

## BULLETIN

### Panoceanic Faith Sinks Off Alaska

KODIAK, Alaska, Oct. 11—The S.S. Panoceanic Faith, an SIU-manned vessel, was reported as having sunk in storm-lashed seas 850 miles southwest of here.

Coast Guard and Navy reports said the vessel went down after radioing SOS signals that she was taking water and required assistance.

As the LOG went to press, details were fragmentary and incomplete.

According to reports from Juneau, another SIU-contracted vessel—the S.S. Steel Seafarer—and a Russian, a Norwegian and two Japanese merchant ships arrived on the scene after the crew had abandoned the Panoceanic Faith. The pilot of a Coast Guard plane flew over the area and dropped life rafts and flares into the 20 to 25-foot-high waves. The pilot re-

ported that he observed crew members climbing into the inflatable rafts.

At LOG press time, reports were received that five crew members had been picked up—two by the Japanese freighter Igaharu Maru, and three by the Norwegian vessel Visund.

At Adak, Alaska, Lieut. Ralph France, public affairs officer for the U.S. Naval Station, reported that an intensive search by ships and planes was continuing.

SIU headquarters in New York set up continuing communications with the next of kin of Seafarers aboard the Panoceanic Faith, giving all assistance possible and up-to-the-minute information as it was received.

(A full report will be given in the next issue of the SEAFARERS LOG.)

THE U.S.  
MERCHANT  
MARINE

Our  
Fourth  
Line  
Of  
Defense



WW II



VIETNAM

# Murphy Urges Separate MARAD As Best Way to Upgrade U.S. Fleet

NEW YORK—A national plan to strengthen the American merchant marine which would include stronger cargo preference laws, increased federal subsidization and extension of subsidies to cover U.S.-flag tramp carriers, has been called for by Representative John M. Murphy (D-N.Y.).

The congressman told a meeting of The Maritime Associates here last month that such a plan of action could best be implemented through the establishment of an independent Maritime Administration "as opposed to the Administration proposal to bury it in the Department of Transportation."

"It is impossible today to speak about the future of the maritime industry with any degree of accuracy," Murphy said, but Transportation Secretary Alan S. Boyd's offered programs "have undergone revision and there is a possibility that the Administration may propose a comprehensive maritime policy sometime in the near future."

However, Murphy did discuss "particular areas of need now existing" in the industry and pointed out that "we already have one of the finest statements of objectives for our merchant marine embodied in the Merchant Marine Act of 1936. Had the objectives of this Act been realized over the past 30 years," he said, "there would be no need to speak today about the problems of the maritime industry; instead I would be speaking to you" about how "strong and prosperous" it is.

## A Clear "Blueprint"

Murphy, a member of the House Committee on Merchant Marine and Fisheries, summarized the provisions of the Merchant Marine Act briefly, as follows:

"1. The U.S. should have a merchant marine capable of carrying U.S. waterborne commerce, of carrying a substantial part of U.S. Waterborne foreign commerce, and of providing shipping service on all routes designated as essential by the Maritime Administration.

"2. This merchant marine should be capable of serving as a naval and military auxiliary in war or national emergency . . .

"3. . . should be owned and operated under the U.S. flag . . .

"4. . . should consist of the best equipped, safest and most suitable vessels, constructed in the United States and manned by trained, efficient U.S. personnel."

Despite this "blueprint for a strong merchant marine," the New York legislator declared, "compared to the rest of the world, the American-flag fleet has declined steadily over the past 15 years."

Between 1951 and 1965, Murphy said, the world fleet increased over 62 percent in number; the U.S. fleet decreased 26 percent. World tonnage went up 156 percent; that of the U.S. went down 2.7 percent. The number of freighters rose 51 percent worldwide; dropped 17 percent in the U.S. "The only classification in which we registered a gain was in bulk carriers," Murphy added, "yet here the U.S. increased only 11 percent against a world increase of 295 percent."

## Danger Cited

Such statistics hold serious implications for our world position. Murphy warned, and added further figures illustrating the gradual loss to U.S.-flag ships of 93 percent of American import-export tonnage, including carriage by foreign ships of our most vital raw materials. He also noted the burden placed upon our inferior and outmoded merchant marine—"a vital component of our comprehensive defense system"—in supplying most of the American men and supplies needed in Vietnam. Quoting the latest available figure for tonnage carried to Vietnam at 800,000 tons a month, he lauded the merchant marine for managing to do the job so well but said "the strain on our fleet and personnel is serious."

"We should ask ourselves whether we could have responded adequately to involvement in the

Middle East crisis if such involvement had been necessary," Murphy said. "I think the answer is obvious. We are already taking old liberty ships out of mothballs just to supply our men in Vietnam."

As part of any plan to strengthen the maritime industry, the congressman called an independent MARAD "of primary importance." "Experience has shown that the maritime interests suffer whenever they have to operate within a multi-interest department. In 1950, the last year the Maritime Administration was independent, we were carrying 41.4 percent of our country's exports and imports in American-flag ships; today that figure is seven percent. An independent maritime agency would give a strong, coordinated voice to the maritime interests now spread over 22 separate federal agencies."

## Development Urged

Also essential, with 80 percent of our ships over 20 years old, is "a systematic plan to rebuild almost the entire fleet over a period of years," Murphy stressed, adding that this would also require strengthening of American shipyards among other corresponding problems.

"This construction will require increased government subsidization, and should be extended to provide relief for the tramps which now (are) in cutthroat competition with foreign ships," the congressman continued. "In addition, the cargo preference program should be strengthened, as should the quota system under which American-flag ships are authorized to carry some of the vital cargoes imported into this country.

"We know we have the capacity to be a strong maritime nation; we must now determine whether we will develop that capacity," Murphy concluded.

## Meany Urges Govt. Put Controls On Doctors' Fees to Medicare

Soaring physician fees to medicare patients were sharply condemned by AFL-CIO President George Meany as he called for federal cost controls "to prevent severe hardship to elderly medicare participants."

Meany urged immediate, effective controls on doctor fees in a letter to Health, Education & Welfare Secretary John W. Gardner.

He noted that Gardner had recently reported that premiums for more than 17 million participants in the supplementary medical insurance program might have to be raised next April from \$3 to \$4 a month—a one-third increase.

Including the \$50 deductible feature, patients would have to pay out nearly \$100 a year before getting any reimbursement for medical bills, Meany pointed out.

He observed that the major reason given for the higher costs "is the unprecedented rise in physicians' fees" in the past two years. "There is no excuse whatsoever

for this relentless escalation in physicians' fees, especially those charged under the medicare program," Meany charged.

He said doctor fees have risen nearly three times the increase in the overall cost-of-living. And he added that "physicians' incomes now probably averaging \$35-\$40,000 a year, have risen even more than their fees partly because they are now receiving full fees from many medicare and medicaid patients who were previously treated at reduced rates."

Meany noted that the AFL-CIO has urged that physicians be required to accept "reasonable" fees for treating medicare patients and that increases be kept in line with increases in the consumer price index.

## Report of International President



by Paul Hall

The nationwide voter registration drives conducted earlier this month reflect a fact of democratic life that is often largely overlooked by a very significant number of Americans—that an "off year" election is no less important than one in which a majority of national seats and offices are at stake.

Those of us in the labor movement cannot lose sight of that fact because big business never relaxes its pressure on government at all levels. The candidates on the municipal and state ballot today will eventually dominate the scene of national government in the future. Those who are sympathetic to the problems of the working man need and deserve the support of the working man every November, regardless of the office or the year.

Equally important are the various propositions, resolutions, bond issues and referendums which come up each year in state and local elections all over the country. They all involve the expenditure of public funds or a change in the structure of our society. Those aimed at the public good should be supported. Others, designed solely for the benefit of a chosen few, must not be allowed to slip through in the absence of strong and thoughtful opposition.

Election Day 1967 can produce a significant edge on the outcome of Congressional contests of 1968 if all members of the labor movement acquaint themselves with the issues in their regional contests and make their wishes known at the polls. The voice of American workers must drown out the big guns of management's wealthy arsenal at every opportunity, and keep our elected representatives aware of labor's needs by supporting favorable legislation which is pending in the Congress.

We must not forget that management never ceases pounding away at laws proposed to insure the bargaining rights of organized labor and constantly seeks ways to undermine rights fought for and won by the trade union movement.

As prime examples of this anti-labor pressure exerted on government, we have only to recall the airline machinists' strike of 1966 and last summer's fiasco involving the railroad shop craft unions.

In exercising their guaranteed right to bargain collectively with the giant airlines, the machinists were accused from coast to coast by management-oriented factions of threatening the public good. Traditionally supporting the employers—who pour billions into advertising each year—the nation's press and other mass communications media deplored the machinists' strike for an equitable wage as a "national emergency" although only a small percentage of the traveling public was affected. Many in Congress were quick to agree and as always, the union had to buck all the odds to win a fair settlement.

But anti-labor pressures did succeed last June in getting a law through Congress that deprived the railroad workers of their right to strike until at least January 1, 1969, thus forcing them to accept whatever management cares to offer until that time. The only way to insure that such thinly disguised compulsory arbitration does not spread to other industries is to defeat those who pass such laws at the polls and elect candidates who will fight for the right of workers to share in the prosperity of our nation.

Efforts on the part of big business interests to gain union-busting legislation have never been stronger and smear tactics by right-wing radicals against friends of labor in government have never been more vicious or better-financed.

Harping on the old claim that unions are too strong and too big. The National Association of Manufacturers and the U.S. Chamber of Commerce have launched nation-wide anti-labor "workshops" and "clinics" for the announced purpose of undermining union strength and overhauling labor laws to suit the employers.

Right-to-Work Committees are springing up in one state after another in the hopes of keeping unions out or holding their effectiveness to a bare minimum.

In the Congress, anti-labor legislators continue to block building tradesmen from their equal right to picket by stalling action on the situs picketing bill which passed the House Labor and Education Committee back in May of this year.

The active forces against labor are strong from all sides. We in the labor movement have only our own resources and unity with which to combat them. But we do have two basic weapons that can make final victory certain: The right to strike—which must be protected, and the right to vote—which must be used.

To use the ballot effectively, we must have long memories. We must take mental notes on how a Congressman voted on issues that affected the goals of labor.

This is the best and only guide that we have of a Congressman's true feeling about labor. A lot of fancy promises are often made on election day, but the only true test is how the congressman voted on the important labor bills that came up during his term.

As seamen, we are of course vitally interested on how a Congressman votes on the bills that affect maritime. However, it is equally important to know how he voted on anti-poverty measures, on 14(b) repeal, on aid-to-education, on situs picketing and the many other bills that affect labor.

If we remain passive and unconcerned about how our elected Congressmen represent our interests, then we can not complain when some big business front man gets elected and seeks to undermine the labor movement.

The results of the elections this November and next will be of crucial importance to the labor movement as well as the entire country.

## SEAFARERS LOG

Oct. 13, 1967 • Vol. XXIX, No. 21

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

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

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

**Fairland Damaged in Collision**



SIU-contracted Fairland (Sea-Land) sustained damage to her bow last month after colliding with the freighter Silver Shelton in heavy fog in Puget Sound, off Seattle, Wash. Three of Fairland's crewmen were hurt. The ship returned to Seattle unaided. See story page 13.

**SIU Charge of Ineligible Voters Upheld by NLRB in P-M Vote**

CLEVELAND—The National Labor Relations Board here has upheld the charge of the SIU's Great Lakes District that temporarily employed college students should be ineligible to vote in the Pickands-Mather fleet representation election which will be held October 17.

The Cleveland NLRB, in a decision handed down on September 19, ruled that "in accord with Board policy," students employed only for the summer months, in this case aboard the ships of the Pickands-Mather Company fleet,

are excluded from the voting unit and are ineligible to vote in a representation election.

On July 20, the SIU's Great Lakes District filed a motion with the regional office of the NLRB asking that a representation election, scheduled to be held aboard the Pickands-Mather ships on July 31, be postponed.

**Hires College Students**

The SIU took this action after it learned that the company had hired a substantial number of new temporary employees, mostly college students, many of whom are related to captains, engineers and office personnel working for the Pickands-Mather Company.

The temporarily employed students, the SIU had reason to believe, would have sewed-up the election for the company if allowed to vote. The SIU also challenged the right of short-term employees to vote in an election which would affect conditions far into the future.

The NLRB arrived at its decision in favor of the SIU after it conducted a case by case review of the personnel files of 37 Pickands-Mather employees, whose eligibility to vote was challenged by the union.

**Excluded From Voting**

The NLRB concluded from its review of the employee files that 14 of the new employees were definitely temporarily employed college students who would terminate their employment at Pickands-Mather in September, in order to return to school, and thus were excluded from voting.

On the question of the remaining 23 employees, the Board ruled that it could not determine their length of employment status on the basis of evidence now available. The Board is thus allowing them to vote in the representation election, which has now been scheduled for October 17, but subject to challenge by the SIU Great Lakes District.

The validity of these 23 votes is also subject to a final determination of the length of employment status of those casting the votes, which will be based on information the Board expects to have in the near future.

**A&G Pension, Wage Increases, Now In Effect**

NEW YORK—The \$40.00 a month across the board increases in wages and higher overtime rates for rated deep-sea Seafarers in the SIU's Atlantic and Gulf Districts went into effect on October 1st.

At the same time, the monthly pension payments of retired deep-sea members of the Atlantic and Gulf District were increased by \$75.00 a month—from \$175 to \$250.

The increases for the deep-sea Seafarers were the result of the SIU's successful contract negotiations with the union's contracted operators.

Under the terms of the pact's new provisions, all rated Seafarers in the three shipboard departments received an increase of \$40 a month in their basic pay rates. Thus, for example, the basic monthly wage of able-bodied seamen and firemen-watertenders went to \$432.58 from the previous \$392.58.

In addition, the Union negotiated an increase of 25 cents an hour in the basic overtime rate for all rated personnel above the entry rating level. The overtime rate went to \$2.67 for all deep-sea Seafarers whose base pay is now in the wage range from \$427.61 to \$490.94. For those whose base rate is \$490.95 or over, the overtime rate was increased to \$2.72 per hour.

The contract gains, as announced in the September 29th issue of the SEAFARERS LOG, were ratified unanimously by the deep-sea membership at meetings in all Atlantic and Gulf District ports.

**Congressman Urges U.S. Fleet Buildup To Counter Soviet Maritime Threat**

WASHINGTON—The Soviet Union has established a goal of "eventual control of the commercial sea lanes of the world," Congressman William D. Hathaway (D.-Me.), warned recently.

Speaking at a meeting sponsored by the AFL-CIO Maritime Trades Department, the Congressman said that "the best answer to the Soviet menace" would be the development of a "comprehensive maritime program" for America.

Hathaway, a member of the House Merchant Marine and Fisheries Committee, told government, management and labor officials attending the luncheon that the Russian competition on the oceans of the world is just as important as the competition between the two nations in space, missiles and nuclear energy.

He said the Russians are pouring "huge sums of money" into all phases of maritime and that, as a result, "there is a very real danger that the Soviets will soon overtake and pass the United States in shipping, shipbuilding, fishing and oceanography."

The Russian fleet, he said, has increased "nearly 10-fold in the past decade, while our fleet has been cut just about in half during that same length of time." At the beginning of this year, he went on, the Russians had more than 500 new ships on order, while the U. S. had less than 50.

**Plan to Control Seas**

"Clearly," Hathaway said, "the Russians are making an all-out effort on the high seas so that they can control the trade routes and put the U. S. at their mercy."

The meeting, sponsored by the six-million-member Maritime Trades Department, also heard a call for "more intensive use of domestic water transportation."

Floyd Blaske, chairman of the board of American Commercial Lines, said that greater use of the inland waterways would result in "tremendous savings to the economy," and would "contribute

substantially to improving the efficiency of the nation's industry and agriculture."

Blaske said that labor-management cooperation on the inland waterways has been a priceless advantage to the industry.

"We have our differences of opinion and our arguments," Blaske said, "but we have two priceless advantages: We agree on common goals, and there is mutual respect and confidence. Where these two conditions exist, there is not only the basis for agreement, there is also the basis for powerful forward movement."

**Cites Payments Deficit**

Representative James Burke (D.-Mass.), speaking at the monthly seminar sponsored by the MTD, declared that last year's balance of payments deficit of almost \$1.5-billion might have doubled if not for the existence of today's mere 7 percent of U.S. export-import trade being carried on American ships. "Just think, how much our balance of payments position would improve," Burke said, "if we had more American-flag merchant ships carrying a much larger percentage of our nation's foreign trade cargo. . . . A strong, healthy American-flag merchant fleet—with sufficient numbers of ships to carry at least 30 percent of U.S. foreign trade—would stem the flow of American dollars abroad in payment for shipping charges on foreign-flag vessels in fact, it would give us a payments surplus instead of a deficit."

During the first eight months of 1967, Burke explained, the United States had a surplus of almost \$4.7 billion in its trade accounts, "an increase of nearly \$700-million over the January-August period last year", while the balance of payments deficit has ballooned to an average, from 1957 to the present, of between \$4.5 billion per year. The fact that the U.S. merchant marine has been neglected for so long necessitated a \$1.2-billion drain on our nation's gold reserves in payments to for-

eign shippers, Burke pointed out.

The Massachusetts Congressman declared that allowing construction of American ships in foreign yards would eliminate an opportunity to fight poverty in the nation. "The United States should be among the world leaders in shipbuilding," he said "and that means ships built here in America, with American men and equipment."

**Senate Unit OKs Increase In Ship Subsidies**

WASHINGTON—The House-passed Appropriations Bill (H.R. 10345) has been reported to the full Senate from the Senate Appropriations Committee with provisions intact that would allow the Federal Maritime Commission and the Maritime Administration to continue present programs.

The bill generally provided for higher maritime funds than in 1967. Recommendations were for \$143-million for ship construction subsidies (up \$36,315,000); \$200-million for operating subsidies (up \$25-million); \$9,575,000 for research and development (up \$2,075,000); \$6,395,000 for various aspects of maritime training (up \$202,000); \$3,600,000 for the Federal Maritime Commission (up \$181,000).

A stipulation of the Bill was that no money should be appropriated for the construction of U.S. ships in foreign yards.

Within the above budget, funds totalling \$1,950,000 were allocated for continued operation of the nuclear ship Savannah. The Administration had planned to put the vessel in mothballs, but the maritime industry and its supporters in Congress convinced the Administration that continued operation of the ship would be worthwhile.

**CG Approves SIU Upgrading To AB Rating**

NEW YORK — The Coast Guard has given its final approval to a new program which would allow students of the Harry Lundeberg School of Seamanship, who have six months of seetime and have successfully completed classroom instruction at the school, to apply for certification as able seaman, any waters—12 months.

The Harry Lundeberg School of Seamanship applied to the Coast Guard for approval of a streamlined system of documenting able seaman by submitting an outline of the course of instruction it offers to its students.

The Coast Guard approved the new upgrading procedure after studying the school's curriculum.

The new able seaman upgrading system now joins the previously approved reduction in seetime requirements for upgrading to FOWT, which received Coast Guard approval in August.

Under the reduced FOWT requirements, satisfactory completion of instruction at the Harry Lundeberg School is now equal to three months of the seetime required to upgrade fireman, watertender, oiler.

**Upgrades to FOWT**



Attendance at the SIU Lakes District Upgrading School has earned Seafarer Larry Laporte his FOWT ticket. Here, Laporte (left) receives his new rating from SIU Duluth Port Agent Jack Hall.

## Senate OK's Anti-Poverty Bill Hike; Measure Goes to House for Approval

WASHINGTON—The Senate voted to expand the nation's anti-poverty programs and came within a few votes of adding a new, labor-backed emergency job program for the hard-core unemployed. It gave a strong vote of confidence—and authorized a substantially higher spending ceiling—for the Office of Economic Opportunity.

As sent to the House, the bill lifts the ceiling on appropriations for anti-poverty programs to \$2.26 billion this year and \$2.4 billion next year. The Administration's budget request had only \$2.06 billion for the current year.

A powerful economy coalition in the House is expected to try to cut back the poverty program and "spin off" many OEO programs to other agencies.

All these moves were soundly beaten in the Senate and the bill's chief sponsor, Senator Joseph S. Clark (D-Pa.) told his colleagues that the Senate's action in raising the spending ceiling will give its conferees needed "wiggle room" in negotiating a compromise.

Equally significant with the strong boost for the existing poverty programs was the impressive bipartisan support rallied for an emergency job plan.

Initially, the Senate Labor Committee tacked a two-year, \$2.8 billion emergency job plan onto the poverty bill. Co-sponsored by Clark and Senator Jacob K. Javits (R-N.Y.), it would have created 200,000 jobs this year and 300,000 next year in the public-service sector of the economy. It would have been, the AFL-CIO said, an important first step towards creation of a needed one million jobs.

### Bipartisan Support

Since the Administration was opposed to such a program, most observers expected the proposal to be routinely rejected on the Senate floor.

Its sponsors, however, succeeded in forming a strong bipartisan alliance behind a compromise introduced by Senator Winston L. Prouty (R-Vt.). This included a smaller-sized emergency job program with measures to encourage—but not subsidize—private employers to train disadvantaged youngsters for existing jobs.

On the key 47-42 vote, 27 Democrats and 15 Republicans voted for the plan; 29 Democrats and 18 Republicans opposed it.

The original Clark-Javits measure was then recommitted to the Labor Committee by a 54-28 vote.

On other key votes on the poverty bill, the Senate:

- Defeated, 51-36, an amendment by Senator John J. Williams (R-Del.) to cut \$198 million—the amount by which the Senate bill exceeds the President's budget request.

- Rejected, 49-30, an attempt to abolish the Job Corps and use part of the money saved for more vocational education.

- Defeated, 54-35, a move to "spin-off" the Head Start program from OEO to the Office of Education.

- Rejected, 57-28, a labor-opposed plan to pay a form of wage subsidies to employers who hire disadvantaged workers.

- Turned down, 45-41, an amendment by Senator George Murphy (R-Calif.) to allow governors to veto OEO-financed programs to help migrant farm workers. As it emerged in the debate, the chief issue became one

of allowing California's Governor Ronald Reagan to block community programs which he says are helping farm workers' union organizing efforts.

The \$2.26 billion authorization bill compares with last year's authorization of \$1.75 billion for the poverty program. However, only \$1.5 billion was actually appropriated. Money voted by Congress almost always falls below the spending ceilings set by authorization bills.

While the budget battles were making the headlines, labor's effort

to pass the on-site picketing bill met with a setback in the House.

The Rules Committee, acting at the request of Democratic leaders, voted to postpone action on the situs picketing bill approved by the House Labor Committee until after the Senate acts.

Majority Leader Carl Albert (Okla.) asked for the postponement at the request of Democratic regional whips. They said soundings among members showed a reluctance to cast a vote that would stir up business opposition without assurance of a Senate OK.

## Anti-Union Weapons: Lies and Threats

ELM CITY, N. C.—How does an anti-union employer frustrate the will of his workers and crush an organizing drive?

A typical case study took place here at the Thermatics, Inc., plant when 158 of the 250 employees signed authorization cards for the United Packinghouse Workers and yet, later, only 68 voted for the union in a National Labor Relations Board election.

How this happened is seen in the following developments:

- A committee of eight workers from Thermatics, Inc., met on May 20, 1967 at the Cherry Hotel, Wilson, N. C. They were instructed by the union representative concerning the signing of authorization cards.

They were warned that they could prepare themselves for a real battle from the company which would be intensified toward the voting date. The committee was confident and left to go to work. Within a week the committee had approximately 158 cards signed.

- Company supervisors began interrogating employees on May 22. Many of the supervisors displayed a union card in their possession when they asked employees if they had signed with the union. This occurred on every shift in every department.

- On May 23 the company called a supervisory meeting. After the meeting the supervisors returned to their departments and stood and stared at the workers with an ugly expression on their faces as though they were mad and provoked at the workers.

- Plant manager Davenport called a May 24 meeting of all workers on all shifts and made a speech to the following effect:

"The union is trying to get into the plant. You that have cards signed your rights away. If the union comes in here it will cause more harm than good. There will be strikes and violence."

- The company immediately put into effect rules prohibiting workers from congregating in groups; prohibiting them from leaving their machines; prohibiting them from talking to one another; prohibiting the girls from eating lunch in their cars; prohibiting workers from entering company premises more than 15 minutes before work or being on the property 15 minutes after work; prohibiting workers from going to another department.

- Supervisory meetings were held daily. Harassment of union adherents and those under suspicion of sympathetic feelings toward the union continued until workers gave the impression that they were changing toward the employer's side. Many did so just to get the pressure off them.

- On May 30 the company posted a notice announcing a 10-cent hourly wage increase to take effect immediately. This was the first increase in two years. The last previous increase was five cents.

- One supervisor told a committeeman: "I am only trying to save jobs by trying to get the women to get their cards back. I am trying to square them with the company and save their jobs."

When the same committeeman complained to another supervisor, he replied "I am only pointing out to them that it would take only 3½ hours to train someone to take their place."

- A supervisor went to Virginia Triplett and said to her: "I wish I could tell you which company official told us at the supervisors' meeting what was going to happen to everybody that signed a union card."

- "You've got five children to support. If you sign a union card you will be out of work. What's going to happen to the children? Who is going to pay the bills and buy the groceries?"

- The company installed three large bulletin boards under glass and began posting anti-union literature concerning strikes and violence. The UPWA constitution was posted and paragraphs used to distort their real meaning.

About this time vice president Lee began interrogating workers in the plant and made the statement to several that it was going to be a long, hot summer and he hoped they had a lot of money saved up.

- During the two weeks prior to the election, the company began putting out anti-union literature through its employee-stooges. Many of them were released from their duties and devoted their entire time to drafting and printing such literature inside the plant.

It was distributed to workers not only on the job, but outside the plant at the gates by 25 or 30 anti-union workers who were on the clock. Anti-union petitions were circulated. The petition was deposited on the desk of supervisors with the names of those who had pledged to vote for the company.

- On several occasions the city police were called to the gates to harass union adherents passing out leaflets. Union adherents were not permitted on company property, while those making distribution for the employer were permitted on company property.

- The day before the election a large plastic container was filled with money. A sign was made that it was the amount workers would pay for union dues. A policeman was stationed nearby to protect it.

- When the employer got the notice of election, the plant manager went from employee to employee pointing out the yes and no blocks. He said, "We want you to vote on the right hand side where it says no."

- On the day of the election police escorted the Board Agent to and from the voting area. The Board Agent was not permitted to see inside the work area. During the election anti-union literature remained posted inside the work area. The employer attempted to show the workers that they were running the election.

As a result of these tactics, the union has filed unfair labor practice charges against the company. UPWA District Director Thomas H. Vincent said in stating the union's case:

"No doubt, the Labor Board will agree that the company has done wrong. They may even order the company to bargain with its employees; but this will take many months, probably years.

## Two Upgrade to Second Assistant, New Engineer's Total Hits 179

Two more Seafarers have passed U. S. Coast Guard examinations qualifying them for an engineer's license after attending the Marine Engineer's School jointly sponsored by the SIU and District 2 of the Marine Engineer's Beneficial Association. A total of 179 men have now upgraded themselves to the rank of engineer.

Both Seafarers received second assistant's licenses.

John Whisman is 49 years old and lives in Long Beach, Calif. A native of Washington, D. C., he joined the SIU in New York City in 1963. Whisman formerly sailed as FWT.

Dallas Newsome formerly held the rating of FOWT. He is 41 years old and lives in Virginia Beach, Va. Born in North Carolina, he joined the SIU in New

York City in 1961.

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

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



Whisman



Newsome

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

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

## Rivers & Harbors Development Bill Awaits Senate OK

WASHINGTON—The 1968 Public Works Appropriations Bill, authorizing funds for civil functions of the Defense Department, including rivers and harbors projects, now awaits Senate approval after having been reported out of the Senate Appropriations Committee. It was passed by the House in July.

The bill, also known as H.R. 11651, provides also for financing the Panama Canal Zone Government, the Panama Canal, and the Atlantic-Pacific Interoceanic Canal Study Commission.

The Senate committee boosted the House-recommended sum of \$33,745,000 for rivers, harbors, and flood control, to \$36,246,000, about a 10 percent increase. The committee explained that the higher amount would be the "minimum" consistent with the urgent need to accelerate the development of U.S. water resources required by a growing population.

While the Senate committee left provisions concerning the Canal Zone Government and the Panama Canal Company intact, it cut \$15,000 from the requested \$6,115,000 for Atlantic-Pacific Canal Commission "salaries and expenses."

**Wins Fight for Pro-Labor Bill**



Democratic State Senator Joseph M. Keegan of New Jersey, left, receives congratulations from Safarer Louis Cirignano, his campaign chairman, on the passage of Keegan's controversial labor bill. Signed into law by Governor Hughes, the bill provides for striking workers to be eligible for \$62.50 per week in unemployment compensation after the strike's sixth week. This provision, said Keegan, attempts to equalize the bargaining pull of both sides.

**The Atlantic Coast**



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

Election day is only a month off now and it is extremely important that trade union members be well informed on the records of candidates who are up for election in the respective areas around the country. To put it bluntly, the labor movement can not afford another Ronald Reagan.

California is a state which has many trade union members, and it's pretty obvious that Reagan could not have been elected without a lot of trade union votes. I can't imagine how a man of Reagan's anti-labor sentiments would have any appeal to trade unionists, and it can only be assumed that there were a lot of



Tagliaferri

Harp

us who were dazzled by his Hollywood personality and didn't take the time to find out what the man represented.

The labor movement, with all of its enemies in this country, can ill-afford men like Reagan in public office, and we better make pretty sure that we know the issues before we step into the voting booth in November.

**Baltimore**

Joseph Tagliaferri is on the beach waiting for a European run. He's just off the *Duke Victory* where he sailed as chief electrician.

A 20-year veteran, Richard

Harp's looking for a ship heading for Vietnam. His last vessel was the *Seatrain Maine*.

Basilio Maldonado spent his vacation in Puerto Rico and is waiting for an intercoastal run. A member of the SIU for 15 years, he ships as AB.

**Philadelphia**

Charles Marshall is registered and ready for work in the black gang. His last ship was the *Fort Hoskins*.

Manuel Madarang, just off the *Petrochem* as chief steward, said he's looking for a good ship.

Frank Wynans dropped by to register for the first AB's job to hit the board.

Shipping has been fair in this port.

**Puerto Rico**

Leoncio Calderon is doing a great job as chief steward aboard the *Afoundria* according to fellow Seafarers.

Juan Sanchez is ready to ship out after being NFFD.

Ernesto Martinez, last on the Puerto Rico, is all set to ship out as soon as a chief cook's job is available.

We're expecting the usual influx of Seafarers from the other ports here shortly, as Puerto Rico offers a good refuge for someone who wants to ship and at the same time avoid some of those cold winter days up north.

**New Bills to Upgrade Fish Fleet Introduced in House and Senate**

**BOSTON**—The fish and cannery affiliates of the Seafarers International Union, backed by the entire International, have combined with other segments of the American fishing industry to promote the passage of three bills now before Congress designed to upgrade the fishing industry.

Now being considered by the House, the SIUNA supported bill, H.R. 12696, known as the Groundfish Import Quota Act, would amend U. S. import quota schedules to provide that the amount of groundfish imported each year should not exceed the average number of pounds for the years 1963-64. All groundfish products, except tuna products, are covered by the proposed legislation.

Representative Hastings Keith (R.-Mass.), who proposed the legislation, along with Representa-

tives Wendell Wyatt (R.-Ore.) and Al Ullmann (D.-Ore.), said that the bill would help alleviate those conditions that are now causing the American ground fishing industry to be "choked to death by foreign imports."

Also of vital concern to the fish and cannery affiliates of the SIUNA is H.R. 8048. This legislation, proposed by Congressman William Bates (D.-Mass.), requires that a 30 percent value per unit duty be imposed upon all imports of irradiated fish products—those

exposed to radiation in order to extend their shelf life. This legislation would broaden the market for fresh fish products in the United States.

**Comprehensive Legislation**

The third piece of new legislation strongly being supported by the SIUNA is Senate Bill 2426, the Fisheries Development Act of 1967—a comprehensive legislative program, designed to restore the U. S. fishing industry to a position of world leadership. This program, proposed by Senators Ted Kennedy (D.-Mass.) and Edmund Muskie (D.-Maine) provides for:

- A Fisheries Extension Service, patterned along the lines of the present Agriculture Extension Service which has successfully aided farmers, that would provide a variety of assistance to the American fisherman.
- Establishment of a program of technical grants which would provide funds necessary to modernize America's fishing fleets.
- A 50 percent subsidy of new fishing vessels built in the U. S.
- A standardized, equitable system of fishery regulations which would apply to all states.
- Formation of fisheries marketing agreements to encourage programs designed to overcome seasonal fluctuations in prices.
- A program of expanded research on fisheries, with special attention to research on fish protein concentrate.

**Pelly Opposes Malta U.N. Resolution Calling for Undersea 'Open Territory'**

**WASHINGTON**—The national sovereignty of coastal nations is seriously threatened by a resolution pending in the United Nations which would regulate exploitation of underwater resources by those nations, Representative Thomas Pelly (R.-Wash.) has charged. The proposal is also in direct contradiction of U.N.-backed accords which have been in effect since 1958, he declared.

The issue of controlling the use of the ocean floor had been raised by the United Nations delegation from Malta, whose proposal advocates that the vast undersea area be made a "common heritage for all mankind." At the core of the proposal is the provision that no nation may claim territorial rights over any part of the sea bottom beyond the continental shelf, and that these areas are "not subject to

national appropriation in any manner whatsoever."

The Washington congressman pointed out that the 1958 Geneva Convention, which was ratified by the United Nations, already has defined the limits of national sovereignty as extending to a depth of 200 meters from a coastline—and beyond that limit to where deeper waters permit exploitation of natural resources. In other words, said Pelly, "we already have sovereignty over submarine areas adjacent to our coast."

**SIU-AFU's Mike Orlando On Gloucester Council Ballot**

**GLOUCESTER, Mass.**—Michael P. Orlando, Gloucester port agent for the SIUNA-affiliated Atlantic Fishermen's Union, will be a candidate for a seat on the Gloucester City Council in upcoming local elections. His candidacy represents one of the first times that a man directly out of the fishing industry—especially from the labor side—has been a candidate for public office here.

Orlando believes that the fishermen in this port must have a voice

in City Hall, since Gloucester is a city where the majority of the 26,000 population earns a living from the fishing industry, and therefore has a vital interest in its future growth and development.



Michael P. Orlando

The AFU port agent is running on the Democratic ticket, and the SIUNA has thrown its full support behind him.

There are some 20 candidates seeking one of the seven vacant City Council seats. The candidate elected to the City Council by the highest vote usually is also elected as head of the council and serves as Mayor. The term of office is two years.

A veteran of World War II, Orlando was recently re-elected to his union post as Gloucester port agent and is also an executive board member of the Greater Boston-New England Maritime Port Council of the AFL-CIO Maritime Trades Department.

He is a veteran fisherman and has been active in many industry and service organizations throughout his community.

His distinguished background in Gloucester community affairs includes service as Director of the Gloucester Fishermen's Institute and a seat on the Gloucester Fisheries Commission. He has also been vice-president of the Master Mariners Association and a treasurer and trustee of the Gloucester Fishermen's Rest.

**Joe Algina Reappointed To Safety Body**

**CHICAGO**—SIU Safety Director Joe Algina has been reappointed as a member of the Labor Conference of the National Safety Council for the 1967-68 term.

The appointment, made from the Safety Council's national headquarters here, was announced by Arthur P. Gildea, vice-president elect for Labor, and runs from October 24, 1967 through October 23, 1968.

The Labor Conference serves as a continuing agency, within the parent National Safety Council, for the prevention of accidents and the sustained conservation of the health and welfare of workers and their families. Its functions include the encouragement and promotion of activities within labor organizations aimed at safety education and practice.

One of 15 conferences representing civic, industrial, governmental and various other segments of the society, the Labor Conference consists of 100 members from all over the nation who serve in a voluntary capacity.

# Trade Unionists Volunteer Aid To Texas Hurricane Victims

CORPUS CHRISTI, Texas — Hundreds of trade unionists—many of them forced from their own homes—pitched in to aid victims of one of the greatest disasters in Texas history.

Hurricane Beulah, bearing 160 mile-an-hour winds, tore across a 40,000-square-mile area of south Texas and north-eastern Mexico, generating huge tidal waves, tornadoes, massive cloud-burst and record flooding.

The nightmarish week that followed saw four rivers—the Rio Grande, Arroyo Colorado, Neuces and San Antonio—unleash wild waters that flooded out 150,000 refugees along both sides of the border.

Damage estimates mounted past the \$1 billion figure in an area larger than the state of Virginia. The Red Cross said it was sheltering 25,000 persons, supplying at least 130,000.

Members of unions swung into action in all parts of the stricken region. More than 200 labor volunteers were helping the Red Cross here and more than 100 were assisting in rehabilitation work in the Harlingen area.

A. B. Smith, AFL-CIO Community Services liaison with the Red Cross here, said there was no way of telling just how many unionists were in Harlingen, center of the Aroyo Colorado's wild rampage.

"We know there are at least 100," he said, "because that number of volunteers from Laredo were flown into Harlingen by helicopter, the only way they could get there."

But, Smith added, communications "are so snarled that we can't keep in touch with them." The volunteers, he reported, are under the direction of Henry Munoz, equal opportunity director of the Texas State AFL-CIO.

The latter pledged its assistance to the Red Cross and state and federal officials as soon as disaster struck. Sec.-Treas. Roy R. Evans, in a bulletin to all locals of the federation, urged cash contributions to the Red Cross of at least \$1 per union member.

Beside aiding the Red Cross in distributing food, clothing and medical supplies to Beulah's victims, union members also joined the vast rehabilitation effort in other ways.

Building trades members for example, were quickly engaged in repair work; and other unionists—as "good neighbors"—opened their houses to homeless Mexicans, more than 4,500 of whom found shelter in Texas towns and cities.

Among those directing unionists in rehabilitation activities were Oscar H. Reyna, president of the AFL-CIO Coastal Bend Labor Council, and Mrs. Rosa Walker, head of women's activities for the Texas AFL-CIO.

Other heading various clean-up activities included George Osborn, Oil, Chemical & Atomic Workers; Georgia Ann Lesterjett, Walter Jauer and Sarah Jane Fry, all of the Communications Workers.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Sept. 22 to Oct. 5, 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	2	1	2	0	1	20	4
New York	63	32	46	19	9	217	86
Philadelphia	8	1	9	7	8	22	7
Baltimore	30	9	20	9	4	120	84
Norfolk	10	8	6	8	9	14	12
Jacksonville	11	10	7	8	11	11	3
Tampa	6	5	4	9	1	7	9
Mobile	27	21	17	13	0	84	40
New Orleans	50	38	53	36	5	142	78
Houston	41	34	19	17	4	152	84
Wilmington	18	18	18	10	25	18	1
San Francisco	58	76	46	31	39	54	8
Seattle	40	27	39	19	22	51	14
Totals	364	280	286	186	133	912	430

### 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	4	2	2	2	1	7	1
New York	45	53	49	27	9	129	102
Philadelphia	6	4	8	5	7	8	7
Baltimore	12	12	10	11	34	41	40
Norfolk	11	11	2	7	13	24	11
Jacksonville	4	4	2	3	10	6	4
Tampa	3	3	2	3	0	129	3
Mobile	18	24	11	17	1	43	23
New Orleans	27	50	43	43	7	89	92
Houston	37	31	26	26	1	104	84
Wilmington	19	14	15	15	22	19	3
San Francisco	63	70	33	29	47	51	2
Seattle	18	15	20	7	18	23	9
Totals	267	293	223	195	170	549	381

### 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	3	0	1	1	0	10	4
New York	38	14	23	12	11	151	34
Philadelphia	10	2	5	4	9	17	6
Baltimore	16	6	8	6	4	90	46
Norfolk	7	10	7	1	16	7	3
Jacksonville	2	1	5	4	9	3	1
Tampa	2	4	2	4	0	13	3
Mobile	24	14	10	11	0	60	13
New Orleans	41	43	40	32	6	118	78
Houston	17	21	15	8	1	72	38
Wilmington	16	6	12	6	17	10	1
San Francisco	35	20	15	23	19	30	22
Seattle	20	17	21	24	11	30	18
Totals	231	158	164	136	103	611	272

## THE INQUIRING SEAFARER

**QUESTION:** What do you do when you have spare time at sea?

**Andres Cestelo:** I like to listen to the radio when the reception is good. I also enjoy reading and if I can find someone who likes to play, I enjoy a good game of chess or checkers. Sometimes, I try fishing. The type of fish depends on the area I'm sailing in.

**"Bucky" Fountain:** Most of the guys like to get together for a good bull session, chat and listen to the older men swap sea stories. You really hear some good ones. I did a little studying when I was going for a higher rating. Extra money from overtime always comes in handy, also.

**Richard Almojera:** I am very fond of chess and I play as much as possible. I also enjoy a game of cards and it's usually easy to find a game. Reading, of course, is probably the most popular and easiest way to kill the free time. A well-stocked library is a must on most ships.

**John Duda:** I would say reading is my favorite pastime. Most seamen read a great deal. Card playing and swapping jokes and stories is next on the list. Some of the men like to make ship models but this can be hard with all the rolling and bouncing a ship takes.

**John Carmello:** When I was going for my FOWT's rating, I spent a lot of spare time studying. I write letters and read a good deal. Just about any type of book or magazine will do. Most ships have a variety of reading material.

A seaman probably reads as much as anyone.

**Walter Fitch:** I sailed as chief steward and for me there's no such thing as spare time. If a steward does his job right, he never has any. If I ever do get some leisure moments, I study to learn as much about my job as I can. When you become a chief steward you have a responsibility to keep the crew well fed.

## YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

### Beware of TV Repair 'Fast-Buck' Artists

Higher rates for repairing TV sets are leading a parade of rising appliance and auto repair and service costs that often become an unexpected burden for moderate-income families. Between the many items of mechanical equipment families now have, and the breakdowns due to production short-cuts and careless use, repairs now are a noticeable living expense.

Unfortunately, most families have not yet learned to budget for repair and service expenses. For one reason, they are preoccupied with meeting the installment payments. For another, who buys a new appliance expecting repair bills?

Who? Either a born pessimist or a knowing consumer who realizes that dealers and manufacturers play down service problems when selling appliances.

Recent increases in TV repair charges have made it even more urgent that your family uses its set with care, and when it does need repairs, that you choose a service company with care.

It now is important to determine the availability and cost of service even before you buy an appliance. Some authorized or factory-sponsored service firms have raised rates more than others.

For example, in some parts of the country some of the larger manufacturers have raised rates for service calls on black-and-white TV sets to as much as \$9.95, and for color, to \$12.95. In comparison, some of the smaller factory-service companies pegged their new rates at \$7.95 for black-and-white, and \$9.95 to \$11.50 for color. Independent service firms tend to be even lower, charging as little as \$7 for black-and-white, and \$10 for color.

One reason the factories gave for raising service rates is the shortage of technicians, with many of the best technician prospects now in Vietnam,

according to *Home Furnishings Daily*.

Let alone the high costs from reputable firms, you can get into even more trouble with tricksters, a number of recent surveys again have shown. In Illinois, for example, Attorney General William Clark found that some TV repairmen charged anywhere from \$14.85 to \$45.70 for "repairing" a number of sets purposely disabled by an electronics expert. All that the sets really needed was replacement of one tube in some cases, two tubes in others, at a cost of \$5 to \$15, the Attorney General said.

A frequent charge was for cleaning, repair and overhauling the tuner. But later examination showed that the tuner had not been touched nor removed from the set as is necessary to repair it.

As a result of efforts by former Governor Pat Brown, and his then consumer counsel Helen Nelson, California now has a "Bureau of Electronic Repair". It licenses servicemen, establishes rules they must follow, and gives the consumer a place to complain if he feels he has been treated unfairly.

Under the regulations, servicemen cannot claim they have "rebuilt" or "reconditioned" a tuner if they merely cleaned or lubricated it.

Nor, if they only installed a picture tube brightener, can they claim they "rebuilt", "rejuvenated" or "reconditioned" the tube or set.

While the durability of black-and-white TV sets seems to have improved in recent years, color TV is more complicated, with color picture tubes requiring more frequent replacement.

Another problem, some servicemen say, is that factories have eliminated some parts to simplify production. While these short-cuts reduce manufacturing costs they also often reduce the durability of sets.

# U.S. Court of Appeals Ruling Aids Union Organizing Efforts

RICHMOND, VA.—The 4th U.S. Circuit Court of Appeals upheld a National Labor Relations Board order that a hosiery manufacturer must supply the Textile Workers Union of America with the names and addresses of employees in plants the union seeks to organize.

The ruling was the first by an appeals court in a series of cases growing out of the NLRB's "Excelsior" rule governing voter lists in elections. U.S. district courts have upheld the board's orders in six other cases, refused them in one.

Appeals Judges Albert V. Bryan and Clement L. Haynsworth reversed a refusal by the District Court in Greensboro, N. C., to compel Hanes Hosiery Division of the Hanes Corp. to give the TWUA an address list of employees in its plants near Winston-Salem, N. C.

"It seems to us," the judges said, "that the board could justifiably consider an early release of the qualified voters' names and addresses necessary to an intelligent election. An informed electorate is essential if the result of an election is to be accorded its intended significance and accomplish its aims."

Rejecting all the employer's arguments, the court concluded that disclosing employees' names and addresses to a union is not an interference with the employees' right to organize, guaranteed by the labor law, but "in truth it is an assist to this end."

Meanwhile, the union announced in Charlotte, N. C., that Hanes management has agreed to abide by a board order that it must offer jobs and \$45,000 in backpay to eight employees it fired illegally during a TWUA organizing campaign in 1966.

The dispute reached the federal courts when the NLRB ordered Hanes management to produce an address list in advance of an election set for August 17, 1966. The company refused to obey the board order or a subpoena and the election was postponed. When the NLRB asked the District Court to enforce its order, the court refused, saying the list demanded was not "evidence" under the law.

The appeals judges disagreed. They cited an NLRB ruling in the Excelsior Underwear case, where an almost identical order was issued February 4, 1966. They concluded that the board cited "sound reasons" for its Excelsior rule and concluded:

"Fairness in the election process demands here . . . as in public or corporate elections, the opportunity of contesting parties to communicate their respective positions to the electorate." This, they said, includes "such completeness of information, and timeliness of its dissemination, as will allow the voters to make a reasoned choice."

## LABOR ROUND-UP

The Vermont AFL-CIO, calling on the state legislature to expand state rehabilitation programs, attempted to "point the way" by voting to "adopt" the state-subsidized Cavalry Child Health Center and its residents, 50 handicapped children. Labor convention delegates from 110 locals collected \$200 and pledged additional aid, Ralph Williams, president of the Vermont AFL-CIO, declared that the state labor council will call on locals for donations twice a year, as long as the need exists. Only a few years ago, it was labor's activity that began the rehabilitation program for persons who were crippled, retarded, or suffering from alcoholism.

The Insurance Workers canceled a proposed two-day work stoppage against the Prudential Life Insurance Company of America when negotiations between management and union representatives led to terms of a new contract covering 17,000 agents in 35 states and the District of Columbia. The union is asking Prudential agents to vote Oct. 15 on a company proposal to increase contract benefits by \$6.45 per week. The total offer includes, among other items, a \$5.00 increase in a special debit allowance, and payment of 50 per cent of pension costs by management.

AFL-CIO President George Meany has declared that the 3,300 striking employees of the Minnesota Mining & Manufacturing Co. "have the backing of the entire union movement." The workers,

members of the Oil, Chemical, and Atomic Workers Union (OSAW), have extended the strike for an equitable new contract to 3M plants at St. Paul, Maplewood, and Hastings, Minnesota. Meany said that the strikers can count on the support of their 14 million fellow AFL-CIO members.

A recently established co-ordinating agency, representing 18 unions from the professions, sciences, and arts, has opened headquarters in Washington. SPACE—the Council of AFL-CIO Unions for Scientific, Professional & Cultural Employees—is located at 2600 Virginia Avenue, N.W. President Herman D. Kenin of the Musicians is council president, Teachers president Charles Cogen is vice president, and the treasurer of the council is Jerry Wurf, president of the State, County, and Municipal Employees. Jack Golodner is full-time executive secretary.

Milwaukee Mayor Henry Maier has praised the County Labor Council's publication, the Milwaukee Labor Press, for being in the "forefront" of the fight for "every progressive issue affecting the welfare of the workingman in our city, our state and our nation." The occasion for the praise was the 25th anniversary of the labor publication, which reaches 127,000 union families. Further honor was given the newspaper when the Common Council and the County Board of Supervisors passed resolutions paying tribute to its high standards.

# "We Could Use Some More Like Him!"



Although the average labor union member in America can derive a certain feeling of self satisfaction from the fair wage he earns and the improved working conditions he enjoys, there is an insidious element secretly gathering strength in this country which seeks to sabotage any and all efforts to insure that feeling.

This hostile faction, which is perhaps best defined generally as Right-Wing Radicalism, worms its way into every facet of American life to sow the seeds of dissension and capitalize on all areas of civil unrest. Its financial resources—while largely anonymous—are virtually without bottom and sustain a vast machinery for infringement on the human rights of our citizens which extends from the lofty heights of government to the lowest despair of the turbulent ghetto areas.

The agents and propagandists of right-wing reactionaries are always at their busiest prior to elections and now are out in full force to organize right-to-work committees, pressure for anti-labor legislation and to beat the drums for restrictive measures against the liberties of Americans who most desperately need them.

Such national issues as the recent widespread race riots in many of our cities, divided opinion on the conduct of the war in Vietnam, and concern engendered by the fact that an estimated 30 percent of our citizens still live below the designated minimum poverty level, provide fertile fields for reactionary planters of fear and uncertainty.

Instead of encouraging sound methods to get at the causes of racial unrest and correct it by means of needed economic realignment and a public understanding of the problem, the right-wingers condemn the underpriv-

ileged and foster doubts of the government's ability to cope with the situation without iron-fisted new laws.

Instead of attempting to ease the plight of their destitute fellow citizens, the right-wingers pour their enormous wealth into worsening that plight and attempting to strangle any constructive efforts, on the part of unions and responsible lawmakers, to help these people achieve economic stability.

Right-Wing extremist operations follow a pattern aimed at confusion and deliberate distortion of facts. Typical recent illustrations of their influence can be found in a mass circulation magazine and in openly anti-union behavior by the Republican governor of California, Ronald Reagan.

In an article ballyhooed by a full-page ad in the New York Times—picturing a ripped social security card—the Reader's Digest would have us believe that the Social Security System is nearing collapse. Pure nonsense! It was never stronger.

From the executive mansion in Sacramento, Reagan by-passed domestic farm workers demanding union representation and dispatched 400 convicts from state penal institutions to help farm employers avoid "substantial crop loss." When union leaders correctly protested his arbitrary action he likened them to dogs "sitting on a sharp rock, howling with pain and too stupid to get up."

Unfortunately, such tactics are a fact of life. We can only continue to fight them by recognizing them for the vicious tools they are and refusing to be fooled by them.

The ballot box is our most effective weapon against these anti-union elements!

# SIU Pension Benefits Give Security To Ten Additional Seafarer Oldtimers

The names of ten more Seafarers have been added to the ever-growing list of men who are collecting an SIU pension. The latest group of Seafarers who have retired on an SIU pension include: Karl Reinertsen, Michael Patjis, Richard Donaldson, Terrill York, Gabriel Olsen, Pedro Cruz, William Hightower, George Chandler, Arthur McCall and Simeon Vergara.

Karl Reinertsen joined the SIU in the port of New York. Born in Norway, he lives in Brooklyn with his wife, Agnes. Reinertsen



Reinertsen Patjis

sailed as a mate aboard railway marine tugs.

Michael Patjis joined the SIU in Baltimore where he lives with his wife, Stella. Patjis was born in Maryland and sailed as a bridgeman. He was employed by the Baltimore and Ohio Railroad.

Richard Donaldson joined the SIU in New York. Born in Oil City, Pa., Donaldson now resides

in Jersey City, N.J., with his wife, Ethel. He sailed as deckhand for the Pennsylvania Railroad.

William Hightower joined the



Donaldson York

Union in New York and sailed as a FOWT. He was born in Georgia and lives in Galveston, Texas, with his wife, Helen. Hightower's last ship was the Keva Ideal.

George Chandler sailed as an AB and bosun with the SIU. He is a native of Alabama and lives in Mobile where he joined the Union. His last ship was the Overseas Joyce.

Arthur McCall joined the Union in New York. He was born in

Brooklyn and resides in Satellite Beach, Fla. McCall sailed as an AB and his last vessel was the Azalea City.

A member of the steward de-



Olsen Cruz

partment, Simeon Vergara joined the Union in New York. Born in the Philippines, he lives in Oakland, Calif. His last ship was the Our Lady of Peace.

Terrill York joined the SIU in the port of Mobile, which was his place of birth. York now lives in



Hightower Chandler

Baltimore with his wife, Doris. He was a chief steward and last sailed on the Warrior.

Gabriel Olsen joined the SIU in the port of Chicago and sailed as a dredgeman. A native of Nor-



McCall Vergara

way, he now lives in Chicago with his wife, Hannah.

Pedro Cruz is a native of Puerto Rico, now living in San Francisco. He sailed as a FWT and joined the Union in New York. Cruz is a 25-year veteran and last sailed on the Elizabethport.

## New Delta Ship Begins Service To South America

The Delta Argentina, the first of five advanced-design 20-knot freighters to be constructed by the SIU-contracted Delta Lines, began her first voyage recently after christening ceremonies attended by Argentina's ambassador to the United States, Alvaro C. Alsogaray.

Planned for operation on the South American and West African runs, the other four ships will be named the Delta Brasil, Delta Paraguay, Delta Uruguay, and Delta Mexico. They will have a deadweight tonnage of 13,350 tons, bale cubic capacity of 646,860 tons, refrigerated cargo space of 46,624 cubic feet, and liquid cargo capacity of 1,658 tons.

## Joins SIU Pension Roster



Seafarer Julien Noel, Jr. (left) receives his first retirement check from SIU Agent Thomas Glidewell at Port Arthur, Texas. Noel sailed as chief engineer with Slate Incorporated, of Orange, Texas, since 1942.

## The Pacific Coast



by Frank Drozak, West Coast Representative

Letters were sent to California's 37 U. S. Representatives by the California Labor Federation, AFL-CIO, urging them to support the Smith-Foley bill, designed to protect consumers from inadequately inspected or uninspected meat products. The new bill would extend Federal meat inspection to 97 percent of uninspected or state-inspected plants. A weaker measure, already approved by the House Agricultural Committee, fails to do so. Enactment of the Smith-Foley bill would insure federal inspections for all meat plants in the U.S.

with annual sales of more than \$250,000.

### San Francisco

Shipping is active here and should continue that way for awhile. Paying off and signing-on were the Longlines, Amerigo, San Diego, Cosmos Trader, Transpacific, Longview Victory, American Pride, Ocean Dinny, Columbia Victory, Minot Victory, Wayne Victory, Yaka, Oceanic Tide, Cortez, Northwestern Victory, San Francisco and Rio Grande.



Edén Ainsworth

### Seattle

Carl Ainsworth was bosun on the De Soto and is now planning a short vacation before sailing again. Carl's a 20-year man in the SIU.

After sailing as chief steward aboard the Transhartford, F. J. (Whitey) Johnson picked the Bowling Green as his next ship. He is another 20-year man.

Ronald (Scotty) Edén told us he'll be ready to sail in a few weeks. Scotty was chief electrician on the Cape Saunders and is taking a vacation.

Shipping has been booming for all ratings in this port.

### Wilmington

Edward Cronin, one of our pensioners, just moved out here from New York. He said the climate here is much better for him.

James Keavney was repatriated from the Connecticut after sustaining an injury. We hope he will recover quickly and be back at sea shortly.

Shipping is excellent here and we hope it will continue for the next period. We paid-off six ships during the period.

## U.S.-Flag Ships Get Cost Aid While Suez Opening in Doubt

The U.S. Government, Maritime Administration, and Federal Maritime Commission have taken action to ease the burden imposed on American ship companies by the Mid-East conflict. Among the operators affected is the SIU-Pacific District-contracted American President Lines, which has been forced by the closing of the Suez Canal to divert its ships around the Cape of Good Hope at Africa's Southern tip.

The Government has agreed to grant the company an additional operating subsidy of about \$2,000 per day for each ship diverted to the Cape. Such a voyage increases sailing time by nine to 12 days, and therefore costs approximately \$18,000 to \$24,000 more than usual.

The Maritime Administration is allowing increases in charter terms for those U.S. operators running Government-owned ships for the Military Sea Transportation Service. A five-dollar-per-ton rise has been authorized for vessels of 10,000 to 15,000 tons, while ships larger than 15,000 tons will receive a \$3.50-per-ton increase as compensation for the necessary route diversions.

The Federal Maritime Commission has supplemented regular provisions by allowing freight rate surcharges of about 25 percent to be added by conferences and individual lines affected by the Suez Canal blockade, for the duration of the emergency.

### Observer A Captive

On another front, since the June 6th blocking of the Canal by Egypt, 16 merchant vessels have been stranded in that 100-mile waterway, with prospects dim that traffic might soon resume. Among the vessels trapped in the Canal is the SIU-contracted Observer, which originally had been traveling through on her way to India to deliver a 27,000-ton cargo of grain. During the war, the Observer had been used as a shield by the Israeli and Egyptian forces on occasion, and had been confined to radio silence.

More recently, the Observer suffered a fire that sent smoke billowing into the sky. Apparently caused by spontaneous combustion, the fire caused no injuries among the small maintenance crew but damage to the ship was extensive. The main electric plant, motor distribution panels, and some other equipment was reported out of commission.

During the violence early in the Arab-Israeli war, the Observer and her SIU crew were clearly in danger, especially since Egypt had severed diplomatic relations with the United States and had branded this country as an aggressor. It was only through negotiations on the part of the SIU, Marine Carriers, (the ship's operators) and delegates from the Spanish and Indian Embassies, that the bulk of the crew was able to return to the United States. A volunteer skelton crew remained behind to maintain the ship, and to move it out in the event that the canal were cleared and opened again.



# The U.S. Merchant Marine -Up Front!



Taken from the deck of a U.S. combat transport (left foreground), above picture shows American merchant marine cargo vessel hit by Nazi dive bombers during air raid on Allied convoy in Mediterranean during World War II. Many similar ships, manned by SIU members, risked same fate sailing daily through Axis waters. More than 1,200 Seafarers died in war.

**S**EAFAREERS in October, 1967, are proudly carrying out the traditional function of the American merchant marine as this nation's fourth arm of defense in periods of military crisis.

As they always have—and will continue to do in the future—those who man United States-flag merchant vessels are coping with the challenge at hand and maintaining the vital sealift which carries our fighting men and materiel to the far off war in South Vietnam.

Whenever their country has needed them at a critical time such as this, Seafarers have been ready to meet that need, even though their efforts are sometimes forgotten.

October of 1942 was also a critical period in the history of the world and members of the SIU were every bit as instrumental in shaping that history as any soldier, sailor, marine or airforce pilot. During the second World War, thousands of Seafarers risked their lives on some of the 1,554 American ships that were sent to the bottom by the Axis powers. More than 1,200 died.

In that tense October of a quarter of a century ago, the Seatrain Texas and her SIU crew may well have turned the tide of the bitterly-fought campaign in Africa.

The Nazi's "Desert Fox," Field Marshal Erwin Rommel, was striking out to capture the Suez Canal and gain domination of the Middle East. His Afrika Korps had already destroyed 200 of the 300 tanks possessed by the Allied 8th Army and had penetrated to within 60 miles of Alexandria.

With much of their equipment lost, the veteran desert fighters of the British Army and its allies stood little chance of preventing the crack German panzer division from overrunning Egypt and taking control of the Canal. It was at this point that the Seatrain Texas was called upon for one of the fastest trips it ever made.

The freighter, which continues to sail under contract to the SIU to this day, had only recently returned to New York from a voyage to England the previous summer. On an emergency order from President Franklin Roosevelt, the two-year old vessel was rushed immediately to dock and began taking on a load of Sherman tanks diverted by the President from our own armed forces.

Two American ships carrying similar cargoes of tanks destined for the beleaguered 8th Army had been sunk en route by the Germans and the Seatrain Texas was ordered to rush the replacement equipment to the British at Suez without a moment's delay.

As dangerous as the sea lanes across the Atlantic were during that period of the war, there was no time to wait for the usual convoy and the vessel left New York without escort as soon as the loading of 180 tanks and 165 Army technicians was completed.

As the Seatrain Texas zig-zagged at top speed through the treacherous Caribbean Sea, double look-outs were kept on watch around the clock to spot any raiding Nazi submarines and the Navy contingent aboard manned their guns every minute. This continued as standard operating procedure throughout the precarious dash across the South Atlantic which was the next leg of the journey.

Following a brief refueling stop at Cape Town, the Texas proceeded along the east coast of Africa to "torpedo point," off Madagascar, and a rendezvous with the British Corvette which was to be its sole escort for the rest of the long voyage.

As the two ships sped north through the warm African waters they passed a convoy which had departed from the United States three full weeks before the Texas left its New York pier. They went on to beat the convoy to Suez by seven days.

The Seatrain Texas had hardly dropped anchor before the already rigged-and-waiting unloading gear began moving the desperately needed tanks from her

hold. Tank drivers from the 8th Army were there to meet them and the heavy Shermans had barely hit the shore before they were rumbling off to the battle front just a few miles away.

It was at this point that the 8th Army, bolstered by the strength the newly-arrived tanks provided, were able to decisively rout Rommel. Striking swiftly at Alam El Halfa and then swinging round with a series of crippling attacks against the Germans at El Alamein, the G.I.'s drove the Afrika Korps steadily back until they turned and scattered helter skelter in defeat across the burning sands to the west.

Thus the Seafarers of the Seatrain Texas helped to turn the tide of the war in North Africa through the quick and able fulfillment of their emergency mission.

Danger-filled voyages in the Mediterranean were commonplace for SIU-manned vessels during this period and until well after Italy was forced to surrender to the Allies.

The Robin Locksley, then of the Seas Shipping Company and now still active under the Robin Line ensign, also contributed materially to the Allied conquest of Africa. Her SIU crew played a vital role when the vessel was called upon for a mercy mission to Malta, referred to by all troops at the time as the "most bombed spot on earth."

Under almost constant attack, this key base in the middle of the Mediterranean Sea was desperately short of ammunition, food and gasoline.

For many months the British Royal Air Force had been using Malta's three flying fields to knock out enemy convoys carrying supplies to Rommel and his men in North Africa. And for just as many months, the Luftwaffe and the Italian Air Force were pounding away at the 17-mile-long island in a vain attempt to blast it out of the war.

Had it not been for the small Allied convoys that sustained this brave little bastion of strength, Malta might well have been lost and the toll of the African campaign much higher, in terms of men and materiel.

The Robin Locksley, the Dutch ship Bantam and the British Denbighshire comprised one such convoy which left Port Said in November of 1942 to run what was called the "bomb blockade" to beleaguered Malta. Its safe arrival was considered so indispensable to the maintenance of Allied operations that the convoy was escorted by no fewer than five cruisers and seven destroyers.

Seven German Junkers 88s launched the first heavy attack on the convoy but were driven off by intense anti-aircraft fire without notable damage. A second attack by three torpedo planes—during which the men of the Robin Locksley were credited

with downing one of the raiders—succeeded in hitting one of the cruisers but did not sink her.

On the second day out, 27 Nazi troop planes flew over the convoy and four of them were shot down by long-range Beaufighters sent from Malta to fly cover for the approaching Allied supply vessels.

Helped by heavy seas and overcast weather—in addition to its heavy escort—the convoy survived the three-day journey and put into Malta without loss. After delivering the precious cargoes that would keep the island fortress going for a while, the Robin Locksley and her companion ships successfully avoided the enemy on the return trip and made it safely back to Port Said.

Many other SIU-manned vessels survived close calls in the African theatre of World War II, among them the Daniel Huger. A liberty ship owned by the then Mississippi Shipping Company, she was caught in a 1943 air raid at Bone, Algeria, while fully loaded with barrels containing 6,000 tons of high octane gasoline.

A direct hit wounded several of the gunners aboard and started a fire below decks. The Daniel Huger might have blown sky high at any moment and flames from exploding gasoline were shooting some 300 feet in the air, but the Seafarers remained at their stations until the order to abandon ship was given.

When a shoreside firefighting brigade went aboard, crew members volunteered help in extinguishing the flames to save the ship and most of its cargo. Several willingly risked their lives to spray foamite over the red hot bulkheads in the hold immediately adjacent to the heart of the fire.

Torpedoed off the coast of North Africa in 1944, the crew of the Waterman-owned C-3, Maiden Creek, volunteered to return to the ship from their lifeboats when it was realized the vessel would not sink immediately. While they were breaking out towing hawsers from the after chain locker below, a second torpedo struck in the stern. Six Seafarers were killed and 12 more injured, but all had made a desperate attempt to save their ship and the cargo of valuable war supplies it carried.

A commendation, made by the War Shipping Administration of the crew of the Alcoa-operated William Wirt following an attack on the ship in the Mediterranean by Nazi bombers, is typical of that which could be made of many other SIU crews—in the Pacific as well as the Atlantic—in meeting the challenge for freedom in the Second World War.

The citation read, in part: "although it was the first experience in action for the majority of the merchant seamen stationed with the guns, they served like seasoned veterans."



Seatrain Savannah (right) is a sister ship of Texas which was used in successful ousting of Nazis from North Africa during World War II. Savannah was converted by Navy for Pacific aircraft operations.



# Calif. AFL-CIO Raps Reagan Action Supplying Convicts to Harvest Crops

SAN FRANCISCO—Governor Ronald Reagan's dispatch of convict labor to aid farm employers in harvesting crops and his likening labor leaders to "stupid dogs" has drawn the wrath of labor in California. Reagan authorized the use of 400 prisoners, confined to state institutions, to work in fig and grape fields in Merced and San Bernardino counties. He said they were needed "to prevent substantial crop loss."

The convict labor was being paid "prevailing wages," Reagan said, with part of the money going into the state treasury and the rest into a fund paid to prisoners upon release.

These developments followed:  
 • State AFL-CIO Executive

Secretary-Treasurer Thomas L. Pitts charged Reagan with "appealing special interests," short-changing domestic farm workers and a "gross perversion" of a law allowing convicts to work in private employ under certain conditions.

• Director Cesar Chavez of the AFL-CIO United Farm Workers sent a wire to Reagan offering "to supply all the domestic farm

labor" needed to harvest the grapes and figs "provided the growers enter into a collective bargaining agreement."

## Ignores Chavez Offer

He also reminded Reagan that "neither your office or the growers have contacted us requesting workers." Chavez's offer was ignored by the Republican governor.

• Reagan held a press conference at which he was asked about the labor leaders' reaction. "Sometimes they remind one of a dog sitting on a sharp rock, howling with pain and too stupid to get up," he commented.

Reagan said that Pitts "wouldn't even be satisfied if I offered to go into the fields to harvest crops."

Pitts answered that it was the "agri-business" interests who could best be compared to "stupid, howling dogs" since they clamored for the convicts and "adamantly refused to offer wages sufficient to attract" farm workers.

As for Reagan's offer to go into the fields, Pitts said he'd take the governor up on that since it might help him to "appreciate" the toil of farm workers.

In asking for the convicts, the growers contended that there was a shortage of U. S. workers to harvest their crops. But Pitts challenged this, declaring that if such were the case the employers could have applied for imported workers. He said the Labor Department informed him no application had been made.

What Reagan is doing, he charged, "is trying to aid growers who are determined to flout both the Congress and specific rules set up by the Labor Department and the Immigration Service to meet labor shortages without undercutting wages of domestic workers."

Accusing the governor of "gross perversion" of the state's work-furlough law, Pitts said the law specifies that prisoners may be used in private employment only when such employment is to have a rehabilitative aspect.

"It is simply ridiculous to pretend" that fig and grape picking "will contribute anything to the prisoners' rehabilitation," he said.

# AFL-CIO Raps 'Loopholes' In Alien Labor Recruiting

WASHINGTON—A Justice Department regulation barring "green carders" from crossing the Mexican border to take jobs at struck farms and factories has loopholes big enough to drive truckloads of strikebreakers through, labor witnesses told a Senate subcommittee recently.

That is what has been happening in California and Texas, according to testimony by AFL-CIO Organization Director William L. Kircher and Cesar Chavez, director of the United Farm Workers Organizing Committee.

Their complaints were echoed in large part by Labor Secretary W. Willard Wirtz. He told the Senate Judiciary subcommittee on immigration that a July 9 regulation by the Justice Department "only takes a short step in the direction of preventing aliens from being used as strikebreakers."

So-called "green carders" are holders of alien registration cards who live in Mexico but commute either daily or seasonally to jobs in the United States. The identification cards that permit them to cross the border at will are the same as those held by regular immigrants who have come to the United States to live as well as to work.

## Narrow Interpretation

The AFL-CIO Executive Council, at its recent meeting, charged that the Immigration & Naturalization Service has interpreted the regulation curbing alien strikebreakers so narrowly that it has been rendered "impotent and devoid of meaning."

Its interpretation, the council said, is that "foreign strikebreakers are not in violation of the regulation unless they come directly from a foreign land for the specific purpose of taking a job in a struck field. Therefore, 'green card' holders already in the states are being used as strikebreakers and growers who are not struck are importing workers who are then transferred into strikebound fields."

The council called for a flat prohibition against the use of alien labor strikebreakers "at any time, in any place and in any form."

Chavez and Kircher told the subcommittee, headed by Senator Edward M. Kennedy (D-Mass.), of the use of alien strikebreakers at the Giumarra Vineyards, near Bakersfield, Calif.

On August 3, Chavez recounted, "over 800 workers walked out of the Giumarra field" after man-

agement refused the union's request for a representation election. The workers were primarily Mexican-Americans, permanent residents of the area.

For a week there were no workers in the fields, Chavez said. Then the owners brought in between 200 and 300 people "recruited from the Mexicali-Tijuana area . . . and transported 200 miles into the company camps."

Chavez said he asked the local immigration officer to enforce the regulation. Said Chavez: "He finally told me they were not going to go into the fields behind the picket lines to investigate our complaints because if they did they were going to surely incur the wrath of the growers and they didn't want that."

Kircher stressed that the "law is clear that immigration which threatens to depress American standards of wages, benefits and conditions, or the breaking of strikes designed to achieve such standards is not to be permitted." Labor's quarrel, he said, is with the Immigration & Naturalization Service's interpretation of its regulations which leaves "a large loophole through which American employers are enabled to obtain and utilize the services of green card holders as strikebreakers."

# Sea-Land's Elizabethport Facility Continues to Expand at Rapid Pace

ELIZABETHPORT, N. J.—Just five short years ago, the home base of the SIU-contracted Sea-Land Service consisted of a single dock and one small structure on 25 acres of land in Elizabeth, N. J. Today the world's first all con-

tainer port has 10 operating berths, 12 cargo distribution buildings with more than 1 million square feet of space, and nine other major buildings which Sea-Land has put up on what is now a sprawling 158 acres. And this is only the beginning.

The Elizabeth Port Authority Marine Terminal, as the entire complex is called, was made possible by an agreement under which the port was built by the Port of New York Authority and leased to Sea-Land which has further invested in buildings and dock equipment.

During its first full year of operation in 1963, the terminal handled more than 1.5 million tons of containerized cargo on Sea-Land's 242 ships. In 1966, the total was almost twice as much—2.6 million tons—on 400 ships.

According to present plans, 10 additional berths and some 180 more acres of paved upland now under construction will be ready for use in the next four years. Five more berths are in the planning stage. When all 25 berths and facilities are ready—possibly by 1975—they will handle more than 9 million tons of cargo.

# The Great Lakes

by Fred Farnon, Secretary-Treasurer, Great Lakes



A ratification meeting will be held by workers at the Mackinaw Transportation Company as soon as the new wage package is drafted. The contract was opened for wages and welfare only. No changes were made in the present work rules.

The National Labor Relations Board supported the SIU position that college students should not be eligible to vote in the Pickands-Mather fleet. We filed a motion to stay the election in the P-M fleet when we learned they hired students, many of whom are related to Interlake Steamship Company personnel. The new elections are set for October 17, but we think the company will try and postpone it until next year.

Our Union has presented the Automobile Salesmen's Association in Detroit with a charter and are happy to welcome this militant group of 1,500 into the SIU and the AFL-CIO.

The Transerie (Hudson Waterways) has crewed up in Toledo and this completely overhauled ship is expected to make some coast-wise trips before going foreign. SIU oldtimers aboard include, Al Lesnanski, Larry Bolduc, James Pendergast, Leo Troy, and Frankie Munroe.

Our new service center in Algonac, Mich., is closed for the rest of the year. We serviced more than 50 ships plying the St. Claire River between Detroit and Algonac.

The SIU Great Lakes District's new vacation plan is now in effect and vacation checks will be sent out shortly.

The Ford Motor Company has laid-up all five of their Lakes vessels and it is doubtful that these ships will crew up this year even if the strike is settled. An exception might be the "winter boat."

## Chicago

Members in the area are expected to take full advantage of the new clinic, now operating at full blast. We are filling the job calls but shipping has slowed some.

After a tour of the vessels in the area, we can say that the ships are in excellent condition and all beefs have been settled.

DUOC Local 777 cabbies have settled into the new building and new officers were officially installed at the Sept. 28 meeting for a three-year term.

## Buffalo

Shipping increased with the fitting out of the Frank E. Taplin and the grain strike termination.

The James Davidson might fit out for a few trips soon. All indications point to a small winter storage fleet here this year.

## Cleveland

The Paul Teitjens and the Sylvanian are expected to crew up shortly after spending some time in the Lorain shipyard. Most of the crewmembers shipped on other vessels and we hope they will return.

## Duluth

Fred Leske and his wife have a new baby girl. Fred ships as oiler. David Brander, OS, is in the USPHS Hospital in New Orleans.

The Chicago Trader and the Lackawanna have fitted out again after being laid up awhile.

# From Bouillon to Bullion, Restaurateur Finds Gold

In 1707, a British fleet of three treasure-carrying ships, under the command of Admiral Sir Cloudesley Shovell, sailed into the fog and were never seen again. For 260 years, the sea yielded no hint of their fate. She was all-powerful, mysterious, and her own mistress. Her whims could brush an island away with the flick of a tidal wave or snatch helpless vessels to their doom leaving her surface clear, blue and empty.

Not until July, 1967, did the sea offer a trace of the fleet's fate, and then it was only after the competition of three expeditions had raised a part of it's treasure from her murky depths.

Ronald Morris was among those lured by the rumors of treasure to take up the search. The 58-year-old restaurateur from Cornwall, England, organized a team of adventurous men and set out for Britain's Scilly Isles from where, long ago, Sir Cloudesley's ships had set sail and vanished.

While two rival salvage groups searched among the seaweed only a few hundred yards away, the Morris expedition was plying the waters near St. Mary's Cove when a dim hulk loomed from the ocean floor. The bronze cannon mounted on it stirred their excitement; they felt sure the rumored bullion, precious coins and plates must be nearby and eagerly examined the area for clues.

One member of the team, Geoffrey Upton, spied a narrow rock tunnel a few feet from the ancient wreck. He peered in and, spurred on by the possibility of treasure inside, cautiously entered the "dark and uninviting hole." "The only way to get at it was to take off my breathing set, push it through first, and swim after it." Upton later explained. The cave "led to a deeper gully, and suddenly I saw a carpet of silver coins stretching in front of me."

As of September 20 the Morris team had brought up about 1,500 coins of English, French and Portuguese origin. Upton says these are "only a fraction of what is down there". Naval historians estimate that the entire treasure should equal approximately \$2.8 million at today's prices.

## The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Greater New Orleans AFL-CIO has selected Judge Fred J. Cassibry to be honored at the annual fund-raising dinner to be held for the Loyola Institute of Human Relations. The dinner will be held on October 27 at the SIU hall here. Approximately \$8,000 was realized to help operate the institute last year. The budget for the institute from the University is very small and without outside help it cannot operate. We will again attempt to contribute \$8,000 to the Institute of Human Relations through this year's function, as we are well aware of Loyola's contribution to the community through the Institute.

Fred Cassibry was the trade union movement's first real political success when he was elected to the City Council in the early 1950's against the greatest of odds. SIU members took a very active role in this campaign and with Labor's support he was elected as a Judge of the Civil District Court of Louisiana. President Johnson made an excellent choice in appointing Judge Cassibry to the United States District Court of the Eastern Division of Louisiana.

The Greater New Orleans AFL-CIO has made endorsements in the upcoming Democratic primary of November 4, 1967. The list of endorsements are far too long to run in the column. In addition to the state-wide parochial jobs, all senators and representatives are due for re-election. Lists of the COPE-endorsed candidates will be made available to all members in this area in order that they can familiarize themselves with the candidates. It is important that we elect COPE-endorsed candidates who are friendly to Labor, so that we can rest assured that the "Right-to-Work" advocates and other enemies of Labor must work hard to elect their candidates.

### New Orleans

**Otto (Pete) Peterson** is waiting for a Boatswain's job on the Vietnam run. His last ship was the Del Mar on the South American run. Pete lives in Pass Christian, Miss., and got off the Del Mar to take advantage of the great fishing there.

**Frank Russo** was last on the *Alcoa Voyager* as an AB on the North Europe run for about five months. Brother Russo reports that it was a good ship with a good crew, but it was getting near election time and he wanted to get off to see how the election comes out. After the elections, he will look for a ship headed for Vietnam.

Last on the *Cornell Victory*, Seafarer **Clarence Faust** is now set to go and being UFFD for awhile. Brother Faust is looking for a ship bound for Vietnam.

### Houston

**James Michael**, a chief cook, is on the beach in Houston waiting to ship, but Hurricane Beulah has slowed down shipping here and Michael is thinking about going to the West Coast.

**S. Crawford** is waiting for a short trip and hopes to be back before Christmas. He said that he wants to thank headquarters for the new wage and overtime increases and the new pension plan.

### Mobile

**E. D. (Curly) Moyd**, currently

registered in the deck department, was on the *Winchester* for about four months until the ship was sold for scrap in Japan. A member of the SIU since its inception,



Crawford

Russo

Curly has shipped from the Gulf most of the time and makes his home in Mobile with his wife.

**Aden C. Ezell Jr.**'s last vessel was the *Del Sud* as deck maintenance. Ezell has shipped from the area for the last 20 years in various deck ratings.

Engine department member **James V. Roberson**, who makes his home in Bay Minette, Ala., with his wife, has been shipping from the Gulf area in various engine ratings for the last 20 years. His last vessel was the *Monticello Victory*, on which he shipped for six months.

# House Committee Bill Falls Short Of Updating Meat Inspection Laws

WASHINGTON—The new meat inspection bill, recently approved by the House Agriculture Committee, updates the outmoded act of 1906 but still fails to extend the coverage of federal inspection to the large number of uninspected or state-inspected plants, according to Representative

Neal Smith (D-Iowa) and many other witnesses who testified before committee hearings on the problem of uninspected meat being sold to the public.

Together with Representative Thomas S. Foley (D-Wash.), Smith has introduced a second bill (H.R. 12145) which embodies all the provisions of the subcommittee bill but adds the requirement that all meat plants doing more than \$250,000 gross annual business must come under the federal meat inspection program. This would cover some 97 percent of all meat slaughtered in the U.S.

Under the approved bill (H.R. 12144) states would be encouraged to enact programs "consistent with" the federal inspection system and the federal government would pick up half the costs of such programs. However, the words "consistent with" are not defined in the measure and it does not require the states to pass good inspection laws, strictly enforced and properly financed.

### Lax Standards

In view of the fact that 24 states have refused to pass mandatory meat inspection laws during the 61 years the federal program has been in existence, it is not likely they will act under the

"voluntary" stipulations of the present bill. Of the 26 states which do have meat inspection laws, all but a handful have lax standards and weak enforcement.

As the situation now stands, some 16 percent—or 5.3 billion pounds—of the meat slaughtered in the U.S. annually, and some 26 percent—7.6 billion tons—of meat processed into sausages and other products, is outside the jurisdiction of the federal program because it is not sold across state lines.

A mandatory inspection requirement such as the one included in the Smith-Foley bill is the only way to insure adequate protection for consumers of meat and meat products. While it enjoys the strong support of organized labor and many congressmen, the Smith-Foley bill can be expected to face stiff opposition and great financial pressure from forces in the meat packing industry who do not want to submit to rigid inspection.

Lengthy House hearings on conditions found in uninspected plants throughout the country recently painted a picture of horror and filth which even an Agriculture Department official agreed could not be allowed to continue unchecked.

Dr. James Payne, the department's assistant for consumer protection, reported a typical spot survey in the state of Colorado in which "the random inspection" of 13 slaughtering and processing plants not under federal control were found to be filthy.

He didn't reveal the names of the plants, but assured the subcommittee members that they had been forwarded to the Colorado Health Department. "The main point is that the consumer usually has no way of knowing when he walks into a restaurant, for example, where the meat comes from," Payne stated.

Stressing the fact that the plants inspected by a Denver compliance officer were not selected but taken "as you would come to them as you drive down the road," Payne said there was little improvement over findings of a similar survey made five years ago. He cited excerpts from the report on findings of last July 28-29 as follows:

In one "subject firm, the man at the chopper had a cigarette in one hand and was picking his nose with the other. Without washing his hands, he put his hand in the product . . . the cooler ceilings and walls were covered with dirt, blood, fat and black mold. A man was wrapping pork shoulder picnics, dropped one in the sawdust on the floor, picked it up and wiped it off with a dirty sour rag."

At another, "there was no screening to keep flies from entering the building . . . there was a piece of boneless beef on the floor in the sawdust near the boning table. The man boning repeatedly spat in the sawdust."

### Abuses Widespread

The third plant visited had "beef being broken on an open dock by a dirt road in 95-degree weather. There were flies on the meat and there was no attempt made to keep (them) out of the plant. Drums of bones and meat scrap were covered with maggots. I picked up a used meat box and a large cockroach jumped right in my face."

In the one plant of 13 where sanitary conditions were "above average . . . the biggest concern (was) what is put into the product . . . there are no controls over labeling (and) water and cereal goes into his ground beef without any labeling."

The AFL-CIO has thrown its full support behind the Smith-Foley bill. Members of both the Amalgamated Meat Cutters and Butcher Workmen's Union and the United Packinghouse, Food and Allied Workers, are sometimes ordered by supervisors to "let it go" when meat looks questionable, or must stand silently by and listen to inspectors being persuaded to "ease up" by foremen and superintendents. No one knows more acutely than they the unfit quality of much of the meat that is foisted on the American people by unethical operators of meat plants.

## Giant Vessels Pose Harbor Problems

Port officials in the United States are faced with the mounting problem of adapting harbor facilities in this country to use by supertankers and other giant cargo carriers expected to be increasingly common in the near future.

The heart of the problem stems from the fact that for economic and other reasons it may not be feasible to dredge many American river and harbor channels to the depths needed to accommodate such enormous vessels.

At last month's convention of the American Association of Port Authorities in San Francisco, the deputy director of civil works for the U.S. Army Corps of Engineers, Brigadier General Charles Noble, told delegates that the largest tankers now afloat—such as Japan's *Idemitsu Maru* of 210,000 deadweight tons—have loaded drafts of 57 feet but larger ones under construction will require service channels of more than 76 feet.

Demands in the United States for channels of up to 50 feet are already rising sharply, Noble said, and with new dry bulk carriers planned in the 100,000-ton range, facilities beyond the 50-foot depth will almost certainly be needed to handle the bigger ships.

### Physical Limitations

Pointing out that in many ports along the East and Gulf Coasts where relatively easy dredging can be accomplished, bottoms have already been reached, he said proposals for deeper and deeper channels are beginning to run aground on physical, economic and other limitations.

"In further channel deepening we would encounter the physical obstacle of the Continental Shelf and every foot of additional depth would have to be blasted out at enormous cost," Noble said. Dredging in some harbor areas, he added, would run into highway tunnels or other man-made obstacles, increase salt water intrusion and pollution of water-holding sea-bottom land, and have an adverse effect on fish and wildlife.

"The cost of appropriate remedial measures to deal with the difficulties in these categories, added to the other costs involved in deeper channels,"

the army engineer noted, "could well impair a project's economic justification." Also, he said, if a deeper channel is authorized for one port, pressure is certain to be exerted by others in the same competitive area for similar depths.

Stating that channel problems must be approached by port officials "imaginatively," Noble suggested care to "make sure that we have selected from the broad array of available alternatives the solution which is best from the standpoint of the over-all public interest."

### Solutions Offered

Among possibilities, he said, would be development of selective ports on a regional or system basis—making maximum utilization of all practicable alternatives to costly channel deepening—with the federal government possibly sharing the costs.

Also, a joint deepwater offloading complex has been proposed by major U.S. oil companies as an alternative to deepening the channel in Delaware Bay. The facility would require minimum excavation to accommodate tankers of up to 200,000 tons, Noble said, and has already brought inquiries from New York and Norfolk refineries who might tie into it by pipeline, barge or small tanker.

Currently underway in the Port of New York, he added, is a study of alternatives to deepening its navigation channels. One proposal calls for a one-way channel—with upper New York Bay the entrance and its south end the exit—at a cost of \$100 million less than the \$340 million estimated for an entire channel plan. Another plan for New York, an offshore terminal with only limited channel deepening, would cost about one-third that of the whole channel, but would require higher operating costs.

In inviting all port officials to join the search for new approaches to the channel problem, Noble suggested that some future port development could be oriented toward special, rather than general, cargo handling.

"This may produce large savings in channel improvements without degrading any port's competitive position," he said.

# FINAL DEPARTURES

**Ludwik Borowik, 37:** Brother Borowik died on April 23, in the Methodist Hospital, Brooklyn, N. Y. He was an oiler and FWT. His last ship was the Columbia. Borowik was born in West Virginia and resided in Manchester, Md. He joined the Union in the port of Baltimore. Brother Borowik served in the Army from 1952 to 1954. Surviving is his mother, Eva, of Manchester. Burial was in Mount Olivet Cemetery, Hanover, Pa.

**Buford Jones, 52:** Death claimed Brother Jones on August 8 in Pensacola, Fla. He sailed as a bosun and in other deck dept. ratings. He was born in Alabama and made his home in the state of Florida. Brother Jones joined the Union in Mobile and sailed for almost 30 years. His last vessel was the Del Mar. Surviving is his wife, Sallie Mae Jones. Burial was in Beulah Cemetery, Escambia County, Fla.

**George Woods, 58:** Brother Woods died on August 20 at the USPHS Hospital in New York City. He sailed as FOWT and his last vessel was the Steel Traveler. Born in Ohio, he joined the SIU in Baltimore. A 20-year SIU veteran, Brother Woods made his home in Brooklyn, N. Y. Surviving is a brother, Frank Woods of Lenoir, N. C. Burial was in Mountain View Cemetery, Watauga County, N. C.

**Frank McErlane, 68:** Pneumonia claimed the life of Brother McErlane on Sept. 16 at the USPHS Hospital, Seattle, Wash. He was a native of Philadelphia, Pa., and lived there many years. He sailed in the engine department as FOWT. Brother McErlane joined the Union in the port of Philadelphia.

**Henry Bonitto, 77:** Seafarer Bonitto died on June 12, at Knickerbocker Hospital, New York City. He joined the Union in New York, where he resided. Born in the British West Indies, Brother Bonitto sailed in the steward department. At the time of death, he was an SIU pensioner. His last ship was the Rover. Surviving is a brother, Fred Bonitto of New York City. Burial was in Hartsdale, N. Y.

**Francis Pryor, 42:** Brother Pryor died an accidental death on August 13, in Conneaut, Ohio. He was an oiler and fireman and sailed on the Great Lakes. Brother Pryor was born in North Carolina and lived in Conneaut. He joined the Union in the port of Buffalo. An Army veteran, Pryor served from 1943 to 1946. Surviving is his wife, Helen. Burial was in Glenwood Cemetery, Ashtabula County, Ohio.

**Robert Ayers, 68:** Heart disease claimed the life of Brother Ayers on June 24, at Houston, Texas. A native of Washington, Ayers joined the union in the port of Mobile. He sailed as a steward and was on an SIU pension at the time of his death. His last vessel was the Express Virginia. Before joining the merchant marine, he spent 20 years in the Navy. Burial was in the Forest Park Cemetery, Houston, Texas.

**James Baldwin, 31:** Brother Baldwin died in Jefferson Medical College Hospital, Philadelphia, Pa., on August 29, after an illness. He joined the union in Philadelphia, where he was a resident. A native of Goldsboro, N.C., Baldwin was employed by the Sam Emdur Metal Products Company. He is survived by his wife, Linger Baldwin.

# Seafarer Burns the Midnight Oil In Photo Darkroom Aboard Ship

The many countries a Seafarer can visit provide excellent material for photography and Gus Fotos of the deck department takes full advantage of his opportunities. A camera bug, Gus spends as much time as he can cultivating his hobby.

"I take pictures aboard ship and develop them at sea," Gus said. He uses the ship's utility room for this purpose. Late at night is the ideal time, he explained. Developing is an art that needs to be studied. Gus believes. "I made some dry runs and used different developing processes until I found what I wanted," he said.

In using needed chemicals for developing, Gus takes the proper precautions since they can cause a serious burn. "I use rubber gloves and keep the chemicals in plastic bottles with a stopper," he explained. "A double seal keeps them air tight with no danger of spilling. Just handle with care and clean up carefully and there shouldn't be any problems," he said.

"I just got fascinated with photography," Gus said. "I wanted evidence of the places I've been to." He likes to "experiment" and "find the right angle" when he takes pictures.

Gus considers Africa a "paradise for picture taking." It has all



Seafarer Gus Fotos explains some of methods used to achieve unusual camera effects with his extensive array of photo equipment.

sorts of interesting possibilities "with its animals and vegetation." He also likes photographing beaches and airplanes. "I enjoy taking self-portraits too, using my own arrangements," he told a LOG reporter.

Gus said he took a picture of cloud formations in the Indian Ocean, under perfect conditions, that he considers among his best shots. He enjoys "working in per-

spective, creating my own effects." If one sees an object and photographs it, "it doesn't always come out like you intended it to in your mind," he pointed out.

One of his favorite cameras is a Canon 35 MM, with a built-in light meter. It has a focusing rim and a breech-lock mount, called a bayonette mount. Gus said the mount is the best of its kind. The camera can be mounted on a tripod and, if loaded right, can take up to 42 pictures. He also likes the Canon F-X SLR with light meter and polaroid or miniature movie cameras.

Discussing cameras, Gus said that he didn't think German cameras were better than American ones. The Germans keep the same style, he said. The Japanese make more advances, he feels, and their cameras are less expensive and easier to replace than the more technical and harder-to-use German models.

### Camera Bugs Meet

Gus, an AB who joined the SIU in Baltimore, is a native of Minnesota and has been sailing ten years. While in the hall looking for a ship recently, he ran into another camera bug, Marius Del Prado, who sails in the engine department. "I saw this man with a camera and thought it was a Canon like the one I've got," Seafarer Fotos exclaimed.

The two men discussed photography and compared notes. Marius said he had been interested in photography "since I was a kid in Dutch Guiana." He takes his pictures exclusively in color.

Marius will take pictures aboard ship when he can and likes to shoot photos of ships passing through the Suez and Panama Canals. Marius, who is a 12-year veteran of the Union, said that if you go to Vietnam, you will see almost every American carrying a camera. "The natives love it when you take their picture and they will come up to you and ask for a snapshot," he added.

**FLORIDIAN (South Atlantic),** October 6—Chairman, Bob Lasso; Secretary, A. C. Aronica. Ship's delegate reported that there were no beefs. Everything is running smoothly in all departments. Vote of thanks was given to the steward department for a job well done. The crew of this ship strongly urges headquarters to change present pension plan to 20 years membership in Union, with 12 years seafarers.

**PENN VANGUARD (Penn Shipping),** October 1—Chairman, W. Anthony; Secretary, B. Thornton. Ship sailed short five men from Sasebo. No beefs and no disputed OT reported by department delegates. \$55.00 in ship's fund.

**HERMINA (Hudson Marine),** September 1—Chairman, Angelo Seda; Sec-

retary, Robert A. Clarke. Brother Charles Scott resigned as ship's delegate and Brother Emilio Sierra was elected to serve in his place. Some disputed OT in deck department otherwise everything is running smoothly.

**STEEL ADVOCATE (Isthmian),** October 1—Chairman, Angelo Seda; Secretary, R. N. Kelley. Ship's delegate reported that everything is running smoothly in all departments. Motion was made that the steward order new washing machine for the unlicensed personnel. Discussion held on establishing a ship's fund. Each member to make voluntary donation. Vote of thanks was extended to the steward department for a job well done.

**MAIDEN CREEK (Sea-Land),** October 1—Chairman, W. J. Barnes; Secretary, S. A. Solomon, Sr. One man paid off in San Juan due to death in family. No beefs were reported by department delegates. Motion made to bring pension rate up to standards of other unions for those with 20 years in the union and 12 years sea time, regardless of age. Question about why the unrated men failed to receive a raise. It was suggested that SIU ships receive port time in all ports before 8 A.M. and after 5 P.M.

**JOHN B. WATERMAN (Waterman),** September 24—Chairman, Eugene Caccata; Secretary, Stanley P. Gardzan. Ship's delegate reported that all is going well aboard ship.



### Entry Rating Lifeboat Class No. 13



This is the thirteenth graduating class of the SIU's entry rating program. They have passed Coast Guard examinations for their lifeboat tickets. In front (l-r) are: J. Allen, J. Salvador, L. Cava, D. Jarvis, S. Seabrook, M. Kowalski. In second row, instructor P. McGaharn, H. Chromiak, R. Komor, J. Ciorra, A. Cukierwar, B. Rosenking, G. Eagle, C. Ewers, S. Springs, and instructor A. Bjornsson. In third row: J. Domingo, H. Sponaugle, J. Knight, H. Renfrow, J. Wyse, J. McGoldrick, E. Warfield, L. Bowers, U. Lowndes, and instructor G. O'Keefe.

### Money Due

Robin Line has advised New York headquarters that they are holding unclaimed wages for the following Seafarers:

- Kenneth A. La Rosa, Filippo Russano, T. F. Faulkner, Armand Ramos, Liston Peterson, Lindmore Kubecka, Charles Moy, Maurice McCarty, D. Kambanos, Richard Kelly, Joseph Rooney, John Likeness, Olavi A. Rokka, Allen Jones, Francis Coggins, H. J. Martin, Jr., Robert Rigby, Jose Lopez, Paul D. Tullis.

Please contact the company at the following address.

Mr. F. L. Haggerty, Manager-Accounting Services, Moore-McCormack Lines, Inc., 2 Broadway, New York, N.Y., 10004.

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

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**Lifeboat Class No. 186 Casts Off**



These men have just passed Coast Guard examinations for lifeboat tickets after attending the Harry Lundeberg School of Seamanship in New York City. In front row (left to right) are: Marvin Hankins, Reginald Glover, John Bonafont, and Glenn Reynolds. In the back row (left to right) are: Instructor Paul McGaharn, James Crown, Frank Bose, Jerry Corron, Gerald Turnbull, instructor Arni Bjornsson.

**Seafarer Gardier Describes Collision Of Fairland With Foreign-Flag Ship**

After a routine trip to potentially dangerous waters on the Vietnam run, the SIU-contracted container ship Fairland had a narrow brush with disaster recently when almost within view of American shores. Enroute from Seattle in a heavy fog, she rammed the foreign-flag vessel Silver Shelton about a mile off nearby Point Wells.

Seafarer Louis Gardier, a baker on the Fairland, later described the incident for the LOG.



Gardier

"It was about 5:30 a.m., and there was a great deal of fog," Gardier said. "The AB on watch suddenly sighted a light in front of him, realized it was another ship and shouted the warning that a collision was unavoidable. At the time, the deckhands were busy strapping vans of military cargo."

When the two vessels collided, Gardier was baking rolls. "We hit them portside and I was thrown to the left," he said. "A few minutes later, a general alarm sounded and crewmembers stood by for a possible rescue attempt with the lifeboats."

The Silver Shelton was damaged more severely than the Sea-Land ship, taking water heavily. Listing badly to port, the vessel was pushed by tugs toward a sandbar. In deeper water it probably would have sunk, Gardier said. The Fairland sustained damage to

the bow, but did not take water and returned to Seattle under her own power.

"The crew was calm and alert," he stated, "and it was not necessary to use the lifeboats."

There were three injuries to Fairland crewmembers but all were reported minor. The Fairland was sent to the Todd shipyards in Seattle for repairs. Bound for Oakland from Seattle, she had been scheduled to make another trip to Vietnam.

The Silver Shelton was identified as a Liberian-flag ship, captained by a Greek, owned by a Hong Kong firm and crewed with Chinese nationals.

The Fairland's Seafarers paid off two days after the accident and Brother Gardier returned to New York. He's registered and "will take any ship." Brother Gardier said he liked the Fairland and would like to sail on her again. Right now, however, he wouldn't mind a Puerto Rican run.

This was the second time one of the 20-year SIU veteran's ships has struck another vessel. "I was on the Ocean Evelyn when it hit a ship about 100 miles from Dover," he recalled. "When you're working in the steward department, it's almost impossible to know an accident might occur." A native of Trinidad, Gardier joined the Union in New York.

**SIU WELFARE, VACATION PLANS**

August 1 - August 31, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	4,774	\$ 49,539.29
Death Benefits	29	58,398.64
Disability Benefits	1,029	180,150.00
Maternity Benefits	30	6,000.00
Dependent Benefits	546	110,544.84
Optical Benefits	473	7,110.86
Out-Patient Benefits	4,834	38,184.00
SUMMARY	11,715	449,927.63
Vacation Benefits	1,935	816,141.07

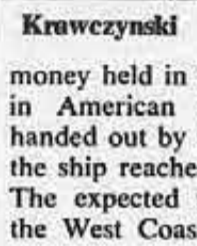
**Total Welfare, Vacation Benefits Paid This Period . . . . . 13,650 \$1,266,068.70**

**From the Ships at Sea**

Ship's delegate William Long told his fellow Seafarers on the Seatrain Maine (Hudson Waterways) that "the officers as well as crewmen have been pleased with the steward department." Meeting secretary Arloe Hill reports that everyone agreed to pitch in and help keep the pantry and

messrooms clean, return cups and glasses, and do everything they can to cooperate with the steward department. "Our cheerful and efficient bosun," Stanley Krawczynski was praised for the fine job he turned in, Hill writes. Seafarers aboard the vessel will chip in one dollar to the ship's fund, with the steward to "become ship's treasurer and be responsible for the money held in this fund." Draws in American currency will be handed out by the Captain before the ship reaches port in Vietnam. The expected payoff will be on the West Coast in October.

Krawczynski



Robert Clarke, meeting secretary aboard the *Hermina* (Hudson) writes that salon messman Leonard Harris was taken off the ship in Formosa when he was felled by illness. A collection in the amount of \$54 was taken for him, Clarke informed the LOG.



Clarke

Meeting Chairman Emilio Sierra has added the duties of ship's delegate after Charles Scott gave up the latter position. No serious problems or disputes according to department delegates.

Steve Bergeria did such a fine job as ships delegate that his shipmates wouldn't let him resign, Orville Payne, meeting secretary aboard the *Robin Locksley* (Moore-Cormack) reports. Bergeria, who doubles as treasurer, stated that the ships fund now totals a mere \$1.73. No beefs or disputed overtime reported and the only serious mishap was a broken foot sustained by the bosun. One Seafarer requested the menu be printed a little clearer so he could see it and the steward said he will attend to it. As long as the food's good, the men agreed this was a minor problem. After stopping at some Brazilian ports, the ship will head for a New York payoff.



Bergia

Chief electrician George Renale asked the Seafarers on the *Steel Vendor* (Isthmian) to make sure nothing is left in their pockets when they put clothes into the washing machine. Meeting Chairman Fred Shala reported that Luis Ramirez was elected to serve as ship's delegate. Elliott Gorum, meeting secretary, reports that the ship's treasury now contains a total of \$26.35. No beefs or disputed overtime and all LOGs and mail are arriving on



Gorum

time. The ship, on the Vietnam run, should payoff in Seattle.

Pete Piascik, meeting secretary on the *Citadel Victory* (Waterman), reports that a request was made for an air conditioning exhaust. Seafarers were asked to turn off the washing machine when not in use. L. W. Paradeau, meeting chairman reports. Paradeau writes that \$40 remains on hand in the ship's fund. Seafarers were reminded to turn in all keys and linens when leaving the ship. No beefs or overtime reported and the payoff in New Orleans should be smooth.



Paradeau

Louis Cartwright told his shipmates aboard the *Pecos* (Oriental Exporters) that he would "take care of any good beefs, but would not have anything to do with bum ones," upon being elected ship's delegate. We have a good crew, Meeting Chairman F. Reese writes. Meeting Secretary C. E. Turner said the treasury shows a balance of \$29.20. No beefs or disputed overtime reported. The ship will pay off in Oakland.



Reese

Deck hands on the *Alcoa Mariner* (Alcoa) had the benefit of a fine bosun in the person of Nicholas Lomas, according to word from E. Nelson, meeting chairman. Lomas suggested at a ship's meeting that the electrician be moved to the extra room top-side, with his old room to be converted to a recre-



Lomas

ation room for the crew. One man was hospitalized in French Somaliland and another in Iran, Nelson writes. The steward department did a fine job during the voyage, which will terminate in Bayonne, N. J.

Herbert Williams, meeting secretary on the *Ponce* (Sea-Land) reports that the TV set is morking fine now to the relief of all hands. Ship's delegate Thomas Delaney, told his fellow Seafarers that there was some disputed overtime in each department. Meeting Chairman Vincent Ratcliff reported that messman Julio Burgos was hospitalized in Rotterdam. He later rejoined the ship in Grangemouth, Scotland. The Captain said some items were ordered for the slop chest. Department delegates elected were John Maytum, deck, Georges Pitour, engine and Jan Hitchcock, steward.



Ratcliff

Movie lovers on the *East Point Victory* (Hudson Waterways) were able to enjoy films every night while the ship was in Cam Ranh Bay, thanks to the efforts of second electrician Carl Oveson. Frank Hall, meeting secretary, writes that Brother Oveson went ashore every day and brought back the pictures. The grateful Seafarers gave him a hearty vote of thanks, Hall reported. Harold Cauffman, meeting chairman reported that there has been some disputed overtime in the engine and steward departments. Ship's delegate Richard Bule reported that James Thurman, oiler, was hospitalized in Yokohama, Japan. The payoff will be held in San Francisco, California.



Bule

SIU welfare representative Al Bernstein presents disability check to Mrs. Isabel DelGado in New York hall. Her husband Anacleto DelGado, who sailed in the deck department, is now drydocked.

**Receives Disability Benefits**



SIU welfare representative Al Bernstein presents disability check to Mrs. Isabel DelGado in New York hall. Her husband Anacleto DelGado, who sailed in the deck department, is now drydocked.

# MSTU Seafarers To Have Part In Nation's First Live Moon Shot

**HOBOKEN, N. J.**—Seafarers of the SIUNA-affiliated Military Sea Transport Union aboard the Redstone will be sharing an active role in this country's first launching of astronauts to the moon. The part the ship will play in that historic event was described to the LOG when she arrived here from Oakland, Calif., last week.

"We will track the spacemen to the moon and back and communicate with them," Augustus Bell, who sails as bosun, explained. "The Redstone is one of three ships in the Apollo Moonshot program, converted by General Dynamics to be used as a tracking ship."

The vessel, a former World War II tanker, was scheduled to be docked in Hoboken for three weeks to a month. Eventually, she will take up a position in the South Pacific. Before the Moon shot, numerous test runs will be held.

The ship will have an overall crew of 200, including technicians. At present, there are 16 Seafarers in the deck department, 31 in the engine department and 29 in the steward department.

The Redstone has only spent about 20 days at sea at this time. "We don't have cargo on board, but the deck department has a tough job," Bell said. The men have to paint and keep 595 feet of deck space clean. "The ship is white, so it takes time and effort to see that everything is kept clean," the bosun added.

## Buoys Mark Stations

The men paint the overhead, bulkheads and sides of the vessel, in addition to the decks. They have once-a-week fire and lifeboat drills plus safety lectures.

Another job the deck department has is the dropping of buoys. These are used as station markers and each one has a 240-pound anchor attached to it. The buoy is later retrieved—with the heavy anchors remaining on the bottom.

Bell explained that a flotation line with a monkey fist is attached to the buoy. When the buoy

risers, the line is retrieved with a grafting hook and hauled aboard. The line is then put through a snatch block and led to the windlass.

One of the hardest jobs is that of chief electrician George Gorence, a seven-year veteran on research-type ships. The Redstone has 314 overhead fixtures and an electric generating capacity equal to most of the combined Pacific Fleet. With the tremendous amount on board, the responsibility of Gorence and his two assistants is enormous. "I have to study a lot to keep up with all the equipment," he said.

## All Modern Comforts

Feeding the men isn't the easiest job in the world either, but steward R. Bridges and chief cook J. H. Sullivan do a fine job. "With some 200 men to feed, you never know how to cook for them," Sullivan said, but "after a hard day, they usually eat everything that's set on the table. These guys will eat you out of house and home."

The 16,080 gross-ton Redstone is equipped with some of the most modern facilities enjoyed by any group of Seafarers. There are three lounges, color television, dayrooms and laundrys, plus a gymnasium now in the process of being built. A barber shop, conference room, work and hobby shops, a photo lab and a technical library for the scientists are also included.

The Redstone can do around 15½ knots, has a 22,297-ton displacement and a beam 75 feet high. The vessel has a standard T-2 engine room with an additional motor generator for the surplus electronic equipment. The technical apparatus is manned by some 100 technicians. For tracking the spacemen, there are 11 subsystems aboard, plus equipment for telemetry, communications and navigational data processing.

In addition, the Redstone has SATCOM technical equipment, used to communicate around the world via synchronous satellites.

## Danger Ahead For U.S. Fleet

To The Editor:

According to an article in the New York Times on September 18th, 651 vessels, with a combined tonnage of 2,578,457 tons, were broken up in 1966. The largest number of vessels broken up in any country, the article reports, was in the United States, equaling 121 ships with a total tonnage of 806,517 tons. With these figures, it should be quite clear that the U.S. maritime, if it is not adequately replenished, will grow smaller and weaker.

Enough said. Now let's do!

Myron Whisenant.

## Pension Hike Comes in Handy

To The Editor:

I wish to express my appreciation for receiving the increased pension. It sure comes in handy at this time, since everything has raised in price.

I have always maintained that the SIU has been the pacesetter in this industry. Good luck to the Union.

Sincerely,

Theodore Urbina

## LETTERS To The Editor

### Urges Increased Anti-Poverty Aid

To the Editor:

Anti-poverty programs pending in Congress would, if passed into law, provide a \$1-billion program to create 200,000 jobs this year and 300,000 next year. With the nation being torn apart by riots, with filthy, crumbling slums and crowded ghettos still holding people, and where needed jobs are just not there, this poverty program must be put into action.

It was not so long ago that the House of Representatives voted not to consider LBJ's \$40-million rat control bill, which would have directly saved lives of people, children mostly, trapped in the slums. The House had also cut millions of dollars from the President's model cities program and rent control supplements program, both of which would have been a huge step toward helping people to live as they should be able to live—like people.

The Senate reaction forced the House to recant somewhat, but the fate of these programs, and the human beings they were designed to help, remains in doubt.

Now is the time to take action. Talk to your friends about the issues; remember, an election is coming up—some state and local officials this year, and national, state, and local officials next year. Talk over the issues and candidates.

And take another step. Write letters. Write to your Congressman, telling him you support the AFL-CIO's efforts to help create a decent poverty program, an independent Maritime Administration, and other labor-supported programs.

Clarence Talbot

## Be Sure to Choose Right Man for Job

To the Editor:

I am in full agreement with many in Congress and the merchant marine who believe that the best way for the United States to regain its once-proud position on the high seas is to have any U.S. shipping program under the control of an Independent Maritime Administration.

There is no evidence to support the theory that just because merchant ships are used to transport cargo and passengers that they should automatically fall under the jurisdiction of the Department of Transportation.

The secretary of that department, Alan Boyd, has stated publicly often enough that he does not share the opinion of those in the industry that maritime is, if anything, even more important to this country today than in the years when we had the biggest and best fleet in the world. Fears that he would bury the merchant marine are probably very well founded. I think that is the only reason he even cares about getting his hands on it.

However, if we did get an independent maritime agency, there is one thing that bothers me. With all the support the idea has and all the speeches that have been made about it, nobody has said anything about who might be the administrator of such an agency. It seems to me that this should be of the utmost importance to all concerned.

As it is now, maritime has had to struggle along with no firm administration for years, just barely surviving on the crumbs it is thrown in the Department of Commerce. And there is little reason to hope that any other cabinet-level department would be any more generous.

Maritime would be better off with its own agency to be sure, but how much better off depends on who runs the agency. The President would have to appoint an administrator and in view of Mr. Johnson's apparent lack of interest in the merchant marine thus far, I certainly hope that Congress will carefully examine the qualifications of whoever he appoints before approving him when the time comes.

Sincerely,

Ned Lash

### Why Is Maritime Any Different?

To the Editor:

I was happy to read recently that the Congress stuck to its guns and forbade the building of any merchant or naval ships for the United States fleet in foreign shipyards, but I still fail to understand why such a ridiculous idea was even given serious consideration in the first place.

Let us all hope that a good maritime program will come out of the White House without much further delay so that American ships can again be built at a healthy rate in the American yards that always have built them since long before all this build-abroad nonsense started.

Peter Roomy

## SIU ARRIVALS

Cynthia Denise Kellam, born September 3, 1967, to the Charles Kellams, Portsmouth, Virginia.

Elizabeth Branch, born June 26, 1967, to the Nathan Branches, Galveston, Texas.

Tonia Monique Scott, born August 30, 1967, to the Burnell Scotts, New Orleans, La.

James Alexander Adams, born July 22, 1967, to the Roy A. Adams, Decatur, Georgia.

Anita Marie Francis, born July 18, 1967, to the Sidney Francis, New Orleans, Louisiana.

Geraldine Valley, born July 20, 1967, to the Fay W. Valleys, Alpena, Michigan.

Elizabeth Maria Kraljic, born September 7, 1967, to the Anthony Kraljics, West New York, New Jersey.

Sara Ellen Elias, born July 25, 1967, to the John Elias, Mellen, Wisconsin.

Lee Beth Hanover, born July 13, 1967, to the Eli T. Hanovers, Baltimore, Maryland.

David Andrew Dodge, born July 1, 1967, to the Ralph Dodges, Elberta, Michigan.

Stefan Siems, born September 7, 1967, to the Peter A. Siems, New Foundland, New Jersey.

### Please Include Idents on Pictures to LOG

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

## PERSONALS

### Friends of Samuel Vincius

The sister of the late Samuel Vincius would appreciate hearing from anyone who sailed with him aboard the Chocktaw Victory during June of 1965, enroute from Aden to Madras. Write to Joan Vincius, 319 Pershing Ave., San Antonio, Texas 78209.

### Income Tax Checks

Income tax refunds are being held for SIU members listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison St., San Francisco, Calif. 94105:

Margarito Borja, Winfred S. Daniel.

### Juan Perez Ramos

Your mother, Mrs. Leonor Perez of 465-10th Street, B. Obrero Station, Santruce, Puerto Rico 00915, would like you to contact her as soon as you can.

### Robert J. Aumiller

Please contact your sister, Mrs. Betty Gibson, 2502 Poinsette Drive, Fort Wayne, Indiana 46808, as soon as possible, in regard to an important matter.

### Seymour Heinfing

Please contact your sister, Ruth Brady, 330 East 27th St., New York, N.Y. 16. She is anxious to hear from you.

### James Gard

Please get in touch with Billie Engler at 3910 Hollygrove St., New Orleans, La. 70118, or phone 488-2034.

### T. Ingrassia

Your cousin Ruth requests that you get in touch with her as soon as possible.

# Schedule of Membership Meetings

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

**Great Lakes SIU Meetings**  
 Detroit . . . . . Oct. 16—2:00 p.m.  
 Alpena . . . . . Oct. 16—7:00 p.m.  
 Buffalo . . . . . Oct. 16—7:00 p.m.  
 Chicago . . . . . Oct. 16—7:00 p.m.  
 Cleveland . . . . . Oct. 16—7:00 p.m.  
 Duluth . . . . . Oct. 16—7:00 p.m.  
 Frankfort . . . . . Oct. 16—7:00 p.m.

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

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

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

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

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

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

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

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

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

**BUFFALO, N.Y.** . . . . . 735 Washington St. SIU TL 3-9259  
 IBU TL 3-9259

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

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**MOBILE, Ala.** . . . . . 1 South Lawrence St. HE 2-1754

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

**SANTURCE, P.R.** . . . . . 1313 Fernandez Juncos Stop 20 Tel. 724-2948

**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

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

**CITADEL VICTORY (Waterman).** September 24—Chairman, L. W. Paraden; Secretary, Peter Pisanick. \$40.00 in ship's fund. No beefs and no disputed OT were reported by department delegates.

**DEL AIRES (Delta),** September 17—Chairman, Charles Johnson; Secretary, Ronny Watts. \$50.00 in ship's fund after donating \$150.00 to movie fund. Most of the repairs were completed. Motion was made to give members with 20 years in the SIU retirement with full pension. No beefs and no disputed OT reported by department delegates.

**SANTA EMILIA (Liberty Navigation & Trading),** September 9—Chairman, William L. Holland; Secretary, Francis R. Napoli. Ship's delegate reported that everything is running smoothly. Brother Robert E. Gannon was elected to serve as new ship's delegate.

**ENID VICTORY (Columbia),** September 3—Chairman, D. Sykes; Secretary, A. Janacek. Brother A. L. Packard was elected to serve as new ship's delegate. Ship sailed short, 1 wiper, 1 saloon pantryman and 1 galleyman. Motion was made that the contract with Columbia Steamship Company be brought up to standard.

**ANNISTON VICTORY (Waterman),** July 15—Chairman, Earl Gates; Secretary, Frederick C. Jossi. Ship's delegates reported that all departments are running smoothly. Plenty of OT. Brother Avery

## DIGEST of SIU SHIP MEETINGS

Galloway was elected to serve as ship's delegate.

**TRANSUPERIOR (Hudson Waterways),** September 11—Chairman, J. Sawyer; Secretary, Donald Farmer. Disputed OT in deck and engine departments. Matter of draw will be taken up with the Captain. All repairs have not been completed.

**CORTLAND (G. T. Bates),** August 18—Chairman, R. E. Weaver; Secretary, F. Nakalocli. No beefs were reported by department delegates. No disputed OT.

**ALCOA MARINER (Alcoa),** September 17—Chairman, None; Secretary, None. Disputed OT in engine department. Motion was made to move the electrician up to the extra room topside and use his room as a recreation room for the crew. Discussion about poor quality of food during this trip. Quality of food to be checked before next voyage. Vote of thanks to the Chief Cook and the entire steward department for a job well done under adverse conditions. Also, a vote of thanks to the bosun.

**WACOSTA (Sea-Land),** September 24—Chairman, None; Secretary, Manuel P. Caldas. Ship's delegate reported that

everything is running smoothly. Few hours disputed OT in engine department. Each man to donate \$1.00 to ship's fund at payoff.

**PONCE (Sea-Land),** September 23—Chairman, Vincent Ratcliff; Secretary, Herbert Williams. Several hours disputed OT in each department was settled. Beef about the quality of food. Beef about the slopchest. It was suggested that the SIU food plan representative be present at storing of vessel.

**WESTERN CLIPPER (Western Agency),** September 26—Chairman, Walter H. Sibley; Secretary, Matt Guiden. Brother Kenny Coast was reelected to serve as ship's delegate and was extended a vote of thanks for a job well done. Much discussion about food.

**MANHATTAN (Hudson Waterways),** September 10—Chairman, W. Lawton; Secretary, J. Rubrahi. Some disputed OT in engine department. Beef in steward department.

**ROBIN LOCKSLEY (Moore McCormack),** September 26—Chairman, Stephen M. Bergeris; Secretary, Orville Payne. \$1.73 in ship's fund. No beefs reported by department delegates.

**STEEL VENDOR (Isthmian),** September 10—Chairman, Fred Shaia; Secretary, Elliott Gorum. Brother Luis A. Ramirez was elected to serve as ship's delegate. \$26.35 in ship's fund. No beefs reported by department delegates.

**STEEL ARCHITECT (Isthmian),** September 24—Chairman, Roberts; Secretary, Sheets. \$116.00 in ship's fund. No beefs reported by department delegates.

**EAST POINT VICTORY (Hudson Waterways),** September 27—Chairman, Harold Cauffman; Secretary, Frank Hall. Some disputed OT in steward department. Vote of thanks was extended to Brother Carl Overson, 2nd electrician for going ashore every day and bringing back movies, which were shown every night while ship was in Cam Rahn Bay.

**SEATRAN MAINE (Hudson Waterways),** September 2—Chairman, Stanley Krawczynski; Secretary, Arloe Hill. Brother William L. Long was elected to serve as ship's delegate. One dollar to be collected from each man to establish a ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for doing an excellent job all around.

**ENID VICTORY (Columbia),** September 6—Chairman, D. Sykes; Secretary, A. Janacek. Brother A. L. Packard was elected to serve as ship's delegate. No beefs were reported by department delegates.

**PECOS (Oriental Exporters Inc.),** September 10—Chairman, F. Reese; Secretary, C. E. Turner. Brother Louis W. Cartwright was elected to serve as ship's delegate. \$29.90 in ship's fund. No beefs were reported by department delegates. Motion made to bring the maintenance and care up from \$8.00 to \$12 per day due to the higher cost of living. Motion made that the Union work on a retirement plan and keep the membership informed.

# UNFAIR TO LABOR DO NOT BUY

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

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

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

Jamestown Sterling Corp. (United Furniture Workers)

White Furniture Co. (United Furniture Workers of America)

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

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

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

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

Peavy Paper Mill Products (United Papermakers and Paperworkers Union)

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

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

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board  
 17 Battery Place, Suite 1980, New York 4, N. Y.

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

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

**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.

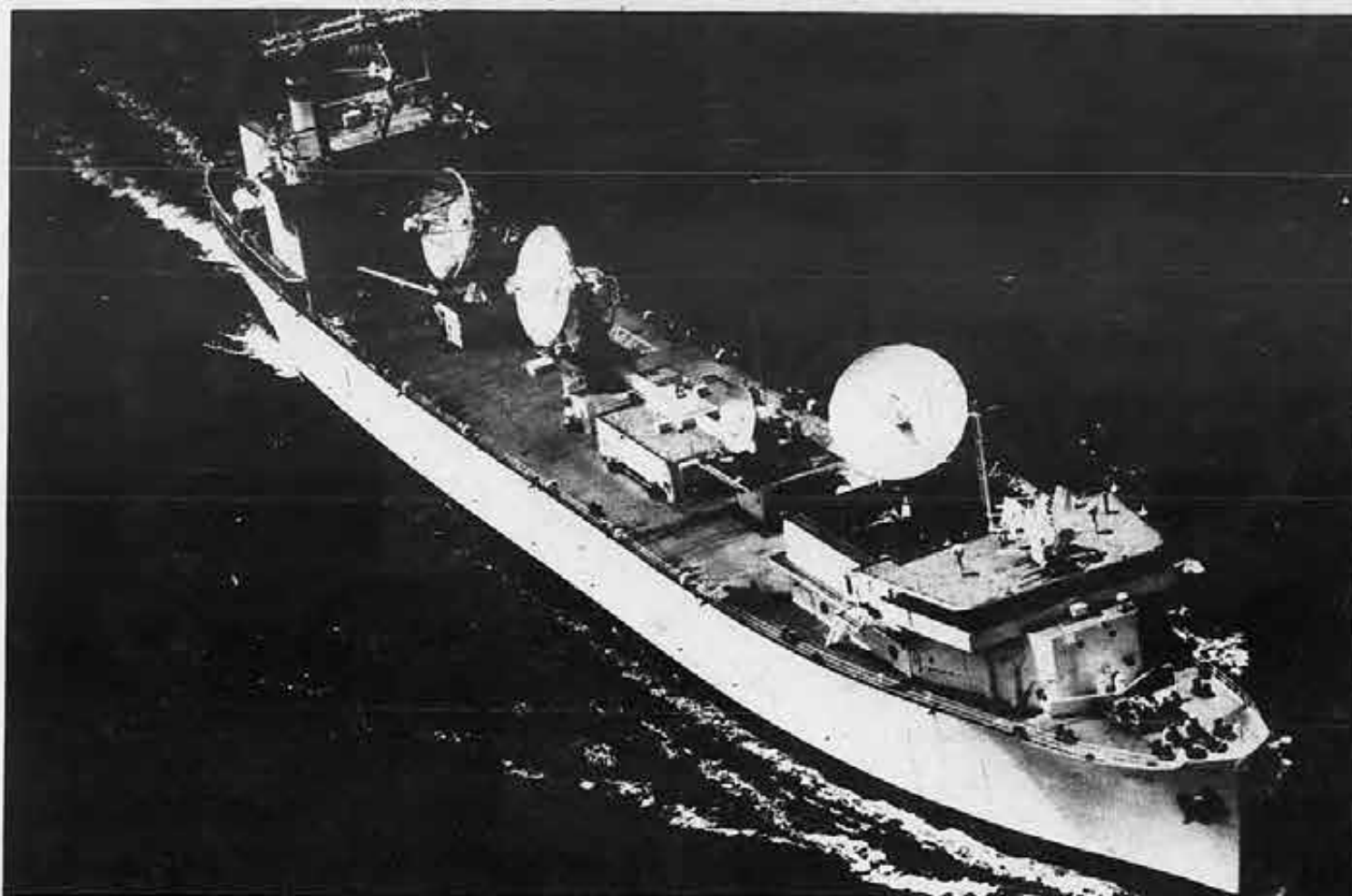
**SEAFARERS POLITICAL ACTIVITY DONATIONS.** One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. 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.



OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

## The Redstone—Reaching for the Moon



*Seafarers belonging to the SIU-affiliated Military Sea Transportation Union are manning the Redstone, a converted tanker which will be used to truck astronauts when they head for the moon sometime during the next few years. The Redstone has some of the best shipboard facilities of any ship in the SIU fleet. The men, who signed on in Oakland, said they are eagerly awaiting the voyage. When the Redstone came to Hoboken, N. J., a LOG photographer paid a visit to the ship. The vessel will proceed to the South Pacific next month for some test runs.*



Augustus Bell sails as bosun on the Redstone. During some free time, he enjoys looking at television in the lounge.

Earl Reed, left, and Charles Tatum enjoy a hearty lunch. Tatum is the chief laundryman. Reed is his assistant.



Left to right: SIU Rep. Pete Drewes, Angelo Recchia, carpenter, ch. electrician George Gorence, Harry Weaver, reefer, bosun Augustus Bell.

Marshall Lord (L) and Bill Waugh are second cooks. With some 200 men to feed, steward department has hard job. The men say they do it well.



Serving as pantryman is Herb Orso. Herb said he is looking forward to sailing on the tracking unique ship.



Stan Lockett punches the bag in the gymnasium aboard the Redstone. Stan sails as waiter in the officers' mess.



Taking care of plumbing and machine maintenance is Warren Peaslee. Warren reports all is going smoothly.