doubles in Five-Year Period

**JACKSONVILLE** — A \$35 million rebuilding program, now three-quarters completed here, is contributing to the rapid emergence of this port as one of the leading ones of the South Atlantic.

Following the takeover of the old municipal docks by the Jacksonville Port Authority in 1964, a complete revamping and modernization has brought up-to-date equipment and a new look to the entire area. As a result, cargo tonnage has doubled in less than five years. And this is with containerization handling facilities just beginning to take shape.

### Sees Foreign Trade Future

The Authority's managing director, Dave Rawls, believes Jacksonville has a great future in the nation's foreign trade. Convinced that the port would become the Southern terminus of the U.S. container movement to Europe, the Caribbean islands and South America, he set out to design and finance a several-million-dollar container terminal on Blount Island—adjacent to the existing terminal—while the idea of containerization was still largely a topic of conversation.

When completed, the facility will house stuffing and shipping sheds and have 11 acres of paved open storage, as well as railway facilities. A high capacity crane will be included to handle boxed freight. Almost nine miles of deepwater berths and 1,600 acres of marine associated industrial sites will also be added.

Blount Island is less than

eight miles from the open sea, making it ideal for the container business. The SIU-contracted Sea-Land Service—a major container shipper—operates at the facility.

The Authority's thinking is based on being a jump ahead of developments. This requires anticipating needs. "Our burgeoning business demands that special arrangements be made for the facilities before they are even finished," Rawls explained.

When the new 160,000-square-foot transit shed-warehouse was completed here recently, cargo began rolling into the terminal for loading aboard a waiting ship even before the paint was dry.

The Talleyrand Docks, which include a massive auto marshaling yard, will include a mile of marginal wharf area ready to handle all types of cargo by 1971.

### 1968 Set Record

During 1968—a banner year for Jacksonville—over one million tons of cargo passed through the Talleyrand facilities. Over the same period the port's standing as the Southeast's center for imported automobiles was enhanced by the handling of more than 60,000 units to be shipped inland.

Overall, 1968 showed a 28 percent increase in import cargo, a 16 percent rise in exports and a gain of five percent in bulk cargo.

Coffee remained the number one import, reaching a high of 132,000 tons.

## Courage, Love for Children Shown In Seafarer Shaia's Career

The recent retirement of Seafarer Fred Shaia brought to an end a sailing career in which Brother Shaia distinguished himself in many ways and helped bring official commendable attention to the fine crews with which he served on SIU-contracted vessels.

A special letter of commendation was issued last January by the Department of the Army, Headquarters, 125th Transportation Command, to Shaia, who was Chief Steward aboard the Steel Vendor (Isthmian Lines) during the Tet offensive of 1968. The letter reads:

"By taking the initiative and volunteering to provide hot food and other standard necessities of life to the military members of the 125th Transportation Command, they were able to effectively discharge vital military cargo from all commercial vessels berthed at United States

Army Terminal, Saigon, Vietnam, and to successfully repel enemy attacks on the port complex. Even though you were working under adverse and hazardous conditions you provided the logistical requirements critically needed at that time. You displayed an aura of compassion, humility and sincerity that is unequalled, and will be remembered and appreciated by the military members serving in this Command during TET the remainder of their lives.

"Your unselfishness, professional competence, patriotism, and responsiveness to a very difficult situation were in keeping with the highest traditions of the commercial shipping industry and reflect great credit upon yourself, your company, and the United States of America."

The other Seafarers, Captain Jack Misner and the officers of the Steel Vendor were also hon-

ored by the army in a separate citation.

Brother Shaia has shown courage and humanity and the

willingness to give of himself "above and beyond" what was normally expected.

He led the crew of the Steel

Vendor in charitable activities over a period of years, including many on-board parties for orphans at Korean and Vietnamese ports.

Early in 1968, Shaia and his fellow Seafarers entertained 35 children from a Saigon orphanage at a dockside Christmas party. The SIU crew donated money enough to buy toys, candy and gifts for about 60 children—sending extra goodies back to the orphanage.

Some years ago, while sailing on the Steel Surveyor, Shaia arranged a Christmas party for 50 youngsters from the Bidul-gi orphanage in Pusan, Korea. Another such institution, the Kwang Myung Orphanage and School for the Blind in Inchon, Korea, presented Shaia with a plaque in honor of his work which took special note of his "kindness and love of the blind children."

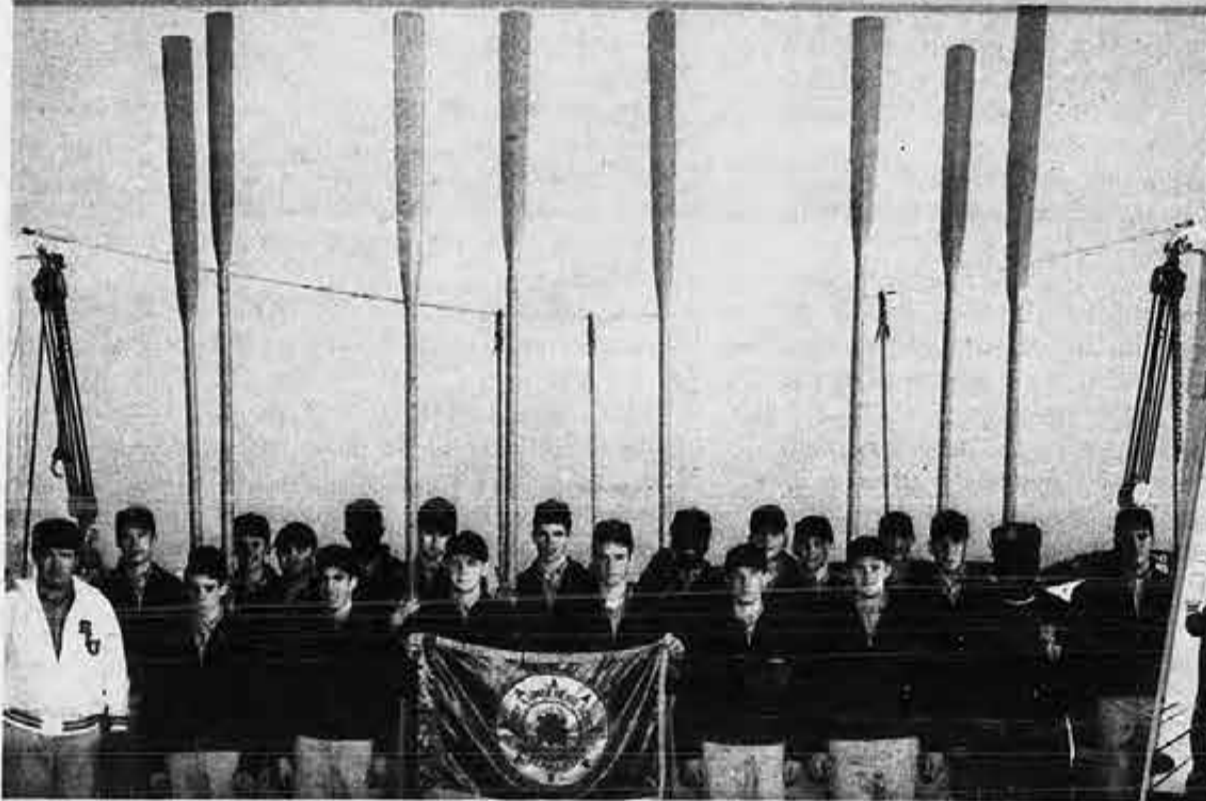


Spreading happiness to kids, Fred Shaia is shown at a Christmas party he arranged aboard the Steel Surveyor for orphans in Korea. At right is an appreciative attendant from the Bidul-gi orphanage at Pusan.



# UP OARS!

## At the Harry Lundeborg School



At left are first three trainee Lifeboat Classes at Piney Point. Front, from left: Tom Brooks, instr., Paul Cannon, Dick O'Brien, Chas. Pearce, John Boozer, Steve Schaefer, Donald Yeagley, Roger Dent. Second row: Chas. Wodack, Doyle Frost, Thos. Weymouth, Edgar Ruark, Jr., Wm. Olison, Jim White, Art Shayewitz, Eric Fasse. Back: Chas. Tilton, Chas. Bumpers, Clinton Duke, Ronald Moore.



Lifeboat Class No. 4 graduates above. First row, from left: James Porter, Robert Gregory, Neil Sanders, Art Engel, Jim Horwitz, Jim Gates, Lyle Sawyer, Gus Urbanello, John Albano, Ralph Gillum. Second row: Tom Brooks, Instr., Dan Kelly, Michael Baker, Dwight Palmer, Edward Cheffney, Freddy James, Thomas Phelps, Sherman Etheridge, Clifton Donaldson, Brian Dykstra.



Lifeboat Class No. 5. First row, left to right: Joe L. Anderson, Thomas Iommi, Steven L. Jones, Gerald G. Makarewicz, Robert L. Davis, Lloyd S. Cousins, Robert J. Grimes, Stephen A. Jones, Ernest L. Ford, Tyrone C. Howard, James E. Tyson, Richard E. Overton. Second row: Tom Brooks, instr., Rayford Tucker, Thos. Williams, Thomas Morey, Thomas Tucker, Charles R. Murray, Melvin Lane, Paul Sattle, Robert Gilliam, Emanuel J. Randazzo, Dale Berry, Kenneth Johnson, Robert Nonn.



Lifeboat Class No. 6. First row graduates, left to right: R. S. Sawyer, J. H. Bodnar, R. R. Wheat, W. D. Johnson, R. Grapes, M. Williams, P. Jutras, E. Z. Flores, D. E. Austin, P. R. Reydoids, I. Henry, H. G. Boudreaux. Second row, left to right: Tom Brooks, instructor, L. R. Adorno, R. K. Byrd, T. McNally, J. Nelson, R. Myers, F. M. Ziobro, R. L. Thibodeau, G. J. Schultz, M. C. Scarborough.

**PINEY POINT, Md.** — The SIU's Harry Lundeborg School of Seamanship here has initiated full-scale lifeboat training for all trainees. Six complete classes have thus far successfully qualified for the U.S. Coast Guard Lifeboat Certificate.

Before a lifeboatman's certificate may be granted, the applicant must prove to the satisfaction of the Coast Guard—by oral or written examination and by actual demonstration—that he has been trained in all the operations connected with the launching of lifeboats and life-rafts and the use of oars and sails; he is acquainted with the practical handling of boats themselves; and, he is capable of taking command of a boat's crew.

Under Coast Guard regulations the oral or written examinations are conducted only in the English language and consist of questions regarding: lifeboats and liferafts, the names of their essential parts, and a description of the required equipment; the clearing away, swinging out, and lowering of lifeboats and liferafts, the handing of lifeboats under oars and sails—including questions relative to the proper handling of a boat in a heavy sea; and finally, the operation and functions of commonly used types of davits.

The practical examination consists of a demonstration of the applicant's ability to carry out the orders incident to launching lifeboats, and the use of the boat's sail, and to row.

Founded in 1953, the Harry Lundeborg School of Seamanship has made it possible for many thousands of young men to start careers that combine excellent pay with travel, adventure and advancement.

The school offers a comprehensive eight-week course in the basic elements of seamanship to young men between the ages of 16 and 21. Graduates are eligible for jobs in the deck, engine and steward departments of ships under contract to the SIU. Following graduation, the trainee is eligible—after a prescribed period at sea—to return to the school for short, intensive upgrading courses which qualify him for jobs with greater responsibility and better pay.

Located near the mouth of the Potomac River in southern Maryland, the SIU's Lundeborg School is a modern, completely equipped training facility for young men interested in jobs at sea.

Trainees live in modern, air conditioned cottages and eat in an attractive, spacious dining room. In addition to the basic training received, they have excellent recreation facilities. The physical education program, under the direction of former U.S. Olympic Boxing Coach, Robert "Pappy" Gault, has been praised as a model one.

Young men, interested in this unique career opportunity, should write to the Harry Lundeborg School of Seamanship, Piney Point, Md. 20674.



**A Special Message to Seafarers and Their Families on:**

# THE SOARING COST OF DRUGS



For years the SIU has been helping Seafarers and their families to meet the mounting problem of medical and hospital costs through the benefits provided by the Seafarers' Welfare Plan.

One area, however, continues to pose problems for everyone, including Seafarers. This area is that of prescription drugs, on which Americans spend billions of dollars each year. Much of this cost is unnecessary. The problem is this:

When a patient goes to a doctor and his condition requires medicine, he is given a prescription to be filled at his local drugstore. When the doctor writes up the prescription, he has two choices, and this is where the problem of high costs lies.

The doctor can either prescribe the necessary medicine by its chemical name—sometimes known as its "generic" name—or he can prescribe the same medicine by the brand name placed on it by the drug manufacturer.

The only difference between the drug by its chemical name and the same drug by its brand name is in the cost to the patient. The brand name medicine can run from ten to several hundred percent higher. What happens is that the drug company makes the patient pay for all of the company's advertising, promotion, and higher rates of profit.

Once the doctor prescribes medicine by its brand name, the druggist can't substitute the same medicine under its less expensive chemical name. This is because most states prohibit such substitutions by law.

How can we overcome this problem? We can do so by asking the doctor to prescribe medicines for us by their chemical (or "generic") names. Or we can ask the doctor to authorize the druggist to fill the prescription with the **lowest cost** suitable chemical equivalent.

Thus we must educate the physician in order to help ourselves. This will mean a direct saving to you and your family. To help in this education process, the SIU's Welfare Department has prepared the following list of some of the more commonly used medicines prescribed by physicians. As you can see, there are considerable differences in the prices between the brand names and their chemical equivalents.

If Seafarers or their families are using any prescription drugs not included in this list—and if the attending doctor does not know the name of the equivalent drug—write to the SIU Welfare Department, at SIU Headquarters, 675 Fourth Avenue, Brooklyn, N.Y. 11232, and the information will be obtained for you.

Brand Name	Chemical or Generic Name	Quantity	Brand Name Price	Chemical Name Price	Brand Name	Chemical or Generic Name	Quantity	Brand Name Price	Chemical Name Price
Achromycin 250 mg.	Tetracycline Hydrochloride	16	\$ 3.00	\$ 1.50	Noctec—7 1/2 gr.	Chloral Hydrate	100	\$ 7.00	\$ 3.00
Achromycin V 250 mg.	Tetracycline Hydrochloride	16	3.00	1.50	Mebaral 1/2 gr.	Mephobarbital	100	1.65	1.10
Butisol Sodium 1/2 gr.	Butabarbital Sodium	100	3.45	1.50	Metandren 10 mg.	Methyltestosterone	100	14.25	1.20
Chloromycetin 250 mg.	Chloramphenicol	16	4.80	1.50	Nembutal 1 1/2 gr.	Sodium Pentobarbital	100	3.60	1.80
Chlor-Trimeton 4 mg.	Chlorpheniramine Maleate	100	4.05	1.25	Pentids 400	Penicillin G. Potassium	20	1.80	1.00
Cort-Dome Cream 1/2%—1 oz.	Hydrocortisone	1 oz.	3.75	1.50	Pentritol 30 m.	Pentaerythritol Tetranitrate	100	11.00	3.10
Crystodigin .1 mg.	Digitoxin	100	1.30	.75	Pen-Vee-K 250 mg.	Potassium Phenoxymethyl Penicillin	36	6.40	4.35
Decadron .75 mg.	Dexamethasone	100	24.20	10.40	Peritrate 20 mg.	Pentaerythritol Tetranitrate	100	6.25	1.00
Delta Dome	Prednisone	100	8.35	2.40	Polycillin 250 mg.	Ampicillin	24	9.20	7.40
Dexamyl Spansules #2	Dextroamphetamine Sulphate/Amobarbital	50	7.20	1.80	Premarin 1.25 mg.	Conjugated Estrogens Equine	100	10.00	4.75
Dexedrine Spansules #2	Dextroamphetamine Sulphate	50	6.85	1.55	Purodigin .1 mg.	Digitoxin	100	1.50	.75
Digifortis	Digitalis	100	2.15	.75	Pyribenzamine 50 mg.	Tripelennamine Hydrochloride	100	4.65	1.90
Dilantin 1 1/2 gr.	Diphenylhydantoin	100	2.05	1.20	Raudixin 100 mg.	Rauwolfia Serpentina	100	8.55	1.50
Elixophyllin	Theophylline	16 oz.	4.00	2.20	Seconal Sodium 1 1/2 gr.	Secobarbital	100	3.60	1.80
Isopto-Carpine 2%	Pilocarpine	15 cc	1.90	1.40	Serpasil .25 mg.	Reserpine	100	7.50	.75
Lanoxin .25 mg.	Digoxin	100	2.00	1.25	Taldrin 12 mg.	Chlorpheniramine Maleate	50	4.60	2.00
Luminal 1/4 gr.	Phenobarbital	200	1.10	.75	Tetracyn 250 mg.	Tetracycline Hydrochloride	16	1.80	1.50
Mandelamine 500 mg.	Methenamine Mandelate	100	5.85	2.00	Trasentine	Adiphenine	100	5.40	1.95
Equanil—400 mg.	Meproamate	50	5.75	2.95	Vioform Hydro-Cortisone—3%	Hydrocortisone, Iodo-chlorhydroxyquin	20 gm	5.25	1.90



# BOOK Reviews

**A FIGHTING EDITOR** by William T. Evjue (875 pages—\$5.95)

For over fifty years, through the pages of the Madison, Wisconsin *Capital Times*, William Evjue has taken on the forces of economic stagnation and the concentration of wealth. He has fought the evils of mass hysteria. The success of his efforts may well be measured by the long list of uncomplimentary names tagged on him.

Evjue has been called everything from a "Communist" to a "watch fob editor." Attacks have ranged from a group of housewives decked out in Red Cross uniforms to Senator Joe McCarthy, who parlayed American mass hysteria into a successful political formula.

The author follows a loose chronological order through the 800-plus pages, with frequent tangents of sudden recollection. The reader not interested in local Wisconsin politics can quickly pass to the meatier portions.

One is treated to personal recollections of such men as "Fighting Bob" LaFollette, the bathtub Kohlers—so well known in labor relations—architect Frank Lloyd Wright, Senator Gaylord Nelson, and others.

During the mass hysteria of the McCarthy era, Evjue and *Capital Times* stood for reason and fair play. There was another time and another era of hysteria when *Capital Times* almost fell victim to an advertiser's boycott.

Evjue withstood the pressure and has this to say about advertising: "One of the most distressing problems faced by the newspaper publisher and editor is the pressure of advertising and the threats made by advertisers to withdraw their advertising because they disagree with the editorial content or the news stories concerning their products carried in a newspaper."

For over a half century, William Evjue has withstood the pressures from advertisers. He has been guided by the slogan: "Let the people have the truth, and the freedom to discuss it, and all will go well."

At 85, Evjue is still "A Fighting Editor." The book may be ordered directly from the author at *The Capital Times*, Madison, Wisconsin.

\* \* \*

**CLASS, RACE, AND LABOR** by John C. Leggett (Oxford—250 pages, \$7.50)

In this book Professor Leggett sounds a warning to the big industrial unions: To go beyond the central bargaining table where only the big issues such as wages are hammered out. Unions must do more than give lip service to such problems as rent prices, living conditions, rat control, streets and the countless other neighborhood problems.

Leggett draws his conclusions from a series of interviews with workers in Detroit. The research for this book was made some eight years ago and it is interesting to note one can read signs of crisis over the horizon from the statements of workers.

The author predicts the more militant forms of class consciousness will be the strongest where "marginal members of the labor force have forged plant and/or neighborhood organizations" in those communities where there is a history of class struggle. An example is United Farm Workers attempting to organize unions in the fields of California and Texas. It will do well to study the structure of these unions and the services they seek to perform.

## LABOR ROUND-UP

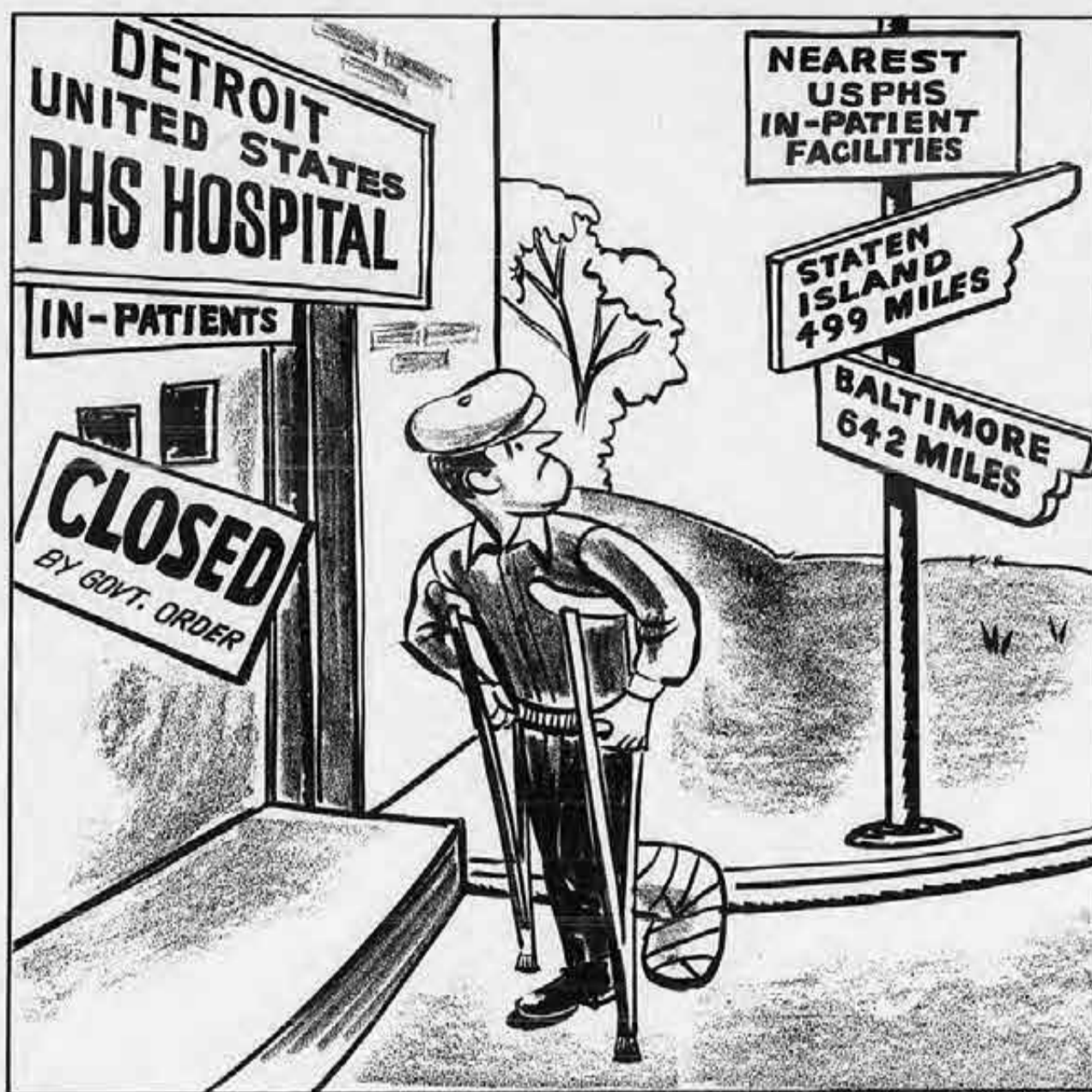
Vice President Howard D. Samuel of the Clothing Workers has been appointed by Secretary of Labor George P. Shultz as a member of the National Manpower Advisory Committee. The ten-member committee—composed of representatives of labor, management, agriculture, education, training and the public—was set up in 1962 under the Manpower Development and Training Act and advises the Secretary of Labor on his administration of that law.

The Ohio AFL-CIO is examining a plan to sell collision and liability auto coverage to its members. An actuarial study will be made to see if an insurance operation would be practi-

cal. The State Federation has an anti-trust action pending against rating bureau companies in Ohio. They think their study will show that the union could offer insurance for as much as 30 percent less than rates charged by private companies.

The Clothing Workers paid final tribute to Milton Fried, ACWA research director for 15 years, at memorial services in New York. His services in helping build an "enormously useful" research department, and his other qualities were cited by ACWA President Jacob Potofsky in a funeral eulogy. Fried, 53, died of a heart ailment at the Bethesda, Md., hospital of the National Institutes of Health.

## Lock-Out!



In the name of economy, the Washington bureaucrats are again striking out at the United States Public Health Service—this time at the in-patient services at the USPHS hospital in Detroit.

The April 2 directive to close down these facilities so vital to Seafarers, as of July 1, is spawned from a long line of unconscionable directives supposedly aimed at saving money—regardless of the effect on human need or social resources.

The SIU and shocked members of Congress share a firm determination that this blow, so destructive to Seafarers and others in the Great Lakes area, must be averted.

And for good reason.

Merchant seamen have special health problems. They are—by virtue of their work—transients. Their stay in any port is limited. Ship schedules are flexible and uncertain. They may be at sea for long periods. They must meet rigid physical requirements of fitness for duty before being allowed to ship out. For all these reasons they require efficient and adequate hospital care that is immediately accessible in reasonably convenient ports.

These unique needs common to seamen, recognized generations ago, were a prime reason for the establishment of the USPHS in the first place. From their inception, the hospitals maintained by this service have offered quality care and have earned the enthusiastic appreciation of the men they served.

None of this has changed. The need for these strategically located facilities is greater than ever, particularly in view of the fact that the closing of similar facilities at Chicago and Memphis four years ago left Detroit's the only inland USPHS hospital left in existence and the sole remaining source of in-patient services in the Great Lakes area.

The reasons given for the closing order—that the in-patient facilities in Detroit are not fully utilized on the one hand and the hospital is too small on the other—are difficult to comprehend. Any claim by the government that savings will result is unreal in view of the fact that seamen are guaranteed hospital services by law and that USPHS costs per day are about half of the costs in other hospitals.

What makes the situation all the more serious, however, is the fact that there just isn't any other place in the Lakes area for seamen to turn. The available VA hospitals and public hospitals are unequal to the task. The only alternatives are the USPHS facilities located in distant Staten Island, N.Y., or Baltimore.

There is only one answer to this latest crisis faced by the USPHS. The Detroit facilities must be maintained. Nothing else makes sense.





## VOYAGER SAILS AGAIN

It was sign-on time aboard the Alcoa Voyager at the Army Terminal in Bayonne, New Jersey, as the C-2 vessel was being loaded for a run to U.S. military supply ports in northern Europe.



Crewmembers take time out for coffee during the sign-on. Seated around the table are William Ohler, Lee A. Smith, Bob Stewart, Louis Firlie, Edward Fairfield and John Palmer.



Steward Paul Cox signs the articles, as Shipping Commissioner Joseph Bellantonio, looks on and Chief Cook William Randall waits patiently to sign on for the coming trip.



There's going to be a lot of painting on this trip, according to AB Rafael Spiteri and O.S. Richard O'Brien, who are hard at work stocking the Voyager's paint locker with gallon after gallon as ship prepared for the Atlantic run.

## Liberal Democrat Wins Laird's Seat Through Upset Victory in Wisconsin

WAUSAU, Wis.—A 30-year-old Democratic liberal has won an upset victory in a special Wisconsin congressional election which his Republican opponent had labeled a referendum on the Nixon Administration.

David R. Obey, backed by a coalition of labor and family farmers, is the first Democrat ever sent to Congress from the 15-county 7th District—an area of dairy farming, paper mills

and a scattering of industrial enclaves.

He captured the seat long held by Melvin R. Laird, who resigned to become Secretary of Defense. Laird had been re-elected by a nearly 2-to-1 margin last November. Obey defeated Republican Walter J. Chilsen, 62,901 to 59,292.

Former Vice President Hubert H. Humphrey campaigned for Obey, making his first major political appearance since the presidential campaign. Senator Edward M. Kennedy (D-Mass.) made film clips for television use in Obey's campaign.

Chilsen used television commercials showing himself with Nixon and strong endorsements from Laird. He told the voters that election of Obey "would be an insult to President Nixon and a slap in the face to Mel Laird."

On the national level, Obey, hit hard at tax loopholes including the low taxation of capital gains and the oil depletion allowance. He also sharply attacked the Republican governor's proposal to increase income taxes only on the first \$14,000 of earnings, with no hike in the higher brackets and no raise in corporate taxes.

Obey's support of private dairy farmers and opposition to

large corporate farms also won him substantially more support than a Democrat normally gets.

### 'Labor-Farmer' Support

A "labor-farmer" rally for Obey at Wisconsin Springs two days before the election brought together the area's trade union movement, the Farmers Union and the National Farmers Organization.

State AFL-CIO President John W. Schmitt was chairman of the rally. Speakers included national AFL-CIO Legislative Director Andrew J. Biemiller, who is a former Wisconsin congressman; Al J. Hayes, retired president of the Machinists and a Wisconsin native, and Bronson LaFollette, who ran strong in the district as the Democratic gubernatorial candidate last November.

It was 3 o'clock in the morning after Election Day before Obey's victory was confirmed.

The newly-elected congressman could have celebrated or gone to bed. Instead he and his wife drove out to the Brokow paper mill and stood at the plant gate as the workers—members of the Pulp-Sulphite union—came for the morning shift. The word from the new congressman: "Thanks for your support."

### Challenger Wins Broad Support

## COPE Backs Bradley Over Yorty In Los Angeles Mayoralty Runoff

LOS ANGELES — COPE delegates have overwhelmingly endorsed City Councilman Thomas Bradley's bid to become the first Negro mayor in this, the nation's third largest city.

COPE action assured Bradley broad-based labor support for the May 27 runoff against Sam Yorty, the incumbent.

It also reflected widespread labor dissatisfaction with eight years of Yorty administration, including ineffective handling of the 18-month strike-lockout at the Hearst-owned Herald-Examiner.

In an April 1 primary election, when COPE made no endorsement, Bradley pulled 42 percent of 718,678 ballots cast. Yorty got 26.5 percent, second highest in a field of seven.

Sigmund Arywitz, county AFL-CIO executive secretary, called on union members to pour contributions and manpower into the effort to elect Bradley.

"Our feeling is that he is the best suited to meet the needs of this major metropolis," Arywitz said.

He said the 51-year-old Bradley, first Negro elected to the City Council here, had the peacemaking potential to solve critical urban problems.

All major independent labor bodies also have endorsed the Bradley candidacy.

Arywitz said COPE would "take the facts" of the campaign to union members. He told a news conference that racism, an issue raised by Yorty on primary election night, was "wholly spurious."

"Los Angeles is tired of personalities and smears," Arywitz said.

Yorty had accused Bradley of emphasizing race in his primary campaign to get votes. About 20 percent of the city's registered voters are Negro.

A vote analysis published in the Los Angeles Times, however, indicated that predominantly white San Fernando Valley, for example, a traditional Yorty stronghold, deserted him in the primary election.

Bradley greeted the COPE endorsement with "delight" and said it "clearly shows that this will be a people's campaign."

Theoretically, the mayoralty race is non-partisan. Both Bradley and Yorty are registered Democrats, but Yorty supported Republican Richard Nixon for President in 1960 and was pretty much in Republican Ronald Reagan's corner when he was elected governor in 1966.

### Couple Gets Drift—10-Year-Old Mail

WESTPORT, Wash.—It took 10 years for a letter "mailed" by a Norwegian seaman off Japan to reach the U.S. West Coast.

It came via a bottle found by George Palmer and his wife while beachcombing near here at Grays Harbor.

Heavily encrusted with barnacles, the bottle was originally a container for Japanese liquor "Distilled by Otobukiy Limited, Osaka," and was cast into the sea some 300 miles off the coast of Japan by Olaf Braaten of Oslo. The enclosed note bore the date "August 5, 1959." The Palmers have answered Braaten's message.



## Continued Support of UN Vital Goldberg Tells Union Leaders

Labor must maintain a "deep-rooted interest" in supporting and strengthening the United Nations as the best available instrument for securing peace, Arthur J. Goldberg, former U.S. Ambassador to the UN, declared in Washington.

Helping to make the agency succeed, he told representatives of unions, he is in accord with labor's involvement in international affairs going back to Sam Gompers, who led in founding the International Labor Organization.

Goldberg spoke to about 50 union leaders who attended a luncheon meeting sponsored by

the United Nations Association of the USA, a non-partisan, privately supported organization to further peace and justice through the UN.

Goldberg, chairman of the board of the association, and James B. Carey, its director of labor participation, appealed to unions to continue and increase their backing of the association.

President I. W. Abel of the AFL-CIO Industrial Union Department urged labor leaders to stimulate greater interest in the UN among union members. "We haven't taken as seriously as we should the work of the UN," he declared.

### His 'Strongest Resource'

Goldberg who also served as Secretary of Labor and Supreme Court Justice, recalled his long prior career in the labor movement. That experience, particularly participation in collective bargaining conferences, "became the strongest resource I had in serving in the United Nations," Goldberg said.

There is too much a tendency for our government to use business leaders as international negotiators when union participants in collective bargaining have an "ideal background" in this area, he added.

Goldberg noted that AFL-CIO President George Meany, Abel, President Louis Stulberg of the Ladies' Garment Workers and the late President George Harrison of the Railway Clerks have "all served with distinction" on U.S. delegations to the UN.

He expressed the hope that the Nixon administration and future administrations will continue the policy of including labor leaders on these delegations.

The UN, he continued, is not a perfect instrument. But with all of its imperfections, Goldberg said, there is "no better choice" as a means of trying to bring peace and justice based on international law.

## Central American East-West Canal Seen 5-Year Job

LAS VEGAS, Nev.—Even with the use of nuclear explosives, it could still take up to five years to construct a proposed new sea-level canal to link the Atlantic and Pacific oceans across Central America.

Such a canal could not be produced in one blast, but would require a series of detonations planted in leapfrog design, Marvin Williamson, an Atomic Energy Commission engineer in the division of peaceful nuclear explosives, told a symposium here.

"Since the total excavation might require 300 or more explosives with a combined yield of 200 to 300 megatons," Williamson explained, "one would not propose to excavate the entire length in one blast because logistics, safety and other considerations could become unmanageable."

More than 200 delegates, including three from Soviet bloc countries, attended the symposium which was called to explore public health aspects in the peaceful use of nuclear energy.



The decision is unanimous. Enthusiastic women in the United Fishermen's Wives Organization anxious to boost the use of seafood products, all agree to proposal to "stress that all American fishery products should be used in much greater amounts in schools, institutions and the armed services."

## New Bedford Women Map Attack On Problems of Fishing Industry

**NEW BEDFORD, Mass.**—The old adage, "never underestimate the power of a woman," nicely sums up the philosophy of the newly-formed United Fishermen's Wives Organization in this East Coast fishing port.

A majority of the women in the UFWO are married to fishermen who belong to the SIUNA-affiliated New Bedford Fishermen's Union, and the ladies are determined to help their husbands by boosting the declining New Bedford fishing industry.

The problems facing fishermen in New Bedford reflect the nation-wide crisis that has hit the domestic fishing industry, a crisis caused in part by overage vessels and gear, ever-increasing imports of foreign fish, and a drop in prices paid for domestic fish.

### Scallop Stocks Down

The important scallop fishing industry in New Bedford is also being threatened by decreased stocks in Atlantic waters and, all along the Massachusetts coast, fishermen have experienced a marked decline in the supply of other species—such as haddock.

The tremendous influx of imported fish has created a situation whereby domestic fish is being pushed off the shelves in local stores and supermarkets in New Bedford. This is also becoming a commonplace situation across the entire nation.

In an effort to combat this crisis, fishermen and boat owners recently formed the Committee to Preserve the New Bedford Fishing Industry. Its chairman is SIUNA Vice President

Austin Skinner, secretary-treasurer of the New Bedford Fishermen's Union.

The wives of several fishermen also decided to join the fight and, near the end of January, the structure of their own organization began to take shape.

Mrs. Janet Connors, whose husband, Eugene, skips several draggers out of New Bedford, went to the piers, got the home numbers of the fishermen and began calling their wives about starting a group that would help the fishing industry.

The women met during February and early March, but the group really got off the drawing boards on March 21st when by-laws were officially adopted and officers elected, making UFWO probably the first group of its kind on the East Coast.

Dues-paying members already number nearly 100.

During the formative meetings held in the NBFU union hall—a historic building on North Water Street—the question of eligibility for membership in the new organization was settled by clarifying that fishermen's widows and the wives of retired fishermen were also eligible to join.

The constitution, read by Mrs. Ann Mackay, established the name of the group as the United Fishermen's Wives Organization—a group whose purpose shall be "to improve, promote and encourage the purchase of fish, scallops and seafood products harvested by the New Bedford fishing fleet."

### 10-Point Program

Later included in the organization's by-laws were suggestions made by Skinner, patterned after the program of National Fishermen and Wives, Inc., a West Coast group.

In line with these suggestions, UFWO has gone on record in support of "limitations on fish imports, correct labelling of foreign fish products; curtailment of foreign fleets off our shores; continued work with State and Federal pollution control groups," and "strict enforcement of the 12-mile fishery limit."

Also, UFWO will seek to "promote public relations; educate the American housewife to use more domestic fishery products; stress that American fishery products be used in greater amounts in schools, institutions and the armed services; continue to work to upgrade the American fisherman and to protect his rights," and "urge the enactment of legislation beneficial to all fishermen."

### Relaxing With TV



Joe Cook watches television, while waiting for the morning shipping call in New York hall. He sails in the steward department.

## Unclaimed Wages Held

Open wages unclaimed during the period August 1, 1968, through January 31, 1969, are being held for the Seafarers listed below by the Robin Line Division of Moore-McCormack Lines. Those whose names appear are requested to contact Mr. F. L. Haggerty, Manager, Accounting Services, at the company's offices at 2 Broadway, New York, N.Y. 10004.

Adams, Thomas  
Anagnoston, A.  
Brockton, R. H.  
Brown, Albert  
Browning, Stevie J.  
Buie, Richard  
Butterworth, P. M.  
Byran, Haze Ervin  
Campfield, J. III  
Carr, Melvin J.  
Caton, Daniel  
Charneco, Sixto  
Dolly, Larry E.  
Edwards, Harold J.

Espinal, Ramon L.  
Fennell, Arthur T.  
Gerganious, James  
Hubert, Joseph R.  
Kermarec, Leon H.  
Lamourieux, H. D.  
Mays, Richard F.  
Morrow, John A.  
Nemo, Robert W.  
Pardue, Robert W.  
Savoie, Patrick J.  
Smith, James H.  
Steinmetz, A. L.  
Thompson, Vernon  
Wilson, Lennie S.



## At Graduation Exercises for 25th Class:

# AIFLD's Contribution to Social Progress Praised by Nixon

WASHINGTON — The American Institute for Free Labor Development has made a valuable contribution to Latin America's social progress and economic improvement, President Nixon said in extending "warm congratulations" to graduates of AIFLD's 25th training program.

"We have a special interest," Nixon said in a message read to the graduates by AFL-CIO President George Meany, "in the welfare of the people who share this hemisphere with us and are currently seeking new initiatives to make our combined efforts more effective."

AIFLD, through its self-help projects in such fields as co-operatives and housing, and through its educational work in support of the development of free democratic trade unions, has "played an important role by involving rank-and-file workers in its activities," the message emphasized.

Meany gave certificates of graduation to 28 union leaders from 15 Latin-American countries who spent six weeks studying advanced collective bargain-

## AIFLD Graduate Named Guyana Labor Minister

GEORGETOWN, Guyana—Winslow Carrington, Guyana's recently appointed Minister of Labor and Social Security, is a graduate of an American Institute for Free Labor Development training course.

Carrington, who is president of Guyana's Transport Workers Union, was the valedictorian among English speaking members who graduated from AIFLD's first course for Latin American union leaders in Washington in 1962.

## Age Midpoint Remains 27.7

"Americans have stopped getting younger," the Census Bureau said in reporting that the median age of 27.7 years was unchanged between fiscal 1967 and 1968 for the first time in 15 years.

The median age, midpoint at which the population divides equally, half younger and half older, reached a peak of 30.3 years in 1952 after steadily rising from 16.7 in 1920.

The report said that 1.5 million Americans reached age 65 during fiscal 1968, up slightly from the previous year, and 3.8 million people became 21, up 1 million from the number reaching that age in 1967.

ing and related subjects at AIFLD's Front Royal, Virginia, Institute, and taking field study trips in Cuernavaca, Mexico; St. Louis, and New York.

Responding to critics who believe Latin leaders should be trained on a government-to-government and business-to-business basis, Meany said "we don't buy that. It might be more comfortable that way, but there is no guarantee that the ensuing economic improvement would work its way down to the lowest rungs of the economic ladder." He added:

### "A Lasting Impact"

"I personally feel that, no matter what else happens in the Alliance for Progress, the program of education offered by AIFLD will have a lasting impact on the future of Latin America. We are going to continue this work."

No nation can build prosperity on low wages and inferior working conditions, Meany declared. A country's wealth should be measured not by roads or great edifices but on the basis of social and economic conditions experienced by the great mass of its people, he told the class.

The exercises were held in the AFL-CIO assembly room. Besides Meany, others participating were President Joseph A. Beirne of the Communications Workers, AIFLD secretary-treasurer, and General Secretary Arturo Jauregui of ORIT—the Inter-American Regional Organization of Workers.

Orlando E. Bustos, organizing secretary for the Textile Workers' Union of Argentina, spoke for the graduates in expressing appreciation of the institute's work.

### Need is Worldwide

Workers of the United States have "crossed national boundaries" in creating the institute, and "with generosity and altruism have offered to those without the same advantages the means of attaining effective education and international experience," Bustos said.

Work of this kind, he said, "is needed in all parts of the world." Even in this hemisphere, "innocent people are being struck down; overriding violence and repression still throttle those who clamor for social justice; humble people are still being punished for aspiring to live in a better world," he declared.

Class members, Bustos said, have committed themselves formally to "the fight to achieve the common good, and eradicate forever the phantoms which, in various forms, stalk America."

Jauregui told the graduation dinner audience that while dictatorships have spread in some Latin-American lands, they

soon lose popular support because of their denial of freedom and democracy.

The Latin labor movement has grown from a few to the point where free, democratic inter-American labor represents 28.5 million workers, "working together toward the same goal," he said.

Class students were picked to take the course by fellow unionists in Argentina, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Peru, Uruguay and Venezuela.

In seven years the AIFLD has trained more than 700 labor leaders in Front Royal; selected labor economists in advanced training at Loyola and Georgetown universities, and more than 100,000 unionists at resident centers and regional seminars in Central and South America.



Orlando E. Bustos, left, of the Argentina Textile Workers Union, receives certificate at exercises climaxing 25th AIFLD program from AFL-CIO President George Meany, who is also AIFLD president.

## Private Watchdog Group Charges:

# Job Blacklisting Service Operated By Extremist Right 'Church League'

The right-wing Church League of America has been charged with operating a "blacklisting business" that gives employers a secret check into the background of job applicants.

The charge was made by the Institute for American Democracy (IAD), a non-profit organization which exposes extremists on both the left and right. Its board includes leaders in labor, religion, business and government.

Details of the blacklisting service were explained by Charles R. Baker, IAD's executive secretary, in an article in the March issue of the organization's newsletter, Homefront.

This is how the setup works, based on letters and a flyer being sent to businessmen in the Chi-

cago, Philadelphia and New York areas, Baker said:

For as little as \$5 a head, prospective employers can get a check into what the Church League terms the "philosophy of life" of job-seekers.

### Applicant Defenseless

The individual job applicant has no way of knowing about the check and there is no defense against wrong identification.

Employers are told that for a \$1,000 "donation," they can get checks on 50 names, with additional checks at \$5 each. Even if they don't use the service, employers can write off the "donation" as a tax deductible contribution, CLA says.

Name checks are made against the Church League's

files, which the organization claims "are the most reliable, comprehensive and complete, and second only to those of the FBI."

According to Baker, the Church League has boasted that it has file cards of nearly three million persons, groups and publications "which serve the Communist cause," and has claimed to have a working relationship with law enforcement groups.

Prospective clients are sent a promotional letter warning that "our working forces include more than a few radicals, socialists, revolutionaries, Communists and troublemakers of all sorts."

"Colleges and schools are educating thousands more who will soon be seeking employment," the letter adds.

The Church League points out that while employers can easily check the "educational and professional background" of job seekers, little is being done to learn their "philosophy of life," which is "of paramount importance."

Baker identified the Church League of America as a right-wing group that provides a "library function" for a variety of other right-wing outfits. It lists Major Edgar Bundy as its executive secretary.

The Church League's catalog, Baker noted, features materials from the John Birch Society and the Carl McIntyre complex. Last winter, Bundy was a guest on Birch member Dean Manion's Radio and TV Forum.

IT'S THE LAW!

**NARCOTICS**

ANYTIME-ANYWHERE MEANS

NO MORE SHIPS - EVER!

SEAMANS PAPERS REVOKED



## Wayne County AFL-CIO Adopts SIU Resolution

DETROIT—The following Resolution, submitted by the SIU, Great Lakes District, was adopted by the Wayne County AFL-CIO Delegate Body at its recent meeting here.

### Resolutions Opposing Foreign Flag Passenger Operations on the Great Lakes

WHEREAS, the Seafarers' International Union, Great Lakes District, AFL-CIO, has for many years represented, in collective bargaining, the unlicensed crewmembers employed by the Chicago, Duluth and Georgian Bay Lines on its Great Lakes vessels and still maintained the bargaining rights until the close of the navigation season in 1967 when the Chicago, Duluth and Georgian Bay Lines permanently curtailed operations due to Coast Guard restrictions, and

WHEREAS, many of these said crewmembers no longer are able to continue their employment on the Great Lakes due to this curtailment of operations, and

WHEREAS, the Chicago, Duluth and Georgian Bay Lines have now been purchased by the Arison Shipping Company of Miami, who operate vessels of the Norwegian-Caribbean Line between Miami and the West Indies under foreign flag operations, and

WHEREAS, under such foreign flag operations this company operates under said foreign flag with foreign crews at substandard wages and substandard conditions, and without any legitimate collective bargaining agreement, and

WHEREAS, said company operates its ships at substandard levels not acceptable to the United States Coast Guard, and

WHEREAS, many American citizens will use these ships at great danger to their personal safety due to the substandard safety standards, and

WHEREAS, said company operates without payment of any taxes to the American Government, and

WHEREAS, said company now intends to extend its operations to the Great Lakes in 1970 by placing one of its vessels, namely the SS SUNWARD, under the same conditions as its Coast operations with foreign crews and foreign flag conditions, therefore, be it

RESOLVED that the Detroit and Wayne County AFL-CIO take positive action to protest this foreign flag operation on the Great Lakes, and publicize this underhanded "fraud" to the entire American public and its public officials.

## U.S.-French Labor Combine To Help African Unions Grow

PARIS—American labor is proud to be allied with free French labor in helping the developing nations of Africa, an AFL-CIO representative told the tenth congress of Force Ouvriere (FO) here.

Irving Brown, executive director of the African-American Labor Center, added, "It is common concern like this that unites us as forces for freedom throughout the world."

Brown spoke as the representative of AFL-CIO President George Meany to delegates representing 1.1 million FO members. A democratic labor federation, FO was founded in 1948 with U.S. labor's help after Communist elements seized control of the General Confederation of Workers (CGT).

In the earliest years, Brown recalled, the federation pitched in with American unions and labor movements of other nations to aid the reconstruction of Western Europe.

Now, he pointed out, FO is contributing greatly in labor's efforts "to build the trade union movement in new nations, particularly in French-speaking Africa."

"We have never wavered in our support of FO since its founding," Brown said. "For the history of your movement is the history of France, Western Europe and the entire free world ever since World War II."

He said the cooperation of labor movements in industrial nations also is vital if free nations are to resist communism and all forms of totalitarian aggression.

In this connection, he warned that efforts by the Communist-controlled World Federation of Trade Unions to make inroads in industrialized and developing nations is "part of the Soviet government's offensive to strangle the existing and emerging trade unions of the world."

"Their objective," Brown said, "is not to improve but to exploit the low economic and social standards of workers in order to advance the power drive of the totalitarian powers."

Brown expressed "fervent hope" that negotiations in Paris will lead to a peace in which the free trade union forces of South Vietnam "will not only survive but become the standard bearer of freedom for all Vietnam."



The burning Formosan freighter Union Faith lights up the New Orleans skyline following a collision with oil-laden barges in the Mississippi River. Twenty-six men perished in the blazing waters. SIU-contracted tugs were credited with helping to avert a major disaster along the entire waterfront near Canal Street.

### Seafarer Gives On-Spot Account:

## Formosan Vessel, Oil Barges Collide Under New Orleans Bridge; 25 Dead

On April 6, the Formosan freighter Union Faith and three fuel-laden barges collided in the Mississippi River under the Greater New Orleans Bridge, five blocks from famed Canal Street. In the explosion and fire that followed, 24 of the seamen on the freighter and a Mississippi river pilot were lost.

A major disaster along the entire waterfront was narrowly averted by the prompt action of the city's fire department, SIU-contracted tugs of the Crescent Towing Co. and the Whiteman Towing Co., and the Seafarers aboard the Alcoa Master.

AB Jacob Levin was a crewmember aboard the Alcoa Master and, shortly after the collision, took part in getting the vessel safely away from the danger area. Here is Seafarer Levin's first-person account of what happened:

It was a very quiet Sunday, and I was sitting in the French Market having a cup of coffee before returning to my ship to stand the midnight to 8 a.m. gangway watch.

Suddenly there was a large explosion, and I guessed that a collision had taken place in the river. My first thought was to get back to the ship. When I got down there the whole river seemed to be a mass of flames. A Chinese freighter, the Union Faith, and a tow of three barges loaded with fuel oil had collided right under the Greater New Orleans Bridge.

Mr. Nolan, the chief mate, broke out everyone who was on board, including the cooks, a couple of firemen, an oiler and the chief electrician. Even a couple of Greek seamen who were nearby came aboard and

volunteered their services.

At first we thought we might have to abandon ship but the chief engineer had kept vacuum on the engine. A river pilot promptly came on board and we were able to quickly cast off all lines and get under way. We got away from the dock not a minute too soon, because one half of a burning barge drifted down to where we were tied up just after we had pulled away. Had we not gotten under way when we did, the Alcoa Master and the Bienville Street wharf would have burned.

Our vessel was the only one in port to get away from the dock under her own power. The

pilot swore it was a beautiful undocking, and said that he had never seen a bunch of men perform their duties so efficiently.

We passed the burning Union Faith. She was listing heavily and was a mass of flames from stem to stern. The pilot, captain and 24 of the Formosan ship's crew perished. And two of the 26 crewmembers who were rescued are still in the hospital.

It was a very lucky thing that only one of the barges exploded in the collision. It is felt by some in the port that if all three barges had exploded, the entire port of New Orleans might have been a total loss.

## PERSONALS

### John Galbraith

Please contact Wynn Walker, attorney-at-law, 1780 Broadway, New York, New York 10019, as soon as possible.

### Wayman Lizotte

Please write to your daughter, Patricia Ann Lizotte, in care of Rebecca Aquino, Little Tommy's Barber Shop, Agana, Guam.

### Charlie Burns

Please get in touch with W. A. Johnston, Box 93, Brundidge, Alabama 36010, as soon as possible.

### Nick Mutin

Please get in touch with George D. Edwards, Professional Building, 6903 Dunmanway,

Baltimore, Maryland, as early as possible.

### Leroy William Bird

You are requested to contact Krout & Schneider, Inc., 150 Mezzanine, 350 Sansome Street, San Francisco, California 94104, at your earliest convenience.

### Michael Bordelon

Please contact your mother at her new address, 330 De Soto Avenue, Pineville, Louisiana 71360, as soon as possible.

### Ralph D. Shuman

Your father is anxious to hear from you. Please contact him as soon as possible at 1564 Trona Way, San Jose, California.



## Two-Gallon Blood Donor



Seafarer Arthur Sankovidt, center, has donated 19 pints of blood to the SIU Blood Bank. Congratulating him on achieving two-gallon mark in SIU's "Gallon Club" is Dr. Joseph Logue, SIU medical director, and Nurse Sheryl Edel, RN. Brother Sankovidt, who sails as messman, says he likes to give blood "because it's a good way to help other Seafarers." Sankovidt's last ship was the Gateway City.

## NAM 'Explains Away' Increased Prices

Want to know what is pushing prices up and holding back progress? The National Association of Manufacturers would have Americans believe that it knows. It's a conspiracy between organized labor and the National Labor Relations Board, that's what. And the NAM thinks it knows what to do about this dreadful state of affairs. Change the labor laws—again.

From the SIU hall in Norfolk comes word that the NAM is currently sending out a new broadside of anti-union propaganda to companies in that area. Included in the package is a handsomely designed booklet—loaded with the usual misstatements of fact and specious reasoning—and glumly predicting disaster unless labor laws are reformed "to restore the balance in labor-management relations."

The companies are being urged to distribute the booklets to all of their employees so that "the man in the street" can know how organized labor and the NLRB are ganging up on him. The NAM has never been accused of championing the man in the street, so their new-found concern for him is not likely to be viewed without suspicion.

The thrust of NAM's argument is that the NLRB "has left a bewildering trail of decisions which frustrate the original intent of the law." Translated, this means that the NLRB has been too conscientious in protecting the rights and security of workers. Remember that both major amendments to the original Wagner Act—the Taft-Hartley Act and the Landrum-Griffin Act—were heartily endorsed by the NAM. The clear intent of those two amendments was to cripple the effectiveness of organized labor so, naturally, any frustration of that intent was bound to make the NAM mad.

"The NLRB has been going too far," they complain in their booklet, and then they tick off some of their pet peeves. For instance, the NLRB told one company it couldn't try to intimidate its employees during an organizing drive by suggesting that a number of companies had to close down because they couldn't afford to provide union wages or working conditions. Why shouldn't a company have the right to scare its employees?

Then, with their usual half-truth technique, they charge that the NLRB is keeping prices up because they won't let a company introduce

cost-reducing methods without first negotiating with their workers' union. What they aren't telling "the man in the street" is that the cost-reducing method they are talking about consists of throwing some of their workers out into the street and replacing them with machines.

The NLRB ruled that the union has a right to protect the security of those workers and their families—but the NAM says "this is going too far."

Then they go on to cite another horror story about how the NLRB made a firm bargain with the union because it shut down a factory that they said was losing money. "The resulting penalties make other companies reluctant to close in similar situations," groans the NAM.

What they are really talking about here is the attempt of some companies to avoid paying decent wages by closing down an organized plant, and moving it to a "right-to-work" state or some other low-wage area. The "penalties" they complain of include offering the workers jobs at the new plant at their present wages, and the cost of moving their families to the new factory site. "This is going too far," says the NAM.

So, despite the fancy new packaging of this latest NAM attack on organized labor, inside are the same old tired arguments. They piously assert that all they want is to restore the balance in labor-management relations, but their actions clearly indicate a nostalgia for the good old days when management could do as it damned well pleased without regard for the hardship it caused to its workers and their families.

One footnote to illustrate the double-talk that is typical of the NAM as well as other anti-labor organizations. The NLRB recently ruled that the notorious J. P. Stevens Company had to provide the Textile Workers Union with the names and addresses of its employees so that the union could inform the workers of the issues involved in the organizing drive at Steven's plants. "This is going too far," says the NAM. But then you read the letter the NAM is sending to company owners along with their brand-new pamphlets. It says: "Why not distribute a copy of this booklet to each of your employees by direct mail to their homes. . . ."

Who do they think they're kidding?

## Kansas' Right-to-Workers' Stymied In Move to Assess Harsh Penalties

TOPEKA, Kansas—A bill which threatened unions with harsh penalties under Kansas' 10-year-old "right-to-work" law has been killed by the veto of Governor Robert B. Docking (D).

After Docking refused to sign the measure, vigorously opposed by labor, a move to override his veto failed in the state House of Representatives and the legislature adjourned shortly thereafter.

The union shop ban was adopted as a constitutional amendment in 1958 but the state has never before acted on enabling legislation.

Last year, Laborers Local 605 won a union shop contract at the Sunflower Ordnance Plant of Hercules, Inc. near De Soto, and Kansans for Right to Work focused on the pact in pressing for enabling legislation.

They ignored the fact that the plant's management and the

local agreed to the contract on the basis that the plant was on federal property and was thus under federal, not state, jurisdiction.

Another factor in the "right-to-work" push was that the 1968 election gave conservative Republicans strong control of the legislature even though Docking was re-elected.

### Penalties Outlined

The bill introduced in the legislature would have spelled out the union shop ban and imposed fines of \$500 or six-month jail sentences against violators.

The "right-to-work" forces claimed that the measure would force "an open shop agreement" at the Sunflower plant even though an opinion from state Attorney General Kent Frizzell (R) said it would not apply to Sunflower.

The measure was swept through the House, 76 to 40, and the Senate, 27 to 10, with the votes cast mainly along party lines—Republicans for and Democrats against.

Newspapers throughout the state drummed out a steady flow of editorials in support of the bill. Some suggested that Docking wouldn't dare veto the measure.

In a forthright message, however, the governor pointed out that "this is a proposal lacking not only in philosophical cred-

ibility, but also in defined legal purpose."

He noted the discrepancy between the proponents' contention that the bill would apply to Sunflower—a federal installation—and the attorney general's opinion that it would not.

Since the entire case for the legislation was based on the Sunflower situation and there has never been another contention of violation of the constitutional amendment, Docking said, the bill was "unnecessary."

Further, he cited the penalties, uniform for employers and unions, as being "discriminatory" since they would fall most heavily upon unions and workers.

"For these reasons," he declared, "I find this bill—if it were to become law—would be lacking in legal purpose, highly discriminatory, and disruptive of good labor-management relations."

To sign it, he added, would be to place "an albatross around the neck of management and labor and industrial development in Kansas for many years."

"The bill is negative, not constructive, and therefore, not in the public interest," he concluded.

When the vote on overriding Docking was taken in the House the next day, the final tally was 78-46—five votes short of the margin needed to override.

## RTW Law Alienates Youth, Says N. Dakota's Governor

BISMARCK, N.D.—North Dakota is one of the few non-Southern states which has a so-called "right to work" law and the governor of the state takes a dim view of it.

In a message to the 41st Legislative Assembly, Governor William L. Guy, a Democrat, has called for repeal of "that law which now denies the majority of working people in the industry to contract with their employers for certain contract bargaining provisions."

"Our State Right to Work law," he added, "has protected no one but is driving our youth from this state to states where they can have such protection."

"We need to be concerned about wage levels and working conditions," the Governor said, "because our own youth are judging us in comparison to what is available to them outside our state."

"North Dakota labor law has not adequately recognized the desirability of working people gathering together to take action to improve their lot. The industrial states have recognized the rights of their working citizens."

Guy declared that one of the "myths" that still prevails in some quarters in our state is that industry will seek to locate where substandard wages are paid and where working people are discouraged from organizing.

"Nothing could be further from the truth. We have tried that philosophy for nearly 80 years of North Dakota's existence yet we still find ourselves the least industrialized state in the union. If low wages and weak labor laws protecting the rights of workers could attract industry, then we should be one of the most industrial of all states."

It was on the basis of this that the governor recommended that "we start to rectify this oversight by repealing" the so-called "right to work" law.

He also urged the assembly to take action on the "unrealistic" minimum wage laws.



## SIU ARRIVALS

**Traci Lorraine Neathery**, born September 6, 1968, to Seafarer and Mrs. Emmett E. Neathery, Portsmouth, Va.

**Donald King**, born February 11, 1969, to Seafarer and Mrs. Donald M. King, Seattle, Washington.

**Malisa Pitts**, born January 29, 1969, to Seafarer and Mrs. Houston G. Pitts, New Orleans, La.

**Joey Rodgers**, born December 13, 1968, to Seafarer and Mrs. Riley C. Rodgers, Hornbeck, La.

**Clarence Ussin**, born December 29, 1968, to Seafarer and Mrs. Charles Ussin, Sr., Grosse Tete, La.

**Kevin Cole**, born February 19, 1969, to Seafarer and Mrs. Ricky L. Cole, Gallipolis Ferry, W. Va.

**Glorieta Vain**, born February 13, 1969, to Seafarer and Mrs. Joseph E. Vain, Baltimore, Md.

**Miguel Nieves**, born October 2, 1968, to Seafarer and Mrs. Miguel A. Nieves, Brooklyn, N.Y.

**Jason Scott Newman**, born February 26, 1969, to Seafarer and Mrs. Waymer E. Newman, Point Pleasant, West Virginia.

**Lawrence Dugas**, born January 27, 1969, to Seafarer and Mrs. Lawrence J. Dugas, Houma, Louisiana.

**Lisa Mathews**, born February 23, 1969, to Seafarer and Mrs. Charles R. Mathews, Norfolk, Virginia.

**La Dan Bonefont**, born September 16, 1968, to Seafarer and Mrs. Gabriel Bonefont, Jr., New York, N.Y.

**Lori Ann Feil**, born March 19, 1969, to Seafarer and Mrs. William K. Feil, Jersey City, N.J.

**Sandra Grove**, born January 13, 1969, to Seafarer and Mrs. Leonard C. Grove, Shamokin, Pa.

**Scot Wade Latour**, born August 27, 1968, to Seafarer and Mrs. Charles B. Latour, New Orleans, La.

**Richard Karl Stevens**, born January 3, 1969, to Seafarer and Mrs. Garry Lee Stevens, Erie, Pennsylvania.

**Stacy Lynn Goodwin**, born October 9, 1968, to Seafarer and Mrs. John Cole Goodwin, Baltimore, Md.

**Andrew DeFatta**, born March 25, 1969, to Seafarer and Mrs. Paul A. DeFatta.

**Scott Wayne McKeehan**, born November 21, 1968, to Seafarer and Mrs. Wayne McKeehan, Madisonville, Tennessee.

**Robert Miller**, born December 7, 1968, to Seafarer and Mrs. Robert Louis Miller, Tampa, Florida.

# Pension Roster Continues to Grow As 12 Additional Seafarers Retire

The lengthening SIU pension roster has added the names of 12 more Seafarers who have retired after wrapping up long sailing careers.

Roy Johnston is closing out a sailing career that spans 43 years. Brother Johnston was born 61 years ago in Canada, and now makes his home in Baltimore. He joined the SIU in Boston in 1938. His last ship was the Yorkmar, on which he sailed as FWT.

Arnie Cobb is retiring to his native Andalusia, Alabama, with his wife, Maudie, after completing his long career at sea. Brother Cobb joined the SIU in the Port of Galveston. Shipping as FOWT, his last vessel was the Del Norte.



Johnston Cobb

Frank Gavin, who held both AB and FOWT ratings, is retiring after 31 years at sea. The long-time Seafarer joined the SIU in the Port of New York. He was born in California in 1911. Brother Galvin's last vessel was the Potomac.

Joseph Martin, 66, has spent more than 26 years at sea as a member of the steward department. Born in Louisiana, Brother Martin will spend his retirement with his wife, Louella, at



Galvin Martin

their home in Galveston, Texas. He joined the SIU in Galveston in 1947. Brother Martin's last ship was the Steel Fabricator.

Jack Chattin, who was born in Alabama in 1904, has been going to sea for 44 years as a member of the engine department. He plans to spend his retirement in Jacksonville Beach, Florida. Brother Chattin joined the Union in the Port of New York in 1949. Rated FOWT



Chattin Clooney

and Pumpman, his last vessel was the Steel Advocate.

Harold Clooney has been sailing for the Sabine Towing and Transportation Company for the last 16 years as tug captain. A native of Lake Charles, Louisiana, he still lives there with his wife, Lillian. Brother Clooney joined the SIU at Port Arthur, Texas.



Miller Chiorra

Frank Miller was born in Germany in 1908, and now lives in Brooklyn, New York. Brother Miller, who sailed as AB, has been going to sea for 35 years and joined the Union in the Port of New York. He served for nearly three years with the U.S. Army during World War II. Brother Miller's last ship was the Ponce.

John Chiorra, who shipped as a member of the steward department, is ending a 25-year sailing career. He also served with the U.S. Army during World



Norton Soto

War II. Brother Chiorra was born in West Virginia, and now makes his home in Allentown, Pennsylvania. He joined the SIU in the Port of New York in 1944. He last shipped as cook aboard the Commander.

Paul Norton, one of the real old-timers in the SIU, is retiring to the beach after 34 years at sea. Brother Norton joined the Union in 1938 in the Port of New York. Born in Maine 63 years ago, he now lives in Boston. Brother Norton, who also served a hitch with the Coast Guard in the 1920s, sailed as AB. His last vessel was the Miami.

Juan Soto was born in Puerto Rico, and now makes his home in Brooklyn. Brother Soto, who has been sailing for 26 years, joined the SIU in the Port of New York and was active in supporting many SIU beefs on the picket line. He last sailed as bosun on the Ocean Ulla.

John Liston is a native of Brooklyn, New York, and still resides there with his mother, Bridget. Brother Liston joined



Liston Staikopoulos

the Union in the Port of New York. He has more than 25 years at sea, and he last shipped as AB aboard the Ocean Tide.

Athanasios Staikopoulos, 61, is ending a 33-year sailing career. A native of Greece, he has been living in Hoboken, New Jersey, but now plans to join his wife, Mapha, in Bremerhaven, Germany. Brother Staikopoulos, who sailed as oiler, joined the Union in New York in 1945. His last ship was the Charleston.

**ROBIN GRAY** (Moore-McCormack), April 6—Chairman, Ralph King; Secretary, David Velandria. Each man was asked to contribute \$1.50 to build up ship's fund. Discussion held regarding repairs which have not been taken care of. Chief Engineer to be contacted regarding same.

**COLUMBIA BARON** (Columbia), March 30—Chairman, A. Booth; Secretary, C. Breaux; Brother H. Harris was elected to serve as ship's delegate. No beefs were reported by department delegates.

**COLUMBIA TIGER** (Columbia), March 19—Chairman, T. J. Hegarty; Secretary, Rafael Hernandez. Brother M. W. Murphy was elected to serve as ship's delegate. It was suggested that the patrolman check the stores as ship is short a few items. No beefs and no disputed OT.

**PEGOS** (Oriental Exporters), March 30—Chairman, John Thompson; Secretary, C. E. Turner. Brother D. H. Ikart was elected to serve as ship's delegate. No beefs and no disputed OT was reported by department delegate. \$27.00 in ship's fund.

**CONNECTICUT** (Ogden), April 13—Chairman, John W. Altstatt; Secretary, T. D. Ballard. Some disputed OT in deck department, otherwise there were no beefs reported by department delegates. Discussion held regarding draws on OT.

**HUDSON** (Ogden Marine), April 13—Chairman, John Kuchta; Secretary, David E. Edwards. No beefs were reported by department delegates.

**PENN TRANSPORTER** (Penn Shipping), March 26—Chairman, R. B. Maas, Sr.; Secretary, R. Casanova. Brother W. G. Bigby was elected to serve as ship's delegate. No beefs were reported by department delegates.

**NORTHWESTERN VICTORY** (Victory Carriers), March 23—Chairman, A. H. Reasako; Secretary, A. H. Reasako. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

**DEL SUD** (Delta), March 30—Chairman, Ed Delaney; Secretary, Hans Spiegel. Brother Spiegel was elected to serve as ship's delegate. No beefs were reported by department delegates.

## DIGEST of SIU SHIP MEETINGS

**GRETHER** (Motorship of Delaware), April 6—Chairman, Bell Allen; Secretary, D. Pasa. No beefs were reported by department delegates. Discussion held regarding pension plan. Vote of thanks to the steward department for a job well done.

**STEEL WORKER** (States Marine), April 15—Chairman, John T. Corvick; Secretary, R. B. Barnes. Over \$100.00 in ship's fund. No beefs were reported by department delegates. Discussion held regarding retirement plan.

**SEATRAN OHIO** (Hudson Waterways), April 13—Chairman, T. Yablonsky; Secretary, W. Messenger. No beefs were reported by department delegates. Various resolutions, motions and suggestions were submitted to headquarters regarding contract. Vote of thanks to the steward department for doing an excellent job.

**CORTEZ** (Cortez Steamship Co.), April 13—Chairman, John Lyons; Secretary, I. D. Pierson. No beefs were reported by department delegates. Some disputed OT in steward department. Vote of thanks to the steward department for a job well done.

**PETER REISS** (Reiss), April 10—Chairman, George Shields; Secretary, George Bodkin. Elected: Jackie Mashrah, deck delegate; George Shields, engine delegate; Albert Bain, steward delegate. Men would like to be paid on ship at the end of each pay period.

**DEL MAR** (Delta), April 15—Chairman, James L. Tucker; Secretary, G. Chafin. Brother Ramon R. Roque was elected to serve as ship's delegate. Vote of thanks to Brother Juan A. G. Cruz, former ship's delegate, for a job well done. \$31.51 in movie fund and \$39.00 in ship's fund. Vote of thanks to Brother James L. Tuck, movie director, for a job well done.

**ERNA ELIZABETH** (Albatross), January 26—Chairman, Bill Brewer; Secretary, Denis Brobeur. Discussion held regarding shore leave in Panama. No beefs were reported by department delegates.

**STEEL SEAFARER** (Isthmian), March 16—Chairman, Leo Frasier; Secretary, Ira Brown. Brother Lee Frasier was elected to serve as new ship's delegate. Trip has been a good one. Good cooperation from all crewmembers. Ship has been kept clean and the food has been very good. Fine gang all the way around.

**KENYON VICTORY** (Columbia), February 25—Chairman, George W. Bowden; Secretary, George Chillum. Brother Glenn Reynolds was elected to serve as ship's delegate. No beefs were reported by department delegates.

## Fishing Relic Finds New Berth

**NEW YORK**—A relic of America's great fishing past has found a new berth. The *Caviare*, the oldest surviving Gloucesterman, a type of fishing vessel which sailed the North Atlantic from the 1890's to the 1940's, is now on exhibit at the South Street Seaport Museum in New York City's Fulton Fish Market.

The ship was built in 1892

by Captain Mel McClaine, of Rockport, Mass., who, along with others, revolutionized the New England fishing fleet by designing a fast, yacht-like schooner with a clipper bow. This new design, called the Gloucesterman, completely replaced the slower, clumsier "Georgie," which had carried many fishermen to their deaths.



# From the Ships at Sea

Ralph Masters was elected ship's delegate at a meeting of crew members aboard the **Panama** (Sea Land), it was reported by **Felix Vito**, meeting chairman. The crew also adopted a resolution to send a letter to the company concerning the number of inoculations required. According to **Bill Stark**, meeting secretary, the crews of ships operated by Sea-Land are required to take shots before each trip, while crews of other vessels get them every six months. The Panama was due to tie up for pay-off in Oakland after a voyage to Cam Rahn Bay and Yokohama. The crew gave a unanimous vote of thanks to the entire steward department for a fine menu and good service throughout the entire trip.

**Benjamin Freeman**, ship's delegate aboard the **La Salle** (Waterman), reports an eventful trip on a recent run to Vietnam. He said that the ship sustained a great deal of damage during a storm in the North Pacific. The storm also caused a serious injury to the La Salle's bosun, who was put ashore at Adak, Alaska, to be hospitalized. Shortly after arriving at Da Nang, the ship underwent a rocket attack as the North Vietnamese opened their spring offensive against the port city. Fortunately the La Salle was not hit and none of her crew were injured. **R. Mosher**, meeting chairman, reported that there were some beefs, including refusal of the chief engineer to let the black gang paint their quarters. The crew gave a vote of thanks to the entire steward department for outstanding menus during the entire trip.

The crew of the **Robin Hood** (Moore McCormack) gave a unanimous vote of thanks to the entire steward department for excellent chow throughout the entire trip, and a special vote of appreciation went to Chief Cook **Lauri Edstrom** for his extra effort in filling in for the baker who was hospitalized in Guam on the outbound run. Ship's Delegate **Robert Broadus** reported a very smooth trip with no logs, and very little disputed overtime. Meeting Secretary **Aussie Shrimpton** reported that the crew presented a box of cigars to the ship's radio operator for putting out a daily news sheet. The crew also chipped in \$174 for two G.I. passengers "for their work and cooperation with the crew" on the trip to Vietnam.

**John Gardner** was unanimously elected ship's delegate on the **Overseas Ulla** (Maritime Overseas). He replaces **A. D. Nash** who was given a vote of thanks by his shipmates "for a job well done." Meeting Chairman **Domenic Di Sei** reported that three crew members, **Frederick J. Brown**, **Charles C. Clemens** and **Francis R. Connors**, were paid off in Aruba for medical reasons. Brother Di Sei also reported that there were some minor beefs concerning the variety of meats available aboard the ship, among other things. A letter has been sent to Headquarters on these matters.

**Lee Frasier** was elected ship's delegate on the **Steel Seafarer** (Isthmanian) by acclamation, and immediately asked for the full cooperation of the crew in pursuit of his duties. He discussed the things he expected to do as the delegate representing the good and welfare of the crew. Brother Frasier's election came following the resignation of **James Armstrong**, who had served as delegate for a long time. Meeting Secretary **Ira Brown** reported that the Steel Seafarer had sailed from Pacific northwest ports with a load of grain and other cargo for Viet-

nam ports. "The trip so far has proven to be a good one with full cooperation by all hands to make it an enjoyable one," he said. "The ship has been cleaned up a lot, the food has been good—and we have a good gang all the way around."

"We are now on the last leg of a trip around the world," reported Ship's Delegate **Howard H. Allen** from the **Trans-northern** (Hudson Waterways). "We have a very good crew, and we have been to some very interesting ports—Bremerhaven, Antwerp, Saigon, Manila and Balboa. Many crewmembers will be leaving the ship when we reach Sunny Point, North Carolina, scattering to the four winds perhaps never to assemble on the same ship again." Aside from a few cases of disputed overtime reported by Deck Delegate **William Rogers**, the voyage has been a smooth one with no beefs, said Meeting Chairman **Jack Long**. Meeting Secretary **Bernard Donnelly** reported **Logs** and mail were received regularly during the trip.

**WRITE TO THE LOG**



Vito



Mashrah



Di Sei



Frasier



Mosher



Cruz



Laroda



Edstrom

secretary, reports that there was discussion on the retirement plan after a motion was made by **John W. Wood Jr.**

New department delegates were elected during a meeting aboard the **Peter Reiss** (Reiss Steamship Company). They are **Jackie Mashrah**, deck delegate; **George Shields**, engine department, and **Albert Bain**, steward department. **George Bodkin**, meeting secretary, reports that a resolution was adopted calling for payoffs on the ship at the end of each day period. He also said that future meeting times would be set up in the afternoon so that it would be more convenient for the crew to attend.

**Ramon Roque** was elected to serve as ship's delegate during the current voyage of the **Del Mar** (Delta Lines). Brother Roque is a member of the steward department. He replaces **Juan Cruz** as ship's delegate. Brother Cruz, who reported that everything was running smoothly with no beefs and no disputed overtime, received unanimous vote of thanks for a job well done during the past voyage. A special vote of appreciation was given to the **Del Mar's** movie director, **James Tucker**, for arranging to have 15 films aboard and for setting up two screenings each night so that the deck and engine crews, all of whom are working overtime, will be able to see the movies.

The crew of the **Robin Hood** (Moore McCormack) gave a unanimous vote of thanks to the entire steward department for excellent chow throughout the entire trip, and a special vote of appreciation went to Chief Cook **Lauri Edstrom** for his extra effort in filling in for the baker who was hospitalized in Guam on the outbound run. Ship's Delegate **Robert Broadus** reported a very smooth trip with no logs, and very little disputed overtime. Meeting Secretary **Aussie Shrimpton** reported that the crew presented a box of cigars to the ship's radio operator for putting out a daily news sheet. The crew also chipped in \$174 for two G.I. passengers "for their work and cooperation with the crew" on the trip to Vietnam.

**John Gardner** was unanimously elected ship's delegate on the **Overseas Ulla** (Maritime Overseas). He replaces **A. D. Nash** who was given a vote of thanks by his shipmates "for a job well done." Meeting Chairman **Domenic Di Sei** reported that three crew members, **Frederick J. Brown**, **Charles C. Clemens** and **Francis R. Connors**, were paid off in Aruba for medical reasons. Brother Di Sei also reported that there were some minor beefs concerning the variety of meats available aboard the ship, among other things. A letter has been sent to Headquarters on these matters.

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**ANDREW JACKSON** (Waterman), January 26—Chairman, Ed Mianian; Secretary, Michael Finley. \$12.00 in ship's fund. Brother Warren LaPrelle was elected to serve as ship's delegate. Vote of thanks was extended to the steward department for a job well done.

**RAPHAEL SEMMES** (Sea-Land), March 15—Chairman, Edward Morales; Secretary, Michael Cantwell. Ship's delegate reported that everything is O.K. with no beefs. Motion was submitted regarding retirement plan.

**ALBION VICTORY** (Bulk Transport), March 23—Chairman, M. Morris; Secretary, G. Traxclair. Some disputed OT in engine department. Crew donated \$243.00 to the family of Brother James Allen who passed on.

**SEAFARER** (Marine Carriers), March 15—Chairman, Edward A. Laroda; Secretary, Pete L. Triantafyllou. Brother George Arnold was elected to serve as new ship's delegate. No disputed OT and no beefs were reported by department delegates. Brother George Arnold was elected to serve as new ship's delegate.

**OAKLAND** (Sea-Land), March 8—Chairman, M. E. Sanchez; Secretary, J. Doyle. Brother S. B. Czessowski was elected to serve as ship's delegate. No beefs have been reported. Most of the repairs were taken care of. The remaining repairs will be finished as soon as possible.

**OVERSEAS EVELYN** (Maritime Overseas), February 19—Chairman, Lawrence Deeltt; Secretary, Norman McIntyre. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

**DEL MUNDO** (Delta), March 23—Chairman, Samuel Case, Jr.; Secretary, Woody Perkins. Some disputed OT in deck department to be taken up with patrolman. Repair list was turned in and some repairs have been taken care of. The others will be done ashore. Vote of thanks was extended to the steward department for a job well done. Vote of thanks was extended to Brothers Mike Murray and Yutko Pottanen for work done on amendments for new contract.

**OVERSEAS TRAVELER** (Maritime Overseas), February 26—Chairman, Charles Lord; Secretary, William T. Barth. Ship's delegate reported that everything is running smoothly. Vote of thanks was extended to the steward department for a job well done.

**MOBILIAN** (Waterman), April 6—Chairman, L. F. Bryant; Secretary, L. B. Barben. Everything is running smoothly. Very good trip. Captain pleased with crew. No beefs and no disputed OT.

## DIGEST of SIU SHIP MEETINGS

**TRANSNORthern** (Hudson Waterways), April 6—Chairman, Jack E. Long; Secretary, Bernard Donnelly. \$88.25 in ship's fund. Few hours disputed OT in deck department. No beefs on last leg of trip around the world, with an exceptionally good crew. Patrolman to check to see that sufficient fans are on board ship before next trip. Vote of thanks to the steward department for a job well done.

**HALCYON TIGER** (Halsyon), April 6—Chairman, Vincent Tarallo; Secretary, Donald Pruett. No beefs and no disputed OT. Brother Pruett was elected to serve as ship's delegate. Vote of thanks was extended to the deck gang for keeping the messroom and pantry clean after each watch.

**AMERIGO** (Crest Overseas), March 20—Chairman, Robert Sullivan; Secretary, E. R. Poovey. Several hours disputed OT in engine department. Vote of thanks was extended to Brother Jimmie Hagan, steward. Chief Cook Hank Yakozi and Baker H. Poovey for the exceptional job they have performed in spite of the shortage of some items.

**COLUMBIA BANKER** (Columbia), January 11—Chairman, D. W. Frounfelter; Secretary, J. P. Davis. No beefs were reported by department delegates. Repairs necessary to the galley are to be taken up with the Captain and completed as soon as possible.

**BELGIUM VICTORY** (Victory Carriers), April 6—Chairman, G. C. Gartland; Secretary, C. N. Johnson. All repairs submitted at end of last voyage have not been completed. Disputed OT in engine department to be taken up with boarding patrolman. \$1.77 in ship's fund.

**JEFFERSON CITY VICTORY** (Victory Carriers), May 7—Chairman, T. Lynch; Secretary, Hector Torres. Brother Lynch was elected to serve as ship's delegate. Vote of thanks to the steward department for a job well done. Motion was made to have regularly scheduled buses pick up crewmembers at Sunny Point and transport them from ship to town.

**OVERSEAS JASON** (Maritime Overseas), March 30—Chairman, Charles P. Moore; Secretary, George Clarke. \$11.25 in ship's fund. Some disputed OT in engine department.

**ALBANY** (Ogden), March 20—Chairman, Drew Gay; Secretary, Larry S. Moose. Brother J. Bunalack was elected to serve as ship's delegate. Discussion held regarding food preparation, stores, and steward department in general.

**CHOCTAW** (Waterman), March 30—Chairman, Euse E. Allen; Secretary, James T. Myers. Beef regarding steward department to be taken up with boarding patrolman.

**OVERSEAS ULLA** (Maritime Overseas), March 28—Chairman, D. D. Day; Secretary, H. P. DuCloux. Brother John Gardner was elected to serve as ship's delegate. Vote of thanks was extended to Brother A. D. Nash, resigning ship's delegate, for a job well done. Discussion held regarding variety of meat aboard ship. Numerous hours of disputed OT in deck and engine departments.

**COMMANDER** (Marine Carriers), March 29—Chairman, Frank H. Calk; Secretary, Ross Hatfield. Discussion held regarding wages and OT increases. No beefs were reported by department delegates.



**Happy Send-off**



SIU representative, Pete Drewes, presents first pension check to Seafarer Jose Da Costa (right) at SIU headquarters in New York, as he wishes him a long and healthy life retirement ashore. Brother Da Costa held a steward's rating and last sailed aboard the Yorkmar (Calmar).

**Oil Workers Call for Action Against 'Runaway-Flag' Ships**

**DENVER**—A resolution calling for a review of "runaway flag" shipping—so prevalent in the oil industry—was adopted at a recent Executive Board meeting here of the Oil, Chemical and Atomic Workers Union AFL-CIO.

The board also pledged its cooperation with the AFL-CIO Maritime Trades Department in the campaign to correct the situation.

Pointed out in the resolution is that the American merchant fleet is so "shrunk in size that only seven percent of our import-export cargo is carried by American flag ships."

This problem would be serious enough if the other 93 percent merely was being moved by the ships of competitive maritime nations, the OCAW board stated.

**U.S. Corporations Responsible**

"But, in fact, much of the foreign flag shipping is carried on by American corporations operating under the flags of non-maritime foreign nations which do nothing except issue the licenses for the ships."

This is particularly prevalent in oil shipping by tanker, the board continued, and most of the tankers owned and operated by U.S. oil companies sail under runaway flags of such tiny nations as Liberia and Panama. The resolution stated:

"Under runaway flags, the ships escape American taxes, American safety regulations, American labor conditions, American legal responsibility and even the obligation to support American armed forces overseas.

"There is no way to enforce responsibility on the owners of these runaway flag ships. When the tanker Torrey Canyon

wrecked off the coast of England and did millions of dollars worth of damages to public beaches and private properties, it was near impossible to prove responsibility. The ship was owned by an American company, leased to a Bermudan company, manned by an Italian crew and sailed under the flag of Liberia."

Stating that larger and larger supertankers are being put into service under runaway flags, that some of them have a capacity of nearly half a million barrels and that they pose grave dangers of fire and pollution, the board called upon the U.S. government and oil companies to review the situation.

**Textile Giant Loses Again**

**Appeals Court Orders J. P. Stevens To Give NLRB Workers' Addresses**

**RICHMOND, Va.**—J. P. Stevens and Co. lost its fifth legal battle when the 4th U.S. Circuit Court of Appeals ordered it to give the National Labor Relations Board a name-and-address list of employees eligible to vote in an NLRB election at Shelby, N. C.

Failure to supply the names would "impede union campaign efforts while leaving the company free to communicate its point of view to all its employees," the appeals judge agreed in an opinion written by Judge Simon E. Sobeloff.

The court rejected a claim by Stevens management, and 219 of the 600 Shelby plant employees, that giving the Textile Workers Union of America an employee list would violate their right of privacy.

Stevens, a major supplier of textile goods under government contract, has fought every union and NLRB effort to protect the rights of its employees to join TWUA. Found guilty of numerous violations in many of its plants, Stevens has lost three appeals to appellate courts and two in the U.S. Supreme Court.

A year ago TWUA filed an election at the firm's Cleveland Cloth Mill in Shelby. The company refused to comply with an NLRB director's order to furnish a name-and-address list. It also spurned a subsequent board subpoena.

The appeals judges upheld a lower court decision enforcing the NLRB order. As they had in a similar case involving the Hanes Corporation, they ruled that the board's request was an appropriate exercise of its authority over representation elections.

"Affording the union an opportunity to communicate" with employees, Judge Sobeloff wrote, does not encroach on the employees' right to remain neutral. "They are not required to read literature which the union may mail them, or to speak to union representatives" at home, he observed.

The court added: "An employee exercises his . . . rights most effectively by voting. . . ."

TWUA President William Pollock said that even as the latest decision was being written, a "new set of illegal discharges has been taking place in a Stevens hosiery plant" at Hickory, N. C. The government, he said, can "demonstrate that Stevens is not bigger than the law" by citing its officers for contempt of court and withholding all federal contracts "until it complies with the law."

**AFL-CIO Issues Call for Repeal Of Provisions for Wiretapping**

**BAL HARBOUR, Fla.**—Repeal of the wiretapping and bugging provisions of the 1968 anti-crime law has been "strongly urged" by the AFL-CIO to preserve individual rights and privacy.

Pending such repeal, the federation's Executive Council called on the Administration to "reconsider its decision to resort to wiretapping measures that hold such awesome potential of reducing the nation to a police state morality."

In addition to repeal, the council statement called for adding a title to the Crime Control and Safe Streets Act providing stiff penalties for the use of wiretapping and eavesdropping, except in those instances involving national security cases, "and even then this one exemption must be closely guarded."

The council noted the declared intentions of the Administration to make extensive use of wiretapping and electronic devices as an aid in the fight against crime, citing the state-

ments of Attorney General John Mitchell and Deputy Attorney General Richard Kleindienst to congressional committees as to how they would apply the 1968 law.

That legislation permits widespread wiretapping and bugging in the investigation of a broad variety of crimes after obtaining a warrant or court order and permits taps or bugs to be used for 48 hours without a warrant or court order in instances where a prosecutor "reasonably" determines that an "emergency" situation exists.

**Clark Refused Tapping**

Former Attorney General Ramsey Clark refused to use the authority to wiretap contained in the legislation on the basis that it transgressed traditional American freedoms, the council noted.

"The AFL-CIO abhors the crimes committed and the violence that runs rampant in our land," the council said. "But it does not believe that the 'new road' that holds such frightening potential for wholesale encroachment on the privacy of the individual can combat crime and still protect our cherished heritage of freedom."

Federal aid to state and local communities in developing more qualified law enforcement officers and the practical utilization of new technology in the detection and prevention of crime would seem the more sane and rational approach, the council said, along with a massive attack on the root causes of crime—poverty, ignorance and disease.

The council pointed out that "the assumption that in practice the use of wiretapping and eavesdropping affects only criminals is fallacious and totally unwarranted. In our free society, the ends of law enforcement do not justify any and all means. Even if crime could to a degree be prevented, we should not choose the use of those ends that assuredly portend flagrant violation of the 'right to privacy.'"

**A Dim View of Nude Look**



Nude look in hosiery popularized by their employer, Hanes Corp., is spoofed by girl pickets in Toronto, Ont., to demonstrate the bare facts about Hanes' "no-raise-in-five-years" policy. The girls, who are members of the AFL-CIO Textile Workers Union of America, went out on strike for their first contract.



## Govt. Release of Pay Plan Hit as Evading Union Role

WASHINGTON—AFL-CIO unions representing more than one million federal workers joined in a sharp protest against "premature" announcement by the government of proposed salary adjustments to take effect July 1.

The proposal would give the biggest percentage raises to persons in the top government grades and no increase at all to those in the lowest pay grade.

The AFL-CIO Government Employees Council, representing 35 unions with members working for the federal government, said the effect of the announcement has been to undercut a requirement in the salary comparability law that unions be consulted in the preparation of pay recommendations.

The new pay scales, supposedly based on comparability with similar jobs in private industry, were drawn up by the Civil Service Commission and the Budget Bureau for submission to the President.

Technically, the pay tables released to the press by the two agencies are still tentative. The unions were given copies of the proposed salaries at the same time as the newspapers and will have an opportunity to argue for improvements.

But the Government Employees Council charged in a statement that the publication "seriously hampers" the chances that the agencies will agree to significant changes. And the GEC says there are a lot of improvements needed.

Earlier, a joint statement by the American Federation of Government Employees, Letter Carriers and Postal Clerks had termed the publication of the tentative pay proposals "a gesture of bad faith."

The three unions charged that the action "reflects the long-outdated management concept that unions are mere window-dressing."

Under a 1967 law, this year's round of pay increases doesn't require congressional action. They can be put into effect automatically by the President.



A year after the death of Dr. Martin Luther King, Jr., 15,000 SCME members from all over the country, led by President Jerry Wurf, pay tribute to him by joining in a memorial march in Memphis, Tenn. Memphis is where Dr. King helped win a long strike for recognition of SCME sanitationmen in 1968.

## Thousands Join Good Friday March In Memphis Memorial to Dr. King

MEMPHIS, Tenn. — Thousands of members of the State, County and Municipal Employees from all sections of the country marched in memory of the Reverend Martin Luther King, Jr., on Good Friday, the anni-

versary date of his assassination here where he had come to help the union's striking sanitation workers.

"We're in Memphis not to remember the death of Dr. King; we are here in Memphis to remember the life of Dr. King," SCME President Jerry Wurf told a gathering of more than 200 march leaders on the eve of the event.

Nearly 15,000 participated in the peaceful demonstration, providing a sea of faces on the mall and the streets surrounding Memphis City Hall.

Responding to an invitation from Wurf to participate, SMCE members and leaders came from Michigan, Ohio, New York, Washington, Illinois, the District of Columbia, Maryland, Minnesota, Georgia, Mississippi, Louisiana, Florida, Alabama, the Carolinas and other states. They came by bus, by car, by plane.

But most of the marchers came by foot—thousands of SCME Local 1733 members from all sections of Memphis.

### 'Dignified Partnership'

Reflecting on the struggle for recognition and dignity by SCME's sanitation workers, Wurf observed that "we were not alone. We in our strike brought about a partnership between the black community and the white community, the black worker and the white worker. We understood that our strength was the strength of standing up in nonviolent fashion for a sense of dignity. If there were to be violence, we knew it had to come from the other side."

SCME was joined in sponsoring the march by the Community on the Move for Equality. Its leader, Dr. H. Ralph Jackson, also pointed to the failure of society—and Memphis in

particular—to make Dr. King's dream a reality.

"In Memphis it is no different today than it was a year ago," he said. "We want you to know we are marching today because we are dissatisfied with rat-infested housing and children going to bed hungry."

The Southern Christian Leadership Conference was represented by Dr. King's successor, the Reverend Ralph Abernathy, who told the throng that "white and black people can perish separately as fools or live together in sanity."

## Discrimination Tracked Down By Commuter

NEW YORK — These days you can never tell where charges of discrimination will rear their head, according to union railroadmen here.

They made their comment after George Bossert, of Massapequa, complained that the Long Island Railroad discriminated against him and all other men by instituting Ladies Day. The railroad offers female passengers reduced fares on Ladies Days provided they take trains that arrive in Manhattan after 10:00 A.M.

But, protested, Bossert, a N. Y. State Labor Department interviewer—probably with tongue in cheek—"I am being denied passage at the same price as a female only because of my sex."

On Ladies Day, he contended, he is "denied equal treatment, conditions and privileges in a place of public accommodation."

## Senate Report Pleads for Extension Of NLRA to Migratory Workers

WASHINGTON—When Senator Harrison A. Williams, Jr., (D-N.J.) uses the term "crime in the field" he is not using it as a parallel to the expression "crime in the streets."

He is using it rather to paint a graphic picture of the tragic living conditions, the unfair labor policies and protections, the substandard wages that year after year are inflicted on American migrant farm workers.

In an unusually moving report on the migratory farm labor problem made by the Senate Subcommittee on Migratory Labor, Williams pleads for federal action to raise the economic and social level of the nation's one million migrant rural poor—wandering farm workers and their families who have no fixed homes and who are cut off from the mainstream of American life.

The report concludes that in the long run "there probably will be no escape for the migrants until their migrancy is ended" and they attain steady work—but meanwhile it calls for at least four steps to make the lot of such workers less tragic than it is now.

Specifically the report recommends:

- Extension of the National Labor Relations Act to include

agricultural workers and employers.

- Extension for five years of the Migrant Health Act and expansion of programs and services to reach the total impoverished rural society.

- Revamping or extending Federal food-assistance programs to combat hunger and malnutrition; the migrants' nomadic life makes most existing Food Stamp and food assistance programs unreachable.

- Stepping up housing code enforcement to apply to all housing in migrant camps.

### Details Haunting Poverty

The report details "the persistent poverty which haunts the migrant camps and fields" throughout the nation:

"The migrant in 1967 worked an average of only 85 days for an average annual wage of \$922. If he also worked at a non-farm job, his annual average earnings came to about \$2,100—far below the poverty level.

"Medical care for migrants came to \$12 per person from federally-assisted programs as compared with \$200 individual average for the total population.

"Education for the migrant family was clearly sub-standard compared to a national norm. Some 17 percent of the migrant

population is functionally illiterate; average grade level is 8.6 years of schooling.

Housing, sanitation and transportation are generally inadequate for the migrant and his family. In addition, migrants are still excluded from most conventional labor legislation passed in recent years."

In summing up, Williams said: "As long as migrant mobility persist—and as long as migrant workers and their families go untouched by federal anti-poverty and rehabilitation programs—special effort will have to be made to keep the migrant alive and well as he travels to harvest our crops."

The report includes a special section written by Dr. Robert Coles, Harvard University psychiatrist and commentator on sociology who has spent many years studying the social and cultural lives of migrant farm workers.

Coles noted that migrants form a "subculture" in American life in which they live demeaned and impoverished lives—cut off from other groups of American citizens largely because they lack a place of residence.

"We go everywhere and we don't belong nowhere," he quoted one migrant as saying.



### Wages Being Held

Certified checks, representing wages due for service on the Oceanic Tide, are being held at New York Headquarters for the following Seafarers:

- Philip Livingston
- Paul Lopez
- Richard Monterusso
- Dan Ticer

The checks may be claimed at Headquarters or mailed to Port Agents upon request.

# Grape Workers Seek to Expose Pesticide Peril

**DELANO, Calif.**—The thing that tempted Snow White to take a bite of the poison apple was that it looked so good—perfectly shaped, unblemished and shiny red.

An effort by the AFL-CIO United Farm Workers Organizing Committee to uncover records of the use of pesticides in California's fruit fields may lead consumers to wonder how much danger lurks beneath the perfect surface of the fruit we buy.

The Farm Workers have become involved in a legal controversy in the last few months trying to protect the health of farm workers injured by the sprays.

UFWOC leader Cesar Chavez says that once the union set up its health clinic at Delano, doctors there began to treat farm workers affected by sprays and pesticides used in the fields they work.

The doctors decided to set up a special clinic dealing with

the problem and union General Counsel Jerome Cohen asked the Kern County Agricultural Commissioner to show his records on pesticide use in the county.

### 'Trade Secrets' Claimed

Commissioner C. Seldon Morely refused, saying the records were not public because of certain "trade secrets" they contained. The case is now pending before Superior Court Judge George A. Brown and a number of pesticide companies have requested a permanent injunction to prevent the release of the information.

Growers say the union entered the fray to publicize their national boycott against California table grapes. But a series of articles on pesticides in the Los Angeles County AFL-CIO publication, *The Citizen*, points out another set of facts.

The articles report that the UFWOC has been willing to set aside all other labor relations problems in order to resolve the pesticide poisoning issue.

The union was willing to meet with the growers and crop dusters without fanfare—"Knowing full well their motives would be twisted." They also attempted to work out health and safety guidelines with local health officials and growers.

Despite this—and the growing number of reported deaths and injuries in the state laid to pesticides—the growers persist in denying the problem.

One Los Angeles *Citizen* article points out that the pesticide Parathion has been responsible for six sizable outbreaks of poisoning among farm workers. Experts term this poison "extremely hazardous" and say it can be almost as fatal when absorbed through the skin as when received orally.

During the hearings to obtain release of the information several workers submitted affidavits in evidence.

Hilario Garcio declared:

"The people in our crew smelled unusual odors in the field and then many of us got sick.

"We threw up and we were sick and had dizziness. At the same place with us were Jesus Cantu and Ernesto Rodriguez who were also farm workers with me and they were sent to the hospital for a couple of weeks because of the pesticides in the field."

### 'Sick Every Summer'

"The first time I was injured by pesticides was about three years ago in the summer and every summer when I am involved in the harvest I get sick due to the pesticides," Francisco Mendoza testified.

"I get pains in the stomach; I throw up and I get headaches. Sometimes I get chills and have itching sensations over my entire body."

Another farmworker noted: "I got the spray on me because it was still in the air when I had to move back into the vines and also from touching the vines. Last year my eyes became red and swollen and were running from the spray and my whole face was swollen."

The pesticides are not only the concern of the people who work in the fields or those who eat the fruit they pick. The use of pesticides is feared to be affecting the entire balance of nature.

Representative John Dingell (D-Mich.) has introduced an article by conservationist David H. Jenkins into the Congressional Record, which discusses the pesticide pollution of Lake Michigan.

The Lake is a great recreational center and a principal source of drinking water—1.5 billion gallons a day. Yet it has had several tons of DDT dumped into its waters, from the fruit-growing area along its shore line, which has found its way into Lake Michigan's salmon as well.



Farm workers—like other workers—need union rights and collective bargaining, Dolores Huerta, Vice President of United Farm Workers Organizing Committee AFL-CIO tells Senate Labor subcommittee chaired by Senator Harrison A. Williams, Jr. (D-N. J.), at left, who has sponsored a bill granting such rights.

## Farm Workers to Senate Committee: 'Give Us Laws to Guard Our Rights'

**WASHINGTON**—Farm workers asked Congress for legislation to protect their right to build unions strong enough to match the enormous power of the big agricultural corporations and achieve social justice and decent living standards for field workers.

Dolores Huerta, vice president of the AFL-CIO United Farm Workers Organizing Committee spoke for the ailing UFWOC Director Cesar Chavez at Senate Labor subcommittee hearings.

She told the subcommittee that the UFWOC has had to pin its hopes on the worldwide California grape boycott and its support by union members and consumers because the big grape growers had an inexhaustible supply of low-wage strikebreaker labor streaming across the Mexican border.

Mrs. Huerta said the power of California's "agribusiness" was so great that repeated violations of what health, sanitation and safety laws are on the books are winked at or punished by token fines—infinitesimal compared to the huge subsidies some of the agricultural corporations get from the federal government.

Only in the few places where the UFWOC has been able to get signed contracts, Mrs. Huerta told the subcommittee,

have workers been able to achieve dignity and decency.

### Passed By in '30s

Farm workers were passed by during the "social revolution of the New Deal" in the 1930s, Mrs. Huerta said, because they were excluded from the original National Labor Relations Act—the Wagner Act.

She urged that they now be given the same protection which enabled industrial unions to take root and grow strong during that period.

A bill merely giving farm workers bargaining rights in name only, she suggested, would not solve the farm workers' problems. Growers, she said, could "litigate us to death" and "bargain around the calendar . . . unless we are allowed to apply sufficient economic power to make it worth their while to sign."

The goal is not just recognition but "signed contracts . . . good wages . . . a strong union." For this, Mrs. Huerta said, coverage under the National Labor Relations Act should be coupled with amendments geared to the special problems of farm worker organization.

### Health Endangered

Without a union, the crowded Senate hearing room was told, farm workers and their children are being sickened—sometimes

killed—by highly toxic pesticides. And when the UFWOC tried to examine county records of pesticide application in the Delano, Calif., area, a state court injunction blocked the disclosure.

In addition to a team of UFWOC officials from California, a panel of unorganized farm workers from other areas of the nation joined in urging federal collective bargaining legislation for agriculture.

The congressional testimony was part of an all-day program sponsored by the National Campaign for Agricultural Democracy, an alliance of labor, church, farm and consumer organizations including the AFL-CIO.

The program included a reception for Senator Harrison A. Williams, Jr., who chaired the Senate hearings, the 20 senators who co-sponsored his bill to extend labor law coverage to farm workers, and 56 congressmen who joined with Representative James O'Hara (D-Mich.) in introducing similar legislation in the House.

AFL-CIO Organizing Director William L. Kircher, Senator Ralph W. Yarborough (D-Tex.) and Senator Walter F. Mondale (D-Minn.) spoke at a concluding dinner honoring Williams, held at a Washington church.

### It's No Joke

## Right-Wing Tax Repealers Make Comic Strip Pitch

One of the nation's kookiest right-wing organizations is counting on a comic book to achieve its key goal—a constitutional amendment that would prevent the federal government from levying any income, gift or estate tax.

The Liberty Amendment Committee, based in Los Angeles, has put out a first printing of 250,000 copies of its cartoon strip *Tax Report* and hopes its supporters will order 10 million more to be passed out "wherever people gather."

Its simplistic theme is that the government should sell all federal lands and property, use the money to reduce the national debt, and then stop taxing people's incomes. Without taxes to pay, workers wouldn't have to strike for more money and there would once more be "respect and affection for government in our country."

The treasurer of the organization is one of the nation's wealthiest right-wing extremists, Walter Knott.



# FINAL DEPARTURES

**Roy F. Garcia, 23:** Brother Garcia died suddenly November 24, 1968, while on shore leave in Da Nang, Vietnam. At the time of his death he was serving as wiper aboard the Hastings. Brother Garcia was born in Fresno, California, and maintained his home in Sacramento. He attended the Harry Lundberg School of Seamanship in New York, and planned to continue his studies there after completing the Far East run. He is survived by his wife, Mary, and a daughter, Anna. Services were held at Sacramento with burial in St. Mary's Cemetery.



**Edward Searcey, 59:** Brother Searcey died of a heart attack March 10 at the USPHS Hospital in Savannah, Georgia. He last shipped aboard the Fanwood as deck engineer. Brother Searcey had been going to sea for 32 years and joined the SIU in 1942 in the Port of Baltimore. A native of South Carolina, he had been living in Savannah with his wife, Alma, at the time of his death. Funeral services were held at Bonaventure Cemetery in Savannah.



**Thomas Sullivan, 38:** Brother Sullivan passed away February 3 at his residence in San Francisco. He was born in Boston, Massachusetts, and was buried there at Mount Benedict Cemetery. Brother Sullivan's last voyage was aboard the Los Angeles, on which he sailed as wiper. He had signed on the Iberville just prior to his death. Sullivan joined the SIU in the Port of New York. Brother Sullivan is survived by his mother, Mrs. Frieda Sullivan, and a brother and sister.



**Thomas J. Gray, 41:** Brother Gray died at his home in New York City on March 8, following a brief illness. He joined the SIU in the Port of New York in 1951, and had sailed in the steward department as messman. Seafarer Gray's last vessel was the Barre Victory. Burial services were held at Calvary Cemetery in Queens, New York. Brother Gray is survived by his mother, Mrs. Eleanor Gray, and a brother, Frederick.



**Clarence A. Williams, 40:** Brother Williams passed away on February 28. Born in Jefferson, Pennsylvania, he was living in Kissimmee, Florida, at the time of his death. Brother Williams had sailed as FOWT; his last vessel was the Del Sol. Funeral services were held at the Grissom Funeral Home, in Kissimmee. Brother Williams is survived by his wife, Jeanette, and two children, Janet and David.



**Paul Liotta, 54:** A heart attack claimed the life of Brother Liotta on January 31 in San Francisco. Born in New York, he had maintained his home in Brooklyn. Brother Liotta joined the SIU in New York and had shipped as AB. His last vessel was the San Francisco. Burial services were held at Ocean View Cemetery on Staten Island. Brother Liotta is survived by his wife, Mrs. Amelia Liotta, and his son, Joseph.



**John T. Smith, 71:** Heart disease claimed the life of veteran Seafarer Smith at his home in Erie, Pennsylvania, February 12. Brother Smith, who had been sailing as AB for more than 30 years before an illness forced his retirement in 1965, joined the Union in Buffalo in 1938. Burial services were held at Gate of Heaven Cemetery in Fairview Township, Pennsylvania. Brother Smith is survived by his wife, Florence.



**Frank S. Farmer, 58:** A heart attack claimed the life of Brother Farmer at Southmore Hospital in Houston, Texas on February 17. Born in Highlands, Texas, he had been living in Houston for a number of years. Brother Farmer had been chief engineer with the G&H Towing Company since 1956. Before that, he worked for the I.T.T. Towing Company for 11 years. Seafarer Farmer joined the SIU in Houston. He is survived by his wife, Josephine, and a daughter, Bevelye. Burial was at Garden of Gethsemene in Houston.



**Samuel C. Lawrence, 51:** Brother Lawrence died February 2 at the USPHS Hospital in San Francisco. Born in Pensacola, Florida, he had made his home in Tampa. Brother Lawrence served with the U.S. Army throughout World War II, receiving an honorable discharge in 1945. His last vessel was the Eliza Port, on which he sailed as wiper. He is survived by a brother, John. Burial took place at Myrtle Hill Cemetery in Tampa.



**Ralph Subat, 65:** Brother Subat passed away at the USPHS Hospital in New Orleans on March 6. He had been on SIU pension since 1964. Brother Subat, who was born in Mississippi, had made his home in New Orleans. He had sailed for nearly 30 years as a member of the steward department. His last ship was the New Jersey. Burial services were held at Lake Lawn Park Cemetery in New Orleans. He is survived by his widow, Irene.



**Martin J. Kelly, 64:** Brother Kelly passed away February 10 at the USPHS Hospital in New Orleans after a brief illness. Born in Rhode Island, he had been living at the Catholic Maritime Club in New Orleans at the time of his death. During his sailing career, Brother Kelly had sailed as both wiper and AB. His last ship was the Del Mar. He had also served two years with the U.S. Army during World War II. Seafarer Kelly is survived by a sister, Margaret Thierfolder. Burial was at Hills Grove Cemetery in Providence, Rhode Island.



**Evert Rosenqvist, 57:** Brother Rosenqvist died February 14 at his home in San Francisco. Born in Halsingborg, Sweden, he had lived in San Francisco for the past 10 years. A veteran of more than 25 years at sea, he sailed as AB and joined the SIU in the Port of New York. Burial services were held at Olivet Memorial Park Cemetery in San Francisco. Brother Rosenqvist is survived by a brother, Sven, who lives in Sweden.



**C. L. Tarver, 51:** Brother Tarver was stricken with a fatal heart attack aboard the tug Dixie Vanguard on February 9 in the Mississippi River. He had been employed as tankerman for Dixie Carriers since 1937 when he joined the SIU in the Port of New Orleans. Brother Tarver was a life-long resident of Louisiana. He had served with the U.S. Army from 1941 through 1945. He is survived by his wife, Helen, and a daughter, Linda. Burial services were conducted at Unity Community Cemetery.



**William A. Jordan, 72:** Brother Jordan passed away from a stroke February 9 at the Plantation General Hospital in Fort Lauderdale, Florida. He had been ill for a number of years, and retired on disability pension in 1962. Brother Jordan, who joined the SIU in New Orleans in 1946, had been going to sea for more than 20 years. He last shipped as AB aboard the Santore in 1962. There are no survivors. Burial services were held at Lauderdale Memorial Park Cemetery.



**Alfred Wright, 60:** A sudden heart attack took the life of Brother Wright on February 18 in Mobile General Hospital. A native of Louisiana, he had been living in Mobile for the last 28 years. He had sailed as AB for the Mobile Towing Company, and joined the SIU in Mobile in 1956. Wright had been sailing for nearly 40 years. He is survived by his wife, Frances. Burial services were held at Pine Crest Cemetery in Mobile.



**John W. Rankin, 36:** Brother Rankin died January 1 at the Ochsner Foundation Hospital in Jefferson County, Louisiana, of injuries sustained while working aboard a barge. Born in Franklin, North Carolina, he had been living there with his wife, Lytha, at the time of his death. Brother Rankin sailed as OS, and joined the SIU in Detroit. He had been employed by the Roen Towing Company. Burial services were held at Woodlawn Cemetery in Franklin.



**Arno Peura, 53:** Brother Peura died March 1 at the USPHS Hospital in Staten Island, New York, after a brief illness. Born in Peabody, Massachusetts, he had been living on Staten Island for the past 20 years. Rated AB, he had been sailing for 22 years, and joined the SIU in the Port of New York. Seafarer Peura last shipped on the Beaver Victory. He is survived by two brothers, Donald and Warren. Burial was at Cedar Grove Cemetery in Peabody.



**Jack Scurlock, 47:** Brother Scurlock was lost overboard from the Penn Ranger on January 25. Born in Tennessee, he had been making his home in the town of Madison with his father, Clyde, at the time of his death. Brother Scurlock had been going to sea for 14 years as a member of the engine department, and joined the SIU in Baltimore in 1957. He was sailing as oiler on the Penn Ranger when he was lost. Besides his father, he is survived by a son, Ralph.



**Larry Jones, 69:** Brother Jones passed away February 6 at Maryland General Hospital in Baltimore. A native of Denmark, he made his home in Baltimore for a number of years. Seafarer Jones, who held an AB's rating, had been sailing for more than 50 years. One of the SIU oldtimers, he joined the Union in the Port of Baltimore in 1938 and retired on an SIU pension in 1964. Brother Jones last shipped aboard the Alcoa Trader. Burial services were held at Oak Lawn Cemetery in Baltimore. He is survived by a brother, Poul Bjarni, who lives in Denmark.



**Thomas Trollinger, 46:** Brother Trollinger died of pneumonia at the USPHS Hospital in San Francisco on November 6, 1967. Born in Seattle, Washington, he had been living for a number of years in San Francisco. Brother Trollinger sailed as messman, and joined the SIU in San Francisco. His last vessel was the Hastings. He is survived by his aunt, Mrs. Hattie Adair.







Seafarer Anthony Notturmo points to a welded patch just above the waterline of the Lafayette which was put on after ship was hit by VC artillery fire in the Saigon River. Fortunately, none of the crew was hurt. Photo was taken by Chief Electrician Rudy Djong.

**Seafarers All Safe**

**Enemy Salvo Hits Lafayette In Estuary of Saigon River**

On her second voyage under the Waterman Steamship Company banner, the SIU-contracted Lafayette underwent her baptism of fire with no injuries to the Seafarers aboard.

Steaming into Saigon from Vung Tau early on the morning of March 18, the Lafayette—formerly the American Mail Lines' California—was suddenly the target of a heavy salvo of artillery fire just as the ship entered the mouth of the Saigon River.

Several shells ripped into the Lafayette amidships—about 15 feet below the main deck, and just above the waterline. Fortunately, most of the damage was confined to the fuel oil settlers.

Despite the fact that the attack came suddenly and without warning, and many of the crewmembers were working on the open decks at the time, no one was hurt.

The attack ended as suddenly as it began, and the vessel con-

tinued on up the river. Then, again without warning, the vessel came under another artillery barrage. The enemy shells raised geysers of water just off the Lafayette's bow, but this time there was no damage at all except to the crew's already-frayed nerves.

**Shell Holes Patched**

Following this second encounter, the ship continued on to its berth in Saigon without further incident. The cargo was discharged while patches were being welded to cover the shell holes in the vessel's side.

Anthony Notturmo, an able seaman, was aboard the Lafayette during the attacks. He summed up the feelings of the crew: "I used to read about things like this in the newspapers, and I would think that they only happen to other ships. I don't feel that way anymore."

**Soviets Teaching Fishing Methods To 18 Countries**

MOSCOW—The Soviet Union is at present helping 18 foreign countries to develop their marine resources and train fishermen, according to the official news agency of the U.S.S.R., Tass.

Among the countries receiving Russian aid are Burma, Iran, Uganda, Guinea, Somalia, Kenya, the Cameroons, Cuba, and the United Arab Republic.

Students from these countries and others are studying fishery subjects in Russian universities and technical institutes. As part of their training, foreign student fishermen sometimes work alongside veteran Russian fishermen aboard Soviet fishing vessels like those operating off the coasts of the United States.

**SIU Family Aails Union Welfare Plan**

To the Editor:

My wife and I are well pleased with the Union Welfare Plan. We have gotten good service and always have been well treated at the hospitals as well as at the SIU hall here in Houston. Both of us wish we had checked into this when I first went on boats years ago. Hope to be with the SIU for many years to come.

R. G. Bordelon  
Houston, Texas



**Seafarer's Parents Express Gratitude**

To the Editor:

We wish to sincerely thank everyone aboard the S.S. Yukon at the time of our beloved son's death for their generous help. We also want to thank all aboard the S.S. Steel Advocate for helping James' father to return home at this tragic time. We want all to know it is deeply appreciated.

Our thanks also to Jerry and Shirley at the Terminal Island SIU Hall for their very kind help.

Mr. & Mrs. George Ospring  
Westminster, California.



**Thanks Offered For Lucky 2 years**

To the Editor:

I want to take the opportunity to thank the SIU Social Security and Welfare office for what has been the luckiest two years of my life.

Number 1: I just got married and am going to live in Opa-Locka, Florida, with my wife, Regina. We have a nice little place near the water.

Number 2: I have been on pension since last August, and I want to tell you it feels great to take it easy and not have to get up and answer any bells.

Number 3: Not too long ago, I was in the Marine Hospital for a serious ailment. They gave me only a 50-50 chance to live, but I pulled through and feel better now than I have for the past 50 years.

Although I am in the RMR, I found out that whatever district you are in when you need help, you always get it. All in all, I have a lot to be thankful for.

I particularly want to thank the SIU and the Social Security and Welfare people for the great help they have been to me over the years. I think one of the luckiest things we fellows in the RMR ever did was to affiliate with the SIU, because we have had a lot of good luck since. I have worked for Penn Railroad for 25 years so I know this to be true.

Aneus W. Olson  
Opa-Locka, Florida

**Wife Thanks Union For Death Benefit**

To the Editor:

My husband, Frank J. Walter passed away on January 8. I would like to express my appreciation to the SIU Welfare Fund for the check I received so promptly after my husband's death. Thank you so much for the kindness afforded me and my family by my husband's Union brothers.

Sincerely,  
Mrs. Frank J. Walter  
Baltimore, Maryland



**LETTERS To The Editor**

**Welfare Plan Pays Wife's Medical Bills**

To the Editor:

I must state my many thanks to our Welfare Plan for the many times during which my wife, Freda, has been in the hospital and our SIU Welfare Plan has come to my rescue when the bills came. It sure is something to have such a plan that can be relied on when one is in need.

Then again, when I had to have a hearing aid, the biggest part of the bill was paid. So, again I say thanks, and hope that all our SIU members know how much the Welfare Plan can do for all in the time of need.

Glen H. Whitehead  
Toledo, Ohio



**SIU Pension Check Called A Godsend**

To the Editor:

I received my first disability pension check, and I don't know how to express my thanks to our fine Union, its officers and trustees. The check was a Godsend.

We have come a long way since I first joined the SIU in 1944. I consider myself a very fortunate man to have been a part of such a fine and progressive Union. Once again, thanks to the SIU from the bottom of my heart.

John C. Chiorra  
Allentown, Pa.



**Wife Thanks SIU for Check**

To the Editor:

I wish to send my sincere thanks to the SIU Welfare Plan for the check I received covering hospital expenses after my recent operation.

I want to thank my husband's wonderful Union and to say that I am very proud that he is a member of the SIU.

Mrs. John Drust  
Wilkes-Barre, Pa.

**Seafarer's Sister Sends A Prayer**

To the Editor:

This is a difficult letter for me to write. My brother, Charlie Goldstein, was on an SIU pension and he recently passed away. He always had a great deal of respect for the Union, and many times spoke about the SIU's accomplishments in making a better life for the seaman.

He would be the one to know, because he came a long way. He was only 18 years old when he began to sail, and his feeling for the sea was deep in him. He was away from the sea for only a short time, and when the Second World War began he was back again and he stayed with it, for it truly was his way of life.

It was not just like working for work's sake. He had a compassion for the men he worked with, and truly wanted to be a friend. I know that at various times when he was sick and money was needed he had no troubles, for all of his bills were taken care of by the Union. He had dignity.

I personally came down to the Union Hall and spoke with some of the representatives there. Their kindness and understanding, and their telling me how much they thought of my brother gave me great comfort. I did want to meet my brother's friends and to talk with them about him.

As I said, shipping was truly his whole life, and in my heart I feel that he has just taken another trip. A very special thanks to all my brother's friends in the Union, and a little prayer that God may bless each of them every day.

Sincerely,  
Helen Coe



**Seafarer Writes From Vietnam**

To the Editor:

I am a member of the SIU, just as my father is, and I am now stationed in Vietnam serving with the U.S. Army. I always enjoyed receiving the LOG while I was in the States and I will appreciate having it sent to me at my new address.

I am stationed at Camp Evans, and things are all right so far. We just arrived here, and there are a lot of things to be done around camp. There has not been any action yet and everyone hopes it will stay that way.

I am trying very hard to see if I can get stationed down near the waterfront. One reason is that I will have a better chance to see my father when he ships over here. It will also give me a chance to see some friends who sail out this way.

I would also like to say hello to all my old shipmates.  
Pedro A. Castro

**W-2 Forms Held For Five Seafarers**

Income Tax W-2 forms are being held by the Midland Grace Trust Company for the following crewmembers of the Galicia Defender:

- Gerald Gallagan
- Charlie Jones
- Eustaquil Santos
- Homero Guerra
- Elizar Martell

The W-2 forms can be obtained by writing to Joseph P. Flemming, Burke & Parsons, Counselors at Law, 52 Wall Street, New York, New York 10005.



# Labor Viewed As 'Strong, Vibrant' Force for Uplift

BOISE, Idaho—Labor's commitment "to help in the uplift of all workers remains strong and vibrant" even though unions have achieved many of their earlier goals for their members, AFL-CIO Education Director Walter G. Davis declared here.

In an address to a Pacific Northwest Labor History Conference sponsored by Gonzaga University, Davis refuted those who contend that labor is no longer a dynamic force.

### Enemies Active

For one thing, he noted, labor's enemies are as busy as ever trying to weaken unions and their programs, "so if labor was as weak as some say, most of the economic and social gains of the past would be wiped out."

He noted that organized labor has been the "dominant voice" in securing higher minimum wages, strengthened civil rights laws, more aid to education, and other measures that benefit everyone, not just union members.

Labor has "moved into a larger dimension" of helping all Americans and its militancy and influence in improving society "will continue to grow," Davis concluded.

# Land Sale Fraud Curbed by HUD's New Regulations

WASHINGTON — Regulations to curb some of the worst abuses in mail order sale of home lots took effect April 28.

Developers of subdivisions of 50 or more lots, offered for sale in interstate commerce, now are required to furnish "property reports" to the prospective buyers.

The reports must include such data as distance to nearby communities over paved or unpaved roads, present and proposed utility services and charges, number of homes currently occupied, soil and other foundation problems in construction.

The AFL-CIO had strongly urged federal legislation to guard against land sale fraud in congressional testimony. The legislation was enacted last year as part of the Housing and Urban Development Act.

HUD Secretary George Romney's announcement of the final regulations indicated some weakening in a tentative draft issued January 25. It enables developers with disclosure statements on file under state laws in Florida, California, Hawaii and New York to use those statements without having them checked by HUD for completeness and accuracy.

# UNFAIR TO LABOR DO NOT BUY

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

- ⚓ —  
Stitzel-Weller Distilleries  
"Old Fitzgerald," "Old Elk"  
"Cabin Still," W. L. Weller  
Bourbon whiskeys  
(Distillery Workers)
- ⚓ —  
Kingsport Press  
"World Book," "Childcraft"  
(Printing Pressmen)  
(Typographers, Bookbinders)  
(Machinists, Stereotypers)
- ⚓ —  
Genesco Shoe Mfg. Co.  
Work Shoes . . .  
Sentry, Cedar Chest,  
Staller  
Men's Shoes . . .  
Jarman, Johnson &  
Murphy, Crestworth,  
(Boot and Shoe Workers' Union)
- ⚓ —  
Boren Clay Products Co.  
(United Brick and Clay Workers)
- ⚓ —  
"HIS" brand men's clothes  
Kaynee Boysswear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman
- ⚓ —  
Atlantic Products  
Sports Goods  
(Amalgamated Clothing Workers  
of America)
- ⚓ —  
Jamestown Sterling Corp.  
(United Furniture Workers)
- ⚓ —  
Richman Bros. and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers  
of America)
- ⚓ —  
Baltimore Luggage Co.  
Lady Baltimore, Amelia Earhart

- Starlite luggage  
Starlite luggage  
(International Leather Goods,  
Plastics and Novelty Workers  
Union)
- ⚓ —  
White Furniture Co.  
(United Furniture Workers of  
America)
- ⚓ —  
Gypsum Wallboard,  
American Gypsum Co.  
(United Cement Lime and  
Gypsum Workers International)
- ⚓ —  
R. J. Reynolds Tobacco Co.  
Camels, Winston, Tempo,  
Brandon, Cavalier and Salem  
cigarettes  
(Tobacco Workers International  
Union)
- ⚓ —  
Comet Rice Mills Co. products  
(International Union of United  
Brewery, Flour, Cereal, Soft  
Drinks and Distillery Workers)
- ⚓ —  
Pioneer Flour Mill  
(United Brewery, Flour, Cereal,  
Soft Drink and Distillery Workers  
Local 110, San Antonio, Texas)
- ⚓ —  
All California  
Table Grapes  
(United Farm Workers)
- ⚓ —  
Magic Chef Pan Pacific Division  
(Stove, Furnace and Allied  
Appliance Workers  
International Union)
- ⚓ —  
Tennessee Packers  
Reelfoot Packing  
Frosty Morn  
Valleydale Packers  
(Amalgamated Meat Cutters and  
Butcher Workmen of North  
America)
- ⚓ —  
Fisher Price Toys  
(Doll and Toy Workers)
- ⚓ —  
Economy Furniture Co.  
Smithtown Maple  
Western Provincial  
Bilt-Rite  
(Upholsterers)

# Schedule of Membership Meetings

- SIU-AGLIWD Meetings  
New Orleans June 10—2:30 p.m.  
Mobile . . . . June 11—2:30 p.m.  
Wilmington . June 16—2:00 p.m.  
San Francisco June 18—2:00 p.m.  
Seattle . . . . June 20—2:00 p.m.  
New York . . . June 2—2:30 p.m.  
Philadelphia June 3—2:30 p.m.  
Baltimore . . . June 4—2:30 p.m.  
Detroit . . . . June 13—2:30 p.m.  
Houston . . . . June 9—2:30 p.m.
- United Industrial Workers  
New Orleans June 10—7:00 p.m.  
Mobile . . . . June 11—7:00 p.m.  
New York . . . June 2—7:00 p.m.  
Philadelphia June 3—7:00 p.m.  
Baltimore . . . June 4—7:00 p.m.  
†Houston . . . June 9—7:00 p.m.
- Great Lakes SIU Meetings  
Detroit . . . . June 2—2:00 p.m.  
Alpena . . . . June 2—7:00 p.m.  
Buffalo . . . . June 2—7:00 p.m.  
Chicago . . . . June 2—7:30 p.m.  
Duluth . . . . June 2—7:00 p.m.  
Frankfort . . . June 2—7:00 p.m.
- Great Lakes Tug and Dredge Section  
Chicago . . . . June 10—7:30 p.m.  
†Sault . . . . June 12—7:30 p.m.  
St. Marie . . .
- Buffalo . . . . June 11—7:30 p.m.  
Duluth . . . . June 13—7:30 p.m.  
Cleveland . . . June 13—7:30 p.m.  
Toledo . . . . June 13—7:30 p.m.  
Detroit . . . . June 9—7:30 p.m.  
Milwaukee . . . June 9—7:30 p.m.
- SIU Inland Boatmen's Union  
New Orleans June 10—5:00 p.m.  
Mobile . . . . June 11—5:00 p.m.  
Philadelphia June 3—5:00 p.m.  
Baltimore (licensed and un-  
licensed) June 4—5:00 p.m.  
Norfolk . . . . June 5—5:00 p.m.  
Houston . . . . June 9—5:00 p.m.
- Railway Marine Region  
Philadelphia  
June 10—10 a.m. & 8 p.m.  
Baltimore  
June 11—10 a.m. & 8 p.m.  
\*Norfolk  
June 12—10 a.m. & 8 p.m.  
Jersey City  
June 9—10 a.m. & 8 p.m.

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

# DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters  
Inland Boatmen's Union  
United Industrial Workers
- PRESIDENT  
Paul Hall
- EXECUTIVE VICE PRESIDENT  
Cal Tanner
- VICE PRESIDENTS  
Earl Shepard Lindsey Williams  
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- HEADQUARTERS . . . . 675 4th Ave., Bklyn.  
(212) HY 9-6600
- ALPENA, Mich. . . . . 127 River St.  
(517) EL 4-3616
- BALTIMORE, Md. . . . 1216 E. Baltimore St.  
(301) EA 7-4900
- BOSTON, Mass. . . . . 663 Atlantic Avenue  
(617) 482-4716
- BUFFALO, N.Y. . . . . 735 Washington St.  
SIU (716) TL 3-9259  
IBU (716) TL 3-9259
- CHICAGO, Ill. . . . . 9383 Ewing Ave.  
SIU (312) SA 1-0733  
IBU (312) ES 5-9570
- CLEVELAND, Ohio . . . 1420 W. 25th St.  
(216) MA 1-5450
- DETROIT, Mich. . . . . 10225 W. Jefferson Ave.  
(313) VI 3-4741
- DULUTH, Minn. . . . . 2014 W. 3rd St.  
(218) RA 2-4110
- FRANKFORT, Mich. . . . P.O. Box 287  
415 Main St.  
(616) EL 7-2441
- HOUSTON, Tex. . . . . 5804 Canal St.  
(713) WA 8-3207
- JACKSONVILLE, Fla. . . 2408 Pearl St.  
(904) EL 3-0787
- JERSEY CITY, N.J. . . . 99 Montgomery St.  
(201) HE 5-9424
- MOBILE, Ala. . . . . 1 South Lawrence St.  
(205) HE 2-1754
- NEW ORLEANS, La. . . . 630 Jackson Ave.  
(504) 529-7546
- NORFOLK, Va. . . . . 115 3rd St.  
(703) 622-1872
- PHILADELPHIA, Pa. . . . 2404 S. 4th St.  
(215) DE 6-3818
- PORT ARTHUR, Tex. . . . 1348 Seventh St.
- SAN FRANCISCO, Calif. . 350 Fremont St.  
(415) DO 2-4401
- SANTURCE, P.R. . . . . 1313 Fernandez Juncos  
Stop 20  
724-2848
- SEATTLE, Wash. . . . . 2505 First Avenue  
(206) MA 3-4334
- ST. LOUIS, Mo. . . . . 825 Del Mar  
(314) CE 1-1434
- TAMPA, Fla. . . . . 312 Harrison St.  
(813) 229-2788
- WILMINGTON, Calif. . . 450 Seaside Ave.  
Terminal Island, Calif.  
(213) 832-7285
- YOKOHAMA, Japan. . . . Isaya Bldg., Room 801  
1-2 Kaigan-Dori-Nakaku  
2014971 Ext. 281

**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 a 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 1900, 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.

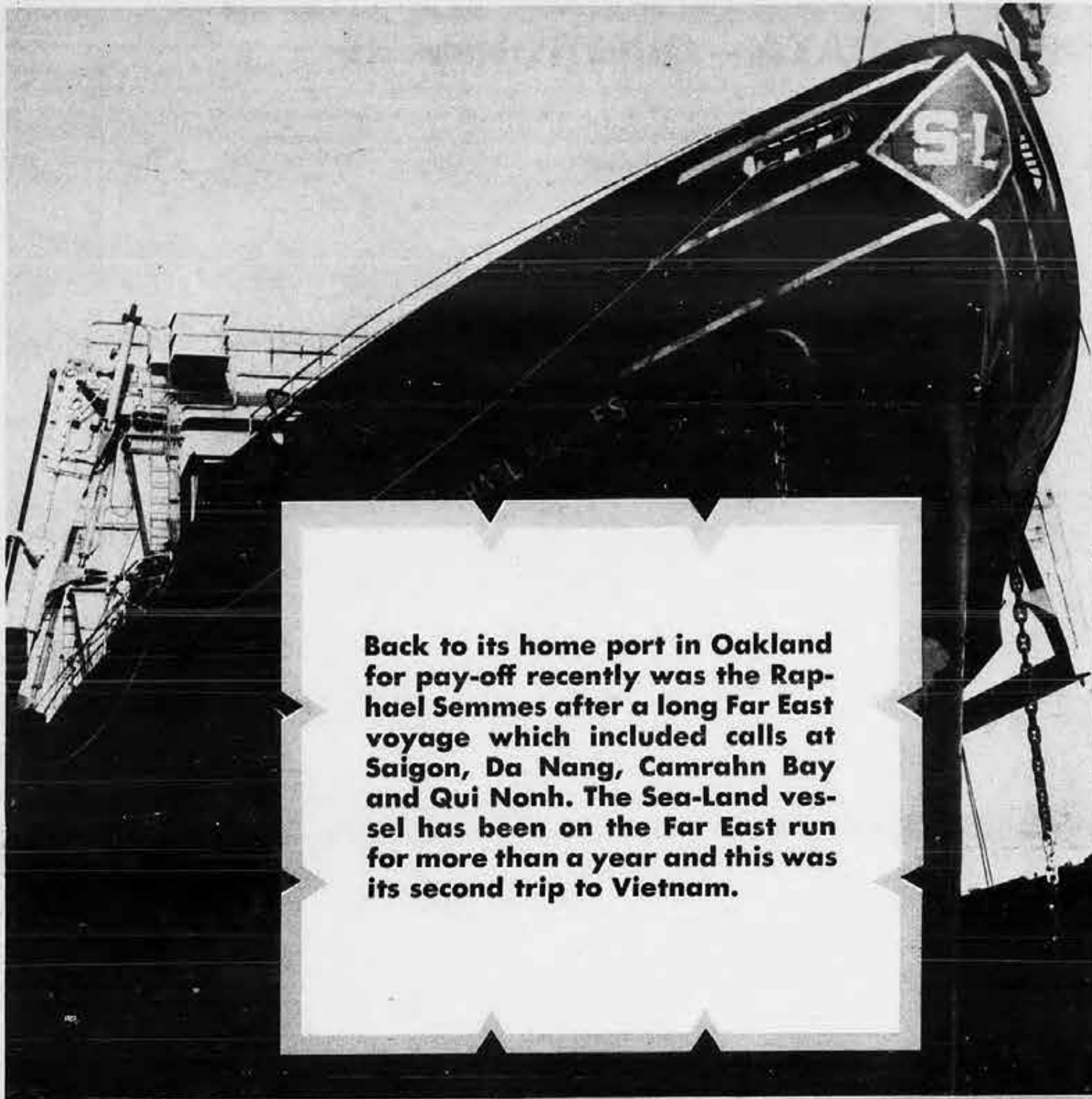
**EQUAL RIGHTS.** All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, 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.



# Raphael Semmes Touches Home Base



Back to its home port in Oakland for pay-off recently was the Raphael Semmes after a long Far East voyage which included calls at Saigon, Da Nang, Camrahn Bay and Qui Nonh. The Sea-Land vessel has been on the Far East run for more than a year and this was its second trip to Vietnam.



AB Thomas Moose was the ship's delegate during the voyage, and everyone agreed he did a very fine job representing the Rafael Semmes crew.



Henry Lovelace sails as AB and has been going to sea for over 20 years. He has often served as department or ship's delegate during career.



Harold Loll, left, who sailed as OS and Bob Scarborough, baker, take it easy and talk over their plans as they await their turn at pay-off.



Deck Delegate James Grinnell scans the LOG as Ship's Delegate Thomas Moose looks on. Seafarer Grinnell is a 19-year SIU member.



Seafarer Robert L. Harnell is dressed and ready to hit the beach as soon as he gets paid off. Harnell, member of engine department, shipped as FWT.



Chief Cook Martin Montgomery calls home as he waits for the pay-off. Brother Martin, a 30-year Navy veteran, now sails as a cook and baker.



William Watson relaxes with a cup of coffee and a smoke in the mess-room. Brother Watson, who shipped as bosun, is a 22-year member of SIU.



Chief steward Alva McCullum prepares a snack for the crew at pay-off. He's a veteran of 23 years at sea, and the crew agreed he knows his job.



## PENSION DATA – QUESTIONNAIRE

In order to effect improvements in the current pension program, it is necessary that Seafarers submit the answers to the below listed questions, and fill in all seetime information in the place provided. Do not mail this questionnaire in until you have filled in all data. (Please print all answers.) Send to SIU Pension Study Committee, 675 Fourth Ave., Brooklyn, N. Y. 11232.

1. Name \_\_\_\_\_

2. Residence address \_\_\_\_\_  
Street \_\_\_\_\_ Apartment No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ (Area Code) \_\_\_\_\_ Telephone No. \_\_\_\_\_

3. Social Security No. \_\_\_\_\_ 4. Book No. \_\_\_\_\_ 5. Z No. \_\_\_\_\_

6. Date of Birth \_\_\_\_\_ 7. Age last birthday \_\_\_\_\_ 8. Height \_\_\_\_\_ Weight \_\_\_\_\_  
Mo. Day Year

9. Date of Joining SIUNA-AGLIWD \_\_\_\_\_

10. Type of book now held: "C" \_\_\_\_\_ "B" \_\_\_\_\_ "A" \_\_\_\_\_ When issued \_\_\_\_\_  
Month Year

11. Age when you first sailed deep-sea \_\_\_\_\_

12. Married \_\_\_\_\_ Single \_\_\_\_\_ Widowed \_\_\_\_\_ Divorced \_\_\_\_\_ Separated \_\_\_\_\_

13. Number of Dependents \_\_\_\_\_

Name	Date of Birth	Relationship	Living in your home?		Receiving Social Security?	
			Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )
_____	_____	_____	Yes ( )	No ( )	Yes ( )	No ( )

14. Are you presently on pension? \_\_\_\_\_ If yes, indicate as follows:  
Type: Disability \_\_\_\_\_ Normal \_\_\_\_\_ Other \_\_\_\_\_  
From whom: Seafarers Pension Plan \_\_\_\_\_ Social Security \_\_\_\_\_ Other \_\_\_\_\_  
Name of Entity \_\_\_\_\_

15. Are you eligible for supplemental Medicare? \_\_\_\_\_

16. Fill in numbers of days of seetime for each of the years listed below:

Year	Number of Days	For Pension Plan Office Use Only	Year	Number of Days	For Pension Plan Office Use Only	Year	Number of Days	Year	Number of Days
1969	_____	_____	1959	_____	_____	1949	_____	1940	_____
1968	_____	_____	1958	_____	_____	1948	_____	1939	_____
1967	_____	_____	1957	_____	_____	1947	_____	1938	_____
1966	_____	_____	1956	_____	_____	1946	_____	1937	_____
1965	_____	_____	1955	_____	_____	1945	_____	1936	_____
1964	_____	_____	1954	_____	_____	1944	_____	1935	_____
1963	_____	_____	1953	_____	_____	1943	_____	1934	_____
1962	_____	_____	1952	_____	_____	1942	_____	1933	_____
1961	_____	_____	1951	_____	_____	1941	_____	1932	_____
1960	_____	_____	1950	_____	_____				

I hereby authorize the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, its officers, employees or representatives, to obtain, on my behalf, any and all information as to my seetime from the United States Coast Guard.

Date \_\_\_\_\_ Sign your name here \_\_\_\_\_

Social Security Number \_\_\_\_\_

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

