

## 1968 SEAFARERS SCHOLARSHIP WINNERS



Gary J. Bryant



Dolph E. Holm

Gary J. Holm



Vernon Hall  
(Deceased)

Debra Butler



Phillip L. Gaskill

James T. Gaskill



Deborah Kirchner

Ralph A. Kirchner

THE five winners of the 15th annual SIU college scholarships were announced last month after the Advisory Committee of educators met on May 13 to make the awards. The four-year, \$6,000 grants went to a Seafarer and four children of Seafarers for use at any institution of higher learning in any field of study. (The scholarship winners, and parents, are pictured here.)

Since 1953, the committee has awarded 78 scholarships. Seafarers have received 25 of these, while children of Seafarers received 53.

Even before they had been notified of their good fortune, the winners of the 1968 scholarships already had pledged themselves to work for the betterment of mankind. All have chosen careers that will enable them to help the underprivileged.

Gary J. Holm, son of Seafarer Dolph E. Holm, expressed the typical reaction of the winners, when he was informed of his selection.

"The news has made me exceedingly happy and spurs me to greater incentives," he said. "In the challenging years ahead, I shall work very hard and do my best to live up to the standards that you have set before me." (See Story Page 3)

### BULLETIN:

#### Robert F. Kennedy Slain by Assassin

LOS ANGELES—Senator Robert F. Kennedy of New York, Democratic candidate for the Presidency of the United States, was felled by an assassin's bullet shortly after midnight on June 5 at a rally here following his victory in the California primary elections. He died at Good Samaritan Hospital June 6.

President Johnson has proclaimed Sunday, June 9, as a national day of mourning.

A suspect in the slaying was captured at the scene and is being held by police.

Kennedy's body will be flown to New York for funeral services on Saturday, June 8, and then travel by train to Washington for burial later the same day in Arlington National Cemetery. (Details will appear in the next issue of the LOG).

### SEAFARERS WELFARE PLAN

#### Annual Report

Filed With the New York State Insurance Department

### SEAFARERS PENSION PLAN

#### Annual Report

Filed With the New York State Insurance Department

## Went to Aid of Panoceanic Faith

# Russian Vessel Honored by SIU For Search and Recovery Efforts

NEW WESTMINSTER, B.C.—The SIU last month presented a special "Brotherhood of the Sea" Award to the Russian ship, SS Orekhov, in honor of the heroic rescue efforts by the Soviet vessel and its crewmembers following the tragic sinking of the SIU-contracted freighter Panoceanic on October 9, 1967.

The presentation ceremony, in this Canadian city just outside the Port of Vancouver, took place on U.S. Maritime Day, May 22.

The Russian vessel and its crew searched the icy, stormy seas for survivors and recovered the bodies of eight Seafarers. Three Japanese vessels and one Norwegian freighter, honored by the SIU in earlier ceremonies, also took part in the rescue operation. In all, 36 crewmembers were lost and five SIU men were rescued from the Faith.

When the Orekhov brought the bodies to Vancouver, northwest of here, Captain Leonid Zhezherenko, then master of the vessel, paid solemn tribute to the Seafarers. Refusing to allow the use of a derrick to remove them from the ship, he insisted that each body be covered with a United States flag and carried ashore on a stretcher between rows of solemn Soviet seamen.

### Mutual Efforts

Presentation of the award to the Orekhov was made possible by the mutual efforts of SIU representatives, in both the United States and Canada, and officials of the Russian Embassy in Washington during the past months.

Steve Troy, SIUNA representative in Seattle, and Norm David, West Coast vice president of the SIU of Canada, presented the

testimonial scroll to Captain Alexander Fatyanov, present master, who accepted for Captain Zhezherenko, since retired, and representatives of the Orekhov's crew.

Others present at the ceremony were Richard Slott, American consul in Vancouver; Stuart Gifford, mayor of New Westminster; and John Brown, President of the Vancouver Maritime Trades Council, AFL-CIO.

The testimonial to the Orekhov presented by the SIU expresses "sincere appreciation for the dedication and sacrifice" of all of the seamen who took part in the rescue attempts. The scroll said, "their unselfish willingness to risk their lives for their fellowmen symbolizes the time-honored tradition of the sea and the brotherhood of seamen throughout the world."

Similar testimonial scrolls were previously presented to Japanese and Norwegian seamen and vessels which participated in the international effort to rescue crewmembers of the stricken American flagship.

The presentation involving the

three Japanese vessels—the SS Rocky Maru, the SS Bristol Maru and the SS Igaharu Maru—and the All-Japan Seamen's Union, took place at the headquarters of the Japanese union in Tokyo on March 11, 1968.

Ceremonies honoring the SS Visund and the Norwegian Seamen's Union took place aboard the Visund at Port Newark, New Jersey, on April 4, 1968.

A special award and presentation also was made by the SIU to the family of Japanese seaman, Mitsuo Noguchi, 23, a crew member of the Rocky Maru who lost his life during rescue activities following the sinking of the Panoceanic Faith. The cash award, in the amount of \$4,000, is equivalent to the full life insurance benefit presented to family survivors of deceased SIU members.

The Panoceanic Faith was en route from San Francisco to India with U.S. government aid cargo when it went down in the storm-swept waters of the North Pacific Ocean, 870 miles southwest of Kodiak.

## Seafarer Dies In Vietnam; Army Awards Silver Star

The Silver Star, the nation's third highest military decoration, has been awarded posthumously to Army Specialist Four and Seafarer George L. Wilson. Brother Wilson was killed in action last April in the vicinity of Khe Sanh, Republic of Vietnam.

George Wilson was the son of Seafarer Ralph G. Wilson.

In addition to the Silver Star, the 21-year-old Wilson was also awarded the Bronze Star and Air Medal for his services in Vietnam.



Wilson

He was an Infantry Fire Team Leader in the second platoon of Company A, 2nd Battalion, 7th Calvary of the 1st Calvary Air Mobile Division. At the time of his death, he was on a search and destroy mission.

The Army reported that at approximately 1800 hours on April 6, young Wilson was moving through dense underbrush when his platoon was engaged by "intense enemy automatic weapon fire from a fortified bunker." The enemy was also using hand grenades. The Army stated that Wilson exposed himself "to this heavy fire and without regard for his personal safety, single-handedly assaulted and neutralized the enemy bunker."

"He then continued to expose himself, drawing the enemy fire to enable his squad to move to safety with few casualties. It was shortly after this action that George was mortally wounded."

For this heroic act, Wilson received his Silver Star. His other

medals were awarded for his service during his active duty in the war zone. All three decorations have been forwarded to the Department of the Army and will be presented to his father, Seafarer Ralph G. Wilson.

Wilson had a mere 21 days remaining of his Vietnam tour of duty at the time of his death. He was buried with full military honors on April 22, at Meadowbrook Memorial Gardens, Driver, Virginia.

A letter to his father, from the headquarters of the 1st Air Cavalry Division, described George as "a fine soldier and greatly admired by his fellow soldiers."

He was born in Chelsea, Massachusetts, and joined the SIU in 1965 in the port of Baltimore, after attending the SIU's Harry Lundeberg School of Seamanship. He sailed as wiper, then moved up to oiler. He and his father sailed together on the Columbia, shortly before his Army service began.

In the December 22, 1967 issue of the LOG, a photograph was published, showing the two men holding a "Vietnam Reunion" aboard the Steel Designer, which was making the Vietnam supply run. In addition to his father, he is survived by his mother, Mrs. Belle O'Connor of Portsmouth, Va.

Ralph Wilson served in the Navy from 1943 to 1963, before joining the SIU. He retired with the rank of machinist mate first class.

## Report of International President



by Paul Hall

Last week, on May 30th, Americans celebrated Memorial Day, an occasion which has become a "legal bank holiday" which is acknowledged in many areas as a simple holiday rather than a matter of respect for the nation's honored dead.

To many, Memorial Day—and we have just observed the 100th anniversary of this solemn date—is more a holiday than a day of remembrance. How easy it is to forget, in the picnic grounds, the amusement areas, or during the relaxing day of fishing, that our fellow Americans have died for generations—and are still dying today—to provide what too many consider as only a day off.

As we contemplate the true meaning of Memorial Day we must remember a heroic past, and take into consideration a heroic present, with Seafarers once again doing their utmost to carry the goods to our embattled servicemen in South Vietnam. They have always performed their service to their country admirably and there is no critic alive, nor historian dead, who has said, or could say, otherwise.

During World War II, alone, more than 1,200 Seafarers died while maintaining the Allied life-line on merchant vessels.

It has been reported in recent months that more and more U.S.-flag merchant ships are coming under fire and being damaged in the Vietnam area while they transport more than 95 percent of the men and supplies required by the U.S. effort in Vietnam.

The fact remains, that Seafarers—put their lives on the line every minute of every day while they are sailing in the troubled waters of Southeast Asia and putting into ports in that war-torn area.

Those of our membership who leave our ranks temporarily to assume their place among our armed forces, in direct combat against the enemy on land, have further contributed to the proud tradition of the merchant marine and the nation's fighting men. Just recently, as you will read in this issue of the LOG, a former Seafarer died bravely as a soldier in the Vietnam conflict and has been awarded one of the nation's highest combat decorations for his selfless devotion to duty.

Although there is rarely any mention of it in the public press, we in the U.S. merchant marine know that Memorial Day, 1968, as well as all others past and future, applies to our segment of the fighting population, too—and we've been doing our full part for a good deal longer than a hundred years.

Another area in which Seafarers can take great pride is that which looks to the future through youth and higher education.

The Seafarers Scholarship College Advisory Committee met last month to select the five recipients of the annual \$6,000 SIU college scholarships for 1968.

During the 15 years in which these scholarship grants have been awarded, Seafarers and their children have consistently gone on to verify the opinion of the leading educators, comprising the Committee, who have recommended them as outstanding young citizens who would go far. They have either already done so or are well on their way, and we can all be proud of them.

According to the expressed opinion of the Committee this year, the records of all applicants seemed even better than ever and their final decision was most difficult to reach.

We offer hearty congratulations to those who won and our continuing encouragement to all.

### De Graaf Joins Pension Roster



Veteran Seafarer Richard De Graaf is presented with his first pension check from administrative assistant Arnold Braitman at New York hall. Brother De Graaf now takes it easy in Paterson, New Jersey. A fireman-watertender, he last shipped aboard the Courtland.

## Govt. Aide Lauds Building Trades On Job Training

HOUSTON—The growth of Apprenticeship Outreach programs is "living proof" of the determination of building trades councils to bring minority-group youths into the crafts, Under Secretary of Labor James J. Reynolds said here last month.

He spoke at ceremonies marking the completion of an outreach program sponsored by the Houston Building and Construction Trades Council.

Reynolds commended the AFL-CIO Building and Construction Trades Department for its role in helping to make the federally-supported programs grow to the extent that they now are being conducted in 34 cities.

He reported that more than 700 minority youngsters—mostly Negroes—have been placed as apprentices through the programs, which are either conducted or supported by councils.

He predicted that a dozen more cities will become involved in outreach programs before the end of this year and they will bring an additional 2,000 minority youths into apprenticeships by mid-1969.

Reynolds also praised the Workers Defense League—which started the outreach plan in 1964—and the Urban League for their sponsorship of programs.

## Funds for New Vessels Stripped From House Bill

WASHINGTON—The House of Representatives last week was forced to delete all 1969 ship construction funds from its Appropriations Bill for the Commerce Department because of a technicality raised by Representative Durward G. Hall (R-Mo.). A total of \$245 million had been earmarked in the bill for new merchant ships and Congressional leaders hope to reinstate these funds through a later supplemental appropriations bill.

Representative John J. Rooney (D-N.Y.), floor manager of the Appropriations Bill, tried to dissuade Representative Hall from pressing the objection on a technicality but was unsuccessful. Hall said the ship construction funds could not be included in the money bill because of the new authorization law pertaining to maritime subsidies passed last year.

Under this law the full House and the full Senate must vote on the recommendations of the Merchant Marine Committee of each on the amount of maritime subsidies to be expended before the item can be included in an Appropriations bill. The House has voted on the authorization of funds for new ships but floor action is still pending on a similar bill in the Senate.

When Representative Hall pointed this out, Rooney rose and said: "with tears in my eyes . . . the objection is in order."

Rooney then sought agreement from Representative Hall to at least have the sum of \$119.8 million included for new ship construction. This is the amount that was approved by the Administration before the House Appropriations Committee voted to more than double the sum. However, Hall declined.

Rooney then accused Representative Hall of "doing his best to wreck the merchant marine," and the full House voted 347 to 28 to send the Appropriations Bill, minus the ship construction funds, to the Senate for action.

Only four days before the vote, the House had received a recommendation from its Appropriations Committee that \$245 million be allotted for new ship construction despite a threat that all government-sponsored building of merchant vessels would be halted with the excuse of economy.

Representative Rooney stated in his report:

"A majority of the committee members feel that despite the present national fiscal situation, it is imperative that adequate funds be provided for our merchant marine, which plays a most important role in the national security of our country."

Rooney said at least 24 or 25 new ships could be constructed in 1969 with the \$245 million. Originally, the Budget Bureau approved the \$119.8 million outlay for eight or nine new ships next year but Congress was informed that if the \$6 billion cut in the budget was approved no money at all would be allotted for upgrading the merchant fleet during fiscal 1969.

## House Maritime Committee Concludes Hearings

# Hall Calls for 'Equitable' Program; Boyd Hit as 'Consistently Wrong'

WASHINGTON—SIU President Paul Hall last week called for a "fair and equitable" merchant marine program that would end 32 years of "discrimination" in the maritime industry and declared that the proposals recently submitted to Congress by Transportation Secretary Alan S. Boyd, were typical of Boyd's "consistently wrong" approach to maritime problems.

Hall, who also is president of the seven-million-member AFL-CIO Maritime Trades Department, was the final witness before the House Merchant Marine and Fisheries Committee, which has been holding hearings since mid-April on proposed legislation that would revitalize the merchant fleet.

He told the Committee, chaired by Representative Edward A. Garmatz (D-Md.), that flexibility is the key to providing a new maritime program and that the 1936 Merchant Marine Act has become old and outdated. "The legislation was good—for its day," he said, "but it lacked the flexibility to adapt to the continuing and radical changes that were to take place in this industry."

Referring to the "so-called 'maritime program'" made public by Boyd at a hearing of the Senate Commerce Subcommittee on Mer-

chant Marine, Hall said:

"There are three key elements in the Boyd Plan: Foreign shipbuilding; the phasing out of operating subsidies; (and) burying the Maritime Administration in Boyd's Department."

### Plan's Chief Architect

Hall noted that the first two of these proposals were the cornerstones of the Inter-Agency Task Force Report of 1965" of which Boyd was chief architect and No. 1 salesman. All three, he said, were the basis of a plan, that Boyd outlined, but did not formally present, to Congress a year ago.

" . . . Secretary Boyd is consistent; and in our view, he's consistently wrong," said Hall. "He wants to pull the props out from under our domestic shipbuilding industry and our American-flag shipping industry. Instead of considering approaches that would make the U.S. Merchant Marine more competitive, he wants to make it less competitive."

While the Administration repeatedly expresses concern over a chronic deficit in the balance of payments, Hall said, "Boyd, who claims to speak for this same Administration, proposes a foreign building scheme that would aggravate that payments deficit still further. This is a classic example of the right hand not knowing what the left hand is doing."

As to putting MARAD into the Department of Transportation, Hall recalled that Congress had refused to accept the suggestion in 1966 and that the House had overwhelmingly voted last year to make MARAD an independent agency. The Senate Merchant Marine subcommittee is about to hold hearings on a companion measure to the House bill, he added, "and I would say the chances for its passage have never looked better."

"Anybody who may have had delusions about a marriage be-

(Continued on page 4)

# \$6,000 SIU Scholarship Awards Won by Seafarer; Four Youngsters



Seafarers Scholarship Advisory Committee members who announced 1968 awards are shown with SIU officials. Sitting (l to r) are Dr. Charles Lyons, Dean of Admissions, Howard U.; Miss Edna Newby, Assistant Dean, Douglass College; Dr. E. C. Kastner, Dean of Registration, New York U. and, standing (l to r) Dr. Bernard Ireland, College Entrance Examination Board; Al Kerr, Secretary-Treasurer, SIUNA-AGLIWD; R. M. Keefe, Admissions Director, St. Louis U., and Lindsey Williams, Vice-President, SIUNA-AGILWD.

NEW YORK—A Seafarer, who has already advanced himself at every opportunity through the SIU's upgrading school, and four children of Seafarers have been named winners of \$6,000 SIU college scholarships for the year 1968. The awards will enable the winners to pursue four years

of study at any college or university, in the United States or its possessions, in whatever academic field the scholarship recipients decide to follow.

Winners of this year's scholarships are:

Seafarer Gary J. Bryant of Atlanta, Ga.; Debra Marie Butler, stepdaughter of deceased Seafarer Vernon Hall, Mobile, Ala.; Phillip Lee Gaskill, son of Seafarer James T. Gaskill, Sea Level, N.C.; Gary

James Holm, son of Seafarer Dolph E. Holm, North Babylon, N.Y.; and Deborah Hope Kirchner, daughter of Seafarer Ralph A. Kirchner, Arnold, Md.

The SIU scholarship plan has been operated on an annual basis for the past 15 years and is recognized as one of the most liberal, no-strings-attached, programs of its kind in the country. All qualified Seafarers and their dependents are eligible to compete.

Fifty-three of the 78 awards made to date have been awarded to children of SIU members. Seafarers have received 25 of the college scholarships.

### Set High Goals

This year's SIU scholarship winners show the full awareness of America's goals and needs which has typified the aspirations of their predecessors in the SIU Scholarship Plan's growing list of beneficiaries—many of whom have assumed highly successful roles in all walks of life.

Four of the new winners aspire to help their fellow citizens—particularly through education—and another would seek higher knowledge of outer space as a potential benefit to humanity.

Gary J. Bryant, 28, has been a Seafarer since he was 17. After graduating from O'Keefe High School in his native Atlanta, he has continued his education ever since.

Bryant has participated in the upgrading programs of the SIU and, as a result, holds engine room ratings as electrician, deck engineer, fireman, oiler, water-tender and refrigeration engineer. He intends to enter DeKalb College in Atlanta and pursue a course in political science.

Debra Marie Butler, 17, whose stepfather, Seafarer Vernon Hall, passed away in December of 1964, will be graduated this month from Most Pure Heart of Mary High School in Mobile, Ala. She has not made a final selection on a career, but she knows she wants

to help others—possibly through teaching. Debra says she would like to enroll at Muskingum College, in New Concord, Ohio, and study psychology to properly prepare herself to assist those in need of her services.

Phillip Lee Gaskill, 18-year-old son of Seafarer James T. Gaskill, will be a June graduate of East Carteret High School in Beaufort, N.C., and plans to continue his education so he can help educate others through teaching, either in history or science. He hopes to matriculate at the University of North Carolina in Chapel Hill, N.C., and his eventual goal is to impart knowledge and understanding to students of high school age.

Gary James Holm, 17, son of Seafarer Dolph E. Holm, has his eyes on the skies. His ambition is to assist the United States in its efforts to advance its space program. Gary will be graduated this month from North Babylon High School, North Babylon, N.Y. For his higher education, Gary will attend Hofstra University, Hempstead, N.Y. A visit to the library when he was a third grader, he said, opened the door to the wonders of space for him.

Deborah Hope Kirchner, 18, daughter of Seafarer Ralph Kirchner, has already achieved the first rung on the ladder to higher education. She is a freshman at High Point College, High Point, N.C., where she is studying to be a teacher—preferably of English—on the elementary level. She may continue her studies at High Point College or transfer to Millersville State College, Millersville, Pa. Deborah first acquired her love of teaching while an instructor in Sunday School.

The panel of five prominent educators and university administrators met in New Orleans last month to study the scholastic records of the 1968 candidates for the SIU Scholarships and recommend the winners for trustee action.

# Hall Raps Boyd Maritime Policies; Urges End to 'Double Subsidies'

(Continued from page 3)

tween maritime and the Department of Transportation must now realize how futile their hopes have been," the SIU president said. "Secretary Boyd has made it plain that, if he ever gets his hands on the merchant marine, he'll administer the coup de grace as quickly as possible.

## Get On With Job

"Secretary Boyd's proposal points out one inescapable fact: That the answer lies in the development of a maritime program by the Congress, and I think we should get on with the job."

In discussing the proposed legislation (H.R. 13940) under consideration by the Committee, Hall recalled that Chairman Garmatz had made it plain at the outset of the hearings that the bill was not a complete or final plan and was open to improvement.

"One thing that H.R. 13940 and the proposals made by witnesses before this committee have in common" Hall stated, "is the realization that any new maritime program must contain the following elements:

"Tax-deferred construction reserved fund privileges for all segments of the industry, not just some segments; construction differential subsidies for all operators in the foreign trade who want them; operating differential subsidies available to all applicants in the foreign trade; maximum utilization of U.S.-flag ships for the carriage of government-generated cargoes; a greatly expanded program of ship construction; and greatly increased expenditures for maritime research and development."

## General Agreement

He observed that the public record of the House Committee "would indicate there is general agreement that these are the major factors that must be included in any realistic maritime program."

Examining the expanded ship construction proposals of H.R. 13940, Hall said the "much-needed increase" in the number of ships to be built under the bill is meaningful, but provides nothing for making these new vessels available throughout the entire fleet. He said that in previous testimony to the committee the subsidized ship operators indicated their acceptance of this section of the bill, but the unsubsidized operators asked that language of this section be rewritten so they will be granted some assurance of getting the opportunity to obtain some of the new ships which hopefully will be constructed.

"We urge, therefore," Hall said, "that H.R. 13940 be amended to provide the needed flexibility that is essential to our maritime growth. We recommend that the section dealing with ship construction be rewritten along the following lines:

"Provide that the government first meet its contractual obligations governing the replacement of vessels in the presently subsidized portion of the fleet, (and) that priority on the remainder of the

ship construction funds be given those ship-owners who have not been receiving subsidy assistance."

## Still Discrimination

Referring to the question of operating differential subsidies, the SIU president declared that the pending legislation appears to correct inequities under the present law by extending the system broadly throughout the entire industry, but he added the way the bill is written, there would still be "discrimination" against a "significant part" of the industry.

"Whatever formula is decided upon by this committee" on this issue, Hall continued, "we urge you to:

"Make it fair and equitable; provide the same treatment and the same formula for all operations; design it so that it achieves the purpose for which operating subsidies were intended, which is to enable American operators to compete with foreign shipping interests for commercial cargo; and make sure that the government gets the maximum performance from the industry for the dollars that are invested."

Noting that the purpose of the construction and operating differential subsidies was to enable those who received them to compete with foreign shipping operations, Hall said, that through these subsidies U.S. berth-line operators involved were placed on a parity with foreign-flag operations and thus were in a position to compete profitably for the carriage of commercial cargo.

"The rest of the industry, on the other hand, has no such assistance in meeting foreign competition," he continued. "It has no parity arrangement. For these operators, the carriage of government-generated cargo is the main—if not only—source of business.

"Each of these subsidy programs provides an opportunity to protect the American-flag industry. The trouble arises when, as in the case of the 14 berth-line operators, these two subsidy systems are put together. It amounts not only to the piling of one subsidy on top of the other; it also reduces the incentive the berth-line operator might otherwise have to go out and dig for enough commercial cargoes to fill his ships."

Commenting that the hearings are being held during a period of great national uncertainty, Hall noted Congress has been dealing with a tax program that also involves a cutback in federal spending.

"I do not minimize the seriousness of the problem. I would hope that the government would not make the mistake of suspending, even temporarily, its investment in our merchant marine program. This would not be cutting into fat—it would be slashing into muscle. . . . I know these alleged budget cuts for maritime will not take place, if this committee has anything to say about it."

## Program a Must

However, he added, "If any agreement is reached between Congress and the White House on a tax bill and budget cut—

and if that agreement means suspension of ship construction during the coming fiscal year—it will in no way lessen the need for a long-range maritime program. As a matter of fact, it will increase the need, because we'll be that much further behind.

"This is the time to enact the maritime program that we have waited for all these years. We must first have the principle of maritime expansion laid down. Then we can get to the question of authorization, appropriations and actual expenditures by the federal government. Without a program, we can do nothing. With a program, we will, at long last, be in a position to act as soon as this temporary budget problem is resolved," Hall said.

## Assured of Action

As he concluded his testimony, several congressmen assured Hall Congress was going to do everything in its power to provide the country with a new maritime program and a new merchant marine.

Chairman Garmatz, said one problem has been that the industry has not had a "maritime-minded Maritime Administrator," indicating MARAD needed someone who would not depend on the Secretary of Transportation and the Secretary of Defense for maritime programs and policies.

## The Atlantic Coast

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



All Seafarers realize the advantage of securing prompt medical attention for a stricken man at sea and the fact that 28 more graduates of the SOA Pharmacist Mate Training School have been assigned to merchant ships means the day is not far off when every American-flag vessel will have a qualified medical officer aboard, a goal long sought by the SIU and SOA. It also will mean that when a graduate of the school is aboard, a merchant ship will not have to be inspected at Quarantine Station, long the source of time consuming delays.

## Philadelphia

Roy Alston is registered and ready to go as soon as a first chief cook's job hits the board. Roy last shipped on the Geneva.

After receiving his FFD, Ed Bayne registered for a good steward position. Ed was last aboard the Commander.

George Barnes will spend some time at home before shipping out. A member of the deck depart-



Emerson Seattle

ment, his last ship was the Columbia.

## Norfolk

Elbert Winslow reported he had

a good AB's job on the Cosmos Mariner. It was a nice trip on a good ship, he said. Elbert just caught another ship, the Eagle Voyager.

William Donald, a 25-year man, had a very good trip on the Joplin Victory, sailing as AB. There was plenty of overtime and Bill said that he certainly wouldn't mind a few more payoffs like this.

William Sharp, another 25-year man, is looking for a good bosun's job. He recently completed a trip on the Transhuron.

## Baltimore

William Emerson just completed an Intercoastal run on the Portmar. He liked this run so much, he's waiting for another one. Bill, an AB, has sailed with the SIU for 20 years.

Edward Spooner was on the Seatrail Ohio, running to the Far East. A 21-year man, he's seen a lot of gains during his time in the SIU and doesn't hesitate to praise them.

After a trip on the Amicus, William Seattle is ready to go again. Bill did a good job as engine department delegate.

## Boston

John Kulas recently shipped on The Cabins as oiler. A 25-year veteran, he'll ship again anytime, now that he's had some time to visit the family.

Peter Gerardi was BR on the Robin Goodfellow. He is ready to grab the first good job to hit the board.

Edward O'Connell, known to his friends as "Ragmop," is in drydock after sailing AB on The Cabins. As soon as he's FFD again, "Ragmop" will scan the board for a good job.

## Puerto Rico

A frequent visitor to the piers in San Juan, Tomas Mojica drops by to keep in touch with his many friends now that he's on an SIU pension.

While waiting for a permanent job, Enrique Vargas and Engenio Nunez are both catching standby jobs on Sea-Land ships.

Eddie Bonafont, who has spent plenty of time on the Intercoastal run, is back as AB on the Afoundria, running between San Juan and the West Coast.

## Primary Elections Scheduled for June

Seafarers and members of SIU affiliates are reminded by Seafarers COPE that there are important dates during the month of June regarding the primary elections in connection with the 1968 general elections.

The dates are:

Deadline for Primary Registration: Virginia (June 8) and Connecticut (June 14).

Primary Election Dates: Illinois (June 11), South Carolina (June 11), Maine (June 17) and New York (June 18).

Runoff Primary Dates: Mississippi (June 25) and South Carolina (June 25).

## Log Receives Four Awards In Labor Press Competition

WASHINGTON—The Seafarers LOG has been presented with four awards for outstanding performance in the field of labor journalism in the Journalistic Awards Contest for 1968, conducted by the International Labor Press Association and judged by a distinguished panel of experts from the fields of journalism, labor and education.

Awards presented to the LOG at ceremonies here last May 25 fell into four categories: General Editorial Excellence, Best Original Photograph, Best Original Feature Article and Best Original Cartoon. Submitted for consideration along with entries from labor publications throughout the United States and Canada, all were published in the LOG during 1967.

Top award for Best Original Photograph went to the LOG for its cover photo of last November 24 which pictured a merchant vessel docked in New York Harbor against the illuminated skyline of the city at night.

Also received was an award for Best Feature Article for the original LOG feature, "The Right to Bear Arms—pro and con," which explored proposed legislation aimed at controlling the sale of firearms in the United States and which appeared in the November 10, 1967 issue of the LOG.

Selected for honors in the classification of Best Editorial Cartoon was the LOG's entry, titled "By His Own Petard" and published May 26, 1967. The cartoon depicted Uncle Sam, seated on a bench outside a U.S. Naval shipyard—closed by government order, and reading a newspaper account of hampered U.S. efforts in Vietnam due to a shortage of American shipyard facilities. In his briefcase beside him is a copy of a proposed government program to build U.S. ships abroad.

In awarding the LOG with a certificate of merit for Editorial Excellence in publications with a newspaper format, the judges noted:

"The Seafarers LOG continues to maintain the excellent standards it has shown for years, including extensive coverage of the SIU and its affairs and objectives, and general maritime news and features. Its coverage of individual unionists, often with pictures, is particularly notable. It has good editorials and often outstanding editorial cartoons. Feature articles are highly readable . . ."

Judges for this year's Journalistic Awards Contest were Edward T. Townsend, Labor Editor of Business Week; Melvin Mencher, Professor, Columbia University Graduate School of Journalism; Julius Manson, New York City Board of Mediation; and Herbert Levine, Rutgers University.

## Firm Policy on Bargaining Parleys Set by Joint Oil Unions' Council

WASHINGTON—The Unions' Nationwide Coordinating Council for Oil and Allied Industries, representing over 200,000 workers throughout the nation, has announced a firm national wages, benefits and bargaining agreement, which shall be the policy for the Organization.

The SIUNA-affiliated International Union of Petroleum Workers and the SIUNA are among the 17 unions of the UNCC. Frank Drozak, SIUNA Vice President and West Coast Representative, attended the two-day policy meeting here on May 7 and 8.

In establishing a bargaining policy for all member Unions across the nation, the UNCC said the policy shall inform the oil industries that no other pattern set by the oil industries shall be recognized.

Delegates of the UNCC also discussed the 27½-percent depletion allowance enjoyed by the oil industries with many of their senators and representatives and a firm action will be taken at the

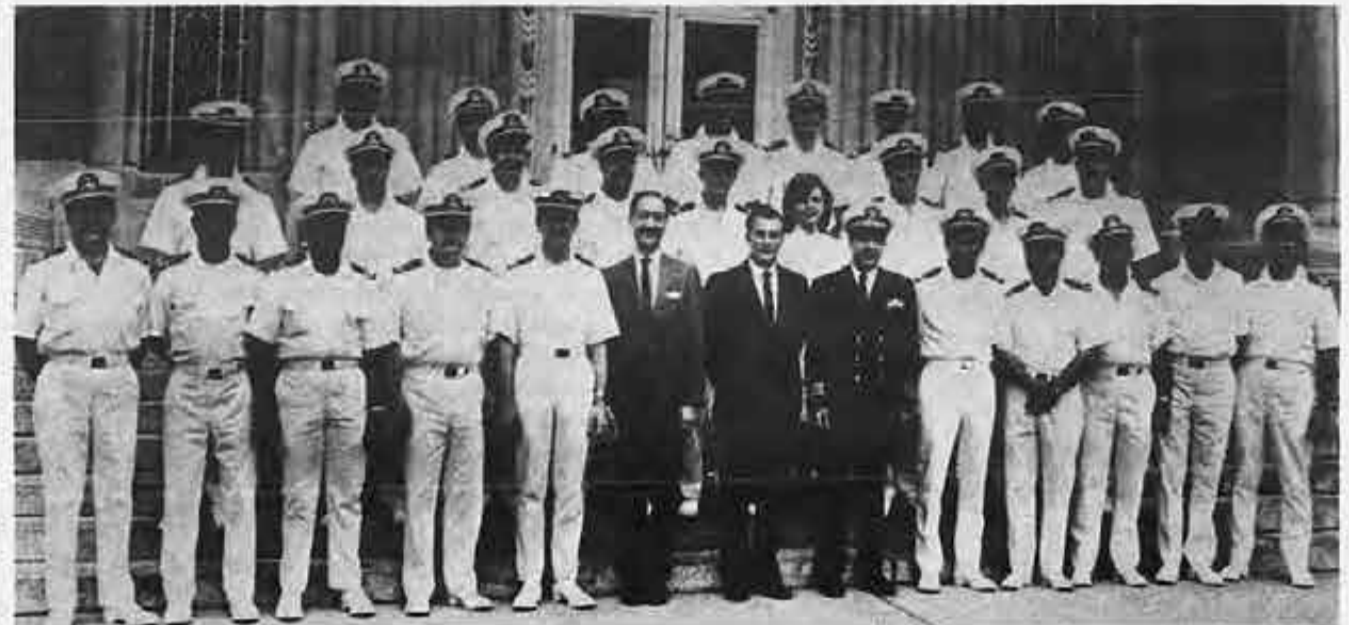
next general conference held by the UNCC.

The council's newly-established bargaining policy sets January 5, 1971, as the terminal date for all new contracts and specifies wages and benefits increases of 12 percent for each contract year.

Among other provisions are a full company-paid Hospitalization and Welfare Plan for employees and their immediate families—with the plan jointly administered; a full-company-paid Retirement Plan; and a cost-of-living formula for annuitants to provide for additional income.

In addition, the policy calls for all overtime to be paid at double time rate; a substantial increase in the shift differential for shift workers and double time for all hours worked on holidays, plus the holiday pay.

Seafarers will soon find an unexpected addition to their crew; purser-pharmacist mate Frances Porfidio (at right) first woman graduate of SIUNA-affiliated SOA Pharmacist Mate Training School on Staten Island, N.Y. Flanked by fellow students Wm. Armstrong (l) and J. Little, as instructor M. MacDonald lectures, she is one of 28 graduates (see below) of school's 2nd class. Burt Lanpher sec.-treas. of SIU-SOA is in center of the group.



## SIU-SOA Pharmacist Mate School Graduates 28; Is Fully Recognized

NEW YORK—The second class—including 27 men and one woman—of the Pharmacist Mate Training School sponsored by the SIUNA-affiliated Staff Officers Association was graduated last week in ceremonies at the U.S. Public Health Service Hospital on Staten Island which were high-

lighted by news that the school's graduates will be fully recognized by government health authorities.

At the exercises, SOA Secretary-Treasurer Burt E. Lanpher and Representative Thomas N. Downing (D-Va.), chairman of the Education and Training subcommittee of the House Merchant Marine and Fisheries Committee, announced that federal authorities will henceforth relax stringent ship quarantine regulations when a graduate of the school is aboard a U.S.-flag vessel.

Frances Porfidio, the first woman to graduate from the school, and her male classmates, received U.S. Public Health certificates and Coast Guard endorsements as Purser-Pharmacist Mates to serve on vessels in the U.S.-flag Merchant fleet.

Present at the ceremonies from SIU headquarters were Welfare Director Al Bernstein, Headquarters Representative Pete Drewes and Patrolman George McCartney.

The school was established last year after a four-year campaign by the SIU and SOA to provide expert medical care for seamen aboard all U.S. merchant ships—a much needed service that had been lacking.

All the graduates put in 1,080 hours in an intensive nine-month course that ran from long hours in the emergency room, through stiff drills in the laboratory, and the observance of operating room procedures. They studied the causes, symptoms and treatments of all major ailments and can give emergency treatment and after-care for all types of injuries with which they may come in contact.

Lanpher and Downing stressed the importance of the decision by federal health authorities regard-

ing quarantine. This, they explained, means the Pharmacist Mate Training School's program has been officially recognized and that the new purser-pharmacist mates are eligible to evaluate the health of freighter crews. Thus, the ships on which they serve will be exempt from inspection at Quarantine Station when entering port and costly delays will be avoided.

Merchant ships will now be able to fly the international code flag "Q"—which means a request for quarantine clearance—and will be able to steam right past the clearance post without having to drop anchor for a health check. Until now, only passenger ships had this privilege.

Elimination of the delays encountered by having Health Service boarding parties check freighters has long been sought by maritime labor and management spokesmen.

Lanpher also announced another medical innovation as a result of the new ratings. It is an agreement between steamship lines and the SOA on a standardized list of equipment and drugs to be carried by every vessel with a graduate of the Pharmacist Mate School aboard.

Pointing out that the agreement will improve the standards of the ship's hospital, Lanpher told the graduating class this will mean that "all your skills can be fully employed."

The training program at the Public Health Service Hospital at Stapleton, Staten Island, was devised by the SOA and approved by the federal government. It is administered under the joint direction of the SOA and Commander Carnick Markarian, director of training at the hospital.

Included in the course, taught by veteran instructors, are such subjects as anatomy, physiology and general clinical patient care. Also the human skeleton, circulatory and digestive systems are thoroughly covered. In addition, there is a course on medical ethics, first aid and basic life-saving procedures, as well as surgical procedures and treatment of cardiac patients.

Twenty-six men comprised the first class, which graduated last June.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Louisiana Legislature has been in session only a short time and already anti-labor bills have flooded the hopper, including a right-to-work bill. Labor will fight these anti-labor bills and will strive to pass legislation favoring the working man, including a complete overhaul of the workmen's compensation laws that are still keyed in this state to the needs of 20 and 30 years ago.

Among improvements we seek is an increase in the number of weeks of eligibility from 400 to 600. In the event an employee is killed by industrial accident, the widow and children would receive 600 weeks maximum benefits instead of 400. We are also pushing for an increase in the weekly benefits from \$35 to \$50 a week, and an increase in maximum medical allowances from \$2,500 to unlimited medical expenses.

The question is often asked, "Why is labor in politics?" Labor unions have always participated in the government of their communities, the state and the nation, just as any other good citizens do. Many gains which have been made at the bargaining table by organized labor have been attacked and sometimes destroyed by reactionaries in State Legislatures and in Congress. Our society has become more complex. Many of the needs of union workers can be met only by legislation designed to meet the needs of all working men and women.

### New Orleans

Eddie Avrard came in the hall on his day off from the *Del Monte*, where he has an oiler's



Gels Thompson

job. Eddie has nothing but praise for the ship and its crew.

The vessel was on a trip to

West Africa and Peter Gonzalez, ship's delegate, reported a real fine trip. The steward department had such New Orleans old-timers aboard as, Norman "Pat" Ragas, Ramon Roque, Leslie Blanchard, Alberto Trevino, John Zimmer, Elmer Lane, Raymond Flynn and Mike Liuzza.

### Mobile

Eddie Morris has registered for a bosun or AB's job. He recently spent some time on the *Antinous*, running to Vietnam.

Kenneth Huller is registered group two, engine department. A member since the Union's inception, "Blackie" just completed a trip to Vietnam on the *Meridian Victory*.

Haywood Scheard is on the beach here, after a long trip to Vietnam on the *Hattiesburg Victory*. He will take a short rest before sailing again.

### Houston

The Inland Boatmen's Union called a strike against the Wade Towing Company in Brownsville, Texas, when it refused to meet Union demands. The strike has since been settled, however, and the tugs are back on the job.

Union demands were: a wage increase of \$1.00 per day, an increase of \$2.44 in health and welfare and five extra days in vacation pay. All the above demands were finally agreed upon.

Shipping in this port remains good. We expect more of the same in the coming period.

Walter "Red" Gels has been on the beach but is now ready for a steward's job.

W. H. Thompson is taking a much needed vacation. He will help with Don Yarborough's campaign for Governor when he returns.

## SEAFARERS LOG

June 7, 1968 • Vol. XXX, No. 12

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Executive Board  
PAUL HALL, President

CAL TANNER, EARL SHEPARD  
Exec. Vice-Pres. Vice-President

AL KEYS, LINDSEY WILLIAMS  
Sec.-Treas. Vice-President

ROBERT MATTHEWS  
Vice-President

Director of Publications  
MIKE POLLACK

Managing Editor  
HARRY WITTSCHEN



Staff Writers  
TOM FINNEGAN  
PETER WEBB  
STEVE STEINBERG

Staff Photographer  
ANTHONY ANSALDI

Published biweekly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. NY 464-9-6600. Second class postage paid at Washington, D. C.

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.

# SIU Engineers' Upgrading Produces Six Additional Licensed Seafarers

Six more Seafarers have obtained an engineer's license after completing a course of study at the school sponsored by the SIU and District 2, MEBA and passing their Coast Guard examinations. This brings to 251 the number of Seafarers who have obtained a license.

Two of the men are now second assistant engineers, while four received a third assistant's license.

A new second assistant engineer, Edward Bender, Jr., previously sailed as oiler. Born in the Philippines, he now lives in Houston, Texas. He joined the Union in 1954 in New York City. Brother Bender is 32 years old.

Bernard Cassada is a new third assistant engineer, previously sail-



Bender



Cassada

ing as fireman and oiler. He was born in North Carolina and lives in Reidsville in that state. Brother Cassada is 34 years old and joined the SIU in 1964 in the port of Baltimore.

Henry Donski sailed as oiler prior to receiving a third assistant's license. The 42-year-old Seafarer was born in Powells Point North Carolina and lives in Jacksonville, Florida, where he joined the SIU in 1966.

A third assistant engineer, William Bossick sailed as FOWT. He is 38 years old and joined the Union in 1968 in New York. Brother Bossick was born in East Rutherford, New Jersey and now resides in Patterson, New Jersey.

William Whelan lives in Ossining, New York. A third assistant engineer, he sailed as FOWT. The

## Better Icebreakers Needed for Lakes Lawmaker Declares

WASHINGTON—Use of more efficient icebreakers might make it possible to keep the Great Lakes and the St. Lawrence Seaway open longer in winter months, according to Representative Henry S. Reuss (D-Wis.).

He said both conventional and unconventional devices have been invented to shatter ice, but most had not been tested adequately or developed to the point of being operational now.

Reuss has urged the Army Corps of Engineers, to put ice-breaking research at the top of its projects involving the Seaway and Great Lakes.

Noting that the St. Lawrence Seaway now is closed for between 3½ and four months each winter because of thick ice, Reuss called it "inconceivable that a nation which plans to land a man on the moon by 1970 cannot find an answer—and find it quickly—to a problem that has plagued the Great Lakes basin since its settlement."

"In the fast-moving economy of the Great Lakes basin," the Congressman said, "weather affects nearly every economic activity, but seasonal losses of cargo-carrying capacity on the Lakes and Seaway is an especially serious problem."



Whelan



Donski



Bossick



Riemer

36-year-old Seafarer was born in Yonkers, N. Y. He joined the Union in the Port of New York in 1963.

Raymond Riemer is a second assistant engineer. Sailing as FOWT, he joined the SIU in Philadelphia in 1959. He was born in that city and still makes his home there. Brother Riemer served in the Navy from 1942 to 1948. He is 47 years old.

Engine department Seafarers are eligible to apply for any of

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

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

# U.S. First Country to Ratify New-Vessel Safety Standards

WASHINGTON—The United States has become the first country to ratify safety measures for new passenger and cargo ships following a 74-0 vote by the Senate.

Only new vessels—those for which the keel is laid after the safeguards and other amendments to the International Convention for Safety of Life at Sea go into effect—are covered by the ratification. Safety measures affecting existing vessels were passed by both House and Senate last year.

The new international code for the Safety of Life at Sea was worked out by the intergovernmental Maritime Consultative Organization of the United Nations after Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, demanded that the State Department lead the way in obtaining stronger measures internationally for passenger ships.

The need for more stringent safety measures was dramatized after Panamanian-flag SS. Yarmouth Castle burned off Nassau, Bahamas, in November, 1965 with a loss of 91 lives. The vessel had been sailing on regular schedules

between Miami, Fla., and Nassau.

In the case of the Yarmouth Castle, the U.S. had no jurisdiction over the ship as long as she met the minimum international safety requirements, which at that time, were more lenient than those of the U.S.

### U.S. Ships Set Standard

When all of the countries ratify the new convention, the international standards should be as strict as those aboard American-flag ships.

Under the new safety measures, all new ships hereafter will have to use the maximum amount of incombustible materials just as U.S. ships have done since 1936. The Yarmouth Castle and other craft depended on sprinkler systems, which it was found, burned up early during a ship fire.

One amendment of the code would provide higher standards for passenger ship fire detection equipment, firemen's outfits, fire control plans and emergency procedures.

## SIU WELFARE, VACATION PLANS

April 1-April 30, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare)	4,840	\$ 53,685.21
Death Benefits (Welfare)	27	64,239.10
Disability Benefits (Welfare)	1,159	253,425.00
Maternity Benefits (Welfare)	29	5,800.00
Dependent Benefits (Welfare)	507	102,815.18
(Average: \$202.67)		
Optical Benefits (Welfare)	673	10,173.21
Out-Patient Benefits (Welfare)	5,162	39,556.00
<b>SUMMARY (Welfare)</b>	<b>12,397</b>	<b>529,693.70</b>
Vacation Benefits	1,632	705,165.69
(Average: \$432.09)		
<b>Total Welfare, Vacation Benefits Paid This Period</b>	<b>14,029</b>	<b>\$1,234,859.39</b>

## The Great Lakes

by Fred Ferner, Secretary-Treasurer, Great Lakes



Procedures are underway for the 1968 biennial election of officers for the SIU Great Lakes District. At the regular membership meeting in all ports, the Secretary-Treasurer's notice of election, pre-balloting report, was read to the men in addition to notices posted on bulletin boards and mailed to each member at his last-known address.

Any full book member who can qualify can nominate himself for office by notifying the Secretary-Treasurer in writing, via registered mail or in person, not later than July 15 or before July 1, 1968. Those full book men who qualify may submit their credentials for the following offices: Secretary-Treasurer, Assistant Secretary-Treasurer, Buffalo Agent, Chicago Agent, Duluth Agent and Frankfurt Agent.

The actual voting will take place in August.

As previously reported, the SIU-contracted Penn Dixie Cement Company reactivated the steamer John L. A. Galster. Instead of notifying the job security board to recall the Seafarers laid-off in 1966, the company saw fit to ignore the seniority rights of these men and hired non-priority seamen through newspaper ads. The company then purchased a tug from McAllister Towing Company in New York and are now using the tug to tow the John Galster. When we learned that Penn Dixie planned to circumvent our agreement, we immediately set up informational picket lines at their plant in Petoskey, Michigan.

We filed unfair labor practice charges against the company on the basis that Penn Dixie is violating a signed contract that provides a job security program guaranteeing SIU members who were laid-off the John Galster in 1966 the right to be called back to their jobs.

### Chicago

Shipping in this area has maintained a steady pace and is not expected to let up. We have managed to fill all of the jobs called in.

During the last two weeks, we have spent time on a picket line in Petoskey, due to the beef against the Penn Dixie Cement Company.

In Petoskey, we had a chance to see some of our old friends, now on pension. Al Smith, Lloyd Clairmont and Al Hartlaub all got together with us to talk about old times. Paul "Red" Provo recently retired and is working as a stationary engineer with the city of Chicago. His wife, "Ollie" is still working in criminal court as head bailiff.

### Buffalo

Shipping has been going along without let-up since the fit-out began. The J. B. Ford had an engine department and steward department aboard for a few weeks, then laid-up again.

### Cleveland

Calls for replacements are very light so the men must be holding down the ships without a hitch. Out of 144 ships in the coal and ore trade, 134 are off and running.

Due to a tug strike in this port, quite a few ships had their orders changed and are taking their cargo to Lorain and Ashtabula.

We saw Chester Kalser, Andy Treschak and a few book men

around, but most of them are out. When we attend the Ohio State AFL-CIO convention in Cincinnati, we expect to get an endorse-



Treschak



Buckley

ment by this body for our fight this winter to get unemployment during winter months for Great Lakes seamen.

### Toledo

The run of ships to this port has been steady and we've seen a number of old friends. Mark Warnoff, wheelsman, and William Buckley, conveyorman, have stopped by the hall to say hello.

We are urging all members and their families to take advantage of the Toledo clinic and have a physical checkup.

The Toledo SIU will be represented at the Ohio AFL-CIO convention in Cincinnati. A great effort will be made to get unemployment for Great Lakes seamen this winter.

### Duluth

Duluth shipping has picked up in all departments. The hall has been crowded from 8 a.m. to 5 p.m.

We wish to congratulate Brother James Wilfred Talbot, retiring after 25 years on the lakes. He was born in Manistique, Michigan and joined the Union in 1943. His first job was coal passer on the J. S. Ashley in the Buckeye fleet. He wound up his career as fireman on the J. E. Ferris. Those ships and the Princeton are the only vessels he sailed on during his long career.

### Frankfort

The Milwaukee returned to Muskegon, May 21, and crewmembers are either returning to positions they held in the Ann Arbor Carferry fleet or will register for extra relief work.

The Arthur K. Atkinson returned to the shipyard for a couple of days after completing its annual marine inspection. She is now back in full service. Marine inspectors are giving the Chief Wawatam a going-over in St. Ignace.

John Swanson, one of our pensioner's, was confined to Paul Oliver Memorial Hospital for a few days, but has since returned to his home. Other seamen who were hospitalized are George Iverson, able seaman from the Milwaukee Clipper, and George Sidney Smith, cook in the Ann Arbor Carferry fleet. We are saddened to learn of the death of George Charters, May 15. He had been a cook for the Ann Arbor Carferries, prior to going on pension.

The Arnold Transit Company has two vessels operating between Mackinac Island, Mackinaw City and St. Ignace.

## Study Reveals R-T-W Laws Stall Union Growth in South

WASHINGTON—Any doubt that Southern workers would join unions at a more rapid pace if they were not saddled by so-called "right-to-work" laws—with their accompanying fear of coercion and intimidation by private industry—has been virtually eliminated by the results of a controlled experiment announced recently by the American Federation of Government Employees.

Since 1962, when President Kennedy issued Executive Order 10988, the attitude of southern workers have been tested in hundreds of southern Federal installations. Executive Order 10988 guarantees Federal employees the right to join unions freely without fear of reprisal.

The experience of just one union proves the case.

The American Federation of Government Employees reports that, in January 1962, its membership in right-to-work states was 26,857.

By January 1968, AFGE reports, this membership in these states had zoomed to 94,586.

### Membership Tripled

Thus, the net growth in the South in the unrestricted atmosphere of this union was 67,729 in six years. AFGE had more than tripled its Southern membership as its national growth was doubling.

These figures become even more significant in terms of employees covered for collective bargaining.

As of November 1967, the official Civil Service Commission figures show that AFGE holds collective bargaining rights at 246 Federal installations in the South for 113,856 employees.

These employees range from laborers to highly skilled electronic technicians; from poultry inspectors to internal revenue agents. They work on installations as large as Warner-Robbins Air Force Base in Georgia, where AFGE holds representation rights for 13,710 employees, or as small as the weather bureau in Fort Worth, Texas with six employees.

The only difference between the civil service employees and Southern workers in private industry is fear.

The federal employee is protected—he knows union activity will not jeopardize his job—and he joins the union in droves.

The private industry employee is intimidated—he knows his union activity might well cost him his job.

But when rights are firmly established—as AFGE shows—watch out for an explosive growth in Southern unionism.

## LABOR ROUND-UP

Arkansas labor has opened a campaign for an initiative measure that would spell out the right of public employees in the state to have unions and bargain collectively. State AFL-CIO President J. Bill Becker said that federation affiliates are now circulating petitions to put the measure on the state's Nov. 5 ballot. Petitioners must obtain 45,000 signatures by July 1. The initiative, if approved by state voters, would declare the rights of public employees as "public policy," Becker said. Labor would then seek legislation in the state legislative to implement it, he added.

Transport Workers Union Local 100 in New York has won a new and unusual paid holiday for employees of Westchester Street Transportation Co.—the anniversary of the day each employee joined the union. A new two-year contract makes the new holiday effective next January. Also it gives union members a 12-percent pay increase, a \$50,000 assault and disability insurance policy, and other benefits.

Musicians' President Herman D. Kenin announced the merger of AFM Locals 63 and 549 in Bridgeport, Conn., and predicted that the union's program of integrating all locals will be completed in "a matter of months." President Matthew DelPercio of Local 63 becomes head of the new organization, Local 63-549. Haywood D. Clarke, formerly president of Local 549, assumes the post of administrative vice president. Kenin noted that since 1954

AFM locals in 44 cities have been integrated through merger, leaving only 14 jurisdictions where separate locals remain to be unified.

The Oil, Chemical and Atomic Workers voted its official endorsement to the Poor People's Campaign and a donation to the Southern Christian Leadership Conference. The OCAW executive board passed a resolution endorsing the demonstration after OCAW President A. F. Gropiron toured Resurrection City and reported back on what he had seen. The resolution said: "We find that although the Poor People's Campaign (like all human efforts) may have its flaws, it is essentially a proper and justified effort on the part of oppressed people to secure a better way of life through joint action."

The Textile Workers Union of America scored a major bargaining breakthrough in the central Pennsylvania carpet industry in a new contract signed by TWUA Local 1700 at Magee Carpet Co. in Bloomsburg. The TWUA won a 38 to 40 cents-an-hour pay increase package for 1,300 workers after a five day strike.

The New York State AFL-CIO has urged Governor Nelson A. Rockefeller to veto a "loyalty bill" that would disqualify anyone from public office who has participated in alleged "subversive activities." State President Raymond Corbett said the bill is a revival of the "shameful era of witch hunts and guilt by association."

## "The Old Man and the Sea!"



The setback that the United States Merchant Marine has taken at the hands of its detractors in recent weeks is disturbing, to be sure, but rather than being the knock-out punch it was intended to be, it could wind up as the harsh "smelling salts" needed to raise the maritime industry out of the semi-prone position in which it has been kept by bureaucratic mishandling for years.

After waiting more than three years for a promised national maritime policy from the Administration, the outrageous proposals advanced last month by Transportation Secretary Alan S. Boyd brought forth a wave of shock and indignation from both Congress and the industry and even Boyd's former supporters have largely deserted his cause.

The essence of the Boyd proposal embodies the same threatening elements to the very survival of our commercial fleet which he has been peddling all along, but his deliberate defiance of the will of Congress makes them more dangerous than they have ever been before.

Among these key elements proposed to Congress in the guise of a "new" maritime program is the all-out building of U.S.-flag ships abroad—despite Congressional rejection of such foreign shipbuilding last year—and inclusion in the Department of Transportation of the Maritime Administration, regardless of a stipulation by Congress specifically barring such inclusion when it first agreed to the establishment of the Transportation Department.

Rather than calling for the expansion of the U.S. merchant fleet—which both the industry and Congress have been seeking for so long, Boyd's plan includes no plans for expansion and advocates the elimination of

existing tax-free capital reserve funds for shipowners. Instead of granting additional operating subsidies, he would do away with them altogether, and whatever future construction subsidies there might be, he would place completely under the control of himself and the Secretary of Defense.

Considering the fact that Boyd's proposals came during a Senate Merchant Marine subcommittee hearing into ways to upgrade the maritime industry through legislation in conjunction with the House—whose Merchant Marine and Fisheries Committee was also nearing the close of hearings into the same legislation—there is small wonder that such cries as "betrayal" and "double-cross" were voiced in anger all over Capitol Hill.

Chairman E. L. Bartlett of the Senate subcommittee said he would promptly call up the bill, already passed overwhelmingly by the House last year, to establish an independent maritime administration.

Following what Congressional maritime leaders of both houses felt was the shattering of an agreement reached with Boyd and the Administration last fall for a forthcoming merchant marine program of greater scope, they declared a renewed determination to get on with pushing their own maritime program through without further delay.

Perhaps now that the long-awaited government maritime program appears to have emerged as little more than a revamping of Boyd's own pet project, which none who have the welfare of the American merchant marine at heart can accept, the crushing blows being attempted by Boyd can be reversed by the passage of a strong and equitable Congressional maritime program for the entire industry which overcomes all obstacles thrown in its path by backward thinking government spokesmen such as Secretary Boyd.

# Boyd Plan for Foreign Shipbuilding 'Road to Disaster,' MTD Warned

WASHINGTON—Representative Joseph P. Addabbo (D-N.Y.) has sharply criticized government proposals to permit building of U.S.-flag ships in foreign yards, warning that it would be "the road to disaster" for the American merchant marine.

The foreign-building plan, advanced by Transportation Secretary Alan S. Boyd, would "doom our shipbuilding and repair capabilities, would undercut our merchant marine" and would be "a major milestone on the road to America's total elimination as a maritime power," the Congressman said.

"This is the road to disaster," Addabbo told more than a hundred maritime labor and management officials at a meeting sponsored by the seven-million member AFL-CIO Maritime Trades Department, "and I will not be led down that road by the ill-advised notions of the Secretary of Transportation."

The New York Congressman recalled that Boyd was rebuffed by Congress last year when he said that agreement on foreign building was "the price tag" for any maritime program, and added that the Defense Department also was "turned down cold when it tried to push through a proposal to have some Navy minesweepers built abroad."

Addabbo said there was "open and total hostility in the Congress" toward foreign building of American-flag merchant ships, and expressed doubt that Boyd could "muster fifty votes" in the House and Senate for his "cockeyed

idea."

The Congressman charged that the Administration was contradictory on the balance-of-payments issue when it warned the nation, on the one hand, of the "critical" nature of the present deficit, and when "on the other hand we are urged to aggravate this situation by allowing the building of merchant ships abroad." He added that Boyd has been "peddling" the foreign-building idea ever since he became Under Secretary of Commerce for Transportation in 1965.

Addabbo said that any new maritime program enacted by Congress this year should be geared to the principles of the Merchant Marine Act of 1936, which, he said, called for "an American-built, American-owned and American-manned merchant marine."

"I reject the Secretary of Transportation's notion that we can successfully tamper with that principle," he added.

At another MTD meeting, Representative Robert L. Leggett (D-Calif.), sharply criticized the Defense Department for attempting to revive a plan for "floating warehouses" which Congress rejected last year.

Leggett, a member of the House Armed Services Committee, characterized the plan to build a fleet of 30 Fast Deployment Logistics

Ships as a "boondoggle" which, he said, would "undercut the historic role that the merchant fleet has always played as our fourth arm of defense."

The California Congressman declared that the FDL project would "siphon off billions of dollars of taxpayers' money" into the building of vessels which would "serve a questionable purpose."

The \$1.8 billion projected for the construction of these 30 ships, Leggett continued, would help finance the building of between 160 and 210 commercial vessels that would perform both a military function in time of crisis and that would also serve "as our commercial link to the world around us" in time of peace.

The Defense Department plan calls for loading these vessels with war materiel and placing them on station at strategic points around the globe—to give the military a "quick response" capability in case of emergency. Operation of the ships would cost an additional \$1.2 billion over the anticipated life of the vessels, the Navy has estimated.

"Since the Administration is willing to spend \$1.8 billion, over the next four years, for FDL programs," the Congressman said, "we should insist that at least that much be spent on merchant ships."

## Visitor from South Vietnam



SIU Patrolman George McCartney (right) talks with Dr. Phan Quang Dan (center), head of South Vietnam's Free Democratic Party, and Irving Brown, a member of the AFL-CIO United Nations Committee, at a recent New York City Central Labor Council dinner honoring Dan.

## The Pacific Coast



by Frank Drozak, West Coast Representative

The California Labor Federation, AFL-CIO, has succeeded in securing amendments to bill SB425, which would have given local communities in California the right to enact right-to-work laws.

With these amendments, the federation has no further interest in SB425, which it had originally opposed. The changes were

made with the consent of the bill's co-author, State Senator H. L. Richardson. The amendment stated that "section 9618 shall not be construed to be applicable to any labor organization nor to any activity or conduct of any labor organization, with respect to any individual or entity, including but not limited to, its members, the public, or any employer."

The over-all bill deals with the "construction of statutes" and specifies circumstances under which statutes shall be considered to prevail over local, police, sanitary and other regulations adopted by a city or county.

### San Francisco

J. W. Mims has taken over the chief steward's job on the Vantage Progress.

F. E. Lillard is heading for the Far East aboard the Hattiesburg Victory. He's sailing in the deck department.

B. R. LeBlanc made a Coastwise run on the Achilles, as oiler.

Paying-off are the Azalea City, Panama, Cornell Victory, Hattiesburg Victory, Achilles, Robin Sherwood, Coe Victory, Barre Victory, Columbia Trader and The John C.

### Seattle

Frank Benevento just got back from Italy, where he was visiting relatives. Frank is ready to sail

any time now.

After an oiler's job on the An-niston Victory, Fred England is taking a short vacation before heading to sea again.

Joe Penner will take a long trip next time out. Joe, an AB, said he expects to go on pension after his next job.

Shipping is booming in this



Mims

Benevento

port, with prospects bright for the next period. We paid-off four vessels and signed-on the same number. There are seven ships in transit.

### Wilmington

Shipping has been excellent in this port and rated men have had no trouble securing a job. We signed-on the Seatrain Washington and have two pay-offs coming up. There are eight ships in transit.

Frank Camara registered and is looking for a job on an Isthmian ship. He last sailed as AB on the Steel Artisan.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District May 16 to May 29, 1968

### DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	5	3	4	2	14	5
New York	60	58	34	28	9	197	120
Philadelphia	17	13	11	8	7	12	10
Baltimore	26	17	26	12	12	73	42
Norfolk	8	17	11	13	14	37	27
Jacksonville	12	7	7	4	7	20	2
Tampa	7	11	2	7	4	12	15
Mobile	20	26	22	15	0	49	30
New Orleans	46	49	42	24	6	114	94
Houston	57	41	40	21	11	111	69
Wilmington	11	10	16	14	11	32	1
San Francisco	86	81	45	46	20	110	96
Seattle	24	9	11	11	14	45	3
Totals	378	344	270	207	117	826	514

### ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	4	1	2	3	6	2
New York	42	63	22	30	19	101	109
Philadelphia	7	8	8	8	2	6	7
Baltimore	14	22	17	20	7	54	48
Norfolk	6	9	6	6	6	12	12
Jacksonville	10	15	10	14	10	20	13
Tampa	7	12	4	14	3	6	12
Mobile	12	16	17	19	5	41	21
New Orleans	30	43	23	22	11	78	80
Houston	34	30	27	23	11	71	41
Wilmington	9	15	8	17	14	28	0
San Francisco	84	75	50	35	12	111	59
Seattle	22	15	10	14	19	19	33
Totals	280	327	203	224	122	553	437

### 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	4	2	0	0	1	10	4
New York	72	14	16	27	17	116	48
Philadelphia	16	5	4	1	9	16	11
Baltimore	22	15	21	11	6	49	26
Norfolk	9	12	5	7	14	16	14
Jacksonville	4	7	6	6	16	5	8
Tampa	6	3	6	0	2	7	10
Mobile	12	11	21	12	1	50	29
New Orleans	40	22	27	12	2	119	67
Houston	37	30	12	12	12	90	56
Wilmington	10	13	14	19	8	20	0
San Francisco	102	57	51	33	13	116	45
Seattle	19	8	9	4	3	10	12
Totals	316	169	180	132	92	534	274

Support AFL-CIO Farm Workers

**BOYCOTT California Grapes**



# ANNUAL REPORT

For the fiscal year ended November 30, 1967  
**SEAFARERS WELFARE FUND**  
 275 20th Street, Brooklyn, N. Y. 11215

to the  
**SUPERINTENDENT OF INSURANCE**  
 of the  
**STATE OF NEW YORK**

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, N. Y. 10038.

## STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS) ADDITIONS TO FUND BALANCE

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$5,723,164.39	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions	\$5,723,164.39	
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	\$ 170,415.67	
(b) Dividends	66,971.61	
(c) Rents	3,742.16	
(d) Other (Specify)		
(e) Total Income from Investments	\$ 241,129.44	
4. Profit on disposal of investments	7,539.53	
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) See attachment	41,990.00	
(b) Clinic services rendered to participating groups	\$ 221,591.78	
(c) Total Other Additions	263,581.78	
7. Total Additions	\$6,235,415.14	
<b>DEDUCTIONS FROM FUND BALANCE</b>		
8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	\$3,332,803.65	
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)	633,771.39	
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	438,229.81	
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$ 321,471.71	
(b) Allowances, Expenses, etc. (Schedule 2)	22,249.89	
(c) Taxes	14,441.51	
(d) Fees and Commissions (Schedule 3)	75,199.21	
(e) Rent	38,723.73	
(f) Insurance Premiums	5,079.45	
(g) Fidelity Bond Premiums	—	
(h) Other Administrative Expenses (Specify) see attachment	177,871.56	
(i) Total Administrative Expenses	655,037.06	
13. Loss on disposal of investments	52,266.02	
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Acquisition of fixed assets	370,540.80	
(b)		
(c) Total Other Deductions	370,540.80	
16. Total Deductions	\$5,482,648.73	
<b>RECONCILEMENT OF FUND BALANCE</b>		
17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	\$6,025,417.26	
18. Total Additions During Year (Item 7)	\$6,235,415.14	
19. Total Deductions During Year (Item 16)	5,482,648.73	
20. Total Net Increase (Decrease)	752,766.41	
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)	\$6,778,183.67	

### Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

#### Part IV—Section A Statement of Assets and Liabilities Seafarers Welfare Plan As of November 30, 1967 File No. WP-59298 **ASSETS**

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 711,804.60	\$1,259,501.56
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) see attachment	26,704.66	49,817.99
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	669,140.81	796,072.71
b. Stocks:		
(1) Preferred	—	4,605.71
(2) Common	1,175,367.18	1,156,121.05

c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	796,752.58	—
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	2,115,200.00	2,115,200.00
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)	102,700.00	102,700.00
(1) See attachment	% 100	
(2)	%	
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured (see attachment)	250,000.00	1,500,000.00
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) see attachment	181,487.62	123,032.89
8. Total Assets	\$6,029,157.45	\$7,107,051.91

#### LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable (see attachment)	—	320,414.67
12. Accrued expenses		
13. Other liabilities (Specify) see attachment	3,740.19	8,453.57
14. Reserve for future benefits	6,025,417.26	6,778,183.67
15. Total liabilities and Reserves	\$6,029,157.45	\$7,107,051.91

<sup>1</sup> The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

STATE OF New York  
 COUNTY OF Kings  
 I, G. J. BOWEN, Treasurer of the Fund, do hereby certify that the foregoing is a true and correct copy of the Annual Report of the Seafarers Welfare Fund for the year ended November 30, 1967.

Signature: L. J. M...  
 Title: Secretary

### SEAFARERS WELFARE PLAN

Attachment to 1967 New York State Insurance Department Annual Statement  
 Year ended November 30, 1967

Page 6—Item 6—Other Additions		
Equipment rentals	\$ 13,638.60	
Proceeds from sale of fixed assets	3,122.70	
Return of donated capital from wholly-owned corp.	25,000.00	
Miscellaneous income	228.70	
	\$ 41,990.00	
Item 12h—Other Administrative Expenses		
Tabulating service	\$ 41,828.13	
Stationery	46,982.71	
Postage	1,638.76	
Equipment rental	17,214.93	
Electricity	1,028.42	
Linen service	160.83	
Miscellaneous	15,236.48	
Telephone and telegraph	8,290.61	
Repairs and maintenance	2,677.17	
Cleaning	166.40	
Dues and subscriptions	1,228.87	
Employee benefits	21,270.42	
Port shipping activity report service	18,550.00	
Microfilming	1,441.14	
Licenses and permits	31.69	
Miscellaneous collection expense	125.00	
	\$177,871.56	

### SEAFARERS WELFARE PLAN

Attachment to Annual Report Form D-2  
 November 30, 1967

Part IV—Section A—Item 2 Other Receivables		Prior Year	Reporting Year		
Harry Lundeberg School of Seamanship	\$ 1,455.49	\$ —	\$ —		
Claim with City of New York	548.50	—	—		
Seafarers Puerto Rico Division Welfare Fund	18,106.00	41,360.00			
Seafarers Vacation Fund	3,399.89	—	—		
Seafarers Pension Fund	2,282.04	6,513.60			
Seafarers Vacation Fund, Great Lakes District	—	135.42			
Miscellaneous	912.74	1,808.97			
	\$26,704.66	\$ 49,817.99			
Part IV—Section A—Item II—Accounts Payable					
Due to Harry Lundeberg School of Seamanship	\$ —	\$ 1,455.05			
Due to Seafarers Vacation Fund	—	133.18			
Due to Seafarers Pension Fund	—	293,065.50			
Due to Welfare New York Building Corp.	—	25,760.94			
	\$ —	\$320,414.67			
Item 13—Other Liabilities					
New York City Sales Tax payable	\$ 64.40	\$ —			
Unapplied contributions	2,152.15	2,300.00			
Payroll deductions withheld	1,523.64	6,153.57			
	\$ 3,740.19	\$ 8,453.57			
Part IV—Section A Item 3e—Subsidiary Organizations					
Name	Capital Stock	Donated Capital	Less Reserve*	Prior Year	Reporting Year
Welfare New York Building Corp.	\$ 2,000.00	\$ 821,293.70	(\$ 816,293.70)	\$ 7,000.00	\$ 7,000.00

(Continued on Page Ten)

(Continued from Page Nine)

Welfare Philadelphia Building Corp.	2,000.00	339,191.44	(323,191.44)	18,000.00	18,000.00
Welfare Baltimore Building Corp.	2,000.00	1,221,063.40	(1,178,963.40)	44,100.00	44,100.00
Welfare New Orleans Building Corp.	2,000.00	1,035,730.16	(1,017,930.16)	19,800.00	19,800.00
Welfare Mobile Building Corp.	2,000.00	200,409.41	(188,609.41)	13,800.00	13,800.00
	\$10,000.00	\$3,617,688.11	(\$3,524,988.11)	\$102,700.00	\$102,700.00

\* It is the policy of the Plan to reflect its fund balance on a cash basis, therefore a reserve is set up representing fixed assets acquired by the Fund and donated to its corporations. The difference between donated capital and respective reserve represents cash contributed for operating purposes.

Part IV—Section A Item 7c—Other Assets

Advances to corporations—		
Welfare Mobile Building Corp.	\$ 20,000.00	\$ 8,973.16
Welfare Philadelphia Building Corp.	45,000.00	17,784.09
Welfare Baltimore Building Corp.	68,506.00	50,000.53
Welfare New Orleans Building Corp.	47,722.62	45,216.11
Travel advances	—	800.00
Security deposits	259.00	259.00
Fixed assets (see attachment for reconciliation)		
Furniture and fixtures—Plan office	280,326.86	287,723.24
Furniture and fixtures—Detroit	9,635.14	10,733.48
Training facilities—Bayou Le Batre, Ala. **	31,185.47	31,185.47
Medical and Safety Program facilities—		
Brooklyn, New York	95,875.26	95,927.20
Puerto Rico	66,995.37	67,493.02
Chicago, Illinois	—	316,538.32
New Orleans, Louisiana	46,482.35	46,926.34
Baltimore, Maryland	46,345.97	47,075.78
Furniture and fixtures—Blood Bank Program	558.78	558.78
Equipment outports	2,844.92	3,190.40
Cemetery plots	1,199.99	833.30
Less reserve for fixed assets	(581,450.11)	(908,185.33)
Total other assets	\$181,487.62	\$123,032.89

\*\* Title to this property is in the name of the Welfare Mobile Building Corp., a wholly owned corporation.  
( ) Indicates negative figure.

# ANNUAL REPORT

For the fiscal year ended November 30, 1967  
SEAFARERS PENSION FUND  
275 20th Street, Brooklyn, N. Y. 11215  
to the  
SUPERINTENDENT OF INSURANCE  
of the  
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York State Insurance Department, 55 John Street, New York, New York 10038.

## STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS) ADDITIONS TO FUND BALANCE

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$ 6,767,932.50	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		\$ 6,767,932.50
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	518,905.86	
(b) Dividends	300,183.10	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		819,088.96
4. Profit on disposal of investments		119,353.38
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		\$ 7,706,374.84

## DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 2,252,717.94
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$ 24,990.45	
(b) Allowances, Expenses, etc. (Schedule 2)	9,207.49	
(c) Taxes	805.24	
(d) Fees and Commissions (Schedule 3)	40,630.64	
(e) Rent	3,974.05	
(f) Insurance Premiums	203.66	
(g) Fidelity Bond Premiums		
(h) Other Administrative Expenses (Specify) Schedule attached	35,022.33	
(i) Total Administrative Expenses		114,833.86
13. Loss on disposal of investments		107,733.51
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions		\$ 2,475,285.31

## RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$16,243,609.54
18. Total Additions During Year (Item 7)	\$ 7,706,374.84	
19. Total Deductions During Year (Item 16)	2,475,285.31	
20. Total Net Increase (Decrease)		5,231,089.53
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$21,474,699.07

### Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

### Part IV—Section A Statement of Assets and Liabilities Seafarers Pension Plan As of November 30, 1967 File No. WP-158707

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 324,959.62	\$ 339,687.55
2. Receivables:		
a. Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)	—	288,889.50
b. Dividends or experience rating refunds		
c. Other (Specify)		
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations		
b. Stocks:		
(1) Preferred	903,430.09	1,153,396.83
(2) Common	5,322,980.41	7,002,408.76
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal	419,673.46	1,243,135.24
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	8,039,126.71	10,189,473.11
d. Common Trusts:		
(1) (Identify) AFL-CIO Mortgage Investment Trust Fund	1,000,000.00	1,000,000.00
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1)	%	
(2)	%	
4. Real estate loans and mortgages	266,501.52	255,556.08
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured		
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income	14,069.77	4,489.60
b. Prepaid expenses		
c. Other (Specify)		
8. Total Assets	\$16,290,741.58	\$21,477,036.67

### LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable	2,282.04	2,337.60
12. Accrued expenses		
13. Other liabilities (Specify) Retroactive pension increases	44,850.00	—
14. Reserve for future benefits	16,243,609.54	21,474,699.07
15. Total Liabilities and Reserves	\$16,290,741.58	\$21,477,036.67

<sup>1</sup> The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not required to be filed with the U.S. Treasury Department.

### SEAFARERS PENSION PLAN

Attachment to the Superintendent of Insurance  
Year Ended November 30, 1967

### PART IV—Section B—Item 11h—Other Administrative Expenses

Stationery and printing	\$ 6,378.50
Postage	3.96
Telephone and telegraph	576.29
Tabulating service	23,135.81
Microfilming	137.77
Equipment rental	1,700.51
Employee benefits	1,623.61
Miscellaneous	1,239.08
Miscellaneous trustees meetings expense	6.23
Repairs and maintenance	89.60
Dues and subscriptions	106.22
Outside office help	24.75
	\$35,022.33

ANNUAL REPORT OF THE SEAFARERS PENSION FUND  
STATE OF New York  
COUNTY OF Kings  
C. J. Bracco and AL KERR  
Trustees of the Fund and

Witness, under the penalties of perjury, that the contents of this Annual Report are true and fairly represent the same.

Employee trustee  
R. J. P. Moore

Employee trustee  
R. J. P. Moore

Other (Indicate title)

# FINAL DEPARTURES

**Charles Odom, 18:** A respiratory ailment caused the death of Brother Odom on November 4, 1967 in New Orleans. He was a resident of Slidell, Louisiana, and a native of Poplarville, Mississippi. Brother Odom sailed as OS and his last ship was the Steel Maker. He joined the Union in the port of New Orleans. Surviving are his parents, Mr. and Mrs. Charlie Odom of Slidell. The burial was held in that town.



**Thomas Foster, 43:** Brother Foster died on April 25 in the Highland Hospital, Oakland, Calif. He was born in Maud, Texas and made his home in Alameda, Calif. Brother Foster sailed in all three departments and joined the Union in the port of San Francisco. His last vessel was the Tucson Victory. He is survived by his mother, Mrs. Mary Foster, of Tucson, Arizona. Burial was held in Center Ridge Cemetery, Maud, Texas.



**Reidar Reiersen, 52:** Brother Reiersen died on February 7, at the Walther Memorial Hospital in Chicago after suffering a heart attack. He shipped on the Great Lakes and joined the Union in the port of Chicago. A native of Norway, he lived in Chicago. Brother Reiersen was a member of the deck department and was last employed by the Great Lakes Towing Company. The burial was held in the Concordia Cemetery, Forest Park, Illinois.



**Dezso Gazsi, 61:** A heart attack claimed the life of Brother Gazsi, April 5, at Outer Drive Hospital, Detroit. He was born in Cleveland and resided in Detroit. Brother Gazsi joined the Union in Detroit and sailed on the Great Lakes. He was a member of the deck department and held an AB's rating. Brother Gazsi was last employed by the Bob-Lo Co. Surviving is his widow, Mary-Jo. The burial was in the Woodmere Cemetery, Detroit.



**Herbert Justice, 49:** Brother Justice died on Dec. 15, 1967, of a cardiac arrest, in Veteran's Administration Hospital, Oteen, North Carolina. He was a native of Georgia and lived in Ellaville, Ga. Brother Justice sailed as steward and his last vessel was the Rice Victory. He joined



the Union in New York City. From 1946 to 1954, he served in the Navy. Surviving is a sister, Mrs. Annie Belle Greene of Ellaville, Ga. The burial was held in Georgia.

**Mike Chandoha, 71:** Brother Chandoha died on Dec. 23, 1967, in the USPHS Hospital, Galveston, Texas. He was a native of Austria and lived in Houston. Brother Chandoha sailed as a FWT and joined the Union in the port of New York. He sailed for over twenty years and his last vessel was the Choctaw Victory. Surviving is his widow, Mrs. Cecelia Chandoha, of Houston.



**Wayne Williams, 20:** An automobile accident claimed the life of Seafarer Williams on February 26, in North Strabane, Pa. A native of Wheeling, W. Va., he lived in McMechen, W. Va. He sailed as OS and his last ship was the Robin Goodfellow. Brother Williams joined the SIU in the port of New York. He is survived by his mother, Mrs. Ruth A. Williams, of Moundsville, W. Va. The burial was held in Wheeling.



**Pedro Reyes, 47:** Heart failure claimed the life of Brother Reyes on May 5, in San Juan, Puerto Rico. A native of Puerto Rico, he live in Caguas. He sailed for 24 years and joined the SIU in the Port of Norfolk. Brother Reyes sailed as AB and bosun. His last ship was the Seatrain New York. Surviving is his widow, Emily. The burial was held in the Municipal Cemetery, Caguas.



# Recalling the Torpedoes of W. W. II, Seafarer Finds Vietnam Run Quiet

George Burns, a member of the SIU since its inception, was recently browsing through an old newspaper clipping from the Tampa (Fla.) Sunday Tribune of May 24, 1942, with Tampa Port Agent Marty Breithoff. The article, "The Unsung Heroes Of Modern War," recalled the wartime activities of a number of Seafarers who shipped from the Tampa area. Although there is some danger on today's Vietnam run, George said, it's quiet compared to those days.

Brother Burns recalled one incident in the newspaper well. "I was on the old Oremar, a Calmar vessel," he said. "We were on an around-the-world trip, out of New York City, and had taken supplies to the allies in Suez where the British were fighting General Rommel in the desert campaign. The ship stayed there for three weeks."

The Oremar back-loaded from different ports on this trip," George said. "From Suez, we took a cargo of tin to Penang, Malaya, and rubber to Sumatra. The Oremar was one of the last ships out of Sumatra. We found ourselves in the middle of the bombing in Sumatra, and our ship pulled out just 16 hours ahead of the city's fall. On the way home, we were shelled 25 times by a submarine. All torpedoes missed except one which tore a hole in the side of our ship."

Robert Burns, George's brother, and another veteran Seafarer, was also a crewmember on the Oremar. He had injured his back in Batavia, Java, and while he was recuperating, the Japanese started bombing. He barely escaped from his hotel before a bomb tore up half the building. "I fell flat and when I got up I was so shaky I couldn't light a cigarette," he said. Robert Burns managed to leave Java on a British passenger freighter. As the vessel pulled out, they were fired upon by the Japanese, but avoided being hit. George's ship was heading for Hawaii when word reached them about the Japanese attack on Pearl Harbor and the outbreak of the

war. "We turned around and headed back to Java, staying there four days," George said. The Oremar then left Java for Wellington, New Zealand, where they refueled and took on supplies. After this came a 7,000-mile journey to the Panama Canal and on to New Orleans. "We got there in February of 1942," George recalled.

George Burns has made four consecutive trips to Vietnam, most recently on the Yaka. "Sailing to Vietnam is nothing like World War II," he pointed out. "Although there is some danger in

his career as a waiter in July of 1937, when he caught a job on the Cuba. This was a passenger ship that made trips out of Florida ports. When the war broke out, the Government took it over, Brother Burns recalled. He took part in SIU organizing drives during his early days in the Union and shipped with a number of men who later became elected officers in the SIU.

Robert Burns, who also sailed in the steward department, continues to keep his full Union book up, although he has been in the cattle business for the past few years. He currently resides in Mango, Florida.

Another veteran Seafarer mentioned in the article is Charlie Simmons, a native of Florida, who now lives in New Orleans, where he is on an SIU pension. Brother Simmons recalled that at the time, his ship was also attacked by Japanese planes in Sumatra but there were no casualties. "The next day, we were out of there," he said, "but while going through the Suez Canal some Italian planes dropped bombs nearby and hit an adjoining ship." Simmons, who last sailed on the Afoundria, joined the SIU in 1940 in New York.



G. Burns



R. Burns



Simmons

port, the ships are not harassed by enemy submarines and air attack, a constant danger during World War II."

Born in Marshalltown, Iowa, George now resides in Tampa. The 55-year-old Seafarer began

## SIU ARRIVALS

**Sandra Strong,** born April 17, 1968, to Seafarer and Mrs. John H. Strong, Fibre, Michigan.

**Susan Elaine Colin,** born July 30, 1965, to Seafarer and Mrs. Antonio L. Colin, Cumberland, Maryland.

**Gary Fontenot,** born April 20, 1968, to Seafarer and Mrs. Wiltz Fontenot, Kinder, La.

**Denise Lynn Werda,** born July 3, 1967, to Seafarer and Mrs. Myron Werda, Alpena, Mich.

**Troy Richoux,** born February 11, 1968, to Seafarer and Mrs. Gerald A. Richoux, Harvey, La.

**Frances Bonet,** born March 10, 1968, to Seafarer and Mrs. Alfred Bonet, Bronx, N. Y.

**Diane Bowman,** born March 2, 1968, to Seafarer and Mrs. Robert Bowman, Orange, Tex.

**Darryl Marion and Cheryl Ann Finney,** born March 13, 1968, to Seafarer and Mrs. Marion L. Finney, Illmo, Mo.

**Ann Rodela,** born April 7, 1968, to Seafarer and Mrs. Charles Rodela, Laredo, Tex.

**Kim Akers,** born April 18, 1968, to Seafarer and Mrs. Clifton W. Akers, Hollywood, Fla.

**John Dodson,** born April 8, 1968, to Seafarer and Mrs. James L. Dodson, Groves, Tex.

**Sharon Loper,** born February 24, 1968, to Seafarer and Mrs. Collie Loper, Mobile, Ala.

**Randy Armstrong,** born November 1, 1967, to Seafarer and Mrs. Larry G. Armstrong, Chesapeake, Va.

**Debrah Krause,** born January 30, 1968, to Seafarer and Mrs. William Krause, New Orleans, La.

**Diana Lynn Nettles,** born March 9, 1968, to Seafarer and Mrs. David Nettles, Jacksonville, Fla.

**Neil Finnerty,** born November 26, 1966, to Seafarer and Mrs. George Finnerty, Cleveland, Ohio.

**Mary Connell,** born February 13, 1968, to Seafarer and Mrs. Charles Connell, Salem, Mass.

**Mark Saberon,** born March 3, 1968, to Seafarer and Mrs. Bernard Saberon, Union Beach, N.J.

**Joseph Giffard,** born February 12, 1968, to Seafarer and Mrs. George F. Giffard, Houston, Texas.

**Woody Midgett,** born April 9, 1968, to Seafarer and Mrs. Clarence Midgett, Kitty Hawk, N. C.

## Lifeboat Class No. 198 Graduates



These recent graduates of the Harry Lundeberg School of Seamanship received a lifeboat ticket after passing Coast Guard exams. The 198th graduating class received its endorsement on May 21st. In first row, left to right: Antolin Perez, Lloyd Rexrode, John Mendez. Second row: David Rodgers, Peter Elman, James Fernando, Luis Rodriguez. In the third row are Instructor Paul McGaharn, Marcus Thomas, John Alder, William Bryant, Bobby Dickerson and Philip Dukel.



After letting go of the lines on dock, a deckhand boards the J. F. Schoellkopf as vessel prepared to leave Detroit for the American Shipyard in Toledo.

**Great Lakes vessels had a busy period of fitting-out in preparation for the current season. In Detroit, the Henry Laliberte and J. F. Schoellkopf both got set for an active year.**



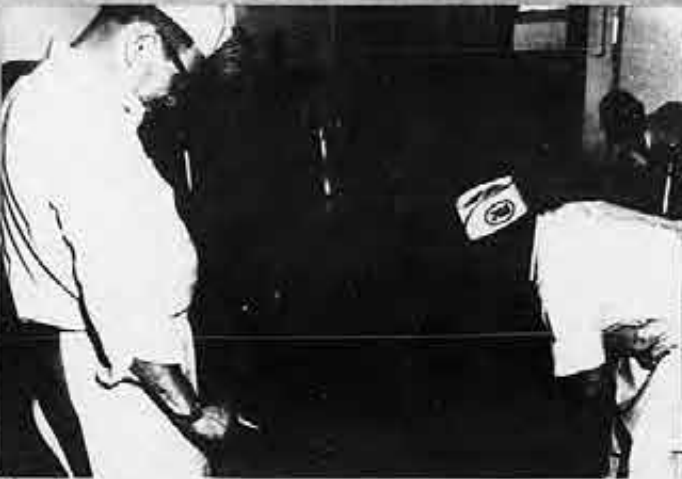
It's time for the 10 a.m. shipping call and the Detroit hall is kept busy as usual. Dispatcher George Tekgades issues shipping cards to Seafarer.



An AB-watchman aboard H. Laliberte hauls in mooring cables as the ship prepares for the first trip of new season. Ambassador Bridge is in background.



Henry Laliberte Seafarers completed lifeboat drill without a hitch and begin to board the vessel. Great Lakes Seafarers are looking forward to a fine year's shipping.



U. S.-flag ships have high safety standards and vessels on the Lakes are no exception. While fitting-out in Detroit, Seafarers on Henry Laliberte held lifeboat drill.

Chief Steward Kammy Roberts (right) takes time out to make an inspection of the galley while J. F. Schoellkopf is in Toledo. Brother Roberts reported all looked fine.



## From the Ships at Sea

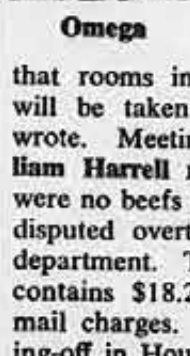
Seafarers on the *Steel Apprentice* (Isthmian) had an extra, honorary crew member during their recent voyage, in the person of a "nice tame duckling," Meeting Secretary **Paul Lopez** reported. The duck was picked up in Thailand and kept in the quarters of the reefer engineer, **Genroso Crispala**. Brother Crispala and the cooks took turns feeding the duck. All the Seafarers aboard enjoyed his company, **Julius Brocala** of the steward department reported. The duck followed the men as they went about their duties and, when the Captain went on inspection, the duck would follow him from room to room. Just about everyone aboard became attached to their web-footed friend. Calling the duck "him" was a guess, since it was never actually determined whether it was a girl or boy duck. At last report, he's still making his home on the *Steel Apprentice*.



Lopez

Just about everyone aboard became attached to their web-footed friend. Calling the duck "him" was a guess, since it was never actually determined whether it was a girl or boy duck. At last report, he's still making his home on the *Steel Apprentice*.

"The ship's delegate, **D. F. O'Leary** gave a brief and simple report," to the Seafarers on the *Steel Scientist* (Isthmian), Meeting Secretary **F. S. Omega** writes. He stated that the repair list has not been completed, but all hands "were assured that rooms in need of painting will be taken care of," Omega wrote. Meeting Chairman **William Harrell** reported that there were no beefs but there was some disputed overtime in the engine department. The ship's treasury contains \$18.25, after deducting mail charges. The vessel is paying-off in Houston.



Omega

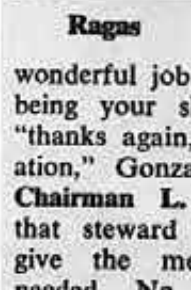
Meeting Chairman **C. M. Houchins** reports from the *Madaket* (Waterman) that there are no beefs and everything is running smoothly. Ship's delegate **John Carnes** reports that the treasury contains \$18.25, after deducting mail charges. The vessel is paying-off in Houston.



Carnes

were hospitalized, Meeting Secretary **David Norris** writes. The cooks, messmen and Brother **Carnes**, all received a vote of thanks, **Carnes** told us. Things were exciting in Vietnam, with "patrol boats throwing grenades in the water and shooting at everything that moves." The repair list includes painting for the bathroom and showers.

Ship's delegate **Peter Gonzalez** told his shipmates on the *Del Monte* (Delta) that he wanted "to thank the crew for such a fine trip. There were no logs, no time lost due to accidents. I want to thank the whole steward department for a wonderful job." I really enjoyed being your ship's delegate and "thanks again, for your co-operation," Gonzalez said. Meeting Chairman **L. Blanchard** writes that steward **Pat Ragas** would give the men anything they needed. No beefs reported by delegates. There was some disputed overtime in the engine department.



Ragas

## Six More Veteran Seafarers Join Growing Pension Roster

The names of six additional Seafarers have been added to the SIU's growing pension roster. Included in this group are three former Delta Lines Stewardesses. The ladies are veterans of the now-discontinued passenger runs to South America. They are **Clara Bennett**, **Anne Blizzard** and **Fannie Maire**.



Blizzard



Maire

Also collecting an SIU pension are veteran Seafarers **Richard De Graaf**, **Walter Adlam** and **Edmond Eriksen**.

**Clara Bennett** last sailed on the *Del Norte*. She is a native of



Bennett



De Graaf

Texas and now resides in Metairie, Louisiana. Sister **Bennett** joined the Union in New Orleans.

**Anne Blizzard** joined the Union in the Port of New Orleans. A native of Louisiana, she lives in New Orleans. Her last ship was

the *Del Sud*. She sailed for 21 years.

**Fannie Maire** joined the SIU in New Orleans and makes her home in that city. A native of Louisiana, she last shipped on the *Del Norte*.

**Richard De Graaf** sailed in the engine department. A native of Holland, he now lives in Paterson, N.J. Brother **De Graaf** last sailed on the *Courtland*. He joined the SIU in Boston in 1946.



Eriksen



Adlam

**Walter Adlam** sailed as steward. **Walter** joined the Union in Baltimore and he makes his home in that city with his wife, **Elizabeth**. Brother **Adlam** was born in the British West Indies. He last sailed on the *Yaka*.

**Edmond Eriksen** joined the SIU in the port of Baltimore. A 20-year man, he sailed as deck engineer. Brother **Eriksen** was born in New York City and still makes his home there. His last vessel was the *De Soto*.

Write to the Log

**Aid Cut Best For Latin Pirates**

To the Editor:

The Senate recently passed a bill, sponsored by Senator Kuchel (R-Calif.), which would require the President to suspend all foreign aid to a Latin American nation illegally seizing American fishing vessels, if that nation does not repay the U.S. Government for the fines it imposes on the vessels.

This bill provides, it seems to me, a far wiser plan to stop these outlaw captures than do other proposals which would send the U.S. Coast Guard into the fray to use force, "if necessary." Kuchel's plan, instead, puts the pressure where it hurts the most—in the pocketbook.

It is also more practical. To send the Coast Guard in could lead to actual battle with an offending ship or even with the foreign country naval forces. The U.S. surely would be unwise to enter into any such fracas if there is a better solution.

A cessation of foreign aid to nations picking off U.S.-flag vessels for what can only be called ransom, seems to me to be the best way to bring about the cessation of this brazen modern-day piracy.

George Woodworth.

seem lost on certain of our short-sighted legislators. Will they finally see the light only after further devastation to our society and our cities? The time for action is now, not in the wake of still further damage and loss of human dignity.

Sincerely,  
Jack Branley

**Lakes Seamen Need Off-Season Benefits**

To the Editor:

I have read in the LOG about efforts being made to secure unemployment insurance for Great Lakes Seafarers during the winter months. This I hope will come to pass, particularly in the state of Ohio, which has long fought against this legislation.

Although a state with a large working population, Ohio has had many Senators and Governors with anti-labor backgrounds—Robert Taft and Frank Lausche, to name just two.

The denial of unemployment pay to seamen in the winter is an example of this type of anti-labor feeling. A Great Lakes seaman needs this insurance in the off-season, because his is a seasonal occupation.

People with such seasonal occupations as house painters, roofers and toy factory workers, etc., can collect unemployment checks in most states. There are many more seasonal occupations in which the worker is entitled to these benefits because it is difficult for him to find work at his own trade the year round.

We hope that the Seafarers will be successful in obtaining these benefits for the seamen.

Sincerely,  
John Mallory

**Letter Campaign Carries the Mail**

To the Editor:

Every once in a while we read letters in your paper, and elsewhere, asking us to write to our Congressman in support of this or that effort, to fight this and that, etc., etc. I'm pretty certain that some of us, after reading all this, get to the point at which we shrug our shoulders and say "It's just too much to keep up with. I give up."

Although I am not the kind of person who seeks out every detail of every problem and sends so much money to this group or writes so many letters to that group—because I do have a lot of other things to keep me busy—I do try to do my part. I don't just "give up," because I realize that our elected representatives can only act on what we, the voters, indicate as our wishes on important issues.

I would suggest that those people who do find these struggles "just too much" are really hurting themselves if they wash their hands of the whole complex affair on the ground that it will all take care of itself.

There is so much to be fought for, so much to be won, and, on the other hand, so much to lose, that they owe it to themselves to keep on pulling.

Sincerely,  
Jack Halverstead

**Music and Food are 'Country-Style' With Steward Dalton Barnes Aboard**

Seafarers aboard a ship on which Dalton Barnes is the steward, can not only look forward to a smooth-running steward department, but to some fine country-style musical entertainment. Brother Barnes has had considerable show business experience, including a stint with the late Hank Williams, one of the best-known of the country and western singers.

"I just played informally with him and was never regularly employed," Barnes told the LOG. "I met Williams through a musician friend of mine and played with him and two other men. This was in the 1930's and before he went on to achieve his fame. I played with him at the Riverside Inn in Clearview, Alabama. Later, he went on to Montgomery and then to Nashville to make his reputation as a singer and song writer."



Barnes

Barnes recalled the singer as a "jolly man with a wonderful disposition and very likable. He was tall and liked to wrestle and drink. I consider him one of the all-time greats in his field."

Barnes saw Williams again some years later in Montgomery, but didn't have a chance to talk to him, since the singer was surrounded by his new-found fans. When Barnes played with him, he wasn't writing songs, "but always talked about writing them in the future."

**Plays Four Instruments**

Barnes is inclined to be modest about his own talent, but he can play four instruments in addition to singing. He has even taken a shot at writing songs, but has "never followed through" on it. He plays the guitar, banjo, piano and mandolin. Barnes described his musical proclivity as "just a gift, something that comes natural. I just picked it up."

He is a native of Alabama and spent his boyhood in the South, where country and western music enjoys its greatest popularity. As a youth, he met some professional musicians in Georgia, who taught him how to play. He considers the rhythm guitar his favorite instrument, finding it "very easy to learn." In turn, he has taught some of his shipmates to play. Among his favorites are singing stars Jimmy Rodgers and Riley Puckett.

Although he has filled in with different bands, played on the radio and organized his own band, Barnes said that he "never really cared for it that much." In addition to his stint with Williams, he played with a group called "Big Smitty's Band" and went to Columbus, Ga., where he played on radio station WRBO. When he was in the Army Engineers, he was a member of a four-piece band that won first prize in the Far East area. At the time, he was stationed in Okinawa.

Barnes frequently plays the songs he has written for friends and fellow Seafarers, but has never really tried to get them published.

"I've made some recordings that I've given to friends, but I never really worked on my song writing," he says. "I'm not a pro." Barnes finds that the songs he writes are influenced by his association with Williams.

**Organized Band**

For a while, Barnes did go out on his own, organizing a band in Alabama. They played all over the state, at dances, church socials, picnics and holidays—particularly the Fourth of July.

Brother Barnes said that he "had wanted to go to sea for years," and joined the SIU in Tampa. He has had three service stints, serving in the Army from 1937 to 1939 and then serving in the Navy during the Second World War. After the war, he put in a hitch with the Army Engineers, prior to joining the SIU. The 47-year old seaman lives in Bushnell, Florida and joined the Union in 1950.

On his last ship, the Cuba Victory, his son, John, sailed in the steward department. John, also a musician, and Bill Wilson, who sailed as bosun, joined Barnes in providing some musical entertainment for the crew.

**PERSONALS**

**G. R. Schartel**

Please contact Edward Thompson at his home at West Sunbury, Pa., RD #2 16061.

**Bernard Toner**

Please contact Bob Ingram or Mrs. Ingram, in regard to an important matter.

**John Douglas**

Please contact your wife as soon as possible in regard to a very important matter.

**Kirk Sutton**

Please get in touch with your mother as soon as possible.

**Albert Weems**

Please contact your wife in Columbus, Ga., as soon as you possibly can in regard to an important family matter.

**Mike Piskin**

Your ex-sparring partner, G. Ripcord Pulignano, would like you to contact him in regard to an urgent matter. The address is 6514 Keystone Street, Philadelphia, Pa. 19135.

**Hans Richardson**

The Secretary-Treasurer's office at New York headquarters is holding a check for you for your services aboard the Elizabeth.

**Clarence Scott**

Contact Antonio Marques Da Silva, C/O Italcable, P. O. Box 51, St. Vincent, Cape Verde Islands, as soon as possible.

**Robert Elsmore**

Your mother, Mrs. Susie Elsmore, would like to hear from you as soon as possible. Please contact her at 6 Upton St., Box 82, Monponsett, Mass.

**LETTERS To The Editor**

**Raps Budget Cuts On Social Reform**

To the Editor:

Today, several months after the report of the President's Advisory Commission on Civil Disorders and when the country is faced with another summer of impending violence, it seems unbelievable that organized labor is about the only segment of American life which is making a concerted effort to remedy the situation.

While labor is pushing for more jobs, on-the-job training programs for the unskilled, greater workmen's compensation benefits, higher safety standards, and more realistic medical and social security program, Congress is slashing funds for the vital areas in which they are most needed—funds that could bring the nation's poor up to their rightful position in an expanding economy.

Where are the minds and hearts of those in national and state government who insist on relegating basic human rights to secondary consideration? Have they ever been forced to wallow in poverty? Have they ever suffered exclusion from decent jobs because of illiteracy which they had no means of overcoming? Have they ever been squeezed by legislative neglect into filthy, crowded, crumbling slums?

I don't believe any of these "thrifty" officials can really say they have or they would not be able to further ignore long neglected human necessity to meet continued demands for budget cuts.

The lessons of recent history

**DIGEST of SIU SHIP MEETINGS**

BIENVILLE (Sea-Land), May 15—Chairman, Paul Christ; Secretary, T. Ulisse. Brother Banal was elected to serve as new ship's delegate. No beefs and no disputed OT.

GATEWAY CITY (Sea-Land), May 12 Chairman, L. A. Williams; Secretary, Jose Velazquez. No beefs were reported by department delegates. Everything is running smoothly.

DEL RIO (Delta), March 17—Chairman, T. C. Deale; Secretary, E. O. Johnson. Ship's delegate reported that everything is running smoothly. No disputed OT was reported by department delegates. Brother M. D. Smith was elected to serve as new ship's delegate.

STEEL SCIENTIST (Isthmian), May 13—Chairman, Wm. H. Harrell; Secretary, P. S. Omega. \$18.25 in ship's fund. No beefs and no disputed OT.

ANDREW JACKSON (Waterman), May 4—Chairman, N. T. Steadman; Secretary, D. W. Owen. \$20.00 in ship's fund. No beefs and no disputed OT.

YAKA (Waterman), May 19—Chairman, W. Velazquez; Secretary, R. W. Elliott. Discussion held on retirement plan.

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

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

NAME .....

STREET ADDRESS .....

CITY ..... STATE..... ZIP.....

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

ADDRESS .....

CITY ..... STATE..... ZIP.....

# 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.)

Brothers and Sewell Suits,  
Wing Shirts  
(Amalgamated Clothing Workers of America)

White Furniture Co.  
(United Furniture Workers of America)

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

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

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

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

Giumarra Grapes  
(United Farm Workers)

Peavy Paper Mill Products  
(United Papermakers and  
Paperworkers Union)

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

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

Genesco Shoe Mfg. Co.  
Work Shoes . . .  
Sentry, Cedar Chest,  
Stafler  
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 Boyswear, Judy Bond  
blouses, Hanes Knitwear, Randa  
Ties, Boss Gloves, Richman

Jamestown Sterling Corp.  
(United Furniture Workers)

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

## Schedule of Membership Meetings

### SIU-AGLIWD Meetings

New Orleans July 16—2:30 p.m.  
Mobile . . . . . July 17—2:30 p.m.  
Wilmington July 22—2:00 p.m.  
San Francisco . . . . . July 24—2:00 p.m.  
Seattle . . . . . July 26—2:00 p.m.  
New York . . . . . July 8—2:30 p.m.  
Philadelphia July 9—2:30 p.m.  
Baltimore . . . . . July 10—2:30 p.m.  
Detroit . . . . . July 12—2:30 p.m.  
Houston . . . . . July 15—2:30 p.m.

### United Industrial Workers

New Orleans July 16—7:00 p.m.  
Mobile . . . . . July 17—7:00 p.m.  
New York . . . . . July 17—7:00 p.m.  
Philadelphia July 9—7:00 p.m.  
Baltimore . . . . . July 10—7:00 p.m.  
Houston . . . . . July 15—7:00 p.m.

### Great Lakes SIU Meetings

Detroit . . . . . July 1—2:00 p.m.  
Alpena . . . . . July 1—7:00 p.m.  
Buffalo . . . . . July 1—7:00 p.m.  
Chicago . . . . . July 1—7:00 p.m.  
Cleveland . . . . . July 1—7:00 p.m.  
Duluth . . . . . July 1—7:00 p.m.  
Frankfort . . . . . July 1—7:00 p.m.

### Great Lakes Tug and Dredge Region

Chicago . . . . . July 16—7:30 p.m.  
†Sault St. Marie . . . . . July 18—7:30 p.m.  
Buffalo . . . . . July 17—7:30 p.m.  
Duluth . . . . . July 19—7:30 p.m.  
Cleveland . . . . . July 19—7:30 p.m.  
Toledo . . . . . July 19—7:30 p.m.  
Detroit . . . . . July 15—7:30 p.m.  
Milwaukee . . . . . July 15—7:30 p.m.

### SIU Inland Boatmen's Union

New Orleans July 16—5:00 p.m.  
Mobile . . . . . July 17—5:00 p.m.  
Philadelphia July 9—5:00 p.m.  
Baltimore (licensed and un-  
licensed) . . . . . July 10—5:00 p.m.  
Norfolk . . . . . July 11—5:00 p.m.  
Houston . . . . . July 15—5:00 p.m.

### Railway Marine Region

Philadelphia . . . . . July 16—10 a.m. & 8 p.m.  
Baltimore . . . . . July 17—10 a.m. & 8 p.m.  
\*Norfolk . . . . . July 18—10 a.m. & 8 p.m.  
Jersey City . . . . . July 15—10 a.m. & 8 p.m.

† Meeting held at Labor Temple, Sault  
Ste. Marie, Mich.  
\* Meeting held at Labor Temple, New-  
port 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

Lindsay Williams

Robert Matthews

#### SECRETARY-TREASURER

Al Kerr

HEADQUARTERS . . . . . 675 4th Ave., Bklyn.  
NY 7-6400

ALPENA, Mich. . . . . 127 River St.  
EL 4-3616

BALTIMORE, Md. . . . . 1216 E. Baltimore St.  
EA 7-4900

BOSTON, Mass. . . . . 177 State St.  
RI 2-0140

BUFFALO, N.Y. . . . . 725 Washington St.  
SIU TL 3-9257  
IBU TL 3-9257

CHICAGO, Ill. . . . . 9383 Ewing Ave.  
SIU SA 1-0733  
IBU ES 5-9570

CLEVELAND, Ohio . . . . . 1420 W. 25th St.  
MA 1-5490

DETROIT, Mich. . . . . 10225 W. Jefferson Ave.  
VI 2-4741

DULUTH, Minn. . . . . 312 W. 2nd St.  
RA 2-4110

FRANKFORT, Mich. . . . . P.O. Box 287  
415 Main St.  
EL 7-2441

HOUSTON, Tex. . . . . 5804 Canal St.  
WA 8-3207

JACKSONVILLE, Fla. . . . . 2608 Pearl St.  
EL 3-0797

JERSEY CITY, N.J. . . . . 99 Montgomery St.  
ME 5-1424

MOBILE, Ala. . . . . 1 South Lawrence St.  
ME 2-1754

NEW ORLEANS, La. . . . . 430 Jackson Ave.  
Tel. 521-7544

NORFOLK, Va. . . . . 115 3rd St.  
Tel. 622-1872

PHILADELPHIA, Pa. . . . . 2604 S. 4th St.  
DE 4-3818

PORT ARTHUR, Tex. . . . . 1348 Seventh St.

SAN FRANCISCO, Calif. . . . . 350 Fremont St.  
DO 2-4401

SANTURCE, P.R. . . . . 1313 Fernandez Juncos  
Stop 20  
Tel. 724-2848

SEATTLE, Wash. . . . . 2505 First Avenue  
MA 3-4334

ST. LOUIS, Mo. . . . . 805 Del Mar  
CE 1-1434

TAMPA, Fla. . . . . 312 Harrison St.  
Tel. 227-2788

WILMINGTON, Calif. . . . . 505 N. Marine Ave.  
834-2528

YOKOHAMA, Japan. . . . . Iseya Bldg., Room 801  
1-2 Keigan-Dori-Nakaku  
2014771 Ext. 281

**CITADEL VICTORY** (Waterman),  
March 17—Chairman, James J. Melh-  
on; Secretary, Edward S. Worth. No  
beefs were reported by department de-  
legate. Motion made that the OT rate be  
brought up in accordance to minimum  
wage. Discussion held on pension plan.

**MINOT VICTORY** (A. L. Burbank),  
May 4—Chairman, M. W. Murphy; Sec-  
retary, W. C. Slink. \$21.00 in ship's fund.  
No beefs were reported by department  
delegates. Brother M. W. Murphy was  
elected to serve as ship's delegate. Dis-  
cussion held on having crew's TV re-  
paired upon arrival back to States.

**DEL NORTE** (Delta), May 5—Chair-  
man, Justin T. Wolff; Secretary, Bill  
Kaiser. Ship's delegate reported that  
there were only a few minor beefs that  
were taken care of and he thanked  
everyone for their cooperation. Every-  
thing is running smoothly in all depart-  
ments. Discussion held on the SIU pen-  
sion, \$182.50 in Movie Fund and \$82.00  
in Ship's Fund. One member of the  
crew would like the New Orleans hall to  
contact the Company as to why the  
crew cannot use the swimming pool as  
they did in the past, when the ship was  
not carrying passengers.

**PENN VANGUARD** (Penn Shipping),  
Map 9—Chairman, Fred Dougherty; Sec-  
retary, Robert L. Ferras. Some disputed  
OT was reported by the engine delegate.  
Ship's delegate reported that five men  
were logged. It was requested that the  
Union contact the Company and see if  
this cannot be straightened out. Motion  
was made that galley range be repaired  
or replaced, and an ice machine installed  
as previously approved by the Union  
and Company. Vote of thanks was ex-  
tended to the steward department for  
a job well done. The chief steward was  
thanked for getting the roach problem  
under control, and his efforts to maintain  
a clean ship.

**JASMINA** (Management & Shipping),  
April 28—Chairman, William S. Rudd;  
Secretary, Peter Sheridan. \$38.60 in ship's  
fund. Some disputed OT in deck and  
steward department. Motion was made  
to allow any member of the crew, on the  
Persian Gulf run, to be able to pay off  
after six months, with transportation  
home, at the Company's expense.

## DIGEST of SIU SHIP MEETINGS

**AMES VICTORY** (Victory Carriers),  
March 14—Chairman, John J. Giordano;  
Secretary, Jack Long. It was requested  
that an ice maker be placed on board  
when ship is on Vietnam run. Crew also  
requested a TV set.

**CITIES SERVICE NORFOLK** (Cities  
Service), May 5—Chairman, Nicholas R.  
Tater; Secretary, H. Darrow. No beefs  
were reported by department delegates.  
Some disputed OT in deck department.  
Brother D. Harrison was elected to serve  
as ship's delegate. Discussion held re-  
garding repairs.

**PUERTO RICO** (Motorships), May 17  
—Chairman, A. Russo; Secretary, A.  
Aragones. Motion was made that the ex-  
isting retirement plan be changed to  
lower the number of years sea time re-  
quired for men with 20 years member-  
ship in the Union to qualify for retire-  
ment.

**CITIES SERVICE BALTIMORE** (Citi-  
es Service), May 12—Chairman, J. W.  
Parker; Secretary, "Dutch" Schutz.  
\$20.00 in ship's fund. No beefs were  
reported by department delegates. Ship's  
delegate reported that the Captain will  
pay all due transportation before arrival.

**BURBANK VICTORY** (A. L. Bur-  
bank), May 14—Chairman, Juan Rios;  
Secretary, Alfred Hirsch. No beefs were  
reported by department delegates.

**MT. VERNON VICTORY** (Victory  
Carriers), May 14—Chairman, Bernie  
Hilton; Secretary, Alexander D. Brodie.  
Ship's delegate reported that there were  
no beefs and the ship is running smooth-  
ly. Vote of thanks was extended to the  
chief steward and his entire department  
for the good food and service, and to  
the bosun, Brother Harvey Trawick for  
keeping a clean ship.

**WALTER RICE** (Reynolds Metals),  
May 5—Chairman, B. M. Moyer; Sec-  
retary, L. J. Beale. Ship's delegate reported  
that two men had missed ship. Vote of  
thanks was extended to the ship's de-  
legate, Brother Hughes P. Towns. Brother  
Pete Scroggins was elected to serve as  
new ship's delegate. Vote of thanks  
was extended to the steward department,  
deck department and the bosun for a job  
well done.

**DEL RIO** (Delta), May 12—Chairman,  
W. O. Bolling; Secretary, E. O. Johnson.  
Ship's delegate reported that there were  
no beefs and everything is running  
smoothly. Vote of thanks was extended  
to the entire steward department for a  
job well done.

## KNOW YOUR RIGHTS

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

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

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

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

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

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

**EDITORIAL POLICY—SEAFARERS LOG.** The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, 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.

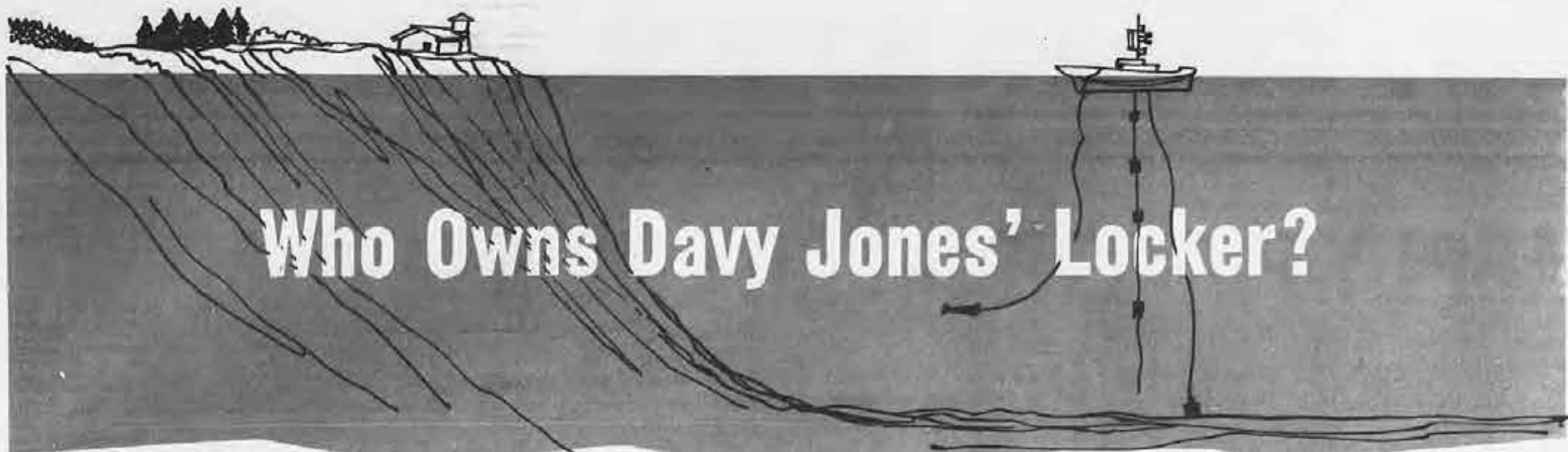
**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time 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.



# Who Owns Davy Jones' Locker?

"We are just at the threshold of our knowledge of the oceans," observed President John F. Kennedy in 1961; "Already their military importance, their potential use for weather predictions, for food, and for minerals are evident. Knowledge of the oceans is more than a matter of curiosity. Our very survival may hinge upon it."

This statement is equally true today, seven years later. A world starves, yet the seas hold enough food for untold billions of people. Industries thirst for petroleum, yet the seas cover a vast underground supply of this vital fluid. Technology cries out for strategic materials such as cobalt, platinum, gold, manganese and copper—yet mineral deposits stretch far across the ocean floor. Governments strive to build effective military defense and attack systems, yet the uncharted sea depths offer a base of operations that may revolutionize warfare.

The 71 percent of this planet which lies under water may hold the secret of mankind's destiny.

Right now, approximately half of Earth's people are underfed, undernourished, or starving, while the huge food supplies in the oceans remain largely untapped. If existing and developing oceanographic methods were to be put to use, the oceans could produce enough high-protein low-cost Fish Protein Concentrate, algae-flour and zooplankton-flour to feed the world's burgeoning billions for years to come, and make land-based agriculture nearly obsolete. But without a strong effort to make use of the oceans' foods, the population may dangerously outpace food production, and a crisis may soon be confronting the human race.

## Resources Affect Diplomacy

Petroleum and gas are both vital to today's growing technologies and industries. Because these items are found in only a few countries, the need for friendly relations with those countries has a definite effect on the balance of power between nations. This ticklish situation could swiftly be eased if countries would utilize their technology and begin mining these resources from the floor of the seas adjacent to their coasts. According to the 1968 Defense Industry Bulletin, perhaps 40 percent of the world's petroleum lies submerged in these areas.

The United States' industrial progress relies on 77 strategic materials, 65 of which must be imported from other countries. Yet the floors of the oceans are strewn with at least 50 of these elements. All that is needed is a boosted technological effort to mine them.

In addition, nearly any scientific, technological or industrial developments concerning the water-covered 71 percent of this planet will have a profound effect on national military systems and, ultimately, the fate of Earth. Today's land-based missile systems, and conventional air and ground warfare, may soon be far surpassed in efficiency by submerged attack and defense systems able to remain undetected until they wreak their devastation.

In the oceans lies the destiny of the world.

Accordingly, the United Nations and most of its member nations and related agencies have begun to grapple with the question of how to put the oceans, their contents, and their floors to use for the benefit of mankind, rather than to its detriment. At issue is the advisability of putting the oceans and all that lies within and beneath them under international regulation.

## 1300 B.C.—1968: The Laws Grow Up

Throughout recorded history, the seas were an important means of trade, communications, and limited coastal fishing, and regulations concerning their use stretch back as far as 1300 B.C., when standard trade and navigation practices were codified. As countries developed greater war-making abilities, the seas served as strategic battlefields, and really came into the fore-ground as such in the Greco-Persian War of 480 B.C. In time, states asserted sovereignty over waters adjacent to their coasts, and extending out three miles, in order to protect their

shores. These areas became known as "territorial seas." Oddly, though the three-mile limit was first decided upon because that was the greatest distance a nation's cannons could shoot in order to protect it from attack by sea, the same three-mile limit is still generally adhered to in today's age of missile-carrying nuclear submarines and ICBM's in which shore cannons are about as effective as pop-guns.

However, there are exceptions—even under today's comprehensive set of internationally-accepted laws for the world's waters—in which some nations have been able to claim sovereignty over waters extending as much as 200 miles from their coasts.

With World War II, the potential of the oceans and seas and all that lay within and beneath them were further realized and, accordingly, President Truman took the initiative on September 28, 1945, and proclaimed that henceforth the United States would have "jurisdiction and control" over the resources of the sea-bed and subsoil of its continental shelf.

(The continental shelf is a shallow, gradually sloping submarine plain that borders a continent and typically ends in a steep incline. The width of the shelf varies greatly, so that while it measures only one mile from California's coast, it reaches as far as 750 miles from the shores of Northern Europe and Siberia.)

This act, known as the Truman Proclamation, not only claimed for the United States the right to "make possible the orderly development of the underwater area 750,000 square miles in extent," but it also set the precedent that led to major developments in international laws for the world's waters.

Most importantly, it spurred the United Nations' International Law Commission (ILC) to begin work on codifying and recommending laws for the seas. In concluding its vast exploration through this legal jungle in 1956, the ILC proposed that the U.N. hold an international conference to resolve the issues to the satisfaction of U.N. members. Following this suggestion, the U.N., its specialized agencies, and all of

its 86 member-countries met in Geneva in early 1958. They emerged with four comprehensive laws governing the use of the seas and all that lay within and beneath them. These are known as the Conventions on (a) the Territorial Sea and the Contiguous Zone, (b) the High Seas, (c) Fishing and Conservation of the Living Resources of the High Seas, and (d) the Continental Shelf.

## Claims Widespread

The necessity for such laws had been underscored by the fact that 20 nations had, by 1958, already followed Truman's example and claimed sole rights over their own continental shelves.

The four Conventions were by no means the last word on the subject. Only a limited number of nations ratified them, and when they did, it was as late as from 1962 to 1966 that the Conventions went into effect. Even then, the regulations applied only to the signatories.

Though most of the nations that did not sign the Conventions chose to model their own sea-laws after them, this apparently was not enough. The unrelenting advance of ocean technologies, coupled with the lure of wealth and power held by the seas, is now creating a new push for a more comprehensive system of ocean laws.

It has been proposed that a single body, such as the U.N., be the "government" in this area. This has met opposition in several quarters, on the grounds that international regulation might severely restrict possible national gains from ocean use. Suggestions that individual nations move quickly on their own to regulate ocean exploitation has also met opposition, based on the fear that this would slow down ocean development before we know what is really down there. And yet the world is being increasingly confronted with the spectre of massive hunger, the need for underwater resources, and the danger of unpredictable underwater military systems.

This is where we stand today.



As more and more nations resort to off-shore oil drilling, such as this triple-producing oil well operation off Lœville, La., the need for sea laws, covering international waters, comes into play to settle legal disputes.

## APPLY FOR ENGINEER LICENSE TRAINING

**Q**UALIFIED SEAFARERS sailing in the engine department are urged to take a big step toward a better future by enrolling now in the School of Marine Engineering, operated jointly by the SIU and the Marine Engineers Beneficial Association (MEBA) District 2, in Brooklyn, New York. More than 250 Seafarers have advanced themselves by taking advantage of the specialized training that the school offers.

### WHILE AT SCHOOL

The period of instruction at the school ranges from 30 to 90 days, depending on your progress. During this entire period you will receive meals and accommodations free of charge, plus weekly subsistence payments of \$110. The training provided costs you nothing.

All pension benefits accumulated in the SIU pension plan by Seafarers who enroll in the school are completely protected and their SIU pension will be supplemented in approximately the same amount by the MEBA District 2 pension plan while they sail as engineers. Also, a reciprocal agreement between the SIU and MEBA District 2 provides that men who sail continually on District 2-contracted ships, after obtaining their licenses, need not pay MEBA's \$1,000 initiation fee and do not have to drop their SIU membership.

While at the school, welfare benefits are completely covered.

### HOW TO QUALIFY

In order to qualify, a Seafarer must be a United States citizen of at least 19 years of age, and must have fulfilled the required seetime for the rating sought.

To qualify for an *Original Third Assistant Engineer's License*, applicants must have 36 months discharges in the engine department, consisting of:

- At least 18 months of watchstanding time as Oiler, Fireman, or Watertender;
- One year as QMED consisting of the ratings of Deck Engineer, Chief Electrician, Reefer Engineer, Chief Pumpman, Machinist, or Junior Engineer;
- Six months as a Wiper.

Applicants for a *Temporary Third Assistant Engineer's License* must possess 18 months discharges in the capacity of Fireman, Oiler, Watertender, Junior Engineer, Deck Engine Mechanic, or Engine Man.

There are several important points that a Seafarer aiming for an Engineer's License should know:

- Applicants giving evidence of service as Chief Electrician or Refrigeration Engineer will be given consideration when specifically recommended for a license by the Chief Engineer of a vessel on which such service has been performed and by the Port Engineer of a company on whose vessel the applicant has served in such capacity.

- A license as "Temporary Third Assistant Engineer" authorizes the holder to serve in the capacity of "Third Assistant Engineer," subject to any limitations that may appear on the license, with the same authority of a regular license issued without the term "temporary."

- The holder of a "Temporary Third Assistant Engineers" license must complete such additional service to meet the required 36 months to make him eligible for a regular license as Third Assistant Engineer. There is no examination required, but he must submit a regular engineer's application, with evidence of additional service, to the Officer in Charge, Marine Inspection, who will issue the license.

In each case, it is vital that discharges be submitted to the school for verification of seetime, along with the completed application.

Men who are short of the required watchstanding time can prepare now to participate in this program. Qualified Seafarers can begin by accumulating the necessary engine department watchstanding time. Meanwhile, they can obtain training manuals and other materials for advanced study.

The following Seafarers have been accepted at the SIU-MEBA District 2 School of Marine Engineering, and are urged to start their course of study at their earliest convenience:

John Burchinal  
Joseph Brook  
William Cachola  
James Cline  
Armond Dunne  
John Francis  
Kenneth Gibbs  
Leneard Higgins  
Billie Jenkins

Donald Leight  
Frank Roman  
James Rankin  
James Roberson  
Suska Vladik  
Thomas Toledo  
Richard Utley  
Alberto Velez  
Walker Ward

Martin Payne  
Joseph Berezcky  
Edward Futch  
Ross Hardy  
Rudolph Poletti  
Sam Black  
Wilson Frampton  
Frank Foster  
George McAlpine

Those members whose names are listed above, or who have received notice of acceptance since the LOG went to press, should get in touch with the school as promptly as possible so that schedules can be arranged.

The following Seafarers have begun the application process, but still need to complete their applications by submitting discharges, getting their SIU physical, etc., before they can be accepted:

Willis Addison  
Joe Atchison  
Carmelo Bonafont  
Raymond Bowman  
William Connors  
Antonio Cruz  
Ezekiel Daniels  
Hector Duarte  
Melvin Eickmeir  
Stanley Gondzar  
Julio Gordian  
Vernon Keene  
John Lasky  
Bevilon Locke  
Lucas Lopez  
Joseph McLaren

John Morrison  
Nicolas Papageorgiou  
Spiridon Perdiks  
Harold Powers  
Irvin Price  
Walter Pritchett  
James Quinn  
Terril Raseley  
Andrew Ravettini  
James Roberts  
Yaswant Somani  
Frank Travis  
George Warren  
Herbert Rolan  
Charles Cameron  
Leon Causey

Jo Crumpler  
Richard Dowell  
Howard Eidschun  
George Farris  
George Johnson  
Herbert Lawrence  
Joseph Manuel  
Earnest Phillips  
Robert Martinez  
James Schneider  
Harry Watts  
Jose Trevino  
Grady Williamson  
Robert Lee

Those SIU brothers whose names appear on the above list are urged to make every effort to submit the necessary data to complete their applications.

For further information, contact: The Harry Lundeberg School of Seamanship, 675 Fourth Avenue, Brooklyn, New York 11232; or call (212) 499-6565.

If you already qualify for the training program, clip the application blank from this page and send it in now so that you can begin your training as soon as possible.



### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

#### APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: \_\_\_\_\_

Book No. \_\_\_\_\_ Z Number: \_\_\_\_\_

Address: \_\_\_\_\_

Date Joined SIU: \_\_\_\_\_ No. Years Seetime: \_\_\_\_\_ Years in Engine Dept: \_\_\_\_\_

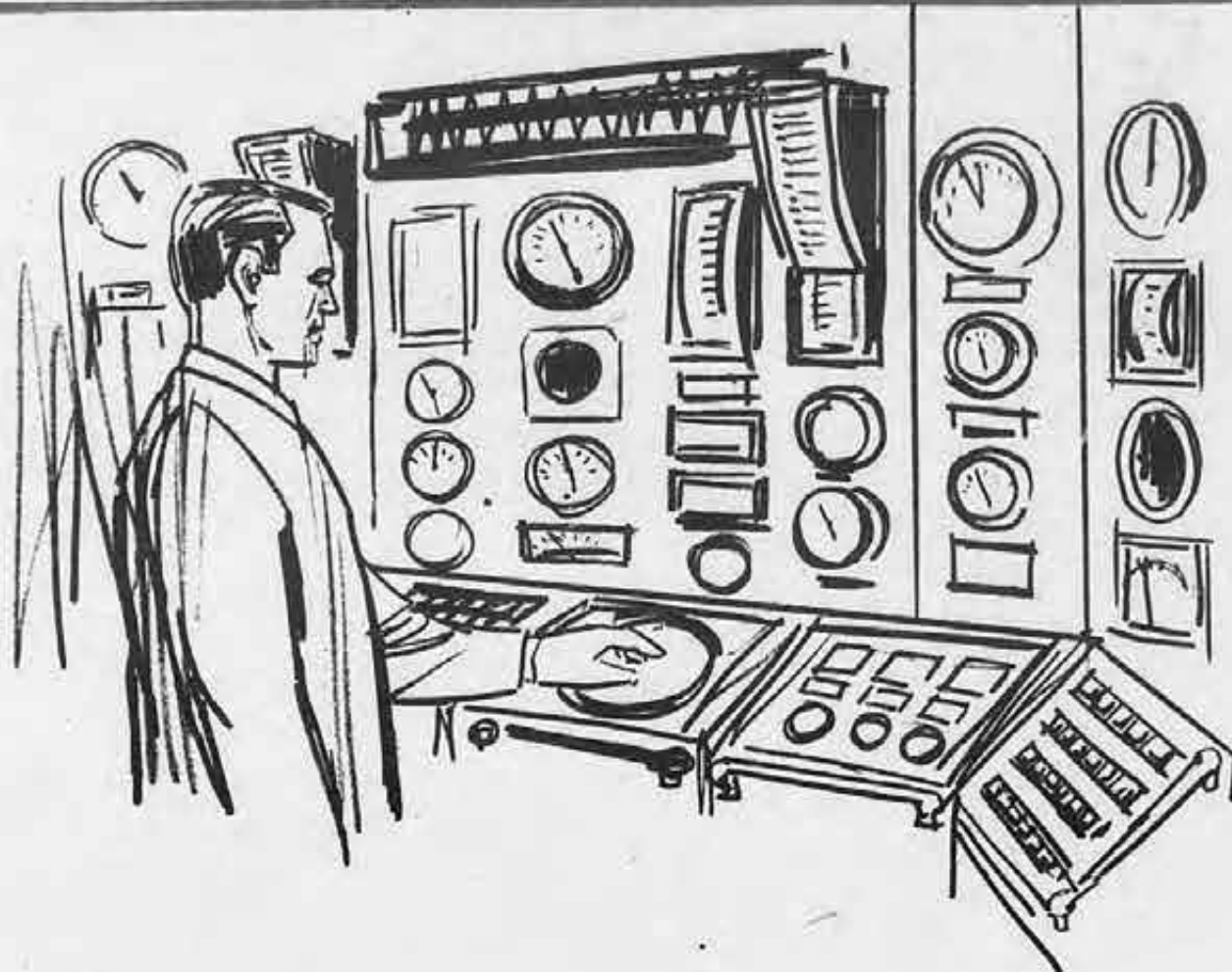
Watch Standing Time \_\_\_\_\_ Time as Day Worker, Except Wiper \_\_\_\_\_

Ratings: \_\_\_\_\_

Signature \_\_\_\_\_



## Upgrade Now To Licensed Engineer



**A**LL QUALIFIED SEAFARERS sailing in the engine department are urged to take a big step toward a better future by enrolling now in the School of Marine Engineering, operated jointly by the SIU and the Marine Engineers Beneficial Association (MEBA) District 2, in Brooklyn, New York. More than 250 Seafarers have advanced themselves by taking advantage of the specialized training that the school offers.

The instruction period at the school ranges from 30 to 90 days, depending on your progress. During this entire period you will receive meals and accommodations free of charge, plus weekly subsistence payments of \$110. The training provided by the school will cost you nothing.

All pension benefits accumulated in the SIU pension plan by Seafarers who enroll in the school are completely protected and their SIU pension will be supplemented in approximately the same amount by the MEBA District 2 pension plan while they sail as engineers. A reciprocal agreement between the SIU and MEBA District 2 also provides that men who sail continually on District 2-contracted ships, after obtaining their licenses, need not pay MEBA's \$1,000 initiation fee and do not have to drop their SIU membership.

Welfare benefits are completely covered while attending the school.

### HOW TO QUALIFY

To qualify for the school a Seafarer must be a U.S. citizen, at least 19 years of age, and must have fulfilled the required seetime for the rating sought.

Applicants for an *Original Third Assistant Engineer's License* must have 36 months discharges in the engine department, consisting of:

- At least 18 months of watchstanding time as Oiler, Fireman, or Watertender;
- One year as QMED consisting of the ratings of Deck Engineer, Chief Electrician, Reefer Engineer, Chief Pumpman, Machinist, or Junior Engineer;
- Six months as a Wiper.

To apply for a *Temporary Third Assistant Engineer's License* Seafarers must possess 18 months of discharges in the capacity of Fireman, Oiler, Watertender, Junior Engineer, Deck Engine Mechanic, or Engine Man.

Several important points that a Seafarer aiming for an Engineer's License should know are:

- Applicants giving evidence of service as Chief Electrician or Refrigeration Engineer will be given consideration when specifically recommended for a license by the Chief Engineer of a vessel on which such service has been performed and by the Port Engineer of a company on whose vessel the applicant has served in such capacity.
- A license as "Temporary Third Assistant Engineer" authorizes the holder to serve in the capacity of "Third Assistant Engineer," subject to any limitations that may appear on the license, with the same authority of a regular license issued without the term "temporary."
- The holder of a "Temporary Third Assistant Engineer's" license must complete such additional service to meet the required 36 months to make him eligible for a regular license as Third

Assistant Engineer. No examination is required, but he must submit a regular engineer's application, with evidence of additional service, to the Officer in Charge, Marine Inspection, who will issue the license.

It is vital in each case that discharges be submitted to the school for verification of seetime, along with the completed application.

Seafarers who are short of the required watchstanding time can prepare now to participate in this program. Qualified men can begin by accumulating the necessary engine department watchstanding time. In the meantime they can obtain training manuals and other materials for advanced study.

The Seafarers listed below have been accepted for training at the SIU-MEBA District 2 School of Marine Engineering:

Joseph Berezky	John Francis	Rudolph Poletti
Sam Black	Edward Futch	James Rankin
Joseph Brook	Kenneth Gibbs	James Roberson
John Burchinal	Ross Hardy	Frank Roman
William Cachola	Leneard Higgins	Thomas Toledo
James Cline	Billie Jenkins	Richard Utley
Armond Dunne	Donald Leight	Alberto Velez
Frank Foster	George McAlpine	Suska Vladik
Wilson Frampton	Martin Payne	Walker Ward

Those members named above, or any who have received notice of acceptance since the LOG went to press, are urged to get in touch with the school as promptly as possible so that schedules can be arranged.

For further information, contact: The Harry Lundeberg School of Seamanship, 675 Fourth Avenue, Brooklyn, New York 11232; or call (212) 499-6565.

If you already qualify for the training program, clip the application blank from this page and send it in now so that you can begin your training as soon as possible.

### HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

#### APPLICATION FOR TRAINING FOR ENGINE DEPARTMENT LICENSE

Name: \_\_\_\_\_

Book No. \_\_\_\_\_ Z Number: \_\_\_\_\_

Address: \_\_\_\_\_

Date Joined SIU: \_\_\_\_\_ No. Years Seetime: \_\_\_\_\_ Years in Engine Dept: \_\_\_\_\_

Watch Standing Time \_\_\_\_\_ Time as Day Worker, Except Wiper \_\_\_\_\_

Refuge: \_\_\_\_\_

Signature \_\_\_\_\_