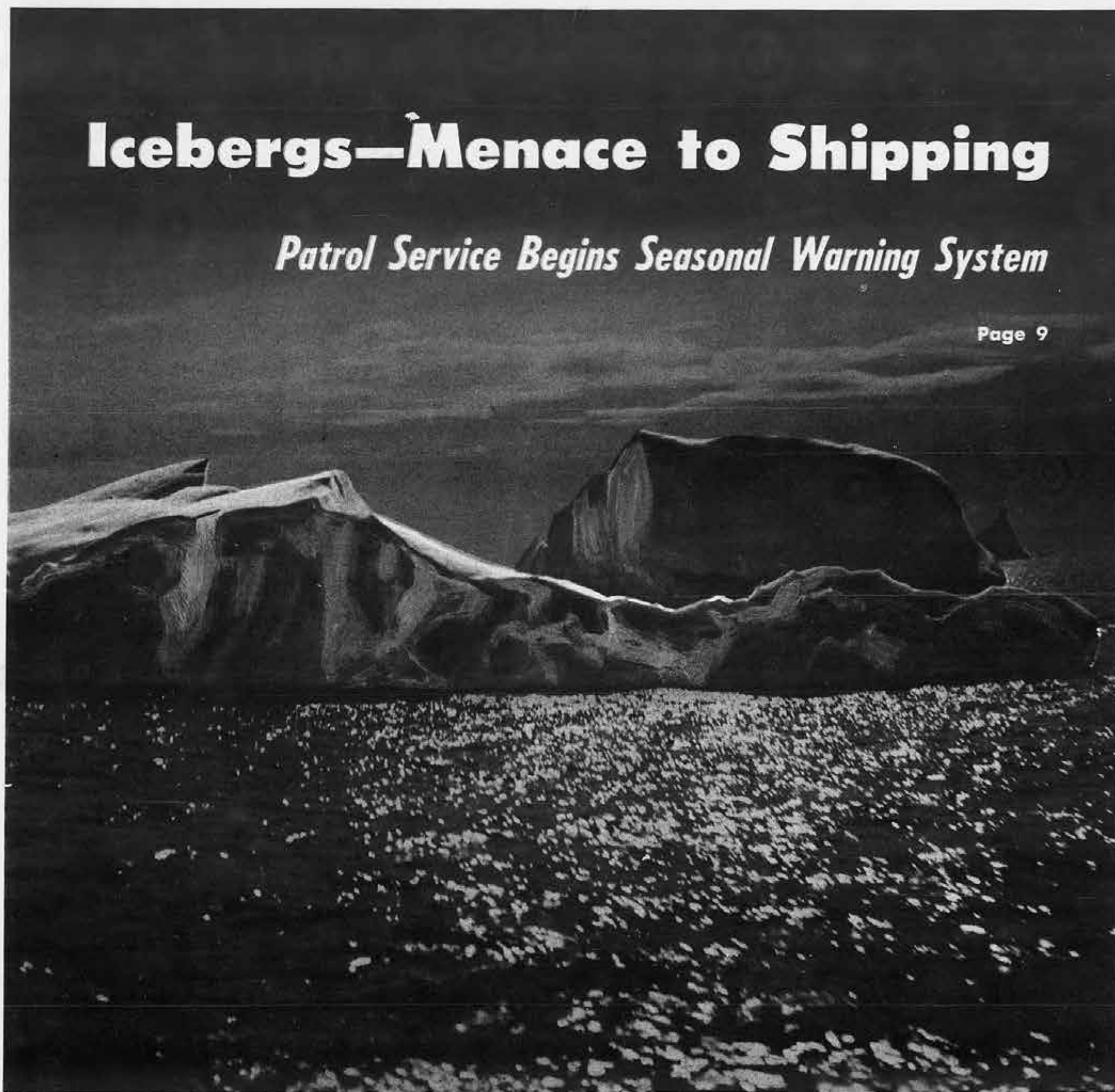


Icebergs—Menace to Shipping

Patrol Service Begins Seasonal Warning System

Page 9



**Magnuson Warns Weak Fleet
Threatens Nation's Defense**

Page 2

**MTD to Study Court Decisions
Under Landrum-Griffin Act**

Page 3

**SIU Cannery Union Tops Teamos
In Pacific Coast NLRB Vote**

Page 3

**A Useful Guide for Seafarers
in Filing Income Tax Returns**

Page 8

U.S. Lacks Enough Vessels to Meet Trade Demands, Gulick Tells MTD

WASHINGTON—At the day long legislative seminar here last week devoted to U.S. trade and shipping sponsored by the AFL-CIO Maritime Trades Department, Acting Maritime Administrator James W. Gulick told the several hundred labor, government and industry representatives that so much emphasis has been given to the "fourth arm of defense" concept that the responsibility of developing a fleet capable of carrying a substantial proportion of our commercial cargoes appears to have been overlooked. At the very least, it has become impossible to achieve whenever we have been faced with military emergencies short of total war, he said.

Gulick said "The needs of military must be met—but our mer-

chant shipping does not have sufficient capacity also to satisfy its commercial obligations and the rapidly expanding foreign commerce of the United States." He continued "Our ships including both liner and bulk carrier fleets have been unable to keep pace with our growing trade and have lost customers to our foreign competitors."

Gulick also discussed the Maritime Administration's Cargo Promotion Program dealing with the

concerted effort to develop commercial cargoes for the American ships and supported emphatically the need for a strong American merchant marine. He based his remarks on the military and commercial concept in the national economy. Gulick added that "The American businessman prefers to do business with Americans in foreign trade and this helps to keep dollars at home which contribute to a more favorable balance-of-payments position but keep them flowing into the 'at home' economy."

Senator Daniel Brewster (D-Md.) speaking at the Hotel Stalter activities, recommended the creation of an independent maritime administration and said that we should embark immediately on a program to build 40 ships and continue subsidy programs that are required for construction and operating needs.

Brewster said "that two vital factors dictating this action is the present balance-of-payment position and the necessity for defense requirements." He continued "by shipping under American flags, built by American shipbuilders, loaded with American cargoes by American labor and manufactured by American firms the balance-of-payment position can only improve and we must not forget that 98% of our cargoes and military have been seafilled to South East Asia."

President Michael R. McEvoy, Sea-Land Service, Inc. spoke to the seminar about the company's activities in the field of containerization.

Senator Vance Hartke of Indiana, a member of the Senate Commerce Committee, along with Senate Commerce Committee Chairman, Senator Warren Magnuson expressed their criticism of the U.S. plan to shelve the nuclear ship Savannah.

Magnuson Warns Weak Fleet Threatens Nation's Defenses

WASHINGTON—"Without an adequate merchant marine the United States cannot possibly have an adequate defense," Senator Warren G. Magnuson (D-Wash.) warned the Senate recently, adding that "without an adequate merchant marine the United States cannot possibly realize its economical potential in foreign trade."

Magnuson, who is chairman of the Senate Commerce Committee, warned that the U.S. merchant fleet is in a "deplorable" state and placed every citizen of the United States in "grave danger." He urged Congress to commit itself fully to strengthen U. S. security and sovereignty on the seas.

Outlining the many deficiencies of the present American-flag merchant fleet, he noted that we have today only about 871 active merchant ships under U.S. registry and of these only about 100 can be considered modern.

Magnuson implied that the recently proposed maritime budget, calling for the construction of only 13 new vessels in fiscal 1968, is totally inadequate. "I think about four-times that many ships would be a more realistic program for one fiscal year," he said.

"We cannot continue to go from year to year appropriating a pittance for ship construction. We must devise and implement a specific and detailed multi-year revitalization program."

Magnuson emphasized that we can no longer depend on the National Defense Reserve Fleet to meet our emergency shipping needs. He pointed out that by 1975 most of the ships in the Reserve Fleet will be 30-35 years old, "clearly obsolete and probably useless."

Noting that each successive Washington Administration clearly voices the importance of a strong American-flag merchant marine, yet does little or nothing to halt the continuing decline of the fleet, Magnuson called for the adoption of a strong, positive maritime policy.

"We must plan, finance and implement our merchant marine policy immediately," he said, "while we still have a merchant fleet."

Report of International President



by Paul Hall

The immense influence wielded by American business and industry in the halls of Congress and within the U.S. Government in general, was demonstrated with stark clarity on several occasions in recent months by the watering down or complete blockage of legislation designed to benefit the American consumer.

The issues in question are the recently-adopted Truth-in-Packaging legislation, the new Automobile Safety Regulations, and the still-pending Truth-in-Lending legislation.

These are all areas of consumer interest in which the need for strong protective legislation has been badly needed and of utmost importance. Strong measures were mapped out and introduced to protect the welfare and safety of the American consumer and his family. Yet in spite of the vital and long-standing need for strong legislation in these areas, business and industry was so successful in nibbling away and chopping up proposed legislation that, as finally passed, the measures are little more than meaningless. As far as Truth-in-Lending legislation is concerned, business and industry has thus far been able to block passage entirely, leaving the consumer of credit—which includes just about every American—without any protection at all from unscrupulous lenders and slick credit salesmen.

Before it was finally passed by Congress however, business and industry interests had succeeded in pulling most of its teeth, whittling away its authority and softening its impact to such a degree that the consumer is still left virtually unprotected.

The same is basically true of the recently-adopted Automobile Safety Standards. In the wake of the uproar caused by auto industry critics about the basic unsafe nature of their product, and later about the unsavory methods employed by the automobile industry to silence its critics, true reform measures were proposed.

At that point the Industry got to work in earnest—applying pressure in sensitive areas, initiating expensive publicity campaigns, shipping highly paid lobbyists to the nation's capital. The result was almost predictable. The new auto "safety" standards, as finally applied, amount to little more than no standards at all. The auto industry was successful in knocking out virtually every recommendation it did not like and the automobile using public—which again includes almost every American—was left as unprotected and in as great a danger as ever.

Presently-pending Truth-in-Lending legislation seems to be following the already familiar course. In spite of vigorous efforts by the American labor movement, various citizen groups and many legislators, business and industry have been successful thus far in completely blocking passage of this much-needed consumer legislation. The same old process of whittling and chopping has already begun. If and when such legislation is passed, there is still no assurance that it will be any more meaningful than Truth-in-Packaging or Auto Safety.

Part of the blame for this sad state of affairs must unfortunately be shouldered by the consumer himself, who stands to gain the most from such protective measures. While business and industry jump into the fight with both feet and fat checkbooks to block such legislation, the consumer rarely even raises his voice on his own behalf.

There is no substitute for a strong public outcry to influence passage of progressive legislation and defeat of regressive measures. Until each citizen recognizes the importance of the issues at hand and communicates his feelings to the Senators, Representatives and other officials he has placed in office by his votes, special interests groups of all kinds will continue to ransack his pocketbook, endanger his life and run roughshod over the vast majority of the American Public.

SIU, Japan Seaman's Union Hold Talks on Maritime Issues

YOKOHAMA—Representatives of the SIU and the All-Japan Seamen's Union have been holding discussions here on matters of mutual interest to maritime workers of the United States and Japan.

Peter Drewes, SIU International Representative in the Far East, conferred with Captain Nabasama, president, and other officers of the All-Japan Seamen's Union at the SIU's new offices in Yokohama last month.

The talks were a continuation of those begun by SIU President Hall and Captain Nabasama during Hall's visit to Japan last year to attend the convention of the Japanese Confederation of Labor (Domei), with which the All-Japan Seamen's Union is affiliated.

The All-Japan Seamen's Union, which represents all shipboard personnel on steamships, fishing and small craft, has made important advances for its membership. It also plays a vital role in the Japanese democratic labor movement. When the Japanese Confederation of Labor was founded in 1964 as Japan's democratic trade union



Peter Drewes, SIU International Representative for the Far East, confers with Captain Nabasama, President, and other representatives of the All-Japan Seamen's Union and Japanese Confederation of Labor in SIU's Far East office in Yokohama. Left to right around table are K. Fukushima, Director, JSU Yokohama office; Drewes; H. Wada, JSU Vice-President and Vice-President of Confederation; Captain Nabasama; K. Kihata, Secretary of Confederation's International Dept.; and JSU Executive Board member; R. Kamisawa, Secretary, JSU International Dept.; T. Moriyama, JSU International Dept. Staff, and S. Suwa (back to camera), JSU Pro-Director, Yokohama District office.

center, the inaugural convention elected as its first president, Kumazo Nakachi, then head of the All-Japan Seamen's Union. President Nakachi was reelected to the

The SIU's office in Yokohama services SIU members aboard union-contracted ships calling at Far Eastern ports. Assisting Drewes at the SIU Far East office is Inter-

national Representative Frank Boyne.

The SIU office is located in the Iseya Building, 1-2 Kaigan-Dori Nakaku, Yokohama, Japan.

SEAFARERS LOG

March 3, 1967 • Vol. XXIX, No. 5
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 KERR, LINDSEY WILLIAMS
Sec.-Treas. Vice-President
ROBERT MATTHEWS
Vice-President
HERBERT BRAND
Director of Organizations and
Publications
Managing Editor
MIKE POLLACK

Assistant Editor
NATHAN SKYER
Staff Writers
PETER WEILL
PETER WEISS
ED RUBINSTEIN

Published Monthly 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 464th 9-6500. 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, Brook-
lyn, N.Y. 11232.

SIU Cannery Workers Discuss Victory



SIUNA-affiliated Cannery Workers Union of the Pacific president Steve Edney (right) and business agent Arnie Miranda (left) discuss CWU pay scale and other benefits with employees of the Fulham Fish Stick Plant at Wilmington, Calif. The CWU beat the Teamsters by a two to one margin in an NLRB representation election at the plant.

SIU Cannery Union Tops IBT In Pacific Coast NLRB Vote

TERMINAL ISLAND, Calif.—The SIUNA-affiliated Cannery Workers Union of the Pacific was victorious over Teamsters Local 942 of Los Angeles, in an NLRB election which was held recently at the plant.

The final ballot count was 44 to 23 in favor of the Cannery Workers Union. This was the culmination of an intensive 4-month-long drive by the SIUNA-Cannery Workers at Fulham Brothers (Gorton's Fish Sticks) plant at Wilmington.

Steve Edney, president of the Cannery Workers, announced the victory on January 20th, after the ballots were counted by the National Labor Relations Board agents.

Brother Edney personally thanked the SIUNA through Frank Drozak, SIU West Coast Representative, for their support during the petitioning, organizing and election stages of the campaign. He lauded his own organizational committee and office staff for their tireless efforts in achieving this victory.

Petition Granted

The National Labor Relations Board had granted the Cannery Workers a petition for an election late last year. The election ruling favored the CWU because a majority of the employees had signed pledge cards designating the Cannery Workers as their bargaining representative. The CWU was fighting a back-door agreement which the company had signed with Teamsters Local No. 942. The contract provisions for wages and working conditions were far below those enjoyed by Cannery Workers who were represented by the CWU at other plants in the area.

Prior to the election, the teamsters had circulated false information to the effect that, by changing Unions, the employees at Fulham Brothers would have endangered coverage under the health plan established by the Teamsters.

Brother Edney reported to the Fulham Brothers employees that, "The CWU does not intend to

change the medical plan or health benefits, but we do intend to improve the contract in the following areas: Wages, Classifications, Vacations, and further, we intend to improve upon the clause dealing with maternity benefits. Something must be done about a safety program and committee. We want seniority lists posted and updated periodically. We shall support each member and represent you at every or any grievance."

AFL-CIO Council 'Ready' to Discuss Any Complaint of Affiliated Unions

BAL HARBOUR, Fla.—The AFL-CIO Executive Council unanimously declared its "complete readiness" to debate and act upon "any complaint, charge, proposal or program novel or ancient" from any affiliate or its officers that comes before it through "appropriate channels" spelled out in the federation's constitution.

"There is no other procedure by which the trade union movement can effectively reach, and carry out, its decisions," the council said in adopting the statement as the first order of business at its mid-winter meeting here.

The resolution emphasized the council's position that it is ready to consider and "act upon any matter at any time, either at this or a future council meeting, at a meeting of the General Board, at a special convention, if necessary, or at the next regular convention." It added:

"We are not, however, prepared to act upon the basis of a kaleidoscope of ever-changing allegations and demands, expressed through press releases, public speeches or circular letters."

AFL-CIO Pres. George Meany read the text of the council resolution to a crowded press conference and stressed in reply to a series of questions that he will not discuss any charges made by Auto Workers President Walter P. Reuther any place except "in the forums of the AFL-CIO."

Meany told the press conference that Reuther's resignation

MTD Authorizes In-Depth Study Of Landrum-Griffin Court Decisions

BAL HARBOUR, Fla.—An in-depth survey of court decisions under the Landrum-Griffin Act and a study of all available information on interpretations of the law has been authorized by the AFL-CIO Maritime Trades Dept.

The department's executive council meeting here authorized the creation of a permanent standing committee to sponsor the survey, correlate information, work with universities and law schools and take all necessary steps to complete a full analysis of the situation.

SIU President Paul Hall, who is also President of the MTD, declared that the time has come when the labor movement must take a close look at this "bad law compounded by bad decisions" and create a situation where information and assistance is available to unions. He cited the general lack of coordination among unions in coping with L-G decisions and noted the rising importance of these decisions to the general activities of the labor movement.

He told the council that interpretations of L-G in the court do not square with the legislative intent of Congress and that there is a great need to determine exactly what is happening and why in this legal area.

The department's action on Landrum-Griffin came after a detailed review by Hall of a case involving the SIU in Duluth, Minn., which Hall charged demonstrated that the Labor Dept. was using its investigatory powers under L-G to "walk into unions on fishing expeditions" and to fabricate cases against unions in behalf of other agencies which lack the authority "to make such investigations.

The case has been placed before a number of congressmen and senators and Hall said there were indications that a congressional inquiry would be conducted on the Labor Dept's role.

The MTD sessions also called for new safety precautions on the Great Lakes, pointing to the frequency of shipwrecks and other ship disasters especially on Lake Michigan. Special attention was called to the need for closer liaison between the U. S. and Canada on safety-at-sea regulatory machinery on the lakes as well as along the coast.

Reviewing the expansion of activities by the department in 1967, the council voiced its approval. Hall announced that in line with the program, Thomas W. Gleason, president of the Longshoremen, has been named vice president of the department and will assume full responsibility for legislative

and special event functions undertaken by the MTD. The department now has 35 AFL-CIO affiliates.

In other actions the MTD council:

- Pledged its full support to the Building & Construction Trades Dept. to secure congressional passage of situs picketing legislation to grant to construction workers "the same rights and privileges now enjoyed by other trade unionists."

- Reaffirmed support of legislation introduced by Rep. Edward F. Garmatz (D-Md.) to require authorization to advance activities of the Maritime Administration and to continue its fight to "maintain an independent Maritime Administration."

- Called for protection of U.S. shipyards by opposing any foreign

(Continued on page 15)

Anti-Strike Law Pressure Seen in Legal Group's Move

NEW YORK—A thinly-veiled attempt to build up pressure in Congress for new anti-strike laws specifically aimed at the transportation industry has been launched by the American Bar Association. The lawyers' group has put a nine-member special committee to work to conduct a "major study" of national strikes in the transportation industries.

In authorizing the study, the ABA said existing Federal legisla-

tion and strike settlement procedures "have proved repeatedly to be inadequate . . . to avoid long interruptions in the essential transport industries."

The study is to embrace railroads and shipping industries as well as the airlines, but the lawyers' panel is heavily stacked with members familiar with Railway Labor Act procedures. Railway labor already has been under the hammer of compulsory arbitration as a result of legislation jammed through Congress.

A similar attempt by Congress to break the airline mechanics' strike last summer and to institute compulsory arbitration in the airlines' industry was ultimately defeated. The airline beef, which involved the International Association of Machinists, AFL-CIO, was the reason given by the American Bar Association for kicking off the anti-strike study in the first place.

In 1963, maritime labor faced the same type of attack in the House Merchant Marine and Fisheries Committee, then under the chairmanship of the late Herbert C. Bonner, North Carolina Democrat.

The proposal for compulsory arbitration in maritime was narrowly defeated in committee, after the Seafarers International Union of North America and the AFL-CIO Maritime Trades Department rallied the support of the entire trade union movement against the measure.

Since that time, various proposals have been introduced in the Congress, both in the Senate and the House of Representatives, to upset the collective bargaining process by labor and management, especially in the transportation field.

from the AFL-CIO Executive Council had been received and that before the current council meeting is over the vacancy will be filled. A subcommittee of the council has been named, in line with standing council practice, to recommend a candidate for the seat.

The council followed its opening day statement on federation procedures with statements focusing on the campaigns to win higher social security benefits and secure effective enforcement of the expanded minimum wage law for all Americans—union and non-union members alike.

It received also a detailed briefing on Administration programs and policies by Labor Secretary W. Willard Wirtz, Budget Director Charles L. Schultz and White House Assistant Joseph A. Califano, Jr., and voiced its praise for the great record on social legislation achieved by President Johnson and the 89th Congress.

The federation will carry directly to the President the question of awarding government contracts to companies which discriminate against workers because

of union activities and will ask the President to issue an executive order barring such contract awards where the companies are in violation of federal labor law.

In a series of statements on domestic policies and legislation the council:

- Voted strong support for a 20 percent increase in social security benefits coupled with extension and improvement of public welfare programs.

- Called for increased funds for enforcement of the expanded minimum wage as a "necessary first step" in making a reality of the new amendments to the law.

- Pledged its "enthusiastic support" for the President's proposals to protect the right of privacy by banning wiretapping and eavesdropping.

- Urged the adoption of programs to control medical costs in light of reports of skyrocketing prices for health care.

- Reaffirmed labor's goal of providing and financing comprehensive health services by renewing its call for a program of national health insurance.

(Continued on page 15)

Six Additional Seafarer Oldtimers Approved for SIU Pension Benefits



Lykiardopol



Auer



Thiemonge



Daly



Vargas



Woeras

Six veteran SIU men were added to the growing pension roster recently. They include Fernando Vargas, Archie Lykiardopol, Eugene Auer, William D. Thiemonge, John J. Daly, and Willem Woeras

Fernando Vargas sailed for more than 25 years in the engine department, winding up his seetime as an oiler. He came to the United States from Puerto Rico and settled in Brooklyn, joining the SIU at the headquarters hall in New York.

Archie Lykiardopol came to the United States from Greece and joined up with the SIU at the Norfolk hall. He sailed for many years in the steward's department as messman and as a 2nd cook. He makes his home in Brooklyn, N.Y.

Eugene Auer sailed with the SIU for more than 20 years and also served in the U.S. Navy dur-

ing World War Two. He was born in Minnesota, joined the SIU in Norfolk, but makes his home in New Orleans. Brother Auer sailed in the steward department as a chief steward.

William D. Thiemonge was born in Alabama and now makes his home in New Orleans where he joined the SIU. During his many years at sea, he sailed in the steward department as a messman.

John J. Daly, born in Paterson, New Jersey, joined the SIU in the port of New York and sailed in the deck department. He makes his home with his wife in New Jersey.

Willem Woeras was born in Estonia. He joined the SIU in New York and sailed in the engine department as a wiper.

SIU Tanker Hauls Record Cargo of Wheat to India

The SIU-manned supertanker Manhattan arrived at the Bay of Bengal during February with the largest cargo of wheat ever shipped from the United States to India.

The Manhattan, biggest tanker sailing under the American flag, left Seattle with 103,400 long-tons of white wheat aboard—the equivalent of nearly 4 million bushels. The wheat went to drought-stricken India under a special extension of the Food for Freedom program announced in December, 1966.

Public Law 480 authorizations to India announced in December included 175,000 metric tons of white wheat, 125,000 metric tons hard red spring wheat, and 150,000 metric tons hard red winter wheat.

For many of the people in those Indian states worst hit by drought, the wheat in Manhattan's holds may spell the difference between life and death. Although many parts of India have recovered from the disastrous drought of recent years, vast areas are still affected.

The Atlantic Coast



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

Around the headquarters hall have been Seafarers John Gibbons, who's just off the *Trans Globe* after a full-year stint; Patrick Ryan, recently off the *Sapphire Gladys*; Wiley Hudgins, oiler off the *Duke Victory*; and John R. Michaelis, who last served as FWT aboard the *Alcoa Mariner*.

Shipping out of New York has been brisk and the outlook is for more of the same.

Puerto Rico

A number of A.B.'s have been by the hall lately, and are all eyeing the board. They include, among others, Julio Delgado, Eddie Bonfont, Victor Aviles, and Eugenio Nunez.

Firemen in Puerto Rico are currently engaged in a fight to have their work week cut from an 86-hour week to a 64-hour week.

This past year, according to Governor Sanchez, the island's economic growth was impressive, despite a slowdown in the activity of some sectors of the economy. The island's industrialization program accounted for 207 new factories during the year, adding 9,000 new jobs to the economy.

Baltimore

Newly-married Paul Matsos was by the hall lately, looking quite happy following his honeymoon. Paul's ready to ship out again and get back to work as a bos'n. His last ship as an A.B. was the *Mankato Victory*.

Joseph Grana is NFFD but he hopes to be ready to ship again soon. Joe's mighty grateful at this time for his SIU welfare benefits. His last ship was the *BethTex*.

Anthony Bender, an oldtimer of 23 years standing, thinks the SIU vacation plan is the greatest in the business. Tony, whose last ship was the *Steel Worker*, is waiting around for a bos'n's spot going anywhere.

Norfolk

Bobby Harris dropped off the *CS Baltimore* after an eight-and-

a-half month stint as oiler. He's registered again hoping now to catch another tanker.

Walter Wallace, an SIU member for more than two decades, just got back from a 4-month trip to Viet Nam aboard the *Alcoa Mariner* as an A.B. "There's nothing wrong with this run," said Walter, who is looking for another ship going the same way.

Twenty-two-year veteran Robert Wroton was oiler on the *Penn Challenger* running between Puerto Rico and the West Coast for three-and-one half months when he decided he'd come back East, having had enough sunshine for a while.

During the past period shipping was good with five ships in transit, one sign on, and no payoffs. Outlook is for more of same.

Boston

Oldtimer Benjamin Boudreau, an SIU man for 25 years, is ready to go but is carefully scanning the board for the right run. Ben's last vessel was the *CS Baltimore* as an A.B.

Arthur Fontaine has spent two solid decades sailing with an SIU card and wouldn't have it any other way. Art's last ship was the *Miami* as A.B. He's walking around lately with a real big smile since his wife just presented him with a bouncing baby girl.

And John Roblee, also a 20-year SIU sailor, is holding down the hall on every call, all ready to go.

Philadelphia

Shipping out of the city of brotherly love has been fair lately.

Comas Knight is registered and ready to go after spending some time on the beach. Comas sails in the black gang and will take the first FWT job that comes along.

Registered and ready to go after a few months at home on the beach is Joe Werselowick, who sails in the steward department. Joe's last ship was the *Merrimac*.

Boyd Doubts U.S. Need For Any Merchant Fleet At All

WASHINGTON—Except for that cargo which goes over the docks, there is no purpose in a merchant marine as such! This is the latest pronouncement of Alan S. Boyd, Secretary of the new cabinet-level Department of Transportation.

Boyd stated this opinion in a question and answer session with reporters after he had addressed a recent luncheon meeting sponsored by the National Press Club.

He quickly added however, that "I am not talking about the defense aspect of it." He did not say how he could possibly separate one aspect of the merchant marine from the other since without the first capability the second would not be available in time of need. He also totally ignored the American-flag merchant fleet's vital role in the nation's foreign commerce, its badly needed contributions toward maintaining a favorable balance-of-payments structure with foreign nations, and many other vital factors.

Boyd was again thumping for inclusion of the Maritime Administration under the jurisdiction of the Transportation Department, which he heads. MARAD was excluded from the new Department as a result of a vigorous campaign waged by maritime labor, management, and many congressional legislators who feared that if maritime were placed under Boyd, whose anti-maritime feelings were even then well known, the total disappearance of the American flag from the high seas would be an ever-present danger.

To assure that the United States has an adequate merchant marine in the future, maritime labor and management, with the aid of many concerned legislators, are continuing their vigorous campaign for the establishment of the Maritime Administration as an independent agency—not submerged in any other government department and with an Administrator who is truly knowledgeable and concerned about the needs of maritime.

The steep decline of U.S. maritime in recent years has come about because of the fact that, submerged within other agencies whose administrators were basically concerned about other modes of transportation, maritime was always treated as a stepchild and no progressive maritime legislation was forthcoming. This is precisely the situation which Boyd would continue were maritime placed under his jurisdiction.

In his recent remarks to reporters he brought this out clearly, even if he did not actually intend to do so. There is a great deal of knowledge about the movement of commodities in the area of surface transportation which could be brought to bear in a "sort of a paternal manner" if the merchant marine were where "we could use our good offices to bring these people together," he said.

This is again the "stepchild" approach which he advocates—an approach which has brought the American maritime and shipbuilding industry to the verge of total disappearance.

Kingsport Management Destroys Tree



Strikers and representatives of unions on strike against Kingsport Press, Tennessee, point to stump of tree cut down as part of company's latest attempt to harass and discourage striking workers. Tree had sometimes protected pickets from the weather, so management decided it had to go. Strike by printing trades unions has been underway nearly four years over demands for union contracts.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



A petition by the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers, AFL-CIO, has been sustained by the National Labor Relations Board. The petition charged Avondale Shipyards, Inc. with failing to provide the union with a list of the names and addresses of employees eligible to vote in a union election that was held on January 26.

The requirement to supply names and addresses was handed down in a recent ruling by the NLRB in the case of Excelsior Underwear, Inc. Avondale Shipyards, Inc. has filed exceptions with the NLRB in Washington, D.C. contesting the NLRB regional ruling.

New Orleans

Anything that comes up will fill the bill for Walter Lanier. Seafarer Lanier sails in the steward department. His last ship was the *Del Santos*. He does have a preference for the Far East, but doesn't intend to wait too long for his preference to show on the board before packing his gear.

Seafarer James H. Hawkins is scouting the board in hopes of scoring a job on the *Lakewood Victory*. Hawkins' last trip was as an oiler aboard the *Del Sol*.

Angel Valdes recently finished a run to Viet Nam and now is waiting for another one to show. His last Viet Nam go-round was as steward utility on the *Cornell Victory*. Valdes spends most of his beach time in Florida. Having piled off the *Lucille Bloomfield*, Chief Cook Lester Burnett is warming the cushions in the hall lounge. However, he is looking

forward to a trip to Viet Nam in the near future.

Houston

One of the many old timers in this port, E. Thompson, has checked into the Galveston Hospital. Thompson's Union brothers are all hoping he comes back to ship soon.

An oldtimer just out of the Galveston hospital where he was laid up for a while is J. Hunt. Hunt has been welcomed back by his buddies at the hall, who are glad to see him on his feet again.

With shipping slowed down a bit recently around Houston a lot of members here are taking advantage of the lull by straightening out their affairs on the beach.

Mobile

Gibson H. Coker is back from a Viet Nam run aboard the *Our Lady of Peace* as an A.B. Brother Coker is married and makes his home in Mobile with his wife and children. He's shipped out of this port a good 25 years.

William F. Coggins will be ready for another tanker as soon as his broken arm heals. His last ship was the *Penn Sailor*, on which he sailed as an A.B. He too makes his home in Mobile with his wife.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The volume of iron ore, coal, grain and limestone carried on U. S. and Canadian ships over the Great Lakes during 1966 set an all-time high at over 210 million tons. The previous high at just under 200 million tons was set back in 1953.

While grain shipments were at an all-time high for the season, just a small proportion, 11 per cent of the trade, was carried by U. S. ships.

Duluth

Compared to last winter, 1967 is as tame as a lamb. Our upgrading school has been going very well. Andy Kent, Jr., was the first wiper to pass the FOW test and David Jones was the second. Mike Degeburg, Duane Witt, David Brander as well as Tom Held have finished the AB test and are waiting for the ice to break. Ken Lund has done a bang-up job assisting Jack Hall put 150 men through the upgrading program.

Brother Steve Laffy, we're sorry to report, is back in the hospital again. We're all wishing for his speedy return to active seafaring.

Chicago

Although the weather has been very bad in this area, vessels across the lake and in the Chicago area are beginning to fit out for what may prove to be an early as well as full season.

Old-timer Al Hartlaub has decided to lay up along with his ship, the *John Galster* of the Penn-Dixie Cement Co. Al joined up with this vessel in 1936 and has sailed every

season since without missing a single season, right up to 1966. He's just 65 years old, too. Last year, Penn Dixie decided to purchase another vessel to replace the *Galster*, which was built in England, back in 1897. Al feels that 31 years on the same ship means that when she lays up, he should too.

Alpena

Things are beginning to buzz about the port of Alpena as spring makes her yearly approach. The *Iglehart* (Huron Cement) is calling back the after end crew for February 20th; the *Crapo* (also Huron Cement) after end call is for the 27th of February; and for the *Townsend*, it's March 6th as show up time for the after end crew.

There's a steady stream of SIU men at the clinic getting their physicals daily. All members who have not had a physical exam are urged to do so.

Winter in Alpena was nothing less than extraordinary. As this is being written this morning, the temperature is 16 below zero. On some streets in the city of Alpena, snow is piled in an excess of 7 feet. So, have snow, will melt... We hope.

NLRB in Operation Since 1935

25 Millionth NLRB Election Vote Marks Milestone in Labor History

WASHINGTON—In mid-February an American worker made history by casting the 25 millionth ballot and marking a new milestone in the National Labor Relations Board's 31-year history of conducting secret representation elections.

In casting his ballot to help determine whether he and his fellow workers wish to have a union represent them in collective bargaining with their employer, maintenance technician Leonard P. Scheno, an employee of the Reynolds Metals Co. at Woodbridge, N.J., became the man of the hour.

At public ceremonies in the Department of the Interior Auditorium in Washington on March 2, Scheno was presented with a certificate observing his historic 25 millionth ballot, with his wife and three children in attendance.

Other ceremonies the same day in Washington were sponsored jointly by the AFL-CIO and groups representing management, to note the era of improved labor-management relations made possible by the secret representation election machinery established by the 1935 National Labor Relations Act—also called the Wagner Act.

In attendance at various ceremonies marking the event were Labor Secretary W. Willard Wirtz; Judge J. Warren Madden, the first Chairman of the NLRB; present NLRB Chairman Frank W. McCulloch; NLRB General Counsel Arnold Ordman; former New York City Mayor Robert Wagner, son of the late Senator Robert Wagner, sponsor of the National Labor Relations Act; Leon Keyserling, former assistant to Senator Wagner who aided in drafting the Act, and many others.

Since passage of the original 1935 National Labor Relations Act, it has been amended—through Taft-Hartley—to impose restrictions on labor activity. But one of the original functions of the NLRB still remains—conducting representation elections through secret ballots.

During its first year, the NLRB held 31 elections involving 7,734 voters. During the last fiscal year, it held 8,324 elections—involving more than 500,000 voters.

Before passage of the NLRA, nearly half of the country's labor disputes had union recognition and other aspects of the right of workers to organize as their major issues. Faced with powerful anti-labor employers, organizational

strikes were often violent, bloody and sometimes fatal for workers.

To fulfill its function of allowing workers in every state of the union, Puerto Rico and Guam to vote peacefully for or against union representation, NLRB representatives traveled to the remotest areas—by mule train, snow shoes, automobiles, airplanes, railroad trains, trucks, small boats and ocean liners. They conducted secret ballot elections in factories, warehouses, mills, movie studios, logging camps, sports stadiums, boxcars, truck terminal restrooms, and even pitched a circus tent for use as a polling place.

The NLRB estimates that one out of every three members of the American working force has participated in an NLRB election at one time or another.

NLRB files show however, that there are still great areas of the country, notably the South, and important industries where resistance to labor organization is still as powerful and as unscrupulous as it was over 30 years ago.

There is not a day when an NLRB trial examiner's report or a Board decision does not show employer chicanery regarding representation elections; threats to shut down shops; promises of rewards for those voting against the union; the use of racial hatred; the illegal questioning of workers on their feelings about unions, spying on union organizers and organization meetings; the use of public opinion and pressure on workers by local Chambers of Commerce; the illegal firing of known union men, etc.

J. P. Stevens Co. Is High on List Of Biggest Union-Busters in U.S.

WASHINGTON—Labor law violations of the J. P. Stevens & Co., Inc., have been so persistent and the testimony of management so untruthful that "it begins to appear doubtful" that any legal remedy can right the wrongs done to Stevens employees, a National Labor Relations Board trial examiner has concluded.

The examiner was Boyd Leedom, formerly NLRB chairman in the Eisenhower Administration. The Stevens firm, second largest textile chain in the nation and an important government contractor, is headed by Robert T. Stevens, secretary of the Army in an Eisenhower-era Cabinet.

In a report upholding union charges of widespread unfair labor practices in Stevens' Carolina plants, Leedom scored management not only for repeatedly violating employe rights but also for setting policies that he said led many company supervisors to lie on the witness stand.

Leedom declared that "an unending series of unfair labor practices by an employer may result in permanently thwarting concerted action by employees." Conceivably, he said, "other arms of government, with a different approach, may have to take action" if Stevens employees' rights are ever to be enforced effectively.

The former chairman also advised another approach—a "signal from the top" and a "complete conversion" of the Stevens way of doing business.

In his findings, Leedom noted that "those who take an oath to tell the truth should do so." As for remedies open to the NLRB, he recommended a "cease and desist" order directing the Stevens chain to halt its threats, intimidation and interference with the rights of employes to take part in union activities; and an order restoring 13 fired workers to their jobs, with backpay to their discharge in 1965 or 1966.

The decision—the third of its kind by an NLRB hearing officer

against the big textile chain for interfering with organizing drives by the Textile Workers Union of America—brought demands for a congressional investigation into textile industry conduct. The demands come from TWUA President William Pollock and Director of Organization Nicholas Zonarich of the AFL-CIO Industrial Union Dept.

"Nearly four years have passed," Pollock said, "since the proceedings against J. P. Stevens began. Not one of the 101 unlawfully discharged workers has yet been reinstated." He continued:

"Trial Examiner Leedom has found that a conspiracy exists in the southern textile industry that has denied thousands of employes... such economic benefits as may flow from the labor act." Like two other examiners, Leedom called for new remedies—a "matter to which the 90th Congress should turn its immediate attention," Pollock declared.

"The fact that Stevens, while cynically indulging itself in mass violations of federal labor law, continues to fatten on millions of dollars of federal contracts is a matter for the Johnson Administration's immediate attention.

"There is no justification whatever for rewarding lawbreakers with federal contracts," Pollock concluded.

The TWUA began an organizing effort in 1963 at Stevens plants in Roanoke Rapids, N. C., Piedmont, S. C., and Greenville, S. C. Management launched a program of opposition that drew repeated union charges of unfair labor practices. Three examiners have now found the company guilty of unlawful conduct and a fourth charge still awaits a hearing.

Mail Held In Chicago

The Chicago SIU hall is holding mail for the following Seafarers, each of whom may have it forwarded to him upon request:

- Joseph Arle
- Edward J. Barbuchuk
- William Butcher
- John R. Fromm
- Mark Merila
- Carle E. Nelson
- Edward M. Peltoniemi
- John R. Stevens
- Ralph Swierczynski
- Howard Thurlow
- Isaac Tucker
- Earl Wilson

New Orleans Labor Candidate Wins



New Orleans state representative Eddie Sapir (left) is shown with his father (center) and SIU vice-president Lindsey Williams at victory celebration following Sapir's recent election to New Orleans City Council seat. Sapir ran successfully for City Council with solid backing of SIU and the Greater New Orleans Vicinity AFL-CIO.

THE INQUIRING SEAFARER

Question: What countries of the world are the friendliest or the most unfriendly to the American seaman?

Joseph Henault: Egypt is the most unfriendly nation toward seamen. The natives are all a bunch of thieves who'd take the shirt off your back in the middle of the night. But on the other hand, Germany and Belgium are quite friendly. The people are honest and industrious. These two countries seem grateful for help the U.S. has given them.



Thomas Wares: Pretty near every country takes it for granted that the American sailor's got a \$100 bill behind each ear and is out to get it from you. The waterfronts of most of the world are bad. But the girls on the Philippine waterfront, they're the best. Saigon women are the worst, for they demand a lot of material things. Drinks, money and the like. With a war going on, things are hard on them.



Vernon Anderson: People in the Scandinavian countries are not only clean and attractive, they're also kind. In general, if you conduct yourself in a way which shows you want to be respected, it has a whole lot to do with the way you're treated. I don't think there's any country now, outside of North Viet Nam, China and Indonesia, which is truly unfriendly to the American.



W. Lindsay: To me, India was pretty unfriendly. The people treat you coldly. Germany, though, is a very nice spot for the American sailor, as is Okinawa also a fine place. Europe in the main is a good place for the seaman. Generally, the Seafarer doesn't fare badly, no matter where he is.



Adrian Texidor: Venezuela is a bad, unfriendly spot. They don't like us at all. All Venezuelans try to do is drag everything out of us. They want your money, as well as your money! Not too many other countries are better. The Dominican Republic is a good spot. Spain is, too.



Arthur Sankovidt: Japan and the Philippines are very friendly. So is Thailand. Indonesia, though, is bad as far as the seaman is concerned. They always give you a hard time and there's nothing there to go ashore for. They try to get your money. Interestingly, Viet Nam used to be very good, say back in '46 and '47, but now it's all messed up due to the political situation. There used to be no hostility in Viet Nam toward the American. It was nice. Now there's hostility. When it was known as French Indo-China, it was a good place to be. Now, today, you feel out of place there.



DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 11, 1967 to February 25, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	3	0	0	11	3
New York	60	34	56	19	31	191	88
Philadelphia	4	4	8	31	4	16	8
Baltimore	29	16	8	8	5	98	43
Norfolk	9	8	6	5	9	21	15
Jacksonville	10	9	3	2	4	18	8
Tampa	3	4	4	3	0	10	4
Mobile	24	14	5	3	3	153	80
New Orleans	48	27	45	14	1	149	74
Houston	39	30	22	15	6	46	9
Wilmington	14	10	10	4	3	78	30
San Francisco	48	33	44	21	18	37	13
Seattle	18	17	7	11	13	67	25
Totals	307	208	220	108	92	900	400

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	1	0	1	2	2
New York	60	42	32	20	45	145	79
Philadelphia	9	7	3	4	3	11	5
Baltimore	15	12	12	8	2	47	29
Norfolk	11	6	4	8	9	18	10
Jacksonville	1	2	2	0	4	5	6
Tampa	2	2	2	2	1	5	3
Mobile	18	4	5	10	5	45	16
New Orleans	32	28	28	30	7	81	61
Houston	25	27	25	13	6	77	69
Wilmington	15	11	5	5	11	29	8
San Francisco	30	20	33	17	30	38	13
Seattle	12	9	5	7	18	24	9
Totals	232	172	157	124	142	527	310

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	2	1	1	2	2
New York	35	18	33	16	37	116	36
Philadelphia	8	3	5	2	2	16	7
Baltimore	14	11	6	9	4	53	27
Norfolk	3	3	5	3	6	9	12
Jacksonville	2	2	1	3	5	3	2
Tampa	2	1	2	1	0	6	1
Mobile	9	6	0	1	8	93	10
New Orleans	34	25	24	11	0	134	79
Houston	19	18	14	9	8	76	57
Wilmington	10	6	3	1	4	19	7
San Francisco	39	17	50	16	26	41	13
Seattle	14	10	9	8	10	16	7
Totals	190	121	154	81	111	544	260

YOUR DOLLAR'S WORTH
Seafarer's Guide to Better Buying

By Sidney Margolius

Exaggerated attacks by trade associations and business lobbyists on government consumer-protection programs have resulted in serious damage to these efforts.

In California, newly-elected Governor Ronald Reagan, former movie actor, almost as soon as he took office discharged Helen Nelson, California's long time state consumer counsel. Mrs. Nelson had been responsible for valuable advances in consumer protection in that state, including laws putting ceilings on finance charges and limiting finance companies and dealers to either repossessing or suing for the balance of a debt, but not both. Just before Mrs. Nelson was fired she had begun a drive to remedy California's present severe garnishee laws.

Nationally, consumers have become worried by persistent reports that President Johnson plans to downgrade his own consumer program headed by Esther Peterson. The reports have said that Mrs. Peterson, who also is an Assistant Secretary of Labor, is expected to resign her post as Consumer Assistant to the President. The reports also said that the program will be separated from the White House and put into the Department of Health, Education and Welfare.

Both Mrs. Peterson and Mrs. Nelson have worked hard to get national legislation requiring clearer labeling of package contents, and the "truth in lending" bill. This would require lenders and installment dealers to tell buyers the actual true annual interest rates they must pay on installment purchases and loans.

A reduction in the status of the federal consumer program will have a damaging effect just as this work was achieving results in getting cooperation of the more objective businessmen towards solving some of the consumer problems that waste family money and national resources.

One report, in *Home Furnishings Daily*, said that Washington observers believe Mrs. Peterson "has

become increasingly distressed with LBJ's disinterest in consumer affairs—and his insistence on 'consensus' and 'getting along with business' has tended to inhibit the consumer program."

At least some businessmen certainly have not been easy to get along with. Some have attacked Mrs. Peterson personally and have exaggerated her efforts to help consumers. Latest of these attacks came from Herbert Mayes, former editor of *McCall's* magazine, now a director and consultant to the *McCall* Corp. Revealingly, after attacking Mrs. Peterson, Mayes said at the end of his speech before an advertising trade group that he himself had never talked to Mrs. Peterson about her program.

An attack in *Grey Matter*, a widely-read advertising newsletter published by the Grey advertising agency, became almost hysterical. Grey does ads for Procter & Gamble and other big companies. It called Mrs. Peterson's proposals to provide consumer education in the schools a "peril to our society in teaching children that profit is a dirty word, and that competition is bad... We must protest against tainted knowledge. We must prevent the take-over of the schooling of our youth in economics by those who have no faith in our economic system."

In an earlier assault, *Printer's Ink*, advertising trade magazine, called Mrs. Peterson "the most pernicious threat to advertising today," and said she is "deliberately pitting consumers against advertisers," and suggests to consumers that "they are being manipulated and mistreated." The Advertising Federation of America charged that Mrs. Peterson "has created unwarranted suspicion of American business."

Neither Mrs. Peterson nor any other proponent of consumer education had ever suggested telling children that profit is a dirty word. Nor can teaching youngsters how to budget and comparison-shop be viewed as "brainwashing," let alone a capture of their schooling.

AFL-CIO Dispute Settled With Ohio Radio Station

WASHINGTON—The AFL-CIO's acceptance of free radio time to answer a series of critical editorials has brought an end to its dispute with an Ohio broadcaster. Also terminated was the federation's complaint to the Federal Communications Commission in which the station's fitness to continue as a license holder was questioned.

Radio station WMRN of Marion, Ohio, on Feb. 5 broadcast a pre-taped program prepared by the AFL-CIO in answer to criticism of AFL-CIO President George Meany and other labor representatives last August during the airline mechanics' strike.

The federation had objected to the charge by the station's owner and president that Meany had threatened Congress with political retaliation if anti-strike legislation were enacted.

When documentation was furnished proving that Meany had not made such a threat, a more critical editorial was broadcast. Further correspondence produced a third editorial critical of AFL-CIO representatives for taking issue with the station's on-the-air statements.

When attempts to correct the editorial statement failed, the federation made a request to the station for answering airtime under the provisions of the FCC's Fairness Doctrine. Receiving no reply, the AFL-CIO then filed a complaint with the FCC and asked for a hearing into the station's competence to hold a broadcast license in view of its violation of the Fairness Doctrine. The station had failed to afford "reasonable opportunity for the discussion of conflicting views on an issue of public importance," the complaint stated.

In its answer to the FCC, the station pleaded that "an unavoidable set of circumstances" had led to the AFL-CIO complaint. Chief of these, it said, was the illness and death of the station owner and president shortly after the AFL-CIO request for air time had been made. The letter noted that the station owner personally delivered all editorials and also handled all related correspondence himself, which had led to problems in view of his winter-time trips to Florida.

"As has always been the policy of the station," the letter stated, "we stand ready now to offer equal time to respond to the editorial in question. We will be only too glad to work out suitable arrangements."

The AFL-CIO accepted the station's explanation and in view of the dispute arising at the time of the owner's fatal illness accepted the air time and withdrew its complaint to the FCC.

LABOR ROUND-UP

The AFL-CIO-affiliated Rubber Workers will be seeking in its bargaining next month a provision calling for a "Full Employment Earnings Program" that will pay laid-off workers up to 95 per cent of their regular pay.

Another major Rubber Workers bargaining goal is a substantial increase in general wages, a 1968 wage reopener, two more paid holidays, better vacation pay and upgrading of URW skilled tradesmen to the level of craftsmen in the auto industry.



Representatives of more than a million organized federal workers agreed on a legislative program for the 90th Congress emphasizing "full comparability" with salaries in private industry and new machinery to make collective bargaining more effective in the civil service. The program was adopted by the AFL-CIO Government Employees Council, made up of 33 unions with members employed by the federal government. GEC Chairman E. C. Hallbeck termed adoption of the council's program "essential" if the federal government is to be regarded as "an enlightened and progressive employer."

British Columbia shipyard workers have won major wage and fringe benefit gains in a two-year contract negotiated by unions affiliated with the Metal Trades Council. Twelve affiliated unions, bargaining jointly for some 3,000 workers at Vancouver and Victoria yards, reached agreement on a first year pay hike of 9 percent

for non-journeymen and 30-cents-an-hour for journeymen, retroactive to last October 15. An across the board raise of 20 cents an hour for all workers is provided in the second year of the contract. The agreement, based on the unanimous recommendation of a tripartite Conciliation Board, covers employees of Burrard Drydock in Vancouver and two Victoria firms, Yarrows Ltd., and Victoria Machinery Depot. Welfare, vacation, overtime and holiday improvements are also made in the contract.

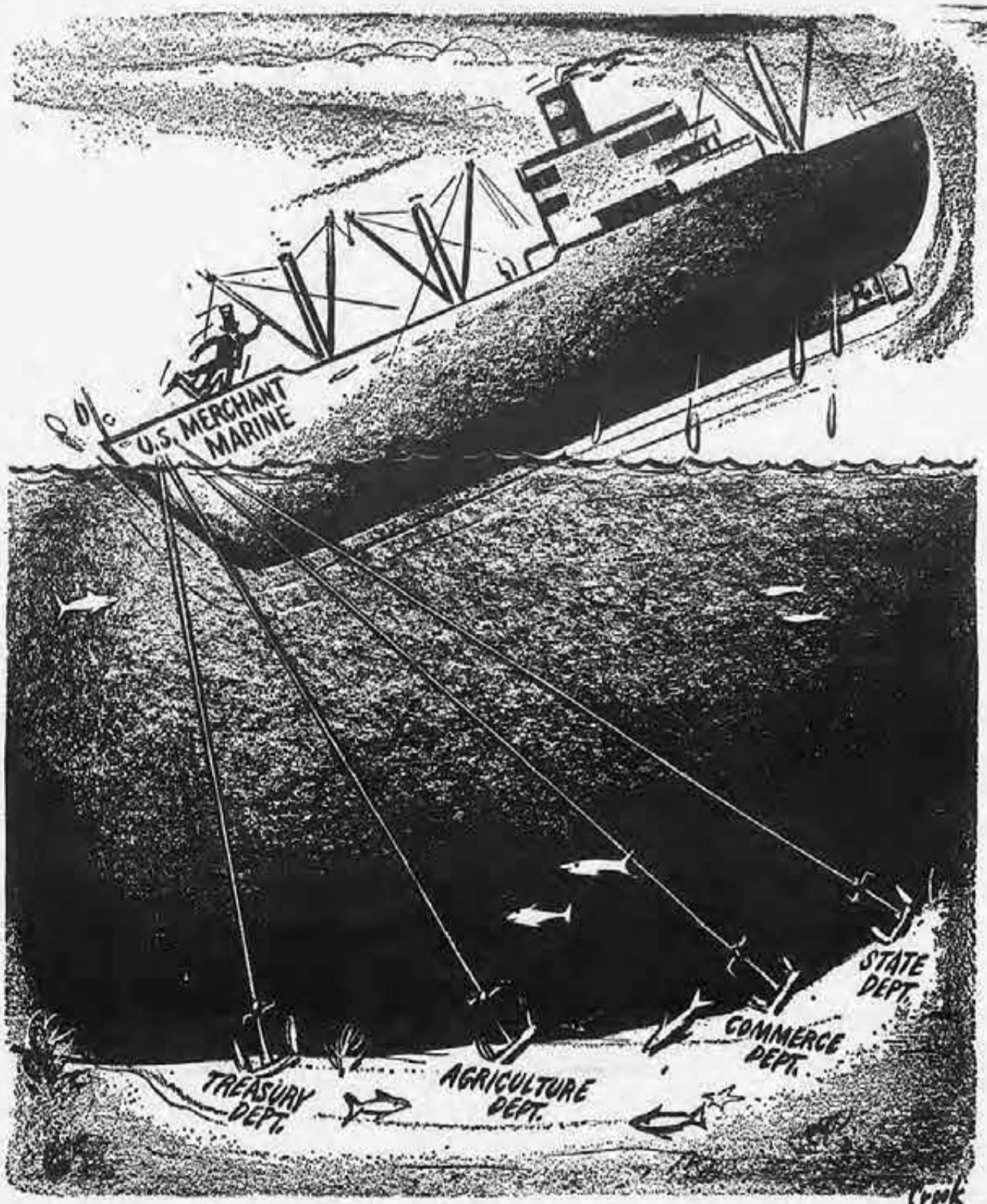


Speaking at Roosevelt University's commencement exercises in Chicago, Labor Secretary Willard Wirtz urged that: "Some work should be part of every person's education." He urged utilization of three-month-long summer vacations from school as a means of acquainting young people with the world of work, in order to enhance their familiarity with what lies ahead.



Transport Workers Union members returned to their jobs after a one-day strike against the Philadelphia Transportation Company, winning a new contract worth 42 cents an hour over two years. It was six cents an hour more and six months shorter than the company's pre-strike offer. Before settlement was reached, the union presented an exhibit which showed that PTC ranked last in a list of 52 cities in the hourly wage rate paid operators.

"Anchors Aweigh!"



Reprinted From Newsday

The Press Adds Its Voice

As the drive undertaken by maritime labor, management, and various national legislators to establish the Maritime Administration as an independent agency of the Government gathers momentum, more and more influential voices across the country are adding their solid support to the campaign.

One of the latest to go on record in support of an independent MARAD is the influential and highly respected Long Island, N.Y. newspaper, Newsday.

The January 30, 1967 edition of Newsday took the subject of the United States' rapidly deteriorating merchant fleet and the desperate need for an independent Maritime Administration as the basis for its editorial.

In conjunction with a cartoon depicting the U.S. merchant marine being scuttled by various U.S. Government agencies, Newsday recounted some of the sad facts about the present condition of the American-flag merchant fleet.

"In three years," Newsday warned, "the United States will have only 200 dry cargo ships that are less than 25 years old. Our fleet is almost obsolete . . ." The editorial goes on to remind Newsday's readers that 96 percent of the strategic materials we import

presently move aboard foreign-flag ships. It goes on to place much of the blame for the present chaotic state of U.S. maritime Government agency bureaucratic bungling.

"It is in this area that confusion reigns," the Newsday editorial continues. "Jurisdictions overlap, lines of authority are blurred and responsibility is uncertain. Currently five cabinet level departments, the Federal Maritime Commission, the Maritime Administration and a welter of subsidiary offices and boards have jurisdiction over the merchant fleet in one way or another. New ideas and bold initiatives have little chance of moving through this thicket of tangled authority."

"Many in Congress believe the task (of setting a progressive maritime policy for the United States) should be given to the head of a reorganized Maritime Administration," Newsday continues, noting the many bills presently pending in Congress to make MARAD an independent agency whose head would report directly to the President.

"A new, independent Maritime Administration, with expanded responsibilities, is an excellent idea," Newsday says. "The Congress should act to create this new agency."

"It would help eliminate one of the merchant marine's most pressing problems, too many captains in Washington."



INCOME TAX GUIDE

April 17, 1967, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1966.

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

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1966 must file; if 65 or over, \$1,200 or more.

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



WHEN TO FILE. Tax returns have to be filed by April 17, 1967. However, the April 17 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

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

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

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

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

WAGE EARNERS WITH LESS THAN \$10,000 INCOME.

You can use a simpler return (Form 1040A), printed on a punch card, if:

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

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

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

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

DON'T USE FORM 1040A IF—

- (1) You wish to take any deductions for specific items, such as unreimbursed employee expenses.
- (2) You wish to claim a retirement income credit.
- (3) You wish to compute your tax under the head-of-household rates or to claim "surviving spouse" benefits.
- (4) You wish to claim any exclusion for wages or salary you received for a period while you were sick and this amount is shown on your Form W-2.
- (5) You wish to claim credit for payments of estimated tax for the taxable year or for an overpayment from 1965.
- (6) Your wife (or husband) is filing a separate return on Form 1040 and itemizes her (or his) deductions.
- (7) You have a nonresident alien status.

HOW TO PAY

The balance of tax shown to be due on your return must be paid in full with your return if it amounts to \$1 or more. Make checks or money order, payable to "Internal Revenue Service."



ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount

less than 50 cents, and increase any amount from 50 cents through 99 cents to the next higher dollar.

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

CHANGES IN MARITAL STATUS. If you are married at the end of 1966, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1966, you are considered single for the entire year. If your wife or husband died during 1966, you are considered married for the entire year. Generally, a joint return may be filed for 1966 provided you have not remarried before the end of 1966.

EXEMPTIONS. Each taxpayer is entitled to a personal exemption of \$600 for himself, \$600

\$600 income and live in the U. S., Canada, Panama or the Canal Zone.

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

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

CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If a total of more than \$277.20 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$277.20 as a credit against your income tax.

Long-Trip Tax Problems

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

For example, a seaman who signed on for a five-month trip in September, 1965, paying off in January, 1966, would have all the five months' earnings appear on his 1966 W-2 slip and all the taxes withheld in 1966. This practice could increase his taxes in 1966 even though his actual 1966 earnings might be less than those in 1965.

There are ways to minimize the impact of this situation. For example, while on the ship in 1965, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1965 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1965 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1965, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1966 W-2. The seaman then, on his 1966 return would have to explain that he had reported some of the earnings in 1965 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

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

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

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

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

HOW TO REPORT YOUR INCOME. All income in whatever form received which is not specifically exempt must be included in your income tax return, even though it may be offset by deductions. Examples are given below: **Example of Income Which Must Be Reported:** Wages, salaries, bonuses, commissions, fees, tips, and gratuities.

- Dividends.
- Interest on bank deposits, bonds, notes.
- Interest on U. S. Savings bonds.
- Profits from business or profession.
- Your share of partnership profits.
- Profits from sales or exchanges of real estate, securities, or other property.
- Industrial, civil service and other pensions, annuities, endowments.



- Rents and royalties from property, patents, copyrights.
- Your share of estate or trust income.
- Employer supplemental unemployment benefits.
- Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife).
- Prizes and awards (such as items received from radio and TV shows, contests, raffles, etc.).
- Examples of Income Which Should Not Be Reported:**
- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on veterans' insurance.
- Life insurance proceeds upon death.
- Workmen's compensation, insurance, damages, etc., for injury or sickness.
- Interest on State and municipal benefits.
- Railroad Retirement Act benefits.
- Gifts, inheritance, bequests.

DIVIDEND INCOME. If a seaman has income from stock dividends, he can exclude the first \$100 from his gross income.

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

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

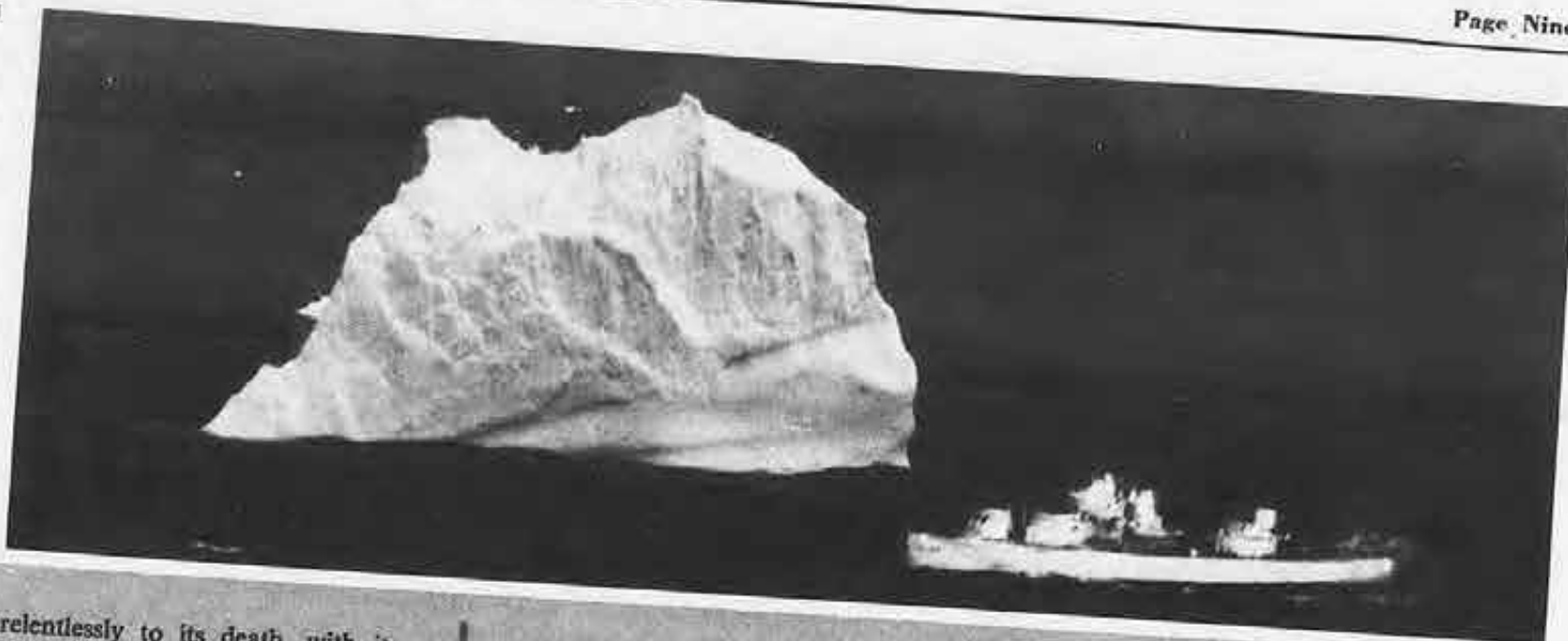
Payments received from the SIU Pension Plan are includable as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit to be calculated on Schedule B which is to be attached to the return.

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

Vacation pay received from the (Continued on page 15)

ICEBERGS

A MAJOR SEA PERIL



AN iceberg drifting majestically and relentlessly to its death, with its craggy frozen cliffs towering high above the sea, is a thing of great beauty.

Born of an eternally frozen Arctic glacier, the iceberg takes on a life of its own as the glacier creeps slowly but relentlessly outward under the pressure of its own billions of tons of ice, until somewhere along its seaward fringes a huge piece breaks off with an anguished roar. The newborn iceberg wobbles, finally rights itself, settles deep in the water and begins its short life.

Immediately, under pressure of winds and currents, its ponderous mass begins to move South. Slowly but inexorably it moves, while the increasingly warmer winds and waters of more southern latitudes gradually take their toll, reducing it to nothing.

While it exists however, it is a thing of awe-inspiring beauty and equally awe-inspiring potential for destruction. For men who spend their lives on the sea, an iceberg represents an ever-present possibility of disaster.

Icebergs in the vicinity of the Grand Banks of Newfoundland have long been the dread of trans-Atlantic navigators. In the days of slow steamers, most vessels had almost no choice but to take a course directly across the Banks—thus traversing the ice zone during the greater part of the year. Prior to 1900 a huge number of vessels went down in this area—both from collisions with icebergs and collisions with other vessels.

In these pre-radar days (as it remains to this very day) there was a double danger in sailing off Newfoundland because heavy fog so often shrouds the area, adding to the danger of the ice drifting down from the Arctic. In addition, the high concentration of traffic and the presence of fishing vessels scattered over the Grand Banks makes a fog-shrouded collision even more likely.

The First Step

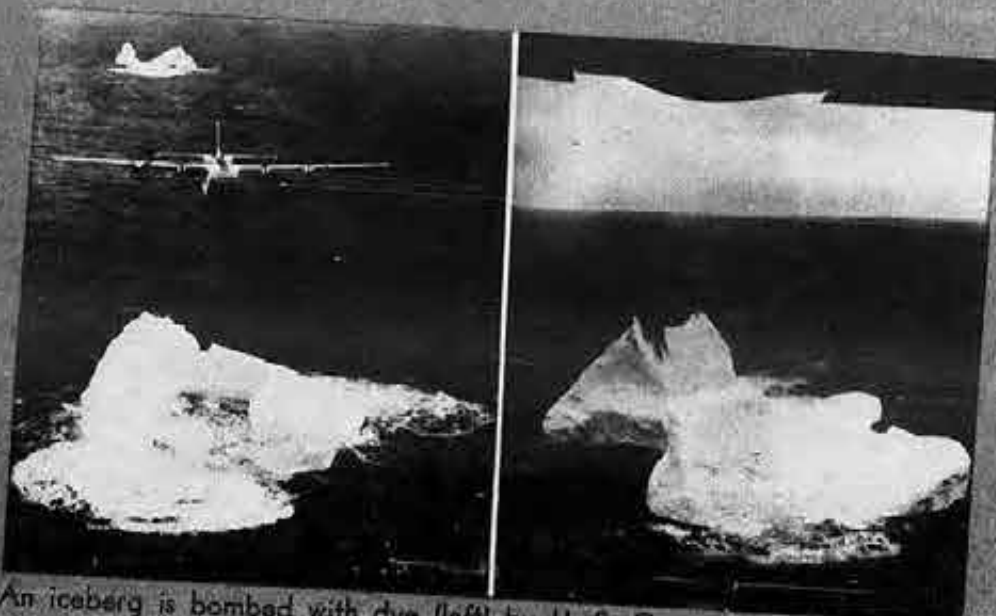
The many ship casualties in the area before the turn of the century led the famous British Cunard Line, in 1875, to adopt a system of tracks—the southern ones being laid south of the normal ice limits. The added safety margin gained by use of these Cunard tracks led other large shipping companies to join in adopting the North Atlantic Track Agreement, in 1898.

Although these tracks were established, no move was yet made to set up any system for observation and warning of iceberg danger. The tracks themselves were helpful in cutting down the likelihood of encountering icebergs, but did not even come close to eliminating the danger. Constantly drifting with winds and currents, ice fields and bergs vary considerably in location during the season as well as from season to season. A course clear of ice at the time of a ship's departure might be choked with bergs by the time she arrived at the Banks.

The United States got into iceberg-detection in February, 1914 as a result of the International Safety of Life at Sea Convention, signed in January of that year by representatives of the various maritime powers of the world—and has been doing it ever since.

The Titanic Disaster

It took the classic ship sinking of all time—the Titanic disaster—to bring the international ice patrol into being. The Titanic struck an iceberg on April 14, 1912 and sank with a loss of many lives, including some of the most prominent people of the time. The demand for an ice patrol sprang up immediately, and following stop-gap measures instituted in 1913, the present patrol machinery was set up in 1914.



An iceberg is bombed with dye (left) by U. S. Coast Guard ice patrol plane. The course of the dye-marked iceberg (dark area, photo right) is easier to plot as it drifts through shipping lanes of the North Atlantic.

The present service, operated by the United States, is paid for by the 13 nations interested in trans-Atlantic navigation. Their individual contributions are based on the total shipping tonnage flying their flag that passes through the Ice Patrol areas.

Under the jurisdiction of the United States Coast Guard, the ice patrol is actually a triple service, including ice-patrol, ice observation and derelict-destruction. Initially, the service consisted of two vessels which patrolled the ice region during the season of iceberg danger and spent the rest of the year keeping the trans-Atlantic lanes clear of derelicts. At present the service includes ships, aircraft and a radio network.

Season Begins in March

The ice patrol service begins each year early in March, with its primary purpose to provide timely information and advance warning to shipping of the extent and limits of icebergs and sea ice in the North Atlantic Tracks in the vicinity of the Grand Banks. Headquarters for the international ice patrol is at Governors Island, N. Y., with a primary base at Argentia, Newfoundland.

It is the job of the central office in New York to evaluate and analyze all data collected; forecast ice conditions based on this data; disseminate observed and forecast ice conditions by means of radio, using the facilities of Naval Radio Washington (NSS), Canadian Naval Radio Halifax (CFH), and Coast Guard Radio Argentia (NIK).

To gather the necessary data and make the necessary observations, the ice patrol maintains an oceanographic vessel on the Grand Banks to collect oceanographic and meteorological data, and maintains a surface patrol craft for ice observation and special broadcasts when heavy ice conditions require it.

To aid in keeping information up-to-date, ships at sea can maintain contact with Radio Argentia (NIK) to request special information or to report ice sightings, sea temperature, visibility, and weather information.

Ships Report Data

Reports of local conditions radioed by ships at sea are an invaluable aid to the ice patrol's task. Ships are requested to report on the shape and estimated size of icebergs as an aid in tracking individual bergs and estimating how long it will take them to deteriorate as they reach warmer latitudes.

In addition, visibility reports are especially valuable in planning ice observation flights by ice patrol aircraft; sea temperatures are used to construct charts for estimating ice deterioration rates and detecting shifts in the branches of the Labrador Current so that iceberg movements can be predicted. Wind data is useful in estimating drift rate and direction of ice and also in planning ice observation flights.

Radar Unreliable

Even in these days of radar-equipped vessels and other advanced technological equipment, the value of direct sightings and forecasts of dangerous conditions cannot be underestimated. The ice patrol, following carefully-conducted tests, warns that radar cannot be relied upon to detect icebergs. Seawater, they found, is a better reflector of radar signals than ice. Therefore a berg or growler (low-lying floe ice of a dark color not easily seen, the remains of a capsized and partially disintegrated iceberg) may not be detected by radar because of the large amount of "return" and radarscope "clutter" caused by radar reflections off the sea itself. In addition, because of its low-lying nature, it was determined that the average range of radar detection of even dangerous size growlers is only four miles at best—too close for comfort or safety. Thus radar is a helpful aid to ice detection, but cannot by any means be relied on totally.

Over the years the ice patrol has devised some new methods of marking and tracking icebergs, and has constantly revised older methods. The latest updating of an older technique is a dye-bomb dropped from a low-flying aircraft.

"Robin Hood" Updated

The bomb is a one-gallon glass jug containing a mixture of calcium chloride (salt) pellets and rhodamine "B" dye. The salt melts grooves in the iceberg's surface, allowing the dye to penetrate the ice from one-half to one inch deep, leaving a bright red stain that will not wash off with melting. A berg marked in this manner can be tracked more accurately than an unmarked berg to determine general rates of drift and deterioration over a long period.

The dye-bomb marking method is an updating of a previous "Robin Hood" technique for iceberg marking in which an archer aboard an ice patrol vessel shot arrows tipped with glass tubes of dye into passing bergs.

In addition to its other duties, ice patrol vessels and aircraft also come-a-running, when needed, to aid and assist people and vessels in distress within the limits of their capability.

Would Include Strong 'Open Housing' Measure

President Urges New Rights Law As 'Decent, Right and Necessary'

WASHINGTON—President Johnson asked Congress to pass a broad-ranging civil rights bill, including open housing, because it is "decent and right" and necessary to make democratic principles "a reality for all Americans."

A similar bill was filibustered to death in the Senate last year after having passed the House, and the President acknowledged that "today the subject of fair housing is engulfed in a cloud of misinformation and unarticulated fear."

Johnson appealed to unions and industry, churches and civic groups, to help dispel these fears. And he stressed: "I cannot urge too strongly that Congress act promptly on this legislation."

The Administration's bill, scheduled to be introduced in the House by Judiciary Committee Chairman Emanuel Celler (D-N.Y.) and in the Senate by Senator Philip A. Hart (D-Mich.), includes these main provisions:

- Legislation making it a federal offense for anyone to interfere with the exercise of civil rights guaranteed by law, including voting, purchasing a home, attending a school or obtaining service in a restaurant or hotel. It would prohibit threats as well as violence and would authorize victims of violence to bring civil actions for damages.

- A strong prohibition against discrimination in selection of federal, state or local juries on the basis of race, color, religion, national origin, sex or economic status.

- Quicker action on job discrimination complaints by giving the Equal Employment Opportunity Commission power to issue "cease-and-desist" orders, subject to review in federal appellate courts. This is the procedure used by the National Labor Relations Board and other regulatory agencies. Present law requires the equal employment commission or the complainant to go to court to seek an anti-discrimination order.

- Extension of the life of the Commission on Civil Rights an additional five years beyond its Jan. 31, 1968, expiration date. The President also asked a 90 per-

cent increase in appropriations for the Community Relations Service of the Justice Dept., which he said has "worked quietly and effectively, behind the scenes, to conciliate disputes before they flared up in the courtrooms or on the streets." The proposed budget raise from \$1.4 million to \$2.7 million would permit adding 93 people to the staff and six new field offices.

The President's new fair housing proposal is a modification and stretchout of the legislation he sought last year but would cover the commercial sales and rentals of all homes by 1969.

Enforcement would be assigned to the Department of Housing & Urban Development, which would first seek to achieve voluntary compliance. If this failed, it could issue a judicially enforceable order after a hearing.

This year, the law would apply only to housing built with federal financial assistance and already covered by a presidential executive order. In 1968, it would apply to real estate developments and to apartments for five or more families. In 1969, it would apply to all housing.

Johnson said the legislation "would be aimed at commercial transactions, not at the privacy of the home. It would outlaw discriminatory practices in financing housing and in providing real estate brokers' services. It would

prohibit 'block-busting' by which unscrupulous dealers seek to frighten homeowners into selling quickly, out of fear that the value of their homes will decline."

Last year's legislation was blocked in the Senate by a southern filibuster actively assisted by Senate Republican Leader Everett McKinley Dirksen.

Commenting on the failure of the bill, "although a majority of both houses in the Congress favored that legislation," Johnson charged that most of the arguments raised against it "involved myths and misinformation." He noted also that "the summer riots in our cities did as much damage to the chances of passing that legislation as the unfounded fears of many Americans and the opposition of special interest groups." He added:

"Today the subject of fair housing is engulfed in a cloud of misinformation and unarticulated fear. Some believe the value of their homes must decline if their neighborhoods are integrated. They fear the conversion of their communities into unsightly slums if a family of a different color moves into a house across the street. Neither of these events need occur. In an atmosphere of reason and justice, they would not occur. In the scores of cities and states that have such laws these events have not occurred."

Calls for Rate Reductions

Electric Co.'s Overcharge Consumers, Montana Senator Charges in Book

WASHINGTON — Residential and commercial users of electricity will be overcharged to the tune of \$11 billion by 1980 if some action isn't taken on electric rates, Senator Lee Metcalf (D. Mont.) declared in a new book written by him.

He is asking that "drastic reductions be made in the rates charged by giant Investor-Owned Utilities—IOW's—and to a lesser extent by the consumer-owned power systems."

In his new book, "Overcharge," which he co-authored with his executive secretary, Vic Reinemer, Metcalf charges that private electric utilities "exploit and mislead the public."

He uses facts and figures to back up his point. For example, the average residential rate for customers served by municipal power systems is 1.57¢ per kilowatt-hour. For customers of IOW's, on the other hand, the average rate is 2.33¢ per kwh.

Not only are residents or areas served by private utilities paying far more for their electric power, Metcalf says, but frequently their local taxes are higher, too.

"Many public power systems," he writes, "finance city improvements, thus permitting decreases in local taxes. Swimming pools, ball parks, schools and hospitals, street lighting—the full range of

community services—are financed in whole or in part by utility revenues, rather than by taxes, in many cities or towns that operate their own power systems."

The authors deflate the argument of private utilities that they pay taxes which makes up much of the difference. They say that city-owned and private utilities pay the same percentage of their operating revenues in local and state taxes. Only IOW's pay Federal taxes, but Metcalf and Reinemer list the Federal tax breaks which the private utilities receive, showing that their customers really pay most of these taxes.

Aside from the financial picture though, the authors charge that part of the private utility industry finances right wing movements, including the John Birch Society.

A minute description is provided, too, of a richly-financed publicity campaign, and the roadblocks set up which undermine the state and Federal regulatory agencies.

The Pacific Coast

by Frank Drozak, West Coast Representative



Long-time patrolman for the SIU-affiliated Marine Cooks and Stewards Union, Pendleton David (Bumblebee) Thompson, died recently and his funeral was attended by his many friends from maritime labor.

Shipping in the bay area has been very active this period and is likely to remain so, especially for AB's, electricians, oilers, FWT's, cooks and bakers.

Payoffs this period included the Elizabethport, Seatrain New Jersey, Our Lady of Peace, Pecos, East Point Victory, San Francisco, Overseas Dinny, Fairport, Tucson Victory and the Transpacific. Signing on were the Elizabethport, Halaula Victory, Pecos, Overseas Dinny, Richfield Victory and the Tucson Victory.

In transit this period were the Seamar, Steel Rover, San Juan, Penn Challenger, Portmar, and Columbia.

A. W. Perkins is happy over just having made the cook and baker job aboard the Tucson Victory. R. C. Henke, meanwhile, is hitting the hall for the first AB spot to hit the board. And A. W. Rummel is waiting for a ship to the Far East following his hospital recuperation. Glad to hear Brother Rummel is back in action.

Wilmington

During the past two weeks we had the Longview Victory, Vantage Progress, City of Alma, and Ridgefield Victory pay off. Eight ships were by in transit and shipping was extremely active. The outlook, though, for the coming two weeks is a little less hectic.

Frank Camara hung onto the Penmar for 10 months as an A.B. before signing off while the ship was in Long Beach on her last trip. Frank will be ready to go again after a vacation and rest on the beach during which time he'll have a chance to see some old shipmates.

Marion Martin was by the Wilmington hall after a 90 day trip aboard the City of Alma. Marion isn't planning too long a stay on the beach. He's ready to pull up anchor anytime with a good A.B.'s spot.

Seattle

Shipping is as fine as it was when we last reported and the outlook is even stronger for FOWT's, cooks and bakers and AB's.

Payoffs have been the Anchorage, Pan Oceanic Faith, Overseas Rose, and the Steel Architect.

Signing on during the past two weeks have been the Anchorage, Santore, Pan Oceanic Faith and the Ames Victory.



Henke

Perkins

In transit we got a glimpse of the Portmar, Seattle, Inger, Fairport, and the Anchorage.

We're glad to report that partly in response to the Log feature on the Trojan horse aspects of Labor Department activity, the Puget Sound Maritime Port Council went on record, at its last meeting, condemning the Labor Department for its witch hunting tactics against labor organizations.

The Seattle SIU Blood Bank, donated seven units from its supply to an elderly patient, a lady, at the USPHS hospital.

Old timers by the hall recently included James Pendergrass, whose last ship was the Ames Victory.

Dave Sykes is on the beach for a rest. His last vessel was the Rice Victory.

Friends of Ed Ruley will be happy to learn that Ed is once again FFD, looking for a sherrang spot bound for Viet Nam.

First Xmas



The young lady in photo above is Roxanne Annis, daughter of Seafarer George Annis. Roxanne was five weeks old when she attended her first Christmas party in New Orleans and had her picture taken with the be-whiskered gentleman.

First Retirement Check



Seafarer oldtimer Manuel Rodriguez (left) picked up his first regular monthly pension check at New York headquarters from SIU rep. Bill Hall. Brother Rodriguez, who makes his home in Brooklyn, N. Y., sailed in the steward department as chief cook until his retirement.

From the Ships at Sea

Peter Gonzalez, Ship's Delegate of the **Del Norte** (Delta), reported that the trip is going well. The crew is still talking about Congresswoman Leonor Sullivan's talk to the crew at a meeting at sea, and the gold charm that the crew gave her "as a token of our appreciation of the good work she is doing for us." Three men were hospitalized in Santos, Brazil, during the ship's voyage north. They were **Fred H. Duchmann, Jr., Harry J. Duracher, and Maurice P. Belanger.** Each of the three received \$50 from the Ship's Fund. Gonzalez reported that the crew gave "the Steward Department a big vote of thanks for the wonderful holiday food" it provided. "We all had fine food, Christmas trees and all," he said. During the meeting presided over by Meeting Chairman **Robert Callahan**, Movie Director **Maurice Kramer** reported that the Chief Engineer was given \$120 to rent 12 topside movies, leaving \$474.85 in the Movie Fund. During the Good and Welfare portion of the meeting at sea, Brother **Sal Rallo** said that Kramer "should try to get ten good movies for \$40 a piece, and not 20 poor movies for \$20 a piece."



Duracher provided. "We all had fine food, Christmas trees and all," he said. During the meeting presided over by Meeting Chairman **Robert Callahan**, Movie Director **Maurice Kramer** reported that the Chief Engineer was given \$120 to rent 12 topside movies, leaving \$474.85 in the Movie Fund. During the Good and Welfare portion of the meeting at sea, Brother **Sal Rallo** said that Kramer "should try to get ten good movies for \$40 a piece, and not 20 poor movies for \$20 a piece."

ship's television set. The trouble was diagnosed as lying with the antenna, and it will be checked at the first opportunity.

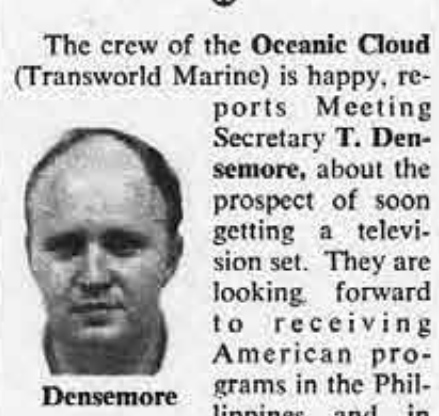


Darville A special meeting of the crew of the **Connecticut** (Oriental Exporters) was called to elect a new Ship's Delegate to replace **Frank P. Scourkeas**, who was hospitalized in Bahrein, the island-city in the Persian Gulf off the coast of Arabia. **Richard E. Darville** was elected with honors, reports Meeting Secretary **A. W. Morales**. The new Delegate's first act was to request that each Department Delegate get a list of needed repairs that his department was responsible for.

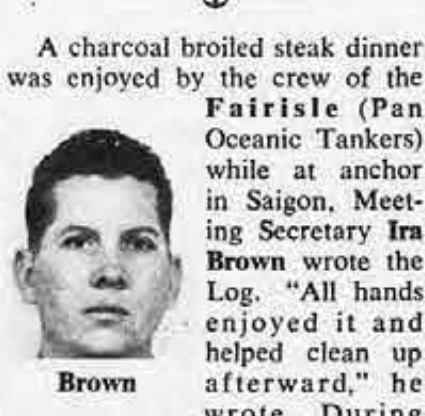
ports that a funeral wreath was sent to **Michele Liuzza's** mother's funeral.



Triantafillos Brother **William Sladko** resigned as Ship's Delegate of the **Lucile Bloomfield** (Bloomfield), reports Meeting Secretary **Pete Triantafillos**, adding that he had "done a good job." **Charles W. Thorpe** was voted in as new Ship's Delegate by acclamation. The crew decided that they would refrain from making any noise in passageways at any hour "to give the man on watch a break to have some sleep," according to Meeting Chairman **Edward H. Heacox**.



Densmore The crew of the **Oceanic Cloud** (Transworld Marine) is happy, reports Meeting Secretary **T. Densmore**, about the prospect of soon getting a television set. They are looking forward to receiving American programs in the Philippines and in Viet Nam. The crew suggested that their rooms and the mess-room deck be painted, and that the rust be removed from the Steward Department head and shower. They were informed, during a meeting chaired by **W. Nesta**, that there would be no draws in American money in Viet Nam, but in local currency.



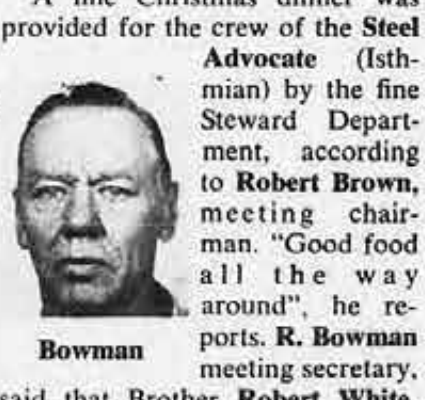
Brown A charcoal broiled steak dinner was enjoyed by the crew of the **Fairisle** (Pan Oceanic Tankers) while at anchor in Saigon. Meeting Secretary **Ira Brown** wrote the Log. "All hands enjoyed it and helped clean up afterward," he wrote. During the good and welfare portion of the meeting chaired by Brother **George Craggs**, the crew decided they will fix the recreation room on condition that no one sleep in it or put his feet on the furniture. A suggestion was made that more chairs be put in the recreation room.



Douglas **James H. Corder** was elected the new Ship's Delegate of the **Calmar** (Calmar). At a meeting presided over by Meeting Chairman **E. Hogge** resolutions were introduced to have the TV repaired, to fix the washing machine and to have the fo'c'sles and shower painted. Meeting Secretary **V. Douglas** reports that during the good and welfare section of the meeting, motions were introduced to see about getting name brands of food, about getting bulk ice cream on the East Coast, and a better grade of steak.



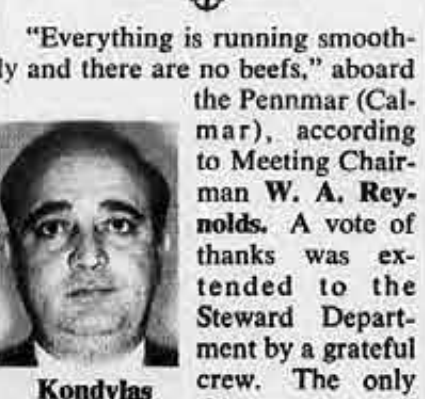
Kaiser "Movie Director" **Maurice Kramer** reported during a recent membership meeting aboard the **Del Norte** (Delta) that the ship was not able to get the movies ordered in Houston. The films were sent from Dallas to New Orleans by air, and Kramer could not get them because the airport was closed. Meeting Secretary **Bill Kaiser** re-



Bowman A fine Christmas dinner was provided for the crew of the **Steel Advocate** (Isthmian) by the fine Steward Department, according to **Robert Bowman**, meeting chairman. "Good food all the way around", he reports. **R. Bowman** meeting secretary, said that Brother **Robert White**, Steward, was put ashore in Balboa, Panama Canal because of injuries. **E. C. Johnson** was elected ship's delegate.



Ruggie Outgoing Ship's Delegate **B. Ruggie** received a vote of thanks from the crew members of the **National Defender** (Western Agencies), "for a job well done," writes Meeting Secretary **W. Scott. William Cameron** was elected new Ship's Delegate. During the last meeting, that old bugaboo, the laundry room, came under discussion. It was decided that the ship's OS's and Wipers arrange a fair schedule among themselves for cleaning the laundry.



Kondylas "Everything is running smoothly and there are no beefs," aboard the **Penmar** (Calmar), according to Meeting Chairman **W. A. Reynolds**. A vote of thanks was extended to the Steward Department by a grateful crew. The only thing wrong at all aboard the **Penmar**, writes Meeting Secretary **N. Kondylas**, is the

KENMAR CHRISTMAS PARTY

A Christmas party for 80 orphans, complete with Santa Claus, presents, and a huge cake, was given by the crew and officers of the SIU-contracted **Kenmar** (Calmar Steamship Corp.). The gala affair took place at the Harbor Hotel in Keelung, Formosa. The orphanage, for children, is close to the hotel. The sponsors of the party, according to a letter to the Log from the Ship's Delegate, were Captain **Charles B. Dunn**, Seafarers **Calvin J. Wilson**, John Seaman, **Ronald Tisdale**, and **Antonio Lally**. Brother **Lally** played Santa Claus. "Everybody had a wonderful time with lots of presents and goodies for kids," the ship's delegate reported. The officers and crew took up a collection of \$290 to pay for the party. The **Kenmar** has been in the Far East a year.



Santa Claus, who is Chief Cook **Antonio Lalli** during the rest of the year, is surrounded by some of the 80 Formosan orphans who were guests at a Christmas party given by the **Kenmar's** crew.



"Santa Claus" **Tony Lalli** gives out with some holiday spirit. Some of the crew from the **Kenmar** pose with **Lalli**, together with many of the children from the orphanage in Keelung, Formosa.



Calvin J. Wilson, **Kenmar's** Bosun, stands alongside the Christmas tree along with some of the local citizens who helped prepare the party and take care of the children during the event.



Marya Hou sits on Santa's lap. The photographer said that she tried to get into every picture and almost stole the show.

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

Seafarers' Knife & Fork Expeditions Take Them to Globe's Far Corners

"If you can afford it, you can eat well in any country," Seafarer Lee Seldin told the Log recently during a discussion of what to expect in the way of food in foreign ports.

Almost all the Seafarers present agreed that Hong Kong can't be beaten among all the world's ports for having the largest number of different types of restaurants—and all practically within walking distance of each other.

Many of the Seafarers questioned said that their favorite food is nothing more exotic than steak. Brother I. Klinetsky claimed that the best steaks in the world are to be had not in Texas, but in Kobe, Japan. No one present disputed the claim.

Kobe is a favorite eating spot, and the conversation drifted back to that port later on. The two best places in town, Brother W. R. Nelson told the Log are the Missona and the Aragawa restaurants. The Missona specializes in Japanese food, while the latter is a Western-style eatery. They are both excellent steak houses, and attract many tourists. All the food is prepared in front of the customer, including not only the steaks, but the potatoes and salad as well. Like most better Japanese restaurants, it is rather expensive. The customer should come prepared to spend at least six dollars.

Seafarer Lee Seldin said the best steaks he ever ate were served at the Bombay Hotel. The meat was "two inches thick, and you could cut it with your fork," he said. Ironically, most Indians are Hindu and never eat beef.

The hotels in Kobe are as good as its restaurants, the Log was told. Most of them feature refrigerators in the rooms, stocked with soda, cheese and canned foods from all over the world. The customer is charged for the food he eats in his room.

Another manifestation of modern Japanese life that Seafarers visiting that country's ports were urged to sample are the many tea and coffee houses. Some are the traditional tea houses, while others are more modern Western-style espresso houses. They all serve both tea and good coffee, as well as sandwiches and other snacks. Most of them are cheap compared to the other restaurants, and some of them have entertainment, ranging from traditional Japanese music to modern jazz. The coffee houses are frequented by students and intellectuals, many of whom speak English. The only complaint reported about the tea and coffee houses is that their ice cream is different than "state side" ice cream, and not very good to someone used to American ice cream.

A favorite spot for Seafarers in Japan is the Hotel New Yorker in Tokyo. The main attraction is the 300 "bunny" type waitresses. In Yokohama, the rendezvous for Seafarers is Jack's Steak House. Needless to say, the food is very good.

A common complaint heard about Asian ports is the bad quality of the milk. Most milk served in the Orient is "reconstituted." However, in most Southeast Asian ports, Magnolia brand milk, imported from Australia, is available. It is up to the standards of American milk. The milk in most of Europe, the Seafarers agreed, is alright.

Japan was not the only Oriental



Seafarers who have eaten their way around the world discuss the epicurean delights awaiting the voyager in various foreign ports. The chow hounds are (l-r): W. Nelson, L. Seldin and I. Klinetsky.

country visited by epicurean Seafarers. Favorite haunts of hungry SIU men in Singapore are The Cockpit, which serves Chinese food, the Delphi Hotel for Western food, and Hotel Singapore for quick snacks.

There are so many good restaurants in Hong Kong that no one particular ones were named. The Seafarers interviewed by the Log urged their Brothers to patronize Hong Kong's Chinese restaurants. All Chinese styles of cooking are represented, including the Cantonese style familiar to patronizers of Chinese eating spots in America, and the Mandarin, or Northern Chinese, which the Seafarers said is the best. A favorite Mandarin dish is chicken in red hot sauce.

Okinawa is another favorite stop of Seafarers who appreciate Oriental food. The specialty on that small island is lobster, which, all the men agreed is great. It was a toss-up between the Seamen's Club and the Harbor View Restaurant which was the best place on the island to enjoy lobster.

The cheapest food in the Orient is to be had in Jakarta, Indonesia. The hottest food is in Malaya. In fact, "Malayan food is so hot, even Indians can't eat it," the Log was told. Needless to say, the food in both Malaya and India is too hot for American tastes. The Seafarer visiting India, the old hands said, should stick to chicken or imported canned food.

Another complaint heard about Indian food is the "sloppy" conditions under which it is often prepared. There are often rats in Indian eating places, the Log was told. Many Seafarers found the Indian custom of eating without the use of utensils repulsive, in spite of the fact that only the right hand is used for eating, while only the left is used for washing one's body.

The Phillipines have good food, the Log found. Pork Adoba was recommended as being a particularly good Filipino dish. It consists of diced pork with long noodles. Ironically, the place Seafarers like best in the Filipino port of Manila specializes in Scandinavian food. It is the Scandinavian Seamen's Club. Seamen of all nationalities are welcome, and the food is excellent. American food is served at the Club. Another place is Scandia's, a restaurant run by a Danish ex-sailor,

named Jensen. He has two other restaurants in Manila, all of them excellent.

As far as European cooking goes, most Seafarers agree that France has the best. The Seafarers interviewed by the Log all agreed that French prices are absurdly high. The patron of even a half-way decent French restaurant can expect to spend a minimum of six or seven dollars. The wine, of course, is also good.

In German ports, the Seafarer can also eat well, but at less cost than in France. As far as potables go, cognac is recommended. Good German cognac can be had in restaurants for \$2.80 a bottle.

A favorite cheap food in Belgium are dixie-cup type containers filled with chicken and potatoes.

One Seafarer said he was pleasantly surprised at the high quality and low prices of Yugoslavian food. His favorite dish in that country is Beef Rijeka, which is made with port wine.

Greek food, most of it cooked with olive oil, is good, most of the Seafarers agreed, though it is on the expensive side. One SIU man said a good way of beating high Greek prices is to patronize the street food stands rather than the better restaurants. These stands sell hot dog type sausages, pastries, and a Greek specialty, sour cheese cake.

One complaint registered about European cooking is that the standard Continental breakfast of hard rolls, jam, and coffee is rather skimpy.

The best dish in Turkey, one Seafarer said, is shishkabob. Another Seafarer said the best shishkabob in the world is made in Casablanca. He was turned on to it by an Arab friend. The chunks of lamb and vegetables are served on a thin wire rod. The lamb, he said, "is better than anything you can get here." He got a dish of hot sauce and a dish of bread. His Arab friend showed him how to dip the bread in the hot sauce as he ate the shishkabob. The prices, he said, were reasonable.

The Log asked Seafarers how to find a good place to eat in a foreign port. One of the best answers to this problem was to ask about eating places when doing any shopping. The time to ask is after the purchase has been made. The proprietor, in almost every case, "will give you an honest answer."

Pension Increase A Big Help

To The Editor:

I wish to thank one and all for the Pension Fund and the help it has given me since I have been on pension.

The 25 dollar increase sure helps buy the 'burgers.' I thank you.

Robert E. Ayers

Nautical Doggies Knocked by Reader

To The Editor:

That dog all dressed up in nautical togs (heaven help us!) is a Schnauzer . . . a terrier, a breed which gets its name from the fact that its smelling apparatus (highly sensitive) usually aims first at the ground (terra firma). As the owner of a Schnauzer, I can assure you that nautical togs are most inappropriate. The only kind of boat mine really likes is a canoe . . . as for water to swim in—no dice.

As for dogs in human clothing—strictly for the really delicate breeds—no healthy sporting dog such as a Schnauzer should ever have to submit to this sort of indignity, except in cases of extreme cold or, perhaps, torrential, cold rain.

I'm saddened to think that a he-man paper like the Log would encourage it.

Margot Thompson

Ed. Note: The Log, in its Jan. 20, 1967 issue, ran a short, illustrated article on sailor suits for dogs. The Log interpreted this phenomenon as being part of the recent revival in all things nautical.

Seafarer's Widow Thanks Crew

To The Editor:

We want to express our heartfelt appreciation to the crew that was aboard the S.S. Marore for the confronting words and help at the time of Thomas T. Willis's death. We are sincerely grateful.

Mrs. Thomas T. Willis and Sons

Drydocked Seafarer Praises Brothers

To The Editor:

This is to show my appreciation to Eddie—I don't remember his last name—who was Ship's Delegate on the Tamara Guilden. (Ed. Note: Eddie is Seafarer Edward J. Rogg). I was a crew member and was hospitalized in Haifa, Israel. I was in the hospital for 24 days, and he went out of his way to see that I had everything I needed.

We had a fine Captain who saw to it that I got the proper medical treatment while in the hospital. The Chief Mate was very good in taking care of me aboard ship. My right lung collapsed on me and I had nothing but trouble.

Again, I want to express my thanks to Eddie and the rest of the boys who came to see me. I am now in the Marine Hospital in New Orleans and don't know how long I will be here.

I have nothing but praise for the crew and officers on the Tamara Guilden, a very fine ship. Tell all my friends and brothers where I am.

James H. "Ped" Parnell

Maritime Defense League Is Needed

To The Editor:

I'm glad to see that SIU membership meetings voted to endorse the new Maritime Defense League. The League deserves the support of every Seafarer because it is badly-needed in these days when various agencies seem to be determined to give union men a hard time whenever they get the chance.

It is true that the SIU members have come a long way in the past 25 years. We have economic security, decent wages, good working conditions, solid pension, welfare and vacation benefits—and are treated with respect by employers and the many government agencies who regulate our livelihoods and who once kicked seamen around as a form of exercise.

But union seamen are still victims of abuse and unfair treatment, as has been shown time and again whenever law

LETTERS To The Editor

enforcement agencies get a chance to put the squeeze on them. Those who remember the early struggles of the SIU and unions generally know what a hard time was suffered by union men on the picket line, in strikes and in militant demonstrations for any good union cause. Any man who ran into legal problems as a result could depend on his union to help him—and help him it did.

With the more subtle anti-union laws in existence today, and the various court rulings, a man with a legal problem can be in a rough spot when it comes to getting assistance, because the union is restricted in many areas from coming to his aid.

At today's costs for legal representation, you can imagine how impossible it would be for a man to get a good lawyer so that his rights will be protected.

That's why the Maritime Defense League is a great idea—and a timely one. Seamen don't have to be told how important it is to protect their rights.

Every SIU man should support the Maritime Defense League.

Fred W. Turbell

Seafarer's Wife Praises Pension

To The Editor:

Cyril Lowery passed away December 7, 1966, in Mobile, Alabama. He had been drawing an SIU pension check for the past 11 years. The SIU is the best thing that ever happened to us. Words cannot express our gratitude to this organization. Our family sends a big thanks to the SIU Pension Plan.

Mrs. Cyril Lowery

FINAL DEPARTURES

John Joseph Moran, 68: Brother Moran died of heart disease after a long illness. He was a resident of Laurence Harbor, N. J. A tugboat deckhand, he had been employed by the Pennsylvania Railroad from 1924 until his retirement 20 years later. Since 1964 he had been retired on an SIU disability pension. He served in the Navy during World War I. He is survived by his wife, Sadie.

Frank G. Strickland, 47: Brother Strickland's death was due to heart disease. He had been receiving SIU disability pension payments for six months. In the Deck Department, he sailed as an AB. He served in the Navy from 1940 to 1959, and was discharged with the rating of Meteorologist. He was born in Baton Rouge, La. He joined the SIU in New Orleans and usually sailed from that port.

Faustino Orjales, 67: Brother Orjales passed away due to complications brought on by chronic lung disease. He died in his home in New Orleans. A member of the SIU since 1946, Brother Orjales sailed as a Steward. He joined the Union in the port of Houston. Born in Spain, he was an American citizen. He had spent over 30 years at sea, on both American-flag and foreign-flag ships, and had retired as an SIU disability pension. He is survived by a brother, Roman Orjales of Baltimore, and a sister Cipriana Orjales of Coruna, Spain.

John Pedrosa, 70: Brother Pedrosa succumbed to liver disease, passing away at the Union Memorial Hospital in Baltimore. Retired on an SIU pension at the time of his death, Brother Pedrosa sailed in the Engine Department. He joined the SIU in 1939, in the port of Baltimore, where he made his home. Born in Portugal, he was an American citizen. A widower, he is survived by his sister-in-law, Roberta Haussmann of Pikeville, Md., and a sister, Maria Carlotta Lima Pedrosa of Lisbon, Portugal.

Emilio Ramos, 58: Brother Ramos died of heart failure in his home town of San Juan, Puerto Rico. Brother Ramos sailed in the Engine Department, as a Deck Engineer. At the time of his passing, he was on SIU disability pension. He joined the Union in 1944, in the port of New York. Born in Fajardo, Puerto Rico, he lived, during recent years, in San Juan, with his wife, Susana, and their children.

Elton M. Hudgins, 59: Brother Hudgins died of a heart attack after an illness of ten days. He was hospitalized in the Norfolk USPHS hospital. A resident of Onemo, Va., he sailed as an Engineer aboard vessels operated by the M. L. Hudgins Company since 1962. He joined the Union in Norfolk. He is survived by his wife, Clara, and a son, Charles.

New Electronic Voice Box Enables Veteran SIU Member to Speak Again

A medical breakthrough has given Seafarer Jeff Davis the hope that he will be able to speak normally again some day. Brother Davis, 60, had his larynx, or voice box removed in March, 1966. The operation was performed at the Staten Island USPHS Hospital in New York.

Because his vocal chords have been removed, Brother Davis can talk only in the barest whisper. He can make himself understood, however, by using a small electronic device called an Electrolarynx. He holds the small, black, cylindrical instrument against his cheek. It picks up the vibrations he is able to produce and adds a "voice" to make them audible. The device was purchased for him by the SIU Welfare



Davis

plan. the article with him, and indicated his desire to the doctors. They told Brother Davis that they could not give him an immediate reply, as they would have to confer with the Boston medical team first to learn the techniques of the operation.

Asked if he thought they would go through with the operation, Brother Davis said "I can only guess." He added that "if it's possible to do it, they will do it." He spoke very highly of the

USPHS Hospital. He thought the quality of care and research was extremely high. And, he said, the "whole staff was great."

He smiled, put the Electrolarynx to his cheek, and articulated: "They need someone to practice on—and I have nothing to lose." Brother Davis lives in New York's borough of Brooklyn and has a grown daughter. He has been sailing since 1935, in "the black gang," as an FWT. He has been a Seafarer for 23 years.

PERSONALS

Jack Bruce

Please contact your former shipmate, Albert Reid, at the Philadelphia Union Hall, or at 1242 So. 29th St., Philadelphia, Pa.

Huntley A. Hibbert

Contact your wife as soon as possible.

Raymond T. Wagner

Please contact Newton B. Schwartz, attorney at law, 500 Branard at Garrott, Houston, Tex. 77006. Phone JA 8-2863.

Buck Rice

Please get in touch with Sam Martin at 332 Heritage Ave., Gretna, La.

Jack Dolan

"Knobby" has moved to 705 74th St., North Bergen, N.J.

George Curry

Please contact your wife as soon as possible. The address is 2409 1/2 So. Miro St., New Orleans, La.

Gordon Chambers

Get in touch with your mother as soon as possible at 208 Fourth St., Bethpage, N.Y. Telephone (516) WE 8-6459.

Joseph H. Paulier

Please contact Mr. and Mrs. B. W. Mathes. The address is 41 Church St., Lynn, Mass.

Peter Wedrogowski

Please contact the law offices of Newton B. Schwartz, 500 Branard at Garrott, Houston, Tex. 77006. Telephone JA 8-2863.

Larry Goonan

Please contact your mother at 2504 Gibson St., N.W., Huntsville, Ala. 35810. Phone (205) 852-9268.

Raymond E. Leonard

You are urged to contact your wife as soon as possible. The address is 903 Pine St., Henderson, N.C. 27536.

Woodrow W. Balch

Please contact your brother, B. C. Balch, Drumright, Okla.

SIU ARRIVALS

Daniel John Juhosz, born January 18, 1967, to the John J. Juhoszs, Lancaster, New York.

Brenda May, born January 20, 1967, to the George E. Mays, Queens Village, L.I., N.Y.

Michael Odee, born December 23, 1966, to the John V. Odees, North Olmsted, Ohio.

Mariellen Bailey, born December 13, 1966, to the Theodore Baileys, Baltimore, Maryland.

William Zansavage, born December 27, 1966, to the Albert Zansavages, Baltimore, Md.

Natalie Ennis, born January 21, 1967, to the Thomas E. Ennis, Philadelphia, Penna.

Elsie Beth Boone, born November 8, 1966, to the Thomas B. Boones, Norfolk, Virginia.

Raul M. Aguilar, born January 3, 1967, to the Raul M. Aguilars, New York, New York.

Allan Eugene Lewis, born July 23, 1966, to the Allen Lewis, Baltimore, Maryland.

Brian Bonney, born September 26, 1966, to the Sherwin Bonneys, Portsmouth, Va.

Lifeboat Class No. 170 Is Launched



This latest crew of graduates from the Union's Lifeboat School are now one step nearer toward obtaining an AB's ticket. Of course, being a lifeboatman is useful even to members of the Engine and Steward Departments; they make for a safe ship. Seated (l-r) are: Joseph Slumma, Frank Adosci, Edward Dullea and Ronald Crain. Standing (l-r) are: Steve Overton, Robert Dthomas, Frank McCreary, Raymond Kelly, Juan Ayala and school instructor Arni Bjornsson.

CORRECTION

Due to an unfortunate error, it was reported in the Log's regular feature, "From the Ships at Sea," in the Feb. 17, 1967 issue, that Brother Mohammed Nasser of Brooklyn passed away. Actually Seafarer Nasser S. Nasser, a crew member aboard the Rebecca (Maritime Overseas), died in a Sasebo, Japan, hospital. Brother Mohammed Nasser is in excellent health and presently sailing in the Engine Department aboard the Cape Junction.

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...

- Sears, Roebuck Company Retail stores & products (Retail Clerks)
Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)
Kingsport Press "World Book," "Childcraft" (Printing Pressmen)
Jamestown Sterling Corp. (United Furniture Workers)
White Furniture Co. (United Furniture Workers of America)
Genesco Shoe Mfg. Co. Work Shoes... Sentry, Cedar Chest, Stalter Men's Shoes... Jarman, Johnson & Murphy, Crestworth (Boot and Shoe Workers' Union)
Di Giorgio Fruit Corp. S and W Fine Foods Treesweet (National Farm Workers Association)
Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
Peavy Paper Mill Products (United Papermakers and Paperworkers Union)
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
Antonio Perelli Minetti & Sons Ambassador, Eleven Cellars Red Rooster, Greystone, Guasti, Calwa, F. I., Tribuno Vermouth, Aristocrat, Victor Hugo, A. R. Morrow Wines and Brandies (National Farm Workers Association)

DEL NORTE (Delta), January 3—Chairman, Robert Callahan; Secretary, Bill Kaiser. \$129.48 in ship's fund and \$474.55 in movie fund. Everything is running smoothly with no major beefs. Motion made that ship should have life-making machines on board. Three men hospitalized in Santos.

MANHATTAN (Hudson Waterways), January 9—Chairman, Wm. Padgett; Secretary, Jorge Juan Marrero. No disputed OT and no beefs reported by department delegates.

DIGEST of SIU SHIP MEETINGS

PRODUCER (Maritime Cargo), January 9—Chairman, Fred Israel; Secretary, Sam Ginsberg. No beefs and no disputed OT reported by department delegates. Repair list to be discussed with patrolman.

DEL BUD (Delta), January 16—Chairman, Joseph Catalano; Secretary, Robert J. Hand. Ship's delegate extended a vote of thanks to the engine departments. \$585.23 in movie fund and \$327.65 in ship's fund. Motion made to see patrolman about getting clarification on shipboard promotions.

FAIRBANKS (Pan Oceanic Tankers), November 25—Chairman, Jim G. Brown; Secretary, G. G. Gagan. Brother Gonsalves was elected to serve as ship's delegate. Two men in engine department paid off under mutual consent. No beefs reported by department delegates.

WALTER RICE (Reynolds), January 6—Chairman, Don Dorn; Secretary, James Mann. No beefs reported by department delegates. Vote of thanks to the steward department for a \$5 well done during the Holidays.

MISSOURI (Meadowbrook Transport), December 24—Chairman, Leo Lasoya; Secretary, Maximo Eugawan. Most of the repairs have been completed. The remaining repairs will be taken care of when the ship goes to the shipyard. \$6.00 in ship's fund. No beefs reported by department delegates. Brother Blackie Busalaki was elected to remain as ship's delegate.

STEEL ARCHITECT (Irishman), January 2—Chairman, Roy R. Thomas; Secretary, Jon A. Maslow. Brother Howard Starbuck was elected to serve as ship's delegate. Motion made to reinstate galley-men and dayman back on board, as personnel on board are not sufficient to carry on duties as set forth in Union agreement. Vote of thanks was extended to the steward department for the fine Holiday meals.

BARRÉ VICTORY (Delta), January 9—Chairman, Armond Dunne, Jr.; Secretary, J. Alford. Crew was commended by Frank Drosak, West Coast Representative, Captain and Company (METS) for a job well done. Everything is running smoothly in all departments. Brother Armond Dunne, Jr. was re-elected to serve as ship's delegate.

CITIES SERVICE NORFOLK (Cities Service), January 22—Chairman, A. Finnell; Secretary, H. Darrow. \$31.15 in ship's fund. Some disputed OT in deck and steward departments.

DEL RIO (Delta), January 5—Chairman, E. Pappas; Secretary, J. Gouldman. \$30.10 in ship's fund. No beefs and no disputed OT reported by department delegates. Patrolman to be contacted regarding ship being fumigated for roaches. Vote of thanks was extended to the Captain for repairing TV antenna. Crew would like better grade of bacon and hot dogs, and more of a variety of ice cream.

ALCOA COMMANDER (Alcoa), no date—Chairman, E. L. Odum; Secretary, John A. Wirth. Motion was made to find out why ship does not receive communications from Headquarters. No beefs and no disputed OT reported by department delegates.

YORK (York), January 7—Chairman, Carl Gibbs; Secretary, F. S. Paylor. Motion made to have patrolman see that a permanent type awning be installed before next voyage. Also to have seats installed in messhall instead of benches at tables. Motion was made to see about cold drinking water being installed in fire-room for fireman on watch, as fire-room is below engine room and firemen cannot leave unless relieved. Steward gave crew vote of thanks.

CONNECTICUT (Oriental Exporters), January 13—Chairman, A. W. Morales; Secretary, A. W. Morales. No beefs reported by department delegates. Brother Richard E. Darville was elected to serve as new ship's delegate.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters Inland Boatmen's Union United Industrial Workers
PRESIDENT Paul Hall
EXECUTIVE VICE PRESIDENT Cal Tanner
VICE PRESIDENTS Earl Shepard Lindsey Williams Robert Matthews
SECRETARY-TREASURER Al Kerr
HEADQUARTERS 675 4th Ave. Bklyn. NY 9-6600
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. 735 Washington St. TL 3-9259
CHICAGO, Ill. 9283 Ewing Ave. SA 1-0733
CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450
DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741
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 3-0987
JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104
MOBILE, Ala. 1 South Lawrence St. HE 2-1754
NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546
NORFOLK, Va. 115 3rd St. Tel. 622-1892
PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818
PORT ARTHUR, Tex. 1348 Seventh St.
SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401
SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 723-8594
SEATTLE, Wash. 2505 First Avenue MA 3-4334
ST. LOUIS, Mo. 805 Del Mar CE 1-1434
TAMPA, Fla. 312 Harrison St. Tel. 229-2788
WILMINGTON, Calif. 505 N. Marine Ave. 834-2528

Schedule of Membership Meetings

- SIU-AGLIWD Meetings
New Orleans Mar. 14—2:30 p.m.
Mobile Mar. 15—2:30 p.m.
Wilmington Mar. 10—2:00 p.m.
San Francisco Mar. 22—2:00 p.m.
Seattle Mar. 24—2:00 p.m.
New York Mar. 6—2:30 p.m.
Philadelphia Mar. 7—2:30 p.m.
Baltimore Mar. 8—2:30 p.m.
Detroit Mar. 10—2:30 p.m.
Houston Mar. 13—2:30 p.m.
Great Lakes SIU Meetings
Detroit Mar. 6—2:00 p.m.
Alpena Mar. 6—7:00 p.m.
Buffalo Mar. 6—7:00 p.m.
Chicago Mar. 6—7:00 p.m.
Cleveland Mar. 6—7:00 p.m.
Duluth Mar. 6—7:00 p.m.
Frankford Mar. 6—7:00 p.m.
Great Lakes Tug and Dredge Region
Chicago Mar. 14—7:30 p.m.
†Sault Ste. Marie Mar. 16—7:30 p.m.
Buffalo Mar. 15—7:30 p.m.
Duluth Mar. 17—7:30 p.m.
Cleveland Mar. 17—7:30 p.m.
Toledo Mar. 17—7:30 p.m.
Detroit Mar. 13—7:30 p.m.
Milwaukee Mar. 13—7:30 p.m.
SIU Inland Boatmen's Union
New Orleans Mar. 14—5:00 p.m.
Mobile Mar. 15—5:00 p.m.
Philadelphia Mar. 7—5:00 p.m.
Baltimore (licensed and unlicensed) Mar. 8—5:00 p.m.
Norfolk Mar. 9—5:00 p.m.
Railway Marine Region
Houston Mar. 9—5:00 p.m.
Philadelphia Mar. 14—10 a.m. & 8 p.m.
Baltimore Mar. 15—10 a.m. & 8 p.m.
*Norfolk Mar. 16—10 a.m. & 8 p.m.
Jersey City Mar. 13—10 a.m. & 8 p.m.

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.

Campaign, Program Launched By Maritime Defense League

NEW YORK—The Maritime Defense League, which was established in January so that maritime workers faced with legal problems or charges threatening their personal liberties would be assured of their fundamental rights to counsel and other assistance, has begun functioning. The League's officers announced this week that the campaign had been launched for funds that will enable the new organization to carry out its program.

The League is a private organization which will make available legal and other assistance to maritime workers out of a fund to be sustained by voluntary contributions. Offices of the Maritime Defense League are located at One Hanson Place, Brooklyn, N. Y. 11217; the telephone number is (212) 638-1681.

The objective of the League, which has been endorsed and voted support at SIU membership meetings, is to assure that maritime workers are protected in situations where they lack the necessary funds to provide their own defense when their union cannot assist them because of legal restrictions and various court interpretations.

Chairman of the Maritime Defense League is Robert A. Matthews, a SIU vice-president, and the Treasurer is Price C. Spivey, Administrator of the Seafarers Welfare, Pension and Vacation Plans.

Any SIU member who may require assistance, which under

legal restrictions cannot be provided by his union, can get in touch with the League at its Hanson Place office in Brooklyn.

MTD To Study L-G Rulings By Courts

(Continued from page 3)

• Stressed the rapid progress and expansion of the Soviet merchant marine and termed it "an economic threat to the free world" that must be met by a revitalization of the U.S. maritime fleet.

• Urged action by the Administration on the report of the Maritime Advisory Committee because its recommendations are in "support of the public interest."

• Called on the President to review aid programs to Argentina in light of the suppression of the rights of organized labor in that country.

• Urged ratification by the U.S. of the human rights conventions adopted by the United States as part of the observance of 1968 as the Intl. Year for Human Rights.

AFL-CIO Council 'Ready' to Discuss Any Complaint of Affiliated Unions

(Continued from page 5)

• Called for "enactment without delay" of modernization and overhauling of the unemployment insurance system as a step towards creating a single federal program.

• Proposed the adoption by the federal government of a "modern, business-like" budget system that would permit sound long-range planning to meet the need for expanded and improved facilities.

In reply to press conference queries on the council's procedures statement Meany said that the AFL-CIO has received no documents or bill of particulars from Reuther or the UAW and neither has the Executive Council.

He stressed that there is "no feud," as charged in some press accounts, between himself and Reuther and that they have had a very "nice relationship" in the past five years.

He noted that the council has an open agenda when it meets and any member can bring up any subject at any time and that they do.

The council statement pointed out that there is only "one limitation to the extent to which any individual or any organization within the trade union movement can influence the direction of the AFL-CIO, its programs and poli-

cies or the character and identity of its leadership. . . . They must be able to persuade the majority that their complaints are valid, that their proposals are sound and that their alternatives are preferable. Neither size, financial resources, nor extravagance of language can overcome or substitute for that simple basic requirement."

The telegram received by Meany from the UAW earlier this month advised the AFL-CIO president that the UAW international board had ordered Reuther and all other officers to resign immediately from the council and other posts they held in the AFL-CIO.

Meany made the following points also at his press conferences:

• The AFL-CIO has "absolutely not" received any funds from the Central Intelligence Agency and that he personally is opposed to unions receiving such funds. The CIA, he said, can do its job without subsidizing unions.

• Labor's relations with the Administration had been very good and great progress had been made on labor's programs, greater than under any other administration.

• The AFL-CIO is unalterably opposed to any form of compulsory arbitration and this position has been made clear to Pres. Johnson on numerous occasions.

• Strong support will be given the effort to enact situs picketing legislation and he expects the same support from the Administration as in the past.

• The Federation is studying the Administration proposal to set up a new department including Labor, Commerce and possibly other agencies but as long as the concept of departments to represent interest groups prevails—for example, agriculture—organized labor believes that the Labor Dept. should be maintained as a department looking after the problems of workers.

Wirtz, at a press conference following his meeting with the council, said he had discussed enforcement of the new amendments to the minimum wage law, the administration of the Landrum-Griffin Act and the various manpower programs of the department. He reported also discussion on the creation of a new Dept. of Economic Affairs and the legislative prospects for various administration programs.

The secretary said his discussion with the council was "completely constructive" on Landrum-Griffin matters. He said he has made arrangements for a complete review of the problems arising under the act with members of the council. The difficulties arise, he noted, when the department has to be at times both a "mediator and a cop."

INCOME TAX GUIDE

(Continued from page 8)

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

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

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

INVESTMENT CREDIT. Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable personal property used in business. The credit is an amount equal to 7% of such investment and applied against your income tax.

INCOME AVERAGING. A Seafarer who has an unusually large amount of taxable income for 1966 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part

of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.

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

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

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

TAXES. In general, you can deduct: personal property taxes, real estate taxes, state or local retail sales taxes, state gasoline taxes and state income taxes actually paid within the year. You cannot deduct: Federal excise taxes, Federal Social Security taxes, hunting and dog licenses, auto inspection fees, tags, drivers licenses, alcoholic beverage, cigarette and tobacco taxes, water taxes and taxes paid by you for another person.

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross

income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

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

All expenses over one percent of adjusted gross income for drugs and medicine can be deducted. The deductible portion is then combined, with other medical and dental expenses which are subject to the normal three percent rule.

Special Rule for Certain Persons 65 or over:

The unreimbursed portion of the medical and dental expenses including medicine and drugs are deductible in full for the following persons:

- (a) The taxpayer and his wife if EITHER is 65 years of age or over;
- (b) A dependent who is 65 or over and who is the mother or father of the taxpayer or his wife.

CARE OF CHILDREN AND OTHER DEPENDENTS. If deductions are itemized, a woman or a widower (including men who

are divorced or legally separated under a decree and who have not remarried, or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- (a) dependent children under 13 years of age; or
- (b) dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;

if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.



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

CASUALTY LOSSES. The reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents

which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

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

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

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

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instructions on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 17, 1967.

To Protect the American Consumer

A TRUTH-IN-LENDING LAW



WHEN you are forced to borrow money or purchase on the installment plan, do you demand to know what the annual interest rate is?

If the answer is yes, you have taken the first step toward protecting yourself and your hard-earned money against interest gouging. Unfortunately however, in today's credit jungle, you probably didn't get an honest reply to your demand and still don't really know the true annual interest rate you are paying. For instance:

The 3% per month plan of small loan companies is really 36% interest per year.

The 4½% new car financing plan of some commercial banks is really 9% per year.

The advertised 5% rate on home improvement loans is not less than a 6% first mortgage, as advertised, but nearly twice as much, or almost 10% interest per year.

The so-called 6% rate for financing used cars offered by some dealers is at least 12% per year and sometimes very much higher—18 to 25% per year or more.

Many loan and credit companies make it purposely difficult or impossible to find out the true cost of what you pay to borrow money or to buy on an installment plan. To do this they employ various devices as part of their standard operating procedure.

As a noted American economist has commented:

"The variety and complexity of finance and insurance arrangements and the charges for them are such as almost to defy comprehension. It is impossible for the average buyer to appraise the rates for finance and insurance services offered, as compared with alternatives available elsewhere."

What are these various and complex "arrangements"? Just a few of the most-used devices follow.

OFTEN NO INTEREST RATE AT ALL IS QUOTED TO THE CONSUMER. This is the simplest and most direct method of obscuring the cost of credit. The borrower is merely told,

The need for Truth-in-Lending legislation has grown to the urgent stage in recent years, along with the tremendous increase of consumer credit in the United States. The American consumer is now paying at least \$22 billion a year in interest. Unfortunately, he is paying much more than he should, while unscrupulous lenders are making immense profits at the expense of every man, woman and child in the United States. Passage of Truth-in-Lending legislation being sponsored by Senator William Proxmire (D-Wis.) would go a long way toward remedying this situation. The AFL-CIO has thrown its full support behind this pending legislation as it is important to the well-being of every American citizen.

often by a slick and well trained salesman, that he will pay only \$10 down and \$10 a month so that the loan will be a "breeze" to repay. Neither the total finance charge nor the interest rate is evident—and only a persistent and probing questioner and skillful mathematician will be able to discover the true facts.

IN THE ADD-ON RATE SCHEME, the borrower is told that the finance charge will be \$6 on a one-year, \$100 loan, repayable in equal monthly installments. The lender represents this as a 6% interest rate loan—which it is not. The actual rate is almost 12% because he is constantly repaying the loan over the year and does not have the use of the \$100 for a full year. The interest rate is quoted on the original amount of the debt and not on the unpaid balance. In reality the borrower is asked to pay interest on amounts he has already repaid.

THE DISCOUNT RATE is a variation of the add-on rate. Instead of receiving \$100 and paying back \$106, the borrower only receives \$94 in cash or goods—the interest being taken out in advance. The loan is again repaid in regular installments over a whole year on the entire amount of the loan, so that the true interest rate is not 6% as stated but more than 12%, because in addition to paying interest on amounts he has already repaid, the borrower never got his full \$100 in the first place—he got \$94.

THE "SIMPLE" MONTHLY RATE PLAN can cost you the most in actual yearly interest charges. This device is a favorite with small loan companies and retailers using revolving credit plans. The finance rate is represented as being, let's say, 4% per month. The true annual rate however is 12 times that figure or 48% annual interest, if it is based on only the unpaid balance at the end of each month. If it is based on the entire original amount of the loan, which is meanwhile being gradually repaid, it is about 24 times the quoted interest rate, or 96% per year.

"LOADING THE CAMEL" often amounts to the straw that breaks the unwary borrower's back. Lenders sometimes jack up the true annual interest rates to astronomical proportions by loading on all sorts of extraneous charges which are not counted as credit but which the borrower must pay nevertheless. Among these are excessive fees for credit life insurance, credit investigations, processing and handling. Such charges—if they are not made purposely excessive—are a normal part of doing business for the lender, but should rightfully be figured in with the interest or finance charges and computed as part of the annual interest rate.

What effect has this purposeful and well-planned confusion had for the average American consumer?

A Jersey City, N.J. man, for instance, bought a TV set for \$123.88 and was given a coupon book calling for 24 monthly payments of \$17.50. The interest rate turned out to be 229% per year—over twice the cost of the TV set for interest alone! Doubly tragic, he had to keep up the payments because defaulting on the loan would mean losing his job.

A Pittsburgh, Pa. man borrowed \$900 from a small loan company with monthly payments of \$58.10 for 24 months. The interest rate turned out to be 52% per year!

It is almost certain that some readers of this article have been victims of similar interest swindles without even realizing that they were being "taken" by the well-planned confusion of the lending industry.

How would proposed Truth-in-Lending legislation aid the average borrower to find his way through the credit jungle, which one observer recently described as "a wonderland of credit where percentages multiply and divide at will, where finance charges materialize on command and fees are collected on the way out; where sharp practices and rackets not only inflate the costs of credit, but also impose enormous financial hardships on the debtor, particularly those who can least afford it"?

Pending legislation would do two very important things—assure the borrower a statement of the total finance charge in dollars and cents; and assure him a statement of the finance charge expressed in terms of a true annual rate on the outstanding unpaid balance of the obligation—two simple but vital facts which the borrower or credit user has a right to know. Without this information he can, and has been, rooked out of his shirt.

Why is the lending industry so violently opposed to Truth-in-Lending legislation? Simply because there's big money to be made in lending and credit—and the shadier the operator, the more he can make.

It is only in the field of consumer credit that the borrower is denied a factual accounting of the cost of credit in advance. The price of credit traditionally has been expressed as a true annual rate on the unpaid balance. The terms for loans on houses, interest rates on savings accounts in commercial banks, and short-term interest rates to businesses to finance payrolls and purchases are all expressed in terms of true annual rates.

It is only the consumer of short-term credit—mainly the installment buyer and the person who takes out a small loan—who is denied this information.

Truth-in-Lending legislation is necessary. It will protect the consumer from being victimized. It will make the lending industry healthier by protecting the ethical lender from losing business to unscrupulous competitors.

The only ones who stand to lose from such legislation are the unscrupulous lenders—the gougers, fast-talk boys and out and out thieves.