

Fit-Out For Viet Run

**House Hearings Begin
On Fleet Upgrading Bill**

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President Signs Civil Rights Bill; Cited As 'Victory' For Americans

WASHINGTON—The nation has moved a step closer to the goal of racial justice with the passage by Congress of a civil rights bill—promptly signed into law by the President—which includes a strong ban on discrimination in housing. In signing the bill, President Johnson termed it "a victory for every American."

The House voted 229-195 to take up the Senate-passed bill, thus avoiding the risk that the legislation might be gutted in conference or face a renewed Senate filibuster. It then passed the bill by a big, bipartisan 250-171 margin.

AFL-CIO President George Meany termed the House action "deeply gratifying." He said "it sustains the position that we in the AFL-CIO have long held and removes one more barrier to equality of opportunity—a cause to which we are completely dedicated."

More Needed

But, Meany stressed, "much more must be done in this country before any of us who believe in equality can rest satisfied."

The new law, he said, will have "real meaning" for American living in ghetto slums only when there is enough housing to meet the nation's needs—"available at price levels all Americans can afford."

Meany added: "Congress has solved one problem. Now we urge it to move with speed to other unsolved problems—those of jobless Americans and those of Americans who live in slums."

In a dramatic first step towards meeting those other needs, the Senate refused to accept sharp cuts in funds for summer jobs in the slums and in the Head Start pre-school program.

A House-Senate conference committee had agreed to a \$100

MARAD Shows U.S. Flag Fleet Lower By 28

WASHINGTON—A decline of 28 ships in the U.S. flag merchant fleet—for a total of 2,135—has been reported by the Maritime Administration in its latest Merchant Marine Data Sheet, as of March 1, 1968. This figure includes vessels under custody of, or on loan to, other agencies, but not non-merchant type ships.

The total fleet, includes 971 privately-owned ships, 180 government-owned ships and 984 in MARAD's inactive fleet. The report claimed nine more active ships since its last report of January 1, 1968 while 12 became inactive in the privately-owned fleet for a total of 971—a loss of three.

The total number of government vessels declined by one, but the new figure allows for 24 ships previously excluded as being under custody of, or on loan to, other agencies.

In the inactive fleet the new figure of 984 excludes 112 non-merchant type ships—tabulated in the previous list—which showed 1,096. It also shows a loss of 24 ships, based on the fact that 22 were sold for scrap, and three were sold for nontransportation use, while one vessel was received in exchange from private ownership.

million cut in funds for the two programs—money the Senate had added to a special appropriations bill. The Senate repudiated its conferees by a more than 2-1 majority—54-24. It voted to request a new conference and instructed the Senate's negotiators to insist that the \$100 million be restored.

Passage of the open housing bill was not directly tied to the wave of national concern over America's racial rift in the aftermath of Dr. Martin Luther King's murder.

The showdown vote had been scheduled before the assassination and weeks of lobbying by the Administration and a coalition of civil rights, labor, religious and business groups had laid the groundwork for passage.

In legislative terms, it was almost a miracle that an open housing bill stronger than the one which failed to pass the more liberal 89th Congress became law in the 90th Congress.

Two years ago, a less compre-

hensive open housing bill narrowly passed the House—and then only after weakening amendments. It never came to a vote in the Senate because of a southern filibuster and the strong opposition of Republican Leader Everett McKinley Dirksen.

This year, the House passed only a much-amended civil rights protection bill. At the urging of the Civil Rights Leadership Conference, a bipartisan group of senators agreed to make the effort to attach a fair housing amendment to the House bill. But in the face of a Senate filibuster, the effort appeared futile.

Dirksen Shifts

Then, as he had on the historic 1964 Civil Rights Act, the GOP leader moved to the front of the troops and worked with the bipartisan civil rights coalition and the Administration in shaping the final form of the legislation.

The filibuster was broken and the Senate passed the bill by a 71-20 margin.

McKay Youngest SIU Man To Win Engineer's License

Seafarer Mike McKay, who climbed the upgrading ladder at the Harry Lundeberg School of Seamanship, recently achieved the honor of becoming the youngest SIU man ever to receive an engineer's license through study at the Engineer's Upgrading School sponsored jointly by the SIU and MEBA, District 2.

Mike, who is 20, is a new third assistant and has joined the Mount Washington (Victory Carriers) in that capacity.

"It started out as a summer cruise," he said in recalling that first trip. "I always liked the sea and I decided on a sailing career. Now, I'd like to work my way up to chief engineer." After putting in his six-months as wiper, he advanced to FWT and then oiler before entering the engineering school.

Mike's first ship was the Overseas Rose (Maritime Overseas) and it was a long, long voyage, he said. "We went through the Great Lakes to Northern Europe, back to the States and New Orleans, and then out to the West Coast and on to Japan." Later, after he had returned to the Harry Lundeberg School in New York and upgraded to FWT, he shipped on the Steel Voyager. A short time afterward he successfully upgraded to oiler. It was four months ago that he again returned to New York to enter the engineering school.

The achievement of earning an engineer's license before reaching his 21st birthday followed a family pattern set by his father's accomplishment. Ray McKay, who is president of District 2, MEBA,

became an engineer at 19 years of age. In addition, there are two younger brothers who may follow in the footsteps of Ray and Mike.

"I have a younger brother, Bob, who is 17 and sails as oiler," Mike said. Bob will probably go to the engineering school when he reaches age 19. "Bob could probably go now," he added, "but the Coast Guard has an age limit." A Seafarer must be at least 19 years old to go to engineering school under present regulations.

Mike believes the age limit is both good and bad. "It means Bob has to wait around two years, yet at the same time, he will be just that much more experienced when he enters the school—and experience is important," he said.

The two brothers have not sailed together yet, but hope to in the near future. In addition, another brother, Tom, made a Coast-wise trip but is as yet undecided on a sailing career.

After passing his Coast Guard exam, Mike spent some time at his home in Old Tappan, New Jersey, prior to shipping out. He had previously sailed on the Mount Washington, before entering the school. The vessel is currently on the Persian Gulf run.

Brother McKay, who was born in New York City, said he considered Japan his favorite among the countries he has visited. In the past, he has usually spent a month or two ashore between trips, but feels he may shorten these periods in his new career as a licensed engineer.

Report of International President



by Paul Hall

Whenever a labor union seeks to gain necessary periodic increases in pay for its members, or demands justified boosts in welfare and fringe benefits for the workers it represents, management protests loudly that unions are attempting to ruin their business. The nation's press widely accuses labor of courting inflation and intensifying the upward spiral of wages and prices which is complicating the balance of the country's economy.

However, it is interesting to observe no such furor about alleged threats to the nation's economic health is prominently played up on front pages when big business arbitrarily hikes prices to levels which are well above those required to earn a reasonable profit and far in excess of any increased wages and benefits reluctantly passed on to their employees.

A typical case in point is the four-cent-a-pound increase recently put on the price of copper by the Phelps Dodge Corporation following settlement of the long and bitter copper strike.

The increase—to 42 cents a pound—was defended by the company as necessary because of its higher labor costs and was later adopted by other copper firms struck during the industry's lengthy refusal to bargain collectively with its employees.

It was not in the general news pages of the nation's press that the true story behind Phelps Dodge's action was to be found, however. This despite the fact that the government has charged that the price rise—rather than being dictated by "higher labor costs"—is actually more than twice the total cost of the company's settlement with the copper workers.

Instead, the industry's true financial position was to be found mainly in the financial section rather than on the front pages which had previously contained their protestations of impending fiscal doom.

An excellent example of the traditional greed of industrial giants, who forever wail about how the efforts of trade unions to better the lot of workers is cutting them to the financial bone, appeared recently in the Wall Street Journal's account of Phelps Dodge's annual stockholders meeting.

Statements by the company's board chairman, Robert G. Page, on this occasion had none of the ominous overtones circulated for public consumption during the copper strike.

To the contrary, stockholders were told that even during the first quarter of this year—while the bulk of its domestic operations were closed down by the strike—the company managed to make a profit of \$1.2 million. While this was not at the level the company is used to, Phelps Dodge officials promised that the money should be pouring in "satisfactorily" again for the balance of the year due to the fact that domestic copper inventories are presently at their "lowest level in years."

The increase in the price of copper by four cents a pound, Page told a questioning stockholder during the meeting, would cover higher payroll costs "very nicely."

Avoiding mention of the fact that the new price more than doubled the amount needed by the company to meet the obligations of its new union contracts, Page went on to assure the stockholders that Phelps Dodge could make a profit today even if copper sold for only 30 cents a pound, but added that this would not be the "same profit as at 42 cents a pound."

The gloating attitude which is obvious in this single example of management's false protest is proof that the labor movement must press all the harder for its fair share of America's growing prosperity. It is there, and it belongs to all. The problem, as always, is getting big business to share it equally.

Checkup in Chicago



Great Lakes Seafarer Norbert Matheis gets blood test and checkup at recent visit to new SIU Chicago clinic. Facilities are impressive, says Matheis, who last sailed on the vessel Henry M. Platt, Jr.

22 Liberty Ships Sold for Scrap; North Carolina 'Boneyard' to Close

WASHINGTON—Twenty-two Liberty ships have been sold for scrap by the Maritime Administration as part of a stepped-up program to close out "reserve fleet boneyards."

The World War II vessels are all anchored at Wilmington, North Carolina, and when they are removed by the successful bidder, the Union Minerals and Alloys Corporation of New York, it will mean the complete closing of the reserve base on the Cape Fear River.

The move by the Maritime Administration re-emphasizes the fact that the United States continues to lead the world's shipping nations in vessel scrapping, while at the same time, lagging far behind in the replacement of these vessels with a modern merchant fleet.

A recent MARAD report stated that 187 of the Liberty ships in its various reserve fleet anchorages remained and that all were to go in the next three years, probably through the scrap route. At recent maritime appropriation hearings of the Senate subcommittee on merchant marine and fisheries, Acting Maritime Administrator James W. Gulick produced data to show that after 1971 the entire government dry cargo ship reserve would amount to only 37 Victory ships.

Bartlett Registers Concern

Senator E. L. Bartlett (D-Alaska), subcommittee chairman, who was presiding, said he was disturbed by Gulick's report on the reserve fleet.

"The Administration's proposal to spend only \$119.7 million for ship construction during the coming fiscal year," Bartlett noted, "indicates some lack of appreciation within the Administration as to the desirability of having a modern and efficient United States-flag fleet."

The 22 freighters at Wilmington were the last remaining there of an original 427. MARAD stipulated that the Union Minerals company must scrap them as part of the sales contract. They were among the some 2,000 Liberty vessels turned out during the nation's crash program of shipbuilding during World War II. Other Liberties are scattered all over the world, since some were sold in a disposal program to help replenish devastated merchant fleets of other nations following the war. The U.S.-flag fleet, on the other hand, has steadily diminished.

All the freighters purchased by Union Minerals for a total of \$990,000, are anchored in sand and are held in position by chains. They will be removed, a few at a time, to the now defunct Federal Shipyards Corporation plant in Kearny, New Jersey, for scrapping.

MARAD gave no indication when the next sale for scrap contract will be completed nor did it announce which reserve fleet will be affected next.

Beside Wilmington there are two other bases on the East Coast. These are at Jones Point, near Haverstraw, New York, in the Hudson River, and on the James River in Virginia. Captain Thomas King, Atlantic Coast director for the Maritime Administration, said there are 69 ships at Jones Point.

Other reserve fleets are at Mobile, Alabama; Beaumont, Texas; Suisun Bay, Calif.; and Seattle, Washington. The yard at Astoria, Oregon recently was phased out.

House Merchant Marine Unit Starts Hearings on Program

WASHINGTON—Hearings by the House Merchant Marine and Fisheries Committee on a Congressionally-sponsored legislative program to upgrade the U.S.-flag merchant fleet got underway this week with representatives of maritime labor, industry and government scheduled to testify.

Chief aim of the bill (H.R. 13940) now before the House, is to construct 35 to 40 new ships a year over a five-year period. It was introduced by the committee chairman, Representative Edward A. Garmatz (D-Md.). A companion measure (S. 2650) is before the Senate. It was sponsored by Senator Warren G. Magnuson (D-Wash.), chairman of the Commerce Committee.

In his introductory remarks at the opening of the hearing, Chairman Garmatz said the two chambers are going ahead because they feel that the country can wait no longer if complete deterioration of the merchant marine is to be prevented.

The bills—in addition to the new ships—would extend operating-differential subsidy to dry bulk carriers, incorporate a new system for construction-differential subsidy determination, and establish tax differential construction research funds to all merchant and fishing vessel operators.

Alfred Maskin, legislative director of the American Maritime Association, was the first witness to appear before the Committee. He stated that the Merchant Marine Act of 1936 has been a failure—perhaps because of the way it has been abused—but nevertheless, it has not done the job for which it was intended.

Maskin also called for an end to the "double subsidy" system, whereby ships of subsidized companies that carry military and aid cargoes at top American freight rates and at the same time collect operating differential subsidy on these voyages from the Government.

"Payment of a double subsidy has not been in the national interest since it has required the Government—the American taxpayer—to pay twice into the same pocket to purchase a total merchant marine far smaller and less efficient than if the same amount of money had been more equitably expended," said Maskin.

Garmatz stressed the fact that the hearings represent congressional initiative on a long-range maritime program.

House Ups Maritime by \$122 Million; Senate's Hearings Indicate Approval

WASHINGTON—As the House of Representatives passed a sharply-increased maritime authorization bill calling for some \$467 million during fiscal 1969, the Senate Merchant Marine subcommittee concluded hearings this month on a companion bill which is expected to go along with House recommendations to raise the administration's maritime budget request by \$122 million.

House passage of the measure included adoption of an amendment, by Representative Thomas Pelly (R-Wash.), which insures that none of the money authorized would go for ship construction work in foreign shipyards.

At hearings by the House Merchant Marine and Fisheries Committee, chaired by Representative Edward A. Garmatz (D-Md.), Administration spokesmen had defended the Administration's drastic slashing of the maritime budget for ship construction to a mere \$119,800,000. In the light of the dangerous deterioration of the U.S. merchant marine, the House disagreed, and acted accordingly.

The Senate subcommittee, meanwhile, heard similar testimony by Administration officials on the government's continued insistence that maritime's needs are secondary to other demands.

Bartlett Criticizes Budget

Senator E. L. Bartlett (D-Alaska), Chairman of the Senate group, took issue during the hearings with a government budget expert who claimed that the nation's present fiscal dilemma made it necessary to hold the line on Maritime Administration budget funds.

Bartlett said it was obvious that maritime deserved a higher budgetary priority.

But Philip S. Hughes, deputy Director of the Budget, claimed that "while greater expenditures for the rehabilitation of the merchant fleet may be necessary in the future, with respect to the fiscal year 1969, several factors dictated continuing the programs generally at prior year levels."

Bartlett commented that Hughes' "may be" should be replaced by "will be," and added that there is no "continuing program at prior year levels," but rather, "considerable slippage" year after year.

"The members of the subcommittee realize the dangers affecting the budget, but we have another duty too," Bartlett said, not only to build up the U.S. Merchant Marine so that commercial interests are bettered, but so that there will be ships to aid the military. The reserve fleet is seriously depleted and it subtracts from the defense and the economic strength of the country... for that reason I believe a higher budget priority is in order."

Bartlett then tried to draw out Hughes on the eventual fate of an increased Merchant Marine authorization bill at the hands of the Administration.

"The House Merchant Marine and Fisheries Committee has passed a bill (H.R. 15189), substantially increasing Maritime funds," Bartlett said. "If this form should receive final passage, would it be a futile exercise?"

The deputy budget director said that if Congress were to sharply increase the maritime authorization... as the House has already done... and followed up by voting more for maritime than the Administration is expected to appropriate, he did not know how

the President would react to what could only be regarded as "a pretty clear reflection of Congressional intent."

Questions Delay

Bartlett also questioned Hughes about the "well-known secret" that the Administration had been just hours from submitting a maritime program to Congress in February that would have included \$300 million a year for five years for ship construction, an extension of subsidy privileges, \$25 million for research and development, and a new nuclear ship program. He asked if Hughes knew what caused the abrupt change in the Administration policy.

Hughes replied he did not know what precluded the presentation, but he claimed the Administration has been putting a good deal of thought into the maritime program.

Acting Maritime Administrator James W. Gulick, the first witness at the hearings on the proposed Senate bill (S. 3016), said he favored the legislation as presented by the Administration. However, he admitted that while he does not believe the funds to be thus authorized would be sufficient to substantially improve the merchant marine, he must go along with the idea that many other problems also exist.

Gulick's testimony prompted Bartlett to observe that it was a good argument for an independent maritime administration but the

agency head disagreed.

During his testimony, Gulick reviewed each item in the Administration's proposed maritime budget and conceded it did not measure up to his agency's request for \$388,000,000 for some 30 ships. The Budget Director and the Department of Commerce drastically reduced this figure to \$119,800,000, he pointed out.

Gulick also submitted statistics concerning the reserve fleet which later came under attack by Stanley Barer, subcommittee assistant, who noted that only 211 vessels in the fleet are usable. Barer asked how the pending bill recognized this problem?

In reply, Gulick acknowledged that the funds requested by the Administration would not cure any deficiency in this area, but merely provide a "holding action." He added that the backbone of the fleet will be about 130 Victory ships, now operating under General Agency agreement.

The acting administrator had no comment on a charge by Barer that, using the figures presented, there would only be 37 usable ships remaining in the Reserve Fleet by 1975.

After Gulick's second appearance in two days, the hearings were adjourned, subject to call of the chair.

Hearing A First

The maritime appropriation hearings, by both the Senate and House Merchant Marine subcommittees, were the first of their kind. Under legislation enacted last year, Congress is empowered to authorize expenditures for the Maritime Administration, and the hearings were called to determine what the fiscal 1969 authorization should be.

Garmatz, on the floor of the House, stressed this point as the full body voted authorization of increased funds to upgrade the U.S. merchant fleet.

"The members of the Merchant Marine Committee realize the stringency of the country's fiscal situation, but we feel the United States Merchant Marine should not be allowed to decline any further," Garmatz said.

Under the House bill, a total of \$340,770,000 is authorized for merchant ship construction in 1969.

This figure, Garmatz pointed out, would be made up of \$119,800,000 recommended to Congress in the fiscal 1969 budget; an additional \$117,670,000 which would be new appropriations; and \$103,300,000 of unobligated carry-over funds already appropriated for fiscal year 1968. In addition \$11,000,000 in research and development funds are requested.

"By this increase and use of the unobligated funds, the Maritime Administration should be able to contract for about 27 new, modern ships as contrasted to the 10 ships contemplated by the Administration's budget request," Garmatz said. "This will begin the urgently-needed, long-range program of replacements and additions to the fleet."

SIU Tunaboat Sinks off Mexico, Two Men Lost

SAN DIEGO, Calif.—The 132-foot long tunaboat Commander, manned by members of the SIUNA-affiliated Cannery Workers and Fishermen's Union of San Diego, sank last month in heavy seas off Mexico's Tres Marias Islands, 900 miles south of here.

Two members of the tunaboat's 12-man crew, Eugene Kendall, 52, the navigator, and Elling Ytteroy, 56, an assistant engineer, lost their lives after the steel-hulled boat capsized. Kendall died from exposure, on a small make-shift raft, in the arms of the Commander's captain, Joseph L. Lewis. Ytteroy is believed to have been trapped within the vessel when she went down.

After the Commander sank, Captain Lewis and four other members of the crew, Oliver Pitenger, 56, chief engineer; Isammi Konishi, 43, oiler; Victor Rojas, 35; and Kendall, clung for life to a small platform which was ripped from the stern of the ship after the vessel rolled over onto her port side at about 3 a.m. on the morning of March 11.

On the third day of their ordeal, the men were sighted by a Coast Guard plane and later picked up by the SIUNA-contracted tunaboat Katherine M.

Louisiana AFL-CIO Hears Humphrey Pledge to Continue Social Progress

BATON ROUGE, La.—Vice President Hubert Humphrey told cheering delegates to the 13th annual Louisiana AFL-CIO convention here that he plans to take the "accomplishments" of the Administration to the country in the coming months.

"I will do everything I can for the cause of peace in the world," Humphrey declared. "I will do everything I can to keep social progress moving forward in America."

He spoke at the final session of the four-day meeting of the federation, which also heard addresses from prominent national and state leaders and adopted resolutions on a wide range of legislative issues.

SIU President Paul Hall, who is also an AFL-CIO Vice President, was present at the convention and participated in a panel discussion on "The Functions of the AFL-CIO."

Others on the panel with Hall were Emile L. Bourg, Sr., secretary-treasurer of the Louisiana AFL-CIO; Jacob Clayman, administrative director of the AFL-CIO Industrial Union Department; C. J. Haggerty, president of the Building and Construction Trades Department, and Jerry Wurf, International president of the American Federation of State, County and Municipal Employees.

State AFL-CIO President Victor Bussie was elected to his 13th con-

secutive term. Bourg and the federation's two general vice presidents, A. P. Stoddard and Leroy Landry also were re-elected.

Humphrey was repeatedly interrupted by applause and was given a standing, two-minute ovation when he finished addressing the overflow crowd. The Vice President is under increasingly strong urging from labor and other supporters to announce his candidacy for President.

"Say it Now"

At one point, when he asked "for the help of all Americans" in his endeavors, a voice in the rear of the audience shouted, "Say it Hubert, say it now!" The crowd roared with applause and Humphrey had to pause in his address.

He spoke at length about the accomplishments of the Administration in pressing for peace in Vietnam and in bringing the nation new gains in medicine, housing, jobs, education and social security.

"I intend to stand up for the promises we have kept," Humphrey said, "I am going to every

corner of this land and take our message to the country."

Referring to the Administration's efforts to achieve an honorable settlement of the war in Vietnam, Humphrey said that President Johnson—"in an act of selfless statesmanship"—seeks a peace that will bring security to all of Southeast Asia.

Humphrey said he knew firsthand about "the search for peace" through his long efforts in the Senate on behalf of the Peace Corps, disarmament and arms control, and the nuclear test-ban treaty.

He appealed for the people of the nation to abandon all hates and prejudices. When that is done, he declared, "we will be what Lincoln said—the last best hope on earth."

The delegates approved resolutions supporting the Administration's Vietnam policy, stronger programs to protect consumers, expansion of the federal war on poverty, and legislation to provide arbitration of federal employees' disputes.

On the state level, the convention urged urban renewal legislation, a law to assure bargaining rights to public employees, an annual cost-of-living pay boost for teachers, and increases in workmen's compensation benefits.

Oil Industry Hit

One resolution lashed at the oil and gas industry for "undue profiteering" and called for repeal of the federal tax provision granting it a 27 percent depletion allowance as well as a special tax exemption given by the State of Louisiana.

Another resolution called upon each central labor body in the state to set up an organizing committee to carry out organizing drives and assist individual unions in their organizing.

Convention speakers included Labor Sec. W. Willard Wirtz; Betty Furness, the President's assistant for consumer affairs; Sen. Russell B. Long (D-La), Federal Highway Administrator Lowell K. Bridwell, and Gov. John J. McKeithen (D).

AFL-CIO representatives in a panel discussion on "Political Action and What It Means" included COPE Director Al Barkan and Legislative Director Andrew J. Biemiller.

Others Urge Humphrey

Two other AFL-CIO conventions recently urged Humphrey to run for president—the Operating Engineers and the Pennsylvania State AFL-CIO. The day after Humphrey addressed the Pennsylvania unionists in Pittsburgh, his office reported receiving 42 telegrams from top trade union officials urging him to enter the presidential race.

The executive council of the Ladies' Garment Workers has also unanimously adopted a resolution calling for Humphrey's candidacy. The council paid tribute to his "dedication to the principles of liberalism over several decades... in economic advance, civil rights, education, housing, health, consumer protection and civil liberties."

The Atlantic Coast



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

The hard-won victory of Memphis sanitation workers has cheered working men everywhere, but, once again, the struggle demonstrated more strongly than ever before the importance of labor solidarity. The workers had sought city recognition of their union for more than two years, without success, before the strike. Only after all segments of the labor movement joined in active support of their action was the support of the garbage workers' victory achieved.

Boston

Armond Ramos had a deck maintenance job on the Robin Goodfellow. He's holding down the hall until a good dayman's job hits the board.

A ship mate on the Goodfellow, Tommy Killion, is waiting for a FWT or oiler's job. Tommy has 18 years in the SIU.

William Blakeley is in drydock after a run on the Brigham Victory as FWT. Bill, a 25-year man, hopes to be FFD shortly.

Baltimore

Filippo Carlino was third cook on the Fairisle and is now registered for the Vietnam run.

After a trip on the Marymar,



Carlino



Brown

Gustave Hogerson is waiting for a Calmar run. A 20-year SIU veteran, he sails in the engine department.

Richard Brown was aboard the Seatrain Texas during its last trip to Vietnam. A member of the deck department, he's looking for a deck maintenance job on a Coastwise, Puerto Rican, or Intercoastal run.

Norfolk

Jerry Ange is looking for a ship that will take him to Vietnam

with lots of overtime. Jerry was on the Western Hunter as engine utility and just returned from a long vacation.

John Hodges just caught the Bessemer Victory for Vietnam after a three-month rest. John previously sailed on the Seatrain Carolina.

Ready to ship is 25-year-man James Egan. He was steward on the American Victory and had been on the beach a week. A Vietnam-bound ship would look good to him, he says.

Philadelphia

James Winters is registered and ready to ship on the first vessel that needs a good steward. His last ship was the Potomac

A long-time SIU man, Leonard Karalunas will take any good AB's job.

Manuel Madarang, last on the York, is waiting on a good steward's job. He's a 20-year SIU man.

Warren Bullard has registered for a black gang spot. His last ship was the Geneva.

Puerto Rico

The Seatrain Delaware got an extended stay in San Juan recently due to the waterfront beef in New York. On board are such familiar names as Rafael Hernandez, Jose Cubano and Domingo Ortiz, all of the steward department. Calixto Gozalez has held down the bosun's job.

Jaspar Anderson is holding down the steward's job on the Arizza after several intercoastal runs. The ship has switched trips with the Wacosta.

Jose Maldonado who fired many a boiler in his day, has joined the pension ranks and will spend most of his time in Fajardo.

SIU Deck Officer's Training Upgrades 5 More Seafarers

Five Seafarers have received a third mate's license after attending the deck officer's school operated by the SIU and the American Maritime Officer's Union. A total of 33 Seafarers have now obtained a license.

Arnold Ackerman has sailed as AB. He joined the SIU in York in 1960. Ackerman is 40 years old and is a native of New York City. He is a resident of that city.

Harvey Browning sailed as AB, joining the Union in 1963 in New York. Born in Tennessee, he lives in Decherd, Tenn. Brother Browning is 42 years old.

Eugene Langstrand joined the Union in New York in 1964. He was born in Brooklyn and lives in Malden-on-Hudson, N. Y. The 35-year-old Seafarer previously sailed as an AB.

Francis McQueeney sailed as AB and bosun before earning a third mate's license. A native of Boston, he makes his home in Lyndhurst, New Jersey. Brother



McQueeney

Lanier

farer was born in Atlanta and lives in that city.

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

Applicants can begin training at any time. The period of instruction is determined by each member's individual ability and knowledge, and the instructor's satisfaction of his readiness to take the examinations.

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

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

This in-training assistance is the same as that available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineer's examination.

SIU deck department men interested in the program should apply immediately.



Browning



Ackerman



Langstrand

McQueeney is 48 years old and joined the union in the port of Houston in 1958.

Claude Lanier, Jr., received a third mate's license after sailing as AB. He joined the SIU in Norfolk in 1953. The 44-year old Sea-

Spreading the Word



Keith Terpe, (upper right, with glasses), president of SIU of Puerto Rico, attended the recent "Labor-U.S.A." exposition in Montevideo, Uruguay, answering questions about U.S. labor in a meeting with officials. Over 100,000 came to the exhibit, sponsored by U.S. Gov't.

Four More Seafarers Licensed As Engineers; Total Hits 234

Second or third assistant engineer's licenses have been earned by four additional Seafarers after completion of their course of study at the engineers upgrading school sponsored by the SIU and District 2 of MEBA. Two of the men are new second assistants while two received a third assistant's license.

A total of 234 Seafarers have now received a license through the school.

John Mahalik received a second



Murphy



McKay

assistant engineer's license. An oiler, he joined the Union in 1966 in New York. The native of Olyphant, Pa., makes his home in Peckville, Pa. He is 42 years old.

Before earning a third assistant's license, Peter Murphy sailed as FOWT. He joined the Union in New York in 1961. Murphy was born in New York and makes



Gonzales

Mahalik

his home in the Bronx. He is 30 years old.

Michael McKay is a new third assistant engineer. The 20-year-old Seafarer was born in New York and lives in Old Tappan, New Jersey. He sailed as FOWT and joined the SIU in 1963 in New York.

Luis Gonzales received his second assistant engineer's license after sailing as FOWT. He was born in Dolores, Texas and makes his home in San Francisco. The 47-year-old Seafarer joined the Union in 1953 in the Port of New York.

Shipbuilders Council Would Block Use of Foreign Steel by U.S. Yard

WASHINGTON—An unprecedented plan to build small vessels and barges with duty-free foreign steel in a New Orleans shipyard has drawn strong objections from the Shipbuilders Council of America and major U.S. steel corporations.

The Board of Commissioners of the Port of New Orleans has petitioned the Commerce Department for creation of a foreign trade zone, which would enable Equitable-Higgins Shipyards, Inc., to import steel from outside the U.S.—without paying duty—and install it in vessels for "export or other authorized purposes."

This would make it possible for the shipyard to produce the vessels at a much lower cost than if U.S.-produced steel was used.

The Shipbuilders Council, in a letter sent by its president, Edwin M. Hood, to the Foreign Trade Zones Board, contended that once a barge or vessel is built with such foreign materials in a U.S. foreign trade zone, "documentation under U.S. flag would follow with the barge or vessel having the full rights and privileges of a truly U.S.-built shipyard product."

The council said the plan would circumvent the intent of Congress which "we do not believe... ever contemplated that a foreign-trade zone would be utilized for the specific purpose now intended."

The Equitable-Higgins Corporation made no mention of building for operation under U.S. flag. It did indicate its first order for barges would be used on a ship not operated under a U.S. flag.

Board Permission Necessary

The Foreign Trade Zones Board of the Commerce Department must grant permission before 3.47 acres of the New Orleans shipyard can be set up as foreign trade sub-zone into which the foreign steel could be imported without duty.

If such permission is granted it would mark the first time in which a trade zone would be used in building ships. Most zones are limited to light manufacturing.

The Port of New Orleans commissioners said they were backing the project in the hope it would generate more work and jobs. It is contemplated that Equitable-Higgins would use domestic products, too, and employ local labor.

Hood's letter said the operation would not result in the employment of additional American labor, or consumption of additional American products, since it would involve work which would otherwise be performed in U.S. shipyards or manufacturing facilities.

Garbage Workers Win Key Demands Following 65-Day Memphis Strike

MEMPHIS—Striking Memphis garbage workers scored a dramatic victory as they ratified a contract agreement with the city to achieve their demands for basic trade union rights and end their agonizing 65-day dispute.

The strike by 1,300 members of State, County & Municipal Employees Local 1733 had won the solid support of the labor movement, civil rights leaders, clergymen of all faiths and people throughout the nation.

It was the cause that brought Dr. Martin Luther King, Jr., to Memphis where he was struck down by an assassin's bullet as he prepared to lead a march in support of the strikers, nearly all of them Negroes.

Settled April 16

Settlement of the dispute was reached on April 16 following lengthy bargaining sessions conducted with the aid of Under Secretary of Labor James J. Reynolds and Frank Miles, a local mediator. Reynolds was assigned by President Johnson to mediate the dispute following Dr. King's assassination.

SCME President Jerry Wurf and Local President T. O. Jones explained the terms of the agreement embodying most of the local's main demands to a packed meeting of the members in the Clayborn A.M.E. Temple.

AFL-CIO President George Meany sent the following telegram to Wurf:

"Warmest congratulations to Memphis strikers on their solid victory. Their unity and steadfastness in face of tremendous odds were in the highest trade union traditions. You and fellow officers have every reason to be proud of these workers and the support they received from the trade union movement and its friends."

The 14-month pact provides for union recognition and a voluntary checkoff of union dues through the Public Works Department's credit union.

The workers, whose basic pay now averages \$1.73 an hour, will be given a 10-cent an hour wage

boost May 1 and another five-cent boost on Sept. 1.

The local won a four-step grievance procedure ending in arbitration along with an agreement that all strikers will be returned to their jobs without reprisals for strike activity or future union activity.

The contract, which expires June 30, 1969, also contains a non-discrimination clause calling for promotion on the basis of seniority and competence alone. Until now, only whites have been supervisors in the Public Works Department.

"Let us never forget that Martin Luther King, on a mission for us, was killed in this city," Wurf told the hushed meeting. "He helped bring us this victory."

After the agreement was ratified by a unanimous standing vote, the local's members cheered, stamped their feet and hugged one another in a prolonged victory demonstration. Strikers and their leaders wept openly.

The contract was signed for the city by Mayor Henry Loeb and approved by the Memphis city council by a 12 to 1 vote.

Loeb was regarded as the chief obstacle to an earlier settlement of the strike. He had insisted that the workers accept an eight-cent-an-hour increase and refused to grant union recognition or the dues checkoff, even though the city deducts the dues of union transit employees. His answer to a call for a grievance procedure was that employees could voice complaints at his weekly "open house" at City Hall.

The union expressed gratitude to Reynolds and Miles for their efforts in helping to resolve the dispute and persuading Loeb to end his resistance.

Public attention was focused on the strike from its earliest stages through daily marches by the sanitationmen to City Hall, backed by local civil rights leaders and Negro clergymen.

The workers' protest also was

extended to include a consumer boycott of downtown merchants, including a chain of laundries and restaurants owned by the mayor's brother William, and the city's two newspapers, which encouraged Loeb's stand against the union from the beginning of the dispute.

The struggle here gained national attention through the press and television, but the union contended that most of these accounts either ignored or misrepresented the issues. The public never learned, a union statement said, "that Local 1733 was chartered 30 months ago, and ever since then its members have been trying to receive some sort of recognition from the city."

King Answered Call

Dr. King came to Memphis in response to an appeal from local Negro leaders and led a march in support of the union that ended in violence when 30 young militants broke away and clashed with police.

On the evening of April 4, Dr. King was shot from ambush and killed after returning to the city to carry out a promise to lead a new, non-violent march on behalf of the workers.

The nation immediately plunged into a period of mourning on the one hand and looting and violence in city ghettos on the other. Federal and national guard troops were needed to restore order in a number of cities.

But, the march that Dr. King had planned in Memphis did go on, with his widow in the lead, followed by upwards of 40,000 people, black and white, including hundreds of trade unionists—including a contingent from the SIU—from all parts of the U.S.

The AFL-CIO created a fund to aid the striking sanitation men, with an initial contribution of \$20,000. SCME leaders say the fund is growing and the union continues to welcome contributions to reimburse the strikers for losses.

Keep Draw Of Piasters To Minimum

Seafarers are again advised to exercise caution when exchanging U.S. dollars for Piasters while they are in Vietnam because no practical means exist at present for reconverting unused Vietnamese money. Crewmembers should draw only the amount of Piasters they actually will spend.

Bars, cabarets and dance halls remain closed, with their re-opening unlikely in the immediate future. Restaurants, snack bars, barber shops, movie theaters and curio shops are open.

The present curfew in Saigon is from 2000 to 0600. No launch service is available after 1600 due to police restrictions on river traffic.

SEAFARERS LOG

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SIU WELFARE, VACATION PLANS		
March 1-March 31, 1968		
	Number of Benefits	Amount Paid
Hospital Benefits	4,426	\$ 48,867.32
Death Benefits	37	78,434.22
Disability Benefits	1,098	243,765.00
Maternity Benefits	28	5,600.00
Dependents Benefits	504	102,196.52
(Average: \$202.63)		
Optical Benefits	609	9,205.49
Out-Patient Benefits	5,299	38,902.00
SUMMARY (Welfare)	12,001	525,970.55
Vacation Benefits	1,529	634,354.39
(Average: \$414.88)		
Total Welfare, Vacation Benefits Paid This Period	13,530	\$1,161,324.94

Congressman Urges Govt. Increase U.S. Fleet's Share of Aid Tonnage

WASHINGTON—U.S.-flag ships should carry the maximum of government-generated cargoes before any consideration is given to foreign-flag vessels if the merchant marine is to be revitalized, Representative William D. Hathaway (D-Maine) said here recently.

Hathaway, speaking at a meeting of the 6.5-million-member AFL-CIO Maritime Trades Department, also criticized government administrators who have misinterpreted the intention of Congress on the cargo preference program. This originally called for "at least" 50 percent of government cargoes to move on board U.S.-flag vessels but, the Maine congressman noted, some administrators are using this figure as "a ceiling, rather than a floor."

"Government cargoes should be reserved first for the unsubsidized ships until they have obtained the maximum they can carry. Second call then should be given the subsidized segment of the fleet, without payment of government differential, and only after capacities of both segments of the U.S. fleet has been reached, should any remaining government cargo move on foreign-flag vessels," Hathaway declared.

"We must keep the door closed to the entry of foreign-flag ships into the American-flag fleet and we must provide 'seed money' for the non-subsidized ship operator, so that he can stay in business and grow," said the congressman.

Subsidies for All

"We must make sure that construction differential subsidy and operating differential subsidies are available to all segments of our fleet and to all operators who want such assistance.

"We must make sure that the first call on preference cargo—both foreign aid shipments and military cargoes—be given to those ship operators who feel they can get along without construction and operation subsidies.

Also, Hathaway concluded, "we must make sure the rates which are paid to U.S.-flag operators for the carriage of government-generated cargoes are truly fair and reasonable—that they are rates which protect both the interests of the government and the ship operators."

At another MTD meeting, Representative Benjamin S. Rosenthal (D-N.Y.) praised maritime labor for promoting the maritime industry and telling the nation of the need for a revitalized merchant marine.

He said that management must also do its share in telling mari-

time's story to the general public.

"There must be a joint effort to promote this industry," Rosenthal told the gathering of maritime labor and management representatives and members of Congress.

Education Program Urged

"If you would put together a program to educate the public to the real conditions which you face, and to the wisdom of the solutions you propose, you would begin to develop the kind of public attitude that we, in Congress, can translate into implementation of a fair and equitable program."

Rosenthal declared that the maritime industry is justified in looking to Congress for solutions to its problems.

"Maritime is more than just private enterprise," he said, "it is an arm of the government, not only in defense, but in diplomacy.

"It is a tool of our government in international economics and international relationships. It competes with low-wage foreign shipping. The maritime industry needs financial assistance from our government for these reasons alone.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Shipping in Detroit has been good with many jobs available on the open board. Rated men are in big demand and most of the veterans can hand-pick their jobs. All our contracted vessels are sailing or going through final phases of fit-out.

The SIU-IBU-contracted Westcott Company has opened the 1968 season and the first ship serviced on the Detroit River was its barge *Malda*.

Local 5000 of the United Steelworkers, which last month voted with all other Steelworker locals at a special convention in Atlantic City, N.J., to a dues increase of \$5 to \$10 a month, will make a bid for recognition as bargaining agent for Picands Mather employees through a representation election to be held aboard the company's Interlake vessels sometime in May.

The SIU-affiliated Automobile Salesman's Association has won five additional NLRB elections during the past month. Negotiations should start shortly with these dealerships. Picket lines are still being maintained at several dealerships that continue refusal to negotiate a union shop.

The Bob-Lo boats are now calling up crews to begin their fit-out.

Dave Gazi, bosun on the *St. Claire*, died of a coronary in the Detroit hall while playing pinocle. Dave was well known in members will be saddened to learn of his passing.

Duluth

Shipping in this port is very good for rated men, but quite slow for unrated personnel.

The first ship in port this season was the *William Reiss*, carrying a load of coal. She left with a load of taconite for Buffalo. The *CC West* left her berth in the SUP-DUL shipyard for a trip to Cleveland.

The recent recruiting drive got us an unlimited supply of unrated men and more are still coming in.

Raymond Kern, Duluth Port Agent of MEBA, District 2, will be in charge of the renovation and remodeling plans. The school in Duluth will be a branch of the main training program located in Toledo, Ohio. SIU Port Agent Jackie Hall will assist in the Duluth plans.

An MTD organizational luncheon was held at the Holiday Inn, with an excellent turnout representing over 40 unions. Peter M. McGavin, executive secretary-treasurer of the MTD, was enthusiastically received as guest speaker at the gathering.

Buffalo

Shipping is good in all departments, with 13 ships arriving in this port for fit-out. The *J. Clare Miller* was the first vessel to arrive with cargo. The ship was led through the ice field by the Coast Guard ice breaker *Eastwind*.

The *Miller* and two other vessels left Buffalo two days later and got stuck in the ice for two days. The *Eastwind* later arrived to set them free. Two other ice breakers also came along to assist in opening up the shipping lanes. This is the first time, to our knowledge, that three ice breakers were required to open shipping here.

Cleveland

The *J. T. Hutchinson* was the first ship to get away from the winter fleet in this area. The oth-

ers are crewed-up and will follow shortly.

Red Boulanger is back on the *Otto Reiss* after a long illness. An oiler, Red is an old timer on the Lakes.

Toledo

The sailing of the *J. C. Miller*, bound for Buffalo with grain, opened this port for business. The



Louis



Elder

hectic activity here has slowed up, with all the ships fitted-out and sailing.

Many of our members have taken advantage of the clinic by taking their physicals during the fit-out. Some old friends like **John Louis**, **Clarence Elder** and **J. F. Schoellkopf, Jr.** have been around to ship.

Chicago

We have been very busy here fitting-out ships and the following vessels have been serviced: *Detroit Edison*, *Harris S. Snyder*, *David P. Thompson* and *McKee Sons*—all in the Boland Fleet—and the *Chicago Trader* and *Nicolet* of Gartland.

The Boland ship *Diamond Alkali* has been running steadily for the past few weeks. We will soon be fitting-out the *Medusa Challenger*, *E. M. Ford* and the *Roen Fleet*.

All the guys are happy to be back on the job and are looking forward to an excellent year. **Dave "Dago" Romanelli** had a bad back but is almost recovered and ready to ship. **Harold Murphy** had a bout with pneumonia but returned to his old job on the tanker *Detroit*.

New recruits have been shipped to jobs not yet filled. These men were signed during our recruiting drive and we are impressed by the eagerness on the part of the new men to work hard and wait for the time they can upgrade.

Alpena

Shipping has been fairly brisk with all Huron Cement ships, except the *J. F. Ford*, either running or fitting-out. We look forward to another fine year.

Frankfort

Wayne Clarmont, off the *Ann Arbor* carferry, has upgraded to FOW. Other *Ann Arbor* men to upgrade are **Fred Oakley**, **Gregory May** and **Robert Sutter**, all new able seamen. Congratulations to you all.

We have no book members registered at this time since we are able to ship all men who come in. There is a shortage of oilers for the carferry and the Lake freighters.

Series of Six Gulf Area Collisions Cause Death of 13; Injuries to 51

NEW ORLEANS, La.—The crew of the SIU-IBU-contracted tug, *Pensacola*, escaped injury April 15 when the tanker *Socony Vacuum* collided with four barges. The *Pensacola* (Dixie Carriers) was towing the barges in center of the Mississippi River near Chalmette. The collision was the sixth in a series of Marine accidents in the Gulf area since Christmas Day which have caused 13 known deaths and injuries to 51 men. None of the casualties were Seafarers.

A 20-foot hole was ripped in the port bow of the *Socony Vessel* tanker but it was able to sail under its own power to the general anchorage at Algiers, La. and no one was hurt. The barges were pushed up onto the river bank following the collision and later removed without loss of their grain cargo.

Two days later the *Intracostal Waterway*, six miles west of Morgan City, La., was temporarily closed following the collision of the tugs, *Robert B.* and *Guy P. Cenac*, and the strings of barges they both were towing. The waterway was shut down because 1,000

barrels of para-xylylene, highly explosive chemical, began to leak, and an explosion was feared. Later the fluid dissipated and the danger passed.

In an earlier collision on the Mississippi last month near Pointe a la Hache, 50 miles below New Orleans, at least 13 men were killed and 43 injured when the cargo-vessel *African Star* collided with one of two crude oil barges under tow by the SIU-IBU-contracted *National Marine Service's* tug, *Midwest Cities*.

Seven more men are listed as missing from the *Star*. There were no injuries aboard the tug.

The crash, during intermittent fog, caused an explosion and set fire to the barges. Then burning oil flowed over the deck and holds of

the *African Star*. The crew of SIU-IBU contracted tug, *Port Hudson*, owned by the Crescent Towing and Salvage Company, helped extinguish the blaze.

Other recent collisions in the Gulf area included two near the port of Houston. The first occurred January 16 when the Liberian freighter, *Christiane*, struck a string of barges being pushed by the tug, *Barbara Waxler*. On February 1, the tanker *Angelo Petri* collided with two barges being pushed by the tug *Reta-W* in the Houston Ship Canal.

The Christmas Day incident involved a Gulf Oil tanker and a string of oil barges, being towed by the tug, *Cape Malloy*. Eight men were hurt in the ensuing fire on the tanker.



Still smoldering after collision with oil barge under tow by the SIU-IBU-contracted tug *Midwest Cities*, *African Star* lies in mud as tug *Port Hudson* helps Coast Guard extinguish remains of fire.

J. P. Stevens Rapped Again On Denial of Legal Rights

WASHINGTON—A trial examiner for the National Labor Relations Board has ruled that J. P. Stevens & Co., the nation's second biggest textile manufacturer, violated the legal rights of its employees by firing four workers who joined a union.

The ruling, by examiner Louis Libbin after four days of hearings, was the fifth consecutive finding against the giant textile chain, a major government contractor, in its attempt to smash an organizing drive by the Textile Workers Union of America and the AFL-CIO Industrial Union Dept.

The NLRB sustained the examiners' findings in the four previous cases. U. S. Appeals courts affirmed the board in two cases and two are pending.

The Supreme Court refused to review the facts in one of the appellate cases. Stevens was forced to comply with the ruling and offer jobs to 71 union members it fired "flagrantly, cynically and unlawfully," as the NLRB described the company's misconduct.

The latest examiner's finding was that Stevens learned of a TWUA organizing meeting last August and September in Dublin, Ga., and shortly afterward invented excuses to fire four of the workers who attended the meeting and signed union cards.

Libbin recommended that Stevens be ordered to offer the four employees immediate and full reinstatement to their former or substantially equivalent positions without prejudice to their seniority or other rights and privileges, to make them whole for loss of salary, and to pay six percent interest from the date of their firing in 1967 to the date of reinstatement.

Stevens Still Defiant

TWUA President William Pollock said the recommended order demonstrates that the Stevens firm "is still traveling the low road in defiance of the National Labor Relations Act."

The decision "justifies the need for unusual remedies to halt this company's flagrant violations," said Pollock, who added: "In any event, nothing this company can do will alter the fact that its workers want organization, nor will it alter our determination to help them achieve it."

In the four cases on which the NLRB has ruled, Stevens was charged with spying on employees, threatening them with reprisal if they joined the union, intimidating workers, changing working conditions to thwart union activity, and using the weapon of discharge in defiance of law.

The recent AFL-CIO convention urged President Johnson to issue an executive order barring "willful and repeated violators" of the Taft-Hartley Act from receiving federal contracts for goods and services. Stevens was called the "most flagrant" example of such violators. In 1966 the company was granted \$76 million in federal orders, and it still is a major supplier for the government.

LABOR ROUND-UP

President Anthony J. DeAndrade, Secretary-Treasurer A. J. Rohan and the thirteen other top officers of the Printing Pressmen have been reelected to office for new four-year terms beginning June 3. The balloting was conducted by the union's 756 locals and results were tabulated at the union's headquarters in Washington and announced by the board of electors.

The number of workers involved in work stoppages that began in February was the highest for any February on record, but lost time remained at a relatively low level—33 hundredths of 1 per cent, the Labor Department reported. The latest report of the departments Bureau of Labor Statistics noted that February time lost reached 3.8 million mandays, the highest for the month since 1950.

The Distillery Workers ended a two-months' walkout at the General Aniline & Film Company complex in Linden, N.J., by voting three-to-one to accept a contract package said to total 48.5 cents an hour. The new two-year agreement provides across-the-board wage adjustments of eight cents an hour plus 15 cents for craft workers; an additional company contribution of 10 cents an hour for improved retirement benefits;

and higher shift differentials. Local 146 also achieved improved hospitalization and welfare benefits, strengthened job security language and a streamlined grievance procedure. The local, which represents nearly 1,300 General Aniline employees, walked out February 1 when the old agreement expired and management refused to improve an unsatisfactory offer.

Clothing Workers' plan to build middle-income cooperative housing in the Chicago area were reported to a two-day meeting of 200 leaders of housing cooperatives and government housing officials. Among sponsors of the Illinois Housing Cooperative Institute was the United Dwelling Foundation, established by ACWA to build cooperative housing here patterned after successful union programs in New York. Murray H. Finley, manager of ACWA's Chicago board and head of the foundation, said it now has "completed paper work" on its first Chicago project in Kenwood Park.

Labor Secretary W. Willard Wirtz announced the appointment of President Paul Jennings of the Electrical, Radio and Machine Workers as one of five labor representatives on the Federal Committee on Apprenticeship, which advises the secretary on apprentice training matters.

Justice!



"We won, but we lost a good man along the way." This was the observation last week of a garbage collector in Memphis, Tenn.

Victory came to the sanitation workers of Memphis last week following a 10-week strike which tragically commanded the shocked and indignant attention of the entire world.

Memphis is a rather small city, all things considered, but the goal of simple justice which motivated the strike of the city's sanitation workers, coupled with the mindless shooting of the Reverend Dr. Martin Luther King—who had travelled twice to Memphis in support of the striking workers—catapulted the Tennessee city into headlines all over the world.

The goal of these workers, who walked off their jobs last February 12, following the city's refusal to acknowledge the demands, was the most fundamental aim of any group of trade unionists anywhere in the country—union recognition, promotion on the basis of seniority, a payroll-administered dues checkoff, and a wage increase.

When the agreement was reached with the city, and submitted for a membership vote by President Jerry Wurf of the AFL-CIO American Federation of State, County and Municipal Employees, it was ratified by the predominately Negro sanitation workers.

The key issue—aside from contract gains—was "recognition of the men themselves . . . as men to make decisions for themselves," an international representative of the striking union said, and the one-year agreement with the city of Memphis provided for that recognition.

Although the slayer—or slayers—of Martin Luther King still elude arrest, the deliberate and cold-blooded murder of this outstanding American should prompt all of us in this great nation we share to examine again the principles under which we live as individuals.

King's long-standing policy of non-violence in the pursuit of civil rights and organized labor's pursuit of equal recognition for all citizens of the United States are basically one major goal.

In the case of the Memphis garbage workers, there existed a situation in which Mayor Henry Loeb initially insisted that the strike was illegal and even refused to recognize the bargaining rights of the sanitationmen's union. At the height of negotiations, he offered a minimal wage increase but steadfastly refused recognition of the union or its right to a dues checkoff.

Even after the assassination of Dr. King, it still took 12 days for the city of Memphis to come to terms with the sanitation workers. For all of Mayor Loeb's protestations that there were "no winners" in the strike, and his plea to the city's citizens to "join in an atmosphere of good will," all reports in the nation's press indicate that he, personally, wanted no part of the agreement so dearly won.

Termed by union leaders as "a very hard man to deal with" throughout, Loeb is reported to have been "standing fast" against settlement of the sanitationmen's strike until Under-secretary of Labor James Reynolds—dispatched to Memphis by President Johnson—prodded him into accepting the agreement which had been worked out by negotiators in the strike.

Whatever Mayor Loeb may choose as a label for his views, there is little question that they are pointedly anti-labor. Labor won a victory in the Memphis garbage strike—following the needless death of a national figure and Nobel Peace Prize winner. We can only hope that a man like Loeb—never before known beyond his laundry interests in Memphis—will continue in deserved obscurity and be ousted by the citizens of Memphis when his term comes up.

Seven Additional Seafarer Veterans Join Growing SIU Pension Roster

The names of seven more Seafarers have been added to the ever-growing roster of Seafarers collecting an SIU pension. The newcomers to the roll include William Gee, Marcel Jette, Joseph McKeon, Elmer Hodge, Peter Serano, Francisco Rodriguez and Joe Vaccaro.

William Gee sailed in the IBU and joined the Union at Port Arthur, Texas. A resident of that port, he was born in New Orleans. Brother Gee was employed by the Sabine Towing Co.

Marcel Jette sailed in the deck department and joined the SIU in the port of New York. Born in Canada, Jette lives in Montreal. His last ship was the Steel Surveyor.

Joseph McKeon was a member of the RMR, having joined the Union in the port of New York. Born in South Amboy, N. J., he still lives there with his wife, Helen. Brother McKeon held a deckhand's rating and worked for the B & O Railroad.

Elmer Hodge sailed on the Great Lakes and joined the Union in Detroit. A fireman, he was em-



Gee

McKeon

ployed by the American Steamship Company. He was born in

SIU Companies Seek Aquisition Of General Haan

The Maritime Administration has announced that five unsubsidized SIU-contracted companies are seeking to acquire a reserve fleet troopship, the General W. G. Haan, one of the last of the desirable World War II C-4's which have thus far been made available by the government to commercial ship operators.

Sea-Land Services wants to trade in its C-2 Claiborne, convert the General Haan into a containership, and put it on the Puerto Rico run.

Sea Transport, Inc., proposes to trade in its C-3 Pecos and convert the troopship into a bulk carrier for world-wide tramping.

Hudson Waterways Corp. plans to trade in its ferry Duchess and convert the C-4 into a containership with a new 110-foot midbody. It would enter one of several trades to Puerto Rico or possibly a berth service between the West Coast and Hawaii.

American Bulk Carrier, Inc., would trade in a tanker, the York and jumboize the Haan into a 25,000-ton tanker or bulk-carrier.

Central Gulf, who proposes to trade in the Green Cove, also plans to convert the Haan into a 25,000-ton bulk carrier.



Hodge

Serano

Scotland and lives in Grassflat, Pa.

Peter Serano sailed as AB and bosun. He joined the Union in New York in 1948. During World War II, he served in the Navy. Born in Puerto Rico, he lives in Channelview, Texas with his wife, Jennie. His last ship was the Beauregard.

Francisco Rodriguez sailed in the steward department and joined

the SIU in Miami in 1940. Born in Spain, he lives in New Orleans with his wife, Teresa. Brother Rodriguez last shipped on the Volusia.

Joe Vaccaro sailed in the steward department as bartender on



Rodriguez

Vaccaro

passenger vessels. A native of New Orleans he lived in that city. Brother Vaccaro joined the Union in New Orleans and last shipped on the Del Norte.

Senate Votes Money for 4 FDLs After Defeat of Clark Amendment

WASHINGTON—By a narrow vote of 31 to 28, the Senate has blocked a bid by Senator Joseph Clark (D-Pa.) to bar authorization of \$183.6 million during fiscal 1969 for the Fast Deployment Logistic Ship program—again being pushed by the Administration—and included funds for four of the ships in its military authorization bill.

The FDL proposal was defeated by Congress last year, however, and opposition to the plan by the maritime industry and many members of Congress remains strong.

The tremendous costs of building and operating the FDL's—floating military supply depots that would be permanently based at sea and serve no commercial or peacetime purpose—is felt by opponents of former Defense Secretary Robert McNamara's pet project to be wasteful in view of the dismal condition of the U.S. merchant fleet. Funds requested for FDLs, if spent on construction

of modern merchant vessels, could go a long way toward upgrading the fleet and would provide a practical answer to both the military and commercial shipping needs of the nation.

The Senate's rejection of Clark's amendment against the FDL program came during debate prior to April 19 passage of the bill (S. 3293) which would authorize funds for military procurement for fiscal year 1969. The vote on passage was 54 to 3.

Clark had moved to cut the authorization by \$183.6-million—the amount provided specifically for construction of four FDL's in 1969.

The FDL provision of S. 3293 faces stiff opposition in the House, whose members have become increasingly alert to the necessity for a viable United States merchant fleet, and to the continuing lack of maritime leadership on the part of the Administration.

Delta Argentina Joins Fleet



The Delta Argentina is the latest addition to the fleet of the Delta Steamship Lines, Inc. The 522-foot vessel is the first of five identical Delta Class cargo carriers constructed for Delta by Ingalls Shipbuilding division of Litton Industries. The ship will visit Gulf ports before sailing to Africa on maiden voyage.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The new Delta Argentina has joined the fleet of Delta Steamship Lines. The ultra-modern, cargoliner was built at the Ingalls Shipyard Division of Litton Industries and delivered formally this month after undergoing a series of trial runs at sea.

Principal characteristics of the new vessel are: over-all length, 522 feet; beam, 70 feet; deadweight capacity, 13,350 tons; bale cubic, 646,860; refrigerated cargo space, 47,280 cubic feet; liquid cargo, 1,658 long tons. Design cruising speed is 18.6 knots with 11,660 shaft horsepower. The vessel can hit a speed in excess of 20 knots when utilizing total power at design draft.

The new ship, one of five of its class being built for Delta, features a bulbous bow for increased speed and fuel economy, plus multiple hatch cargo holds with fast operating hydraulic hatch covers and the latest navigation equipment for ship safety and operating efficiency. The vessel's cargo handling equipment includes a set of Stulcken heavy duty gear capable of lifting single loads weighing up to 75 tons.

Attractive air-conditioned living quarters are provided on board for all officers and crew.

The Delta Argentina will join the other ships in the Delta fleet, engaged in cargo service between the Gulf and the East Coast of South America and the African West Coast. Several Delta ships are also operated in the Vietnam sealift.

In command of the ship is Captain W. E. Wyman. The ship will proceed from the shipyard in New Orleans to Pensacola, her first cargo loading port. She will load additional cargo at Lake Charles, La., Houston, New Orleans, Mobile and then sail on her maiden voyage to West Africa. The ship was crewed in Mobile and includes a number of veteran Seafarers.

Captain Charles L. Spicer, Delta Lines Vice-President of Operations, is retiring after serving 47 years at sea and ashore. He first joined Delta as Chief Officer aboard the Saucon in June, 1921. The company was then known as the Mississippi Shipping Co. He later served as Master of several cargo and cargo-passenger ships and in 1940, took command of the line's new luxury passenger liner Del Brasil. He was Captain of the original Del Norte, when it was the first ship to officially sail beneath the new Huey P. Long Bridge at New Orleans, the day of its opening dedication in 1931.

New Orleans

E. "Little Monk" Esteve left the Alcoa Commander to take care of some personal business. He's waiting for another short run. A member of the deck department, he said the Commander was a good ship with a fine crew.

Irby Keller had a FWT's job on the Duval, now on the South American run. If the ship returns to New Orleans, Irby will try to sail with her again. Fond of Liberty's, he said he'd hate to see the day when that type of vessel disappears.

Dexter Worrell was bosun on the Midlake, making its first trip since conversion. Portions of three vessels were used to convert the Midlake into a large ore car-

rier. Dexter reports a good voyage with a fine crew and a Captain who was tops. He did everything possible to make her a good ship. While overseas, Worrell reports the Captain hired extra gangs to help the crew clean up the Midlake, since she had been in the shipyard for nine months.

Mobile

Jack Trosclair has the honor of being bosun on the first voyage of the Delta Argentina. Jack has 25 years in the SIU and has shipped all deck ratings from the Gulf. While waiting for this ship, he was standby on the Westerfield.

Bernard Burns was the first FOWT aboard the Argentina.

Delta Argentina Seafarers know they will eat high on the hog with Joseph Hannon as steward. He is one of the oldest stewards shipping from the Gulf area. Joe wanted to get a first hand look at all the new equipment on these automated ships.

Among the men in Brother Hannon's department is Hubert Weeks, sailing as utility man. Hubert lives in Foley, Alabama.

Also making the initial voyage are Frank Catchot, sailing as second electrician and William Gardner, AB. Frank had been on the Maiden Creek as electrician, sailing on a Puerto Rican shuttle. Bill's last ship was the Del Mar.

PFEL To Add Converted C-4s In Guam Trade

SAN FRANCISCO—Two C-4 troop ships are being converted to container vessels at a cost of \$8 million for use on the unsubsidized Guam service of the SIU Pacific District-contracted Pacific Far East Line, Inc.

The conversion work will be done at the Alameda, Calif., facility of Todd Shipyards Corp., and the first of the ships is slated to be delivered October 15 and the second on December 1.

Leo C. Ross, president of PFEL, said the company will meet the entire cost of the operation and that no construction differential will be involved.

The C-4's are the General A. W. Greely and the General R. L. Howze from the Maritime Administration's layup fleet at Olympia, Wash. They will be renamed the Guam Bear and the Hawaii Bear when added to the PFEL fleet. Each ship will carry 400 20-foot containers, including 50 refrigerated containers, and will have space for unitized and break-bulk cargo and for vehicles.

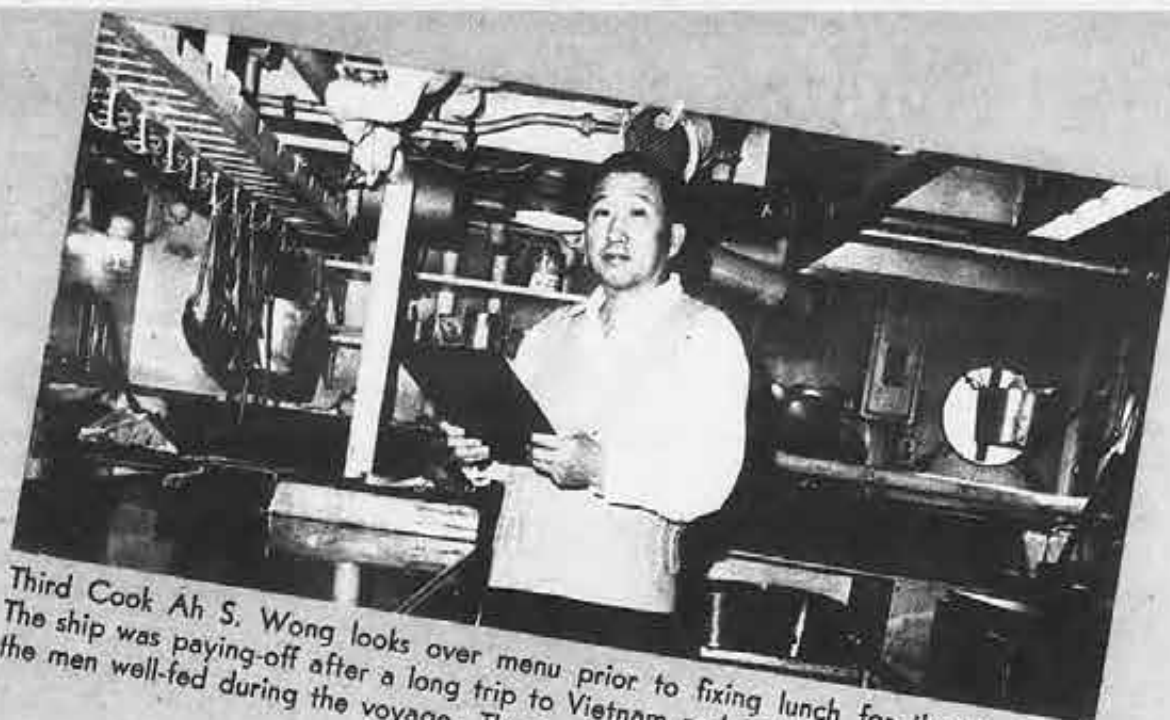
PFEL expects to provide express sailings every 16 days with the new vessels. Three C-2 freighters and two Victory-type vessels now are used on the run.

Beaver Victory Pays Off in Brooklyn

The Beaver Victory recently returned to New York following a trip to Vietnam, among other ports. The Oriental Exporters vessel paid-off at the Todd Shipyards in Brooklyn. A LOG photographer went along with SIU representatives who were on hand to greet the crew. As the Seafarers were getting paid, the vessel was already in dry-dock, getting shipshape for its next voyage.



Harry Steward of the steward department, takes a breather to read the latest shipping news in the SEAFARERS LOG. In addition to his other duties, he is delegate for steward department.



Third Cook Ah S. Wong looks over menu prior to fixing lunch for the Seafarers. The ship was paying-off after a long trip to Vietnam and Brother Wong helped keep the men well-fed during the voyage. The Seafarer makes his home in San Francisco.



While SIU Headquarters Representative E. B. McAuley watches, a Seafarer gets his papers together after being paid. Only a few beefs were reported.



Warren Hudgins cleans out his locker prior to leaving the vessel. Warren shipped as an OS. He is from Norfolk and joined Union there in 1967.



Patrick White, steward (second from right), discusses trip with patrolman Mike Sacco, (second from left), as E. B. McAuley (left) & AB Ted Shumaker (right), listen in.



James Spell and Viktor Svendsen look things over while E. B. McAuley (second from right) explains a point. The men ship in the engine department.



It gets pretty busy at pay-off time, as this scene shows. Left to right: Leon Lucas, Gil Ebon, James Spell, Viktor Svendsen, E. B. McAuley, M. Sacco.

The Pacific Coast



by Frank Drozak, West Coast Representative

A bill, aimed at eliminating the professional strikebreaker and, solidly backed by labor unions, had its first hearing before the Industrial Relations Committee of the California assembly.

Senator George Moscone, a leading member of the upper house, became a co-author of the bill, joining State Assemblyman Edward Elliott. At the same time, L. E. Townsend, John J. Miller and John L. Burton added their support in the Assembly.

This bill, known as AB 426, was scheduled for further hearings by the Industrial Relations Committee later this month. Labor must keep up the hard work in order to get this bill passed in the Committee. We consider this one of the key bills to be heard by the 1968 session.

San Francisco

Shipping here remains brisk and we paid-off and signed-on the following vessels: Fred Morris, San Juan, Panama, Azalea City, Belgium Victory, Seatrain Maine, Seatrain Louisiana, Choctaw Victory, Alice Brown, Steel Advocate, Hastings, Overseas Horace and the Pecos. We have the Achilles and Steel Recorder in transit.

Wilmington

James "Red" Gorman was bosun on the Mount Washington until illness forced him off in Subic Bay. Brother Gorman is hoping to get back in action soon and take another bosun's job.

A 44-day voyage on the Long Beach tested the cooking skill of Joe Barron, recently. Joe is a real old-timer and a charter SIU member.

Andv Ellingsen was on the Kenyon Victory for 3½ months as chief electrician. A 20-year man,

he's looking for another good electrician's job.

We had the Beloit Victory pay-off and three ships signed-on. They were the Seatrain Georgia, Seatrain Maine and Steel Designer. Nine ships are in transit and shipping is excellent for rated men in all departments. We have shipped 90 men during the last period. The outlook for the next two weeks is fairly good with nine ships due in this port.

Seattle

Shipping has been fair here since our last report and prospects are good for the coming period. The Columbia Banker is taking-on a full crew. We expect to pay-off two victories. During the last two weeks, four ships paid-off, three signed-on and six vessels are in transit.

Martin Badger left the Overseas Joyce in Venezuela due to illness, but is now FFD. He's after the first good baker's job to hit the board.

T. G. Beatrous was third cook on the Choctaw Victory. He got on in San Francisco and the ship bid-up in Portland. "Joe" then came to Seattle and took a third cook's job on the Seattle.

W. O'Connor made a run to Vietnam as a bosun on the Columbia Eagle. Bill has spent over 25 years in the SIU.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

May 21 to June 3, 1966

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	2	0	0	1	17	7
New York	53	39	41	41	7	189	117
Philadelphia	7	6	5	4	8	9	9
Baltimore	27	16	19	17	2	81	36
Norfolk	8	6	10	12	7	31	34
Jacksonville	14	8	8	11	7	18	6
Tampa	4	5	4	2	0	20	16
Mobile	16	18	19	12	3	67	40
New Orleans	31	39	24	22	1	170	152
Houston	47	31	45	37	3	161	74
Wilmington	15	14	7	12	16	31	1
San Francisco	53	99	36	42	30	51	52
Seattle	20	11	18	15	18	34	13
Totals	299	294	236	227	103	879	537

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	0	1	0	2	10	2
New York	30	39	31	42	16	101	103
Philadelphia	5	7	2	2	7	11	13
Baltimore	17	28	12	25	9	50	39
Norfolk	2	6	3	12	10	17	6
Jacksonville	6	9	5	8	9	11	9
Tampa	4	2	6	2	0	6	11
Mobile	12	20	11	12	1	56	32
New Orleans	28	42	13	33	4	92	137
Houston	35	40	39	34	9	76	74
Wilmington	6	7	3	7	12	18	0
San Francisco	50	55	33	32	19	85	27
Seattle	10	15	13	14	16	26	15
Totals	207	270	172	223	114	559	463

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	1	3	1	0	4	4
New York	51	13	26	10	11	120	31
Philadelphia	4	4	1	4	8	14	7
Baltimore	22	15	13	15	6	54	23
Norfolk	4	5	12	9	19	6	16
Jacksonville	7	10	3	8	5	7	3
Tampa	2	2	2	0	0	8	6
Mobile	10	13	14	11	2	54	20
New Orleans	32	29	20	15	1	158	78
Houston	26	34	34	30	7	50	59
Wilmington	6	5	8	5	0	25	3
San Francisco	76	49	46	35	9	77	37
Seattle	11	12	9	7	10	30	11
Totals	254	192	191	150	78	607	298

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

By Sidney Margolis

Consumers have gone on a credit buying binge even as the interest rates on borrowing have jumped to the highest levels in almost 40 years.

Mortgage-seekers and installment buyers are especially hard hit by the jumping rates. Mortgages now average 6½ percent for the country. Extra charges for points and closing fees bring the effective rate close to 6¾ percent.

In some states that have legal ceilings of six percent, reluctance of lenders to give mortgages has forced home-buyers to go to as many as 15 banks and savings associations to get a loan.

In such states lenders are demanding that the ceilings be raised. In one state, Virginia, the maximum already has been raised to eight percent, and the going rate already has climbed close to seven percent.

Even the government-sponsored FHA and VA rates soon may cost more than their present record-high 6½ and 6 percent, respectively. There is a bill currently before Congress to let these agencies set higher rates. The FHA and VA rates already have been increased three times in a little over two years.

Not only are mortgages rising, but interest rates paid by businessmen and federal and local governments are reaching for record levels. One financial reporter says such rates are the highest since the Civil War. Main reason is heavy borrowings by the federal government because of the Vietnam war.

You are affected by the high rates even if you already have a home. You pay more in prices, property taxes and rent because of the higher rates paid on their borrowings by businessmen, school districts and other government agencies.

Consumers themselves are helping to push up interest rates by heavy installment buying this year. Such borrowings are running about nine percent over last year, the Associated Credit Bu-

reaus of America report.

This is about the worst possible year to buy on credit. Debts have reached critical proportions for many families and could lead to severe personal problems if income declines. Total household debt in the nation, including mortgages, has reached 72 percent of disposable income compared with 55 just ten years ago, and less than 25 right after World War II, the credit bureaus reports.

Already an increasing number of families are falling behind in mortgage payments or losing their homes altogether. Mortgage delinquencies rose sharply this winter, according to the Mortgage Bankers Association.

The 68-Cent Dollar

Let alone interest rates, your family will have to cope this summer with the highest living costs yet. Prices have gone up for 25 months in a row, and now average 3.7 percent higher than a year ago, and 6.6 more than two years ago. Your 1947-49 dollar now is worth just 68 cents in buying power.

This year's price rise alone is wiping out about one-third of the recent increase in Social Security benefits. Older people are feeling the pinch. One elderly woman writes that "every time Social Security is raised, and even before, grocery stores keep raising the prices penny after penny."

The other three tough cost problems—only some of which you can do anything about by yourself—are soaring medical, home-ownership and transportation expenses. Medical-care costs have jumped over six percent this year, for a total rise in the past decade of 42 percent, more than twice as much as the rest of the cost of living.

Moreover, a new round of Blue Cross hikes is in sight after a temporary respite while Medicare took over care for the older folks.

Sea Otter Emerges Again As Wearer of Precious Pelt

ANCHORAGE, Alaska—The sea otter, once considered such an oddity that its precious fur was sought after by Oriental warlords and Yankee traders alike, has once again emerged as the owner of a much-desired pelt.

An amiable cousin to the weasel, this playful animal produced a widespread quest for its valuable pelt a century and a half ago. From Russia, fur-fancying industrialists took to the chilly North Pacific, colonizing the Aleutians and claiming the Alaskan mainland. Spanish vessels and British merchants joined the search, trading the otter skins for Chinese silk and tea.

Extinction seemed imminent for the otter around the start of the 20th Century, and a joint treaty protecting their number—then only a scant 500—was signed by the U. S., Russia, Canada and Japan. As a result, any private person killing a sea otter today faces a fine of \$10,000 plus imprisonment.

Breed Increasing

In the past few years, the sea otter population has been on the upsurge, mainly due to greater conservation efforts. In fact, Alaska's Governor Walter J. Hickel has recently given the okay to the first large-scale, state-run harvest since 1909. Game biologists have joined Aleut sportsmen in reaping over 1,000 skins from the islands of Adak and Amchitka in the Aleutian chain. Late January saw a large auction at the Seattle Fur Exchange where the sea otter pelts proved popular.

The newest selection of these furs are typically 60 inches long and about three feet in width. A single skin at the turn of the century could reap \$2,700. Edward Shepherd, a long-time furrier who is handling the project under Governor Hickel, expects fur buyers to offer \$1,000 each for the current crop.

Alaskan sea otters boast of soft, thick underfur almost an inch long, mingled with larger, coarse overhairs. With shiny silver at the roots, each hair darkens to deep black at the end. Remarkd Shepherd: "Each pelt is a rare gem. No two are alike, but different in shading and marking—just like people's faces."

Urges Quick Action On Clean Poultry

To the Editor:

It's about time that Congress has buckled down to serious work on one of the most basic needs of all Americans: wholesome food. We got action on fresh meat last year but the battle is only partly won.

For years, most intrastate meat and poultry processors have been penny-pinching at the expense of the consumers' health. In preparing their products for the table, many have also been preparing Americans for disease and worse.

Testimony that graphically revealed ugly meat-processing conditions in plants devoid of Federal inspection finally lead to a Clean Meat Act, and current Congressional investigation is now taking a long, hard look at the poultry industry. Let's hope that Congress acts on this soon, too.

Perhaps, in deciding on a Clean Poultry Law, Congressmen who would delay action should remember that they have to eat, too.

Wladislaw Gromulski

LETTERS To The Editor

Expose Hate Groups For What They Are

To the Editor:

In your last issue, there was an article in which Benjamin Epstein, National Director of the Anti-Defamation League, charged that extremist groups are responsible for the majority of hate propaganda in America today.

Though I am no expert on this subject, I certainly must agree with Mr. Epstein and have done quite a bit of reading on some of these groups, such as the fanatic John Birch Society, and found that they are usually so well-organized and tight-knit that their members can grind out hundreds of thousands of hate letters to Congressmen and industry leaders in only a few days' time. The Birch Society's "Bible," the Blue Book, even promotes tactics of setting up "front organizations" to attract unsuspecting people whose efforts, dues, and so on are secretly channeled into Birch Society operations.

The smear tactics employed by such radical organizations to defame a person they claim is "Communist" or "pink" or "un-American" or what-have-you, and drive him out of any position of power he might have, are really a cause for concern in a free society. Members of these groups infiltrate school lecture audiences, local meetings, and public gatherings, and posing as indignant citizens hurl loaded questions at their victims from all sides—allowing little time for reply. These are designed, not to be answered, but to disrupt the meeting and leave a power vacuum into which the group can eventually place one of its own people or someone whose line is "acceptable" to their cause.

These unanswerable questions parallel the line of "Why do you beat your wife?" How

does one answer that?

These groups are the rumor-mongers; the whisperers of lies. They have driven innocent people out of their own communities and left lives of innocent citizens in turmoil.

In today's restless times these radical hate groups find all too many targets for their venom and the situation might become really ugly—unless those of us who understand what "justice" and "freedom" are supposed to be all about get to work and do something.

What holds these groups together is fanatical dedication to their selfish cause. On the other side of the coin, most of us believe in the principles of our democracy but are not actively enough devoted to them to spend too much of our time at promoting them. This is only logical, after all America's been around for a long time and has proven herself by weathering many storms. But if the democracy we cherish is to continue to be healthy, it must be fought for actively. We must educate ourselves as thoroughly as possible in the areas of individual rights and liberties, in order to fight back against the extremists' lies and dirty dealings. It is not enough to work only within the democratic structure. We must also work for it. We too must be dedicated.

Sincerely,
Carl Warnicky

A Wife's Thanks For Consideration

To The Editor:

Thank you for the notice in the "Final Departure" column about my husband, Julius Styles.

It was good of you to remember and I shall never forget.

Sincerely,
Mrs. Viola Styles
Bronx, N. Y.

Would Press Fight For Farm Workers

To the Editor:

For too long, the nation's million-odd farm workers have been denied the protection of the National Labor Relations Act which covers nearly every other type of employment in this country. Now, the House Labor Committee, under the sponsorship of Representative James O'Hara, Democrat of Michigan, has at last voted to bring at least the 50 percent of the nation's farm workers employed on the larger farms the rights they deserve.

This big step forward is cause for pride, but is not a reason to rest. The measure still must be passed by the House and Senate and get the President's signature before it can be put into effect.

It was largely through the strong testimony by AFL-CIO President George Meany before Congressional hearings and the hard work of the United Farm Workers Organizing Committee that this bill got anywhere.

We must continue to back their efforts until the bill becomes law, or it could be sidetracked along the legislative path.

The nation's farm workers have for too long been forced to struggle along as second-class citizens.

Vincent Roberts

Seafarer Awarded Police Citation For Assisting Officer in Arrest

Not every citizen would have the courage to come to the aid of a policeman, escorting a prisoner to the stationhouse and menaced by an unruly crowd of 35 or 40 men. Seafarer Valentine Benner did come to an officer's aid in just such circumstances, however, and for his "heroic and unselfish act," received an award last week from the Honor Committee of the New York City Police Department.

Brother Benner was presented with a Civilian Commendation Bar and a Certificate of Commendation at Police Headquarters by Deputy Police Commissioner John Walsh. The "outstanding example of public service" for which he received his citation occurred May 22, 1965. It was largely because of Benner's modesty about the incident, that almost three years elapsed before he received official recognition for his act.

Happened at 5 A.M.

Brother Benner recalled that he was waiting for a cab by the New York Central Railroad station at 125th Street and Park Ave. in Manhattan, about five a.m. There was an open hot dog stand nearby and about six men were standing around, he said. The men suddenly began to give the hotdog salesman "a hard time," for a reason never fully learned.

Benner, who sensed the fellow might be in some trouble, called patrolman William Boyce, who was on duty nearby. Boyce walked over to the group and attempted to quiet them.

"A member of the group hit the officer with his fist and knocked him down," Benner stated. The officer was "semi-conscious" and the Seafarer helped him to his feet. "He had bruises on his knee and elbow from hitting the ground," Benner said.

"The men were all in their 20's," Brother Benner estimated, and as he helped Boyce to his feet, "they were becoming more unruly. I stood between the officer and the men to try and stop any violence from breaking out." Officer Boyce tried to take his assailant in.

Crowd Grows

"He was a pretty big fellow and was scuffling with the officer most



Deputy Police Commissioner John Walsh (left) presents Seafarer Valentine Benner with Police Department certificate of commendation at ceremony in New York Police Headquarters. Looking on is Benner's sister, Mrs. Mary Herlihy. Brother Benner came to the aid of a policeman threatened by a mob while bringing in a prisoner in 1965.

of the time. As we walked toward the station house, I continued to stay between the two men and the crowd—which now numbered about 35 or 40 men. The police station was on 126th Street. As we were walking, some men in the crowd shouted 'Let's get them!' 'Let that man go!' and other threats.

"The crowd looked pretty serious and I had no doubt they would have beaten that officer," Benner said, adding that by this time, the men were of "various ages" with "one or two ring-leaders egging them on."

In an effort to scare off trouble, Officer Boyce pulled his police revolver while Benner "faked having a gun by putting my hand in my pocket and pointing a finger. The crowd thought I was a policeman." Even if Benner did have a gun, he said that the crowd "could have jumped us anyway if they

really wanted to."

Some passersby, seeing that the policeman, his prisoner and Benner "hemmed in," called other police from several units in the area who soon arrived on the scene, escorted the three to the station house and dispersed the crowd.

"I tried to leave," Brother Benner explained, "but a policeman told me the crowd would kill me if I tried to leave." For about one hour, he stayed in the station house, until the crowd was gone. Even then, he received a police escort to his home.

Prisoner Jumps Bail

The prisoner was charged with felonious assault on a police officer and disorderly conduct, Brother Benner found out later. At first, the man was locked up, but was later released on bail pending trial. The man jumped bail, however, and never turned up. Officer Boyce had to take sick leave as a result of the attack but was not seriously hurt and returned to active duty after a few days.

Brother Benner didn't think much more about his part in this incident until some two years later. He was talking to a friend of his on the police force and casually mentioned what had taken place. Thinking the information was worth reporting, the friend related the story to his superiors and the department later voted to present Benner with the award.

A police department spokesman explained that the awards are not given on any set schedule but are presented about three times a year. They are given to civilians for various actions of outstanding citizenship or heroism. A special board in the Police Department decides who is to receive the awards.

Brother Benner was born in New York and lives in the Bronx. A cook, he recently returned from a run to Vietnam. The 53-year old Seafarer joined the SIU in New York in 1948 and has spent some time in the deck and engine departments in addition to his services as cook.

DIGEST of SIU SHIP MEETINGS

HALAULA VICTORY (Bloomfield), March 18—Chairman, Francis H. Smith; Secretary, Harold D. Strauss. No beefs were reported by delegates. Everything is running smoothly.

LYNN VICTORY (Victory Carriers), March 17—Chairman, Richard Morgan; Secretary, None. No beefs were reported by department delegates.

OBERLIN VICTORY (Steamship Service), April 6—Chairman, D. Merrill; Secretary, Albert G. Espenada. Ship's delegate reported that everything is running smoothly. \$10.00 in ship's fund. All repairs will be taken care of before arrival in New York. Vote of thanks was extended to the steward department for a job well done.

SEATRAN OHIO (Hudson Waterways), March 16—Chairman, Calvin D. Morris; Secretary, James Temple. No beefs were reported by department delegates. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

OCEAN ULLA (Maritime Overseas), April 4—Chairman, H. J. Romero; Secretary, A. W. Morales. Brother H. J. Romero was elected to serve as ship's delegate. Disputed OT in deck and engine department.

BIENVILLE (Sea-Land), March 30—Chairman, Victor Harding; Secretary, Thomas Ulisse. No disputed OT and no

beefs were reported by department delegates. Brother Frank Corven was elected to serve as new ship's delegate.

ALCOA TRADER (Alcoa), March 10—Chairman, William H. Rhone; Secretary, T. H. Spears. Brother C. W. White was elected to serve as new ship's delegate. Steward department beef to be taken up with patrolman. Discussion on pension qualification.

ROBIN HOOD (Moore-McCormack), April 6—Chairman, Malcolm Cross; Secretary, Aussie Shrimpton. Brother Richard Bule was elected to serve as ship's delegate. \$15.36 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for the fine chow. The steward stressed that he had an excellent galley staff and that the credit justly belonged to his cooks and particularly the baker, Brother James Barclay.

TRANSHURON (Hudson Waterways), March 27—Chairman, R. Alsobrook; Secretary, F. E. Nelson. Ship's delegate reported that everything is running smoothly with no beefs. Motion made that the Union revise pension plan.

AMERIGO (Great Overseas Shipping), April 4—Chairman, John Hoggie; Secretary, J. M. Ard. \$29.00 in ship's fund. Letter sent to headquarters concerning the matter of mail not being delivered to ship in Saigon, from company office. Motion made that the \$56.00 sick subsistence be increased. Motion that the wages be paid day by day like on coastal and/or foreign. Discussion on eligibility period to become a cook.

SEAMAR (Calmar), March 30—Chairman, Frank J. Smith; Secretary, Claude Garnett, Jr. No beefs and no disputed OT were reported by department delegates. Discussion about pension plan.

TRANSHUDSON (Hudson Waterways), No. date—Chairman, J. O. Thomas; Secretary, Frank A. Leonard. Discussion on pension plan. Some disputed OT in the engine department. Discussion held regarding a better quality of food put on board ship.

From the Ships at Sea

Richard Buie, third cook, has been elected ship's delegate by his fellow Seafarers on the Robin Hood (Moore-McCormack). Brother Buie reports that steward Aussie Shrimpton and his department received a vote of thanks for the top-notch chow. Brother Shrimpton stated that he had "an excellent galley staff and the credit justly belonged to the cooks and baker." The latter job was performed to perfection by James Barclay, he said, Shrimpton, who also serves as ship's treasurer, informed his shipmates that the ship's fund has \$15.36 in tow.



Cross

He proposed an anchor pool be used to increase the amount. The money would be used to purchase a television set for the crew's messhall. Bosun Malcolm Cross spoke about the duties and obligations of new seamen, while aboard the vessel. No beefs or disputed overtime were reported by department delegates.

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Charles Merrill, meeting chairman on the Oberlin Victory (Steamship Service Corp.), reports that "everything is running smoothly" as the vessel nears its New York payoff. According to Brother Merrill, there is some disputed overtime in the engine department that should be settled without much trouble. No beefs reported by department delegates. **Albert Espenada**, meeting Secretary, writes that one



Merrill

there is some disputed overtime in the engine department that should be settled without much trouble. No beefs reported by department delegates. **Albert Espenada**, meeting Secretary, writes that one

crew member from the deck department was hospitalized in Okinawa. The ship's fund has \$10 in it, all repairs have been taken care of and the steward department did a fine job.

Stay Up To Date On Welfare Rules

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

- Enrollment under Supplemental Medicare, with reimbursement of the cost by the plan, is mandatory for eligible members, pensioners, spouses and dependents. Failure to enroll can result in the loss of benefits.

- Employees of employers signatory and contributory to the Plan are entitled to USPHS Hospital treatment and Maintenance and Cure where indicated. Upon receipt of proof of refusal of either to comply, benefits will be provided by the Plan in accordance with the dependents schedule. Sickness and Accident benefits will be provided upon receipt of the assignment against the M & C claim in the hands of an attorney.

Meeting Chairman **Robert Davis** reports from the Transpacific (Hudson Waterways) that "it is a good ship and so far, it looks like a good voyage." Brother Davis reports that the captain has agreed to buy 500 pounds of ice cubes in Hawaii.



Yuhas

This will enable the men "to have cold drinks anytime on this hot run to Vietnam." Meeting Secretary **Mike Yuhas** wrote that **Louis Kuka** had an abscessed tooth and required medication. No beefs or disputed overtime reported. LOGS and mail arriving regularly.



Meeting Chairman **Elmer Clark, Jr.**, reports from the Fairport (Waterman) that "feeding is very good in the steward department. A vote of thanks to all members in that department." Steward **Herbert Skyles** and chief cook **J. Love** have turned in fine work, along with the rest of the men. New Seafarers on the vessel have been described as "very good workers," Clark reports. A draw list will be posted in Subic Bay and the ship's treasury contains \$18.91, he added.



Skyles

Meeting Chairman **Elmer Clark, Jr.**, reports from the Fairport (Waterman) that "feeding is very good in the steward department. A vote of thanks to all members in that department." Steward **Herbert Skyles** and chief cook **J. Love** have turned in fine work, along with the rest of the men. New Seafarers on the vessel have been described as "very good workers," Clark reports. A draw list will be posted in Subic Bay and the ship's treasury contains \$18.91, he added.

A Salute to the Chef



George Lamb, steward on the F. A. Manske, samples chow good enough to earn a salute from porter Ahmed Hussein. Porter Francis Monroe (second from left) and second cook Edward Meyer look on.

Money Due

Checks are being held at SIU Headquarters, 675 Fourth Ave., Brooklyn, N. Y., for the Seafarers listed below for money due them on the vessels shown. Men whose names are listed should get in touch with Union headquarters as soon as possible.

Name	Ship	Claim
Edward Jensen	Hercules Victory	Disputed Overtime
Robert Smith	Hercules Victory	Disputed Overtime
Earl H. Beamer	Penn Carrier	Disputed Overtime
Calvin R. Smith	Transwestern	Disputed Overtime
Daniel J. McLaren	Transwestern	Disputed Overtime
Clyde Greeson	Transwestern	Disputed Overtime
Thomas E. Hanson	Valiant Hope	Transportation
Donald Kershaw	Valiant Hope	Transportation
Warren Weiss	Niagara	Lodging
James Gleason	Seatrains New York	Disputed Lodging
Fred Patterson	Seatrains New York	Disputed Lodging
Joseph L. Chapeau	Kent	Lodging
Cyril Gauthier	Kent	Lodging
J. Walsh	Midlake	Standby Wages
D. Shattuck	Midlake	Standby Wages
Robert Wilson	Coe Victory	Wages
Bobby V. Carter	Alcoa Master	Transportation
David J. Flynn	Alcoa Master	Transportation
J. Rose	Rambam	Retroactive Wages
C. Cummings	Rambam	Retroactive Wages
A. Samawi	Rambam	Retroactive Wages
J. Saunders	Rambam	Retroactive Wages
Ian C. Robertson	Western Hunter	Unclaimed Wages
Roy L. Frank	Seatrains San Juan	Unclaimed Wages
Emil H. Kijono	Albion Victory	One Day's Wages
John B. Gardner, Jr.	Norberto Capay	Refund
Onofre F. Rando	Norberto Capay	Refund
Jose R. Rodriguez	.....	Miscellaneous
Haralambos C. Menicon	.....	Miscellaneous
C. Hernandez	.....	Miscellaneous
S. Hommen	.....	Miscellaneous
D. Mangual	.....	Miscellaneous
Harry Early	.....	Miscellaneous
R. South	.....	Miscellaneous
P. McDaniel	.....	Miscellaneous
E. Santana	.....	Miscellaneous

Beaver Victory Crewmembers Run Aground, Fight Flash Fire

Seafarers sailing the Vietnam run frequently have close calls in that country but the crew of the Beaver Victory (Oriental Export), between running aground and fighting a flash fire, had plenty of excitement on their last voyage long before they reached the war zone. Harry Steward of the steward's department told the LOG when the vessel paid off in Brooklyn.



Steward

"We were in Honolulu harbor and carrying a load of ammo," he recalled. "It was between 10:30 and 11 P.M., when the vessel ran aground. The MSTs sent tugs and divers to the scene and the divers went down to see how far we were stuck. It took about eight hours to determine the correct method they should use in getting us out."

Brother Steward said that it took three tugs plus two salvage tugs to pull the Beaver Victory loose. They had to wait for high tide and by the time the ship was pulled loose, some 24 hours had passed.

Eight days later, when the vessel was on its way to Quinhon, Steward and third cook Ah S. Wong were relaxing on the port side, prior to preparing dinner. "It was about three in the after-

noon," Brother Steward said, "when we saw a fire in the electrician's shop. I went to my post at fire station six and broke out the hose. We yelled to have the pressure turned on and this was done by one of the assistant engineers." Brother Steward reported that there was some flames and "lots of smoke." Chief electrician Tom Valentine said that some paint scorching resulted but only minor damage was done. The fire was confined to the shop. The exact cause was not discovered.

"It took about 45 minutes for the crew to get the fire under control," said Steward. Ironically, the men were to have a boat drill at about that time and, as they went to their stations, they were unaware that it was the real thing until the Captain told them." There was ammunition in the hold near the scene of the blaze which added extra urgency to putting the fire out fast.

When the Beaver Victory finally arrived in Vietnam, after the Tet Offensive and with Marshal law in effect, some fighting was going on in the Saigon area. After its close call at sea, however, the vessel spent 25 days in the war zone without incident.

☆☆☆☆☆

BE SURE TO VOTE IN LOCAL PRIMARIES

☆☆☆☆☆

Thomas Skyles, born March 5, 1968, to Seafarer and Mrs. Herbert L. Skyles, Staten Island, N.Y.

Gabriel Diaz, born July 19, 1967, to Seafarer and Mrs. Felix M. Diaz, Bronx, N.Y.

Freidelvyn Allen, born December 1, 1967, to Seafarer and Mrs. Alfred Allen, Seattle, Washington.

David Perez, born March 6, 1968, to Seafarer and Mrs. Jose D. Perez, New York, N.Y.

James Swider, born February 14, 1968, to Seafarer and Mrs. James Swider, New Orleans, La.

Norris Eugene Bazor, born March 8, 1968, to Seafarer and Mrs. Norris E. Bazor, Mobile, Ala.

Nikolas Demetrious Pitsas, born February 6, 1968, to Seafarer and Mrs. Jimmy Pitsas, Hammond, Ind.

Thomas Douglas Hutchinson, born February 5, 1968, to Seafarer and Mrs. Ralph D. Hutchinson, Jacksonville, Fla.

Anna Catherine Sullivan, born February 9, 1968, to Seafarer and Mrs. James Sullivan, South Toms River, N.J.

David Matthew Carpenter, born January 29, 1968, to Seafarer and Mrs. David Carpenter, Morgan City, La.

Susie Ann McGowan, born January 24, 1968, to Seafarer and Mrs. Blanton L. McGowan, Kosciusko, Miss.

Claude Wayne, born January 11, 1968, to Seafarer and Mrs. James D. Blackwell, MacClenn, Fla.

Leedra Denise Fleming, born August 13, 1967, to Seafarer and Mrs. Audrey C. Fleming, New York, N.Y.

SIU ARRIVALS

FINAL DEPARTURES

Stanley Prince, 22: Brother Prince died an accidental death on January 13, while sailing on the Antinous. A member of the deck department, he joined the Union in the port of Baltimore. Brother Prince was born in Portsmouth, Va., and made his home in Chesapeake, Va. He had previously sailed on the Alcoa Mariner and the Brenville Victory. Surviving is his father, Charles Prince, of Chesapeake.



Leonard Wojt, 56: Bronchopneumonia claimed the life of Brother Wojt on January 27, in the USPHS Hospital, Detroit. He sailed on the Great Lakes and joined the Union in Detroit. A native of Alpena, Mich., he lived in that city. Brother Wojt held the rating of porter and was last employed by the Huron Cement Company. Surviving is his wife, Marie. Burial services were held in Holy Cross Cemetery, Alpena.



Henry Williams, 71: Heart disease claimed the life of Brother Williams on March 6 at the City Hospital, Newark, N. J. He was a member of the steward department and sailed as cook, baker and steward. Brother Williams joined the Union in the port of Boston in 1938. Born in Savannah, Ga., he lived in Newark. His last vessel was the Ines. At the time of death, he was on an SIU pension. Surviving is his wife, Pearl Williams, of Newark. Burial was in Newark.



John Boyle, 51: Brother Boyle died on March 2 in Escanaba, Mich. He sailed as a wheelsman and joined the SIU-Great Lakes Division in the port of Alpena. He was born in Escanaba and resided in that city. Brother Boyle was employed by the Reiss Steamship Company. Surviving is his wife, Mary, of Detroit. The burial was held in Holy Cross Cemetery, Escanaba.



John Cummins, 68: Heart disease claimed the life of Brother Cummins on February 2 at his home in San Francisco. He was born in Oklahoma and joined the union in the port of Boston in 1944. A member of the engine department, he sailed as oiler. His last ship was the Long Lines. Brother Cummins was in the Army from 1917 to 1925. At the time of death, he was on an SIU pension. Surviving is a sister, Mrs. Mil-



dred Terry, of San Bernardino, Calif. Burial services were held in Olivet Memorial Park, Colma, Calif.

Thomas Aydlett, 65: Brother Aydlett died on March 5, in Cherry Hill Hospital, Cherry Hill Township, N. J. He was a member of the IBU and joined the Union in Philadelphia. A native of North Carolina, he lived in Camden, N. J. He sailed in the deck department and held a tug Captain's rating. Brother Aydlett was last employed by the Taylor and Anderson Company and was on an SIU pension at the time of death. He is survived by his wife, Mary. Burial was in Bethel Memorial Park, Pennsauken, N. J.



Charles Phelps, 60: A heart ailment claimed the life of Brother Phelps, March 9, in Chesapeake, Va. He shipped in the engine department and joined the Union in Norfolk. During World War II, he served in the Army. Born in Norfolk, he lived in Chesapeake. Brother Phelps last sailed on the Yaka. The funeral was held in the Riverside Memorial Park, Norfolk.



Harold Sweet, 55: Brother Sweet died on March 8 in San Francisco. He was born in Virginia and made his home in San Francisco. A member of the deck department, he sailed as AB. Brother Sweet joined the Union in the port of Houston. His last ship was the Seatrain Maine. The body was returned to Richmond, Virginia for burial.



Lawrence LaPorte, 20: Brother LaPorte died on March 5, in Providence Hospital, Anchorage, Alaska. He had been a crew member on the Transoceanic at the time of death. Brother LaPorte also sailed on the Great Lakes. He was a fireman-watertender and joined the SIU in Detroit. Born in St. Clair, Michigan, he lived in Duluth. He had previously sailed on the Transhatteras and for the Gartland Steamship Co. He is survived by his parents, Mr. and Mrs. Charles LaPorte. Burial was in St. Clair.



Seafarer Devises Unique System To Aid Students of Blinker Code

Any Seafarer in the deck department who wants to study for a mate's license knows he will have to learn Morse code and the blinker system for visual code. The blinker system can pose a big problem since a student will find it almost impossible to find the necessary visual aids aboard the average vessel today. Seafarer Chester Coumas has come up with a system which enables a Seafarer to learn the blinker system in his spare time.

Coumas, who has always had an interest in electronics, used a standard phonograph record of the Morse code and attached it to a Morse code blinker light, thus enabling him to study the correct visual signals as they correspond to the Morse code signals on the records.

Brother Coumas explained that it is also possible to use a tape recorder in place of the phonograph record. The audio-to-blinker unit is plugged into the earphone jack and the audio signal is rectified by a small rectifier bridge and through a direct current (DC) relay meter. The meter switch connects with a pen-lite cell and a 1½-volt bulb, Coumas explained.

The essential parts needed are four N-34-A rectifier bridges and one Lafayette 99-6199 relay meter. A flashlight with test wires may be used for convenience, Coumas added. The total cost would be about 40 cents for each of the rectifier bridges, plus about \$3.95 for the relay meter. Assuming the Seafarer has a phonograph or tape recorder—and also had bought the blinker—the total cost would probably be around \$10. The blinker is portable and small enough to carry in a coat pocket.

Any time Coumas asked if his method was possible, he used to be told: "if it could be done, it would have been done," he explained to the LOG. Although long interested in advanced electronics, Brother Coumas said that his system is easy enough for a child to operate.

"Formerly," Coumas said, "a Seafarer either needed someone to



Seafarer Chester Coumas shows his Morse code blinker light that attaches to a phonograph record of the Morse code. This enables seamen to learn the visual code as it corresponds to the audio. It is compact enough to be easily carried by Seafarers aboard ship.

help him or else his equipment was too heavy to take on a ship. Now he can use standard equipment available anywhere. The record or tape, he noted, can be played at different speeds. This amounts to conversion of audio sound to activate the visual blinker light.

Experimented In Electronics

Coumas has experimented with electronics for a long time. "I tried to record conversation on a ship," he said, "and found that the fan motors would drown out the voice frequency. So, I bought a handful of earphones and miniature mikes. I found that an earphone of one million ohms gave perfect results and cut out most of the motor noise. I was told later by a bewildered radio technician that it couldn't possibly have worked... but it did."

Brother Coumas has a theory that "it's better not to know too much on a subject, because if you do, you are likely to think it couldn't be done. If you are just a little ignorant, you can go ahead and do what's impossible," he said.

A member of the engine department and a Seafarer since 1952, Brother Coumas has an unusual and varied background. A voracious reader, and a student of everything, he spent some time at the Baltimore College of Commerce. Since then, he has been a blackjack dealer and roulette wheelman in New Orleans, and once was a beautician whose clients included two countesses and a princess.

In October of 1965, Coumas was the subject of a LOG story which explained his theory on "sleep learning." This also employed his self-taught knowledge of electronics. Stating that "all you need is a repeating tape recorder, an ear plug, a good memory and a talent for shuteye," he said that all you need do is select the tape, plug in the earphone device, close your eyes and then sleep and learn at the same time.

The start of Brother Coumas maritime career began about the time his gambling job ended. He recalls that the Louisiana State Police closed the gambling house he was working in and "right after that I started shipping out." He described sailing as "a tremendous feeling of freedom and mobility. It keeps the foot loose and the mind sharp."

Two examples can be cited to show that Coumas' mind is, indeed, sharp. Once in Brazil, he recorded the Portuguese language and then "analyzed it."

An article that appeared in the LOG in September, 1966, included his theories on the mermaid in the Port O'Call bar at the New York SIU headquarters. The mermaid, he thought, could have been a copy of the statue that the Etruscans put up on their ships. He also brought forth the theory that she had a Nordic cast about her. Perhaps she was Frieda, the Germanic Goddess of Peace.

Brother Coumas is a native of Manteka, Calif., and joined the Union in New Orleans.

PERSONALS

Frank LaRosa

John Der would like you to write to him at 2420 First Avenue, Seattle, Wash. 98121, Box H.

Oliver A. Hess

Please contact Marvin G. Byerly at 806 Americana Building, Houston, Texas 77002, at your earliest convenience.

Ralph Hernandez

Please contact Gloria Tirado at 229 Union St., Brooklyn, or phone her at 625-6311.

Thomas W. King

Your brother Herbert King is anxious to hear from you. Please contact him at 639 King Avenue, Barbourville, W.Va. 25504.

Charles Heard

Please contact your wife, Caroline, at 52 Berkshire Lane, Wiltingboro, N. J. 08046, as soon as you possibly can.

Melvin (Dutch) Keeffer

Your friend Emil Gretskey would like to get in touch with you. Write him c/o Victory Carriers, Inc., 647 Fifth Avenue, New York, N. Y. 10022.

Kenneth Fike

Jim Potts would like you to get in touch with him at 125 Main St., Brookville, Pa. 15825, as soon as you possibly can.

WANTED :
STORIES and PHOTOS
Send to the LOG

KNOW YOUR RIGHTS

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

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

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

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

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

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

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

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

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

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

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

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

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings

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

United Industrial Workers

- New Orleans May 14—7:00 p.m.
Mobile May 15—7:00 p.m.
New York May 6—7:00 p.m.
Philadelphia May 7—7:00 p.m.
Baltimore May 8—7:00 p.m.
Houston May 13—7:00 p.m.

Great Lakes SIU Meetings

- Detroit May 6—2:00 p.m.
Alpena May 6—7:00 p.m.
Buffalo May 6—7:00 p.m.
Chicago May 6—7:00 p.m.
Cleveland May 6—7:00 p.m.
Duluth May 6—7:00 p.m.
Frankfort May 6—7:00 p.m.

Great Lakes Tug and Dredge Region

- Chicago May 14—7:30 p.m.
Sault St. Marie May 16—7:30 p.m.
Buffalo May 15—7:30 p.m.
Duluth May 17—7:30 p.m.
Cleveland May 17—7:30 p.m.
Toledo May 17—7:30 p.m.
Detroit May 13—7:30 p.m.
Milwaukee May 13—7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans May 14—5:00 p.m.
Mobile May 15—5:00 p.m.
Philadelphia May 7—5:00 p.m.
Baltimore (licensed and un-licensed) May 8—5:00 p.m.
Norfolk May 16—5:00 p.m.
Houston May 13—5:00 p.m.

Railway Marine Region

- Philadelphia May 14—10 a.m. & 8 p.m.
Baltimore May 15—10 a.m. & 8 p.m.
Norfolk May 16—10 a.m. & 8 p.m.
Jersey City May 13—10 a.m. & 8 p.m.

DIRECTORY of UNION HALLS

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

PRESIDENT	Paul Hall
EXECUTIVE VICE PRESIDENT	Cal Tanner
VICE PRESIDENTS	Earl Shepard Lindsay Williams Robert Matthews
SECRETARY-TREASURER	Al Kerr
HEADQUARTERS	675 4th Ave., Bklyn. HY 7-4400
ALPENA, Mich.	127 River St. EL 4-3614
BALTIMORE, Md.	1214 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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DETROIT, Mich.	10225 W. Jefferson Ave. VI 3-4741
DULUTH, Minn.	312 W. 2nd St. RA 2-4110
FRANKFORT, Mich.	P.O. Box 287 415 Main St. EL 7-3441
HOUSTON, Tex.	5804 Canal St. WA 8-3207
JACKSONVILLE, Fla.	2408 Pearl St. EL 3-0987
JERSEY CITY, N.J.	99 Montgomery St. HE 5-9424
MOBILE, Ala.	1 South Lawrence St. HE 2-1754
NEW ORLEANS, La.	430 Jackson Ave. Tel. 529-7544
NORFOLK, Va.	115 3rd St. Tel. 622-1892
PHILADELPHIA, Pa.	2404 S. 4th St. DE 4-3818
PORT ARTHUR, Tex.	1348 Seventh St. Tel. 229-2788
SAN FRANCISCO, Calif.	350 Freemont St. DO 2-4401
SANTURCE, P.R.	1313 Fernandez Juncos Stop 20 Tel. 724-2840
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.	Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

UNFAIR TO LABOR DO NOT BUY

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

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

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

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

Boren Clay Products Co.
(United Brick and Clay Workers)
"HIS" brand men's clothes
Kaynee Boyswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman

Jamestown Sterling Corp.
(United Furniture Workers)

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

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

White Furniture Co.
(United Furniture Workers of
America)

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

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

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

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

Giumarra Grapes
(United Farm Workers)

Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)

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

GLOBE EXPLORER (Maritime Overseas), March 10—Chairman, C. S. Jacks; Secretary, L. A. Behm. Two messmen walked off ship in Houston. All papers turned in to patrolman in Houston. Vote of thanks was extended to the steward department for a job well done.

LONG LINES (Isthmian), March 22—Chairman, W. Cameron; Secretary, K. Lee. Ship's delegate reported that there were no beefs. It was requested that clarification of the shipping rules be sent from headquarters regarding job status of engine utilitymen.

CITIES SERVICE NORFOLK (Cities Service), April 15—Chairman, William Morris; Secretary, William A. Ryan. Some disputed OT in deck and engine departments. Vote of thanks was extended to the steward department for a job well done.

CANTON VICTORY (Columbia), March 24—Chairman, None; Secretary, Jesse J. Greer, Jr. Brother Arthur E. Hinz was elected to serve as ship's delegate. No beefs were reported by department delegates.

TRANSPACIFIC (Hudson Waterways), April 11—Chairman, Robert L. Davis; Secretary, Mike Yuhua. No beefs were reported by department delegates. Motion was made to have messhalls and recreation room air conditioned. Crew request that an ice machine be put aboard ship.

TRANSNORTHERN (Hudson Waterways), March 2—Chairman, Horace Mobley; Secretary, S. A. Solomon, Sr. \$77.10 in ship's fund. A few minor beefs to be taken up with boarding patrolman. The crew feels that there should be a security watch for the safety of the crew and the ship, in the war zone.

DIGEST of SIU SHIP MEETINGS

BYRD (Delaware Marine), March 26—Chairman, Bill Rudd; Secretary, Jack Giller. Brother Bill Rudd was elected to serve as ship's delegate. \$36.60 in ship's fund. Some disputed OT in deck and steward department. Discussion about bad quality of food. Motion was made that a crewmember should be able to pay off after six months, at company's expense, when on a Persian Gulf run. Motion made that all ships on Persian Gulf run be air conditioned.

YAKA (Waterman), March 23—Chairman, Velazquez; Secretary, F. John VanLooy. Brother A. F. Adams was re-elected to serve as ship's delegate. No beefs were reported by department delegates.

BEATRICE VICTORY (Victory Carriers), March 16—Chairman, C. Webb; Secretary, R. Gonzales. Ship's delegate reported that all is OK with no beefs and no disputed OT. Repair list was given to patrolman. Brother C. Dickey was elected to serve as new ship's delegate.

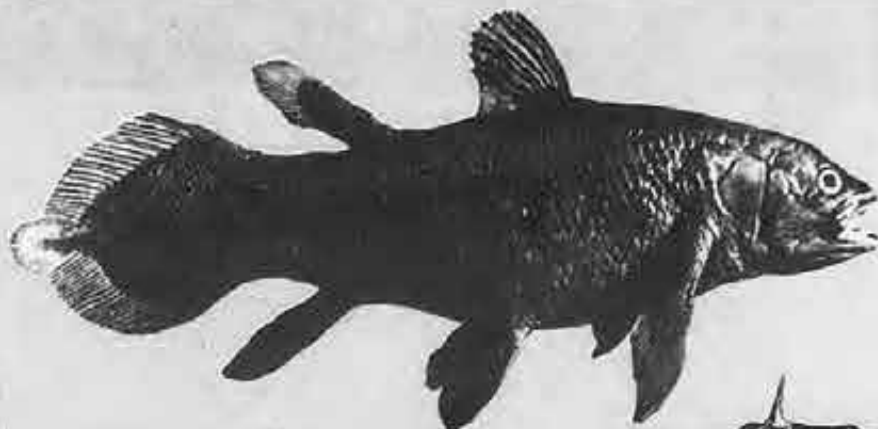
DEL SANTOS (Delta), March 2—Chairman, Louis Galuska; Secretary, Alton Booth. Brother Dominick DiMaio was elected to serve as new ship's delegate. There were no beefs or disputed OT reported. Motion was made that the negotiating committee bring up the subject of allowing men to smoke on the bridge while on the wheel, at sea, with the companies.

OCEAN ANNA (Maritime Overseas), April 6—Chairman, Mack Chapman, Jr.; Secretary, Pete Triantafyllis. Ship's delegate, Brother Mack Chapman reported that everything is running smoothly. All repairs are being worked on. Some disputed OT in engine department to be taken up with boarding patrolman at payoff. Matter of stale cigarettes aboard will be taken up with patrolman.

STEEL VENDOR (Isthmian), March 28—Chairman, Fred Shala; Secretary, John E. Sanders. Brother John J. Morrison was elected to serve as ship's delegate. \$29.10 in ship's fund. Few hours disputed OT in engine department. Motion was made to have all draws in American money instead of travellers checks. It was suggested that the LOG print zip code numbers and area code numbers of all SIU halls.

COLUMBIA TRADER (Columbia), March 24—Chairman, Danny Franer; Secretary, John Kachur. Ship's delegate reported that there are no beefs and all is running smoothly. Brother J. M. Foster was elected to serve as ship's delegate.

CREATURES OF THE DEEP



SCIENTISTS ARE Forever Speculating on the strange creatures that might have evolved on other planets in distant, unknown galaxies. Science-fiction tales of "Martians," "Venusians" and the like have thrilled the imagination of almost everyone for many decades.

The fact is, however, that the strangest and most bizarre creatures imaginable actually are now alive on our own planet and flourish perhaps by the thousands.

Some have bulbous eyes that swivel on the end of tentacles. Some flash signals to members of their own species by making their bodies glow. Others indiscriminately eat mud in the hope of finding a bit of digestible material. And some shoot out actual sprays of bright light to blind their would-be attackers. All live in the silent, dark world near the bottom of the sea.

From Famine to Gluttony

Though the world's vast seas are a storehouse for the greatest potential source of food on Earth for humans and animals, meals for the native inhabitants of the seas are often few and far between. Death by starvation is common. To keep the waters flourishing with life, evolution has created some very odd ways to fill the bellies of these denizens of the deep—full of other creatures who have managed to keep their own bellies full, that is.

There is, for example, one deep-sea fish that swims casually along, is weak and puny, and is neglected by larger fish it might encounter. Then, in the space of one swift gulp, this little fellow suddenly gobbles up an unsuspecting passerby that might be as much as three times as large as he. Before he can make a move, the captive finds himself inescapably trapped in the stretched belly of the swallower. His captor's inwardly-curved, dagger-like teeth, discourage with razor-sharpness any attempt at making a quick exit. There is only one place for him to stay: In.

Aptly enough, the gluttonous little marauder has earned the title *The Great Swallower*. He grows from two inches to five feet long, and, observers can truly say, really knows how to pack it in.

There are few tricks unknown to the *Dragon Fish*. Hunger shows in its ugly face. It has a mouth hinged in such a way that the lower jaw can be viciously thrust forward—slicing into the prey with extremely long, sharp teeth—and which can then yank the prey into a cavernous mouth, all in one snapping action. While this fish can pull in prey larger than itself, its stomach has not got the capacity of the *Great Swallower*—but there is no reason it must finish dinner in one sitting.

The *Dragon Fish* has one particularly unique advantage in tracking down a meal. A long, luminous barbel, something like an antennae, which grows from its chin, both attracts and detects other fish. In one species of *Dragon Fish*, this whip-like projection grows to six times the length of the fish itself.

A Telescopic Mouth

There is another fish, known as *Stylephorous*, who really seems to get a kick out of his meal. Silvery and ribbon-like, he swims vertically and appears harmless enough. But as soon as a tidbit floats within reach, *Stylephorous* telescopes his mouth forward as though it were leaving his head and, engulfing the prey, closes the mouth and retracts it. During this sneak attack, his face becomes grotesquely distorted in an almost comical expression. As his mouth extends, his two large telescopic eyes roll back until they peer straight up—like a pair of binoculars—searching for any leftover scraps. It seems as though each dinner throws him into an ecstasy of physical pleasure.

If vacuum-cleaner companies had ever studied a creature of the sea-bed known as the *Urechis Worm*, the broom might never had been invented. This

creature eats by vacuuming its food in, and does a good job of it, too.

First the worm burrows a U-shaped tunnel in the silt, indiscriminately swallowing the mud and digesting any nutritious material it might contain. While digging, *Urechis* secretes a thick sticky fluid in one end of the "U," against the funnel-shaped wall. Then, as though putting a napkin to his chin in anticipation of a hearty lunch, he sticks his head—or the end with the mouth—through the narrow part of the funnel. As the pangs of hunger approach, he begins pumping away, sucking water through the length of his body, so that food particles are pulled into the funnel and trapped in the fluid. When the funnel becomes clogged with good things to eat, *Urechis* slips off his "collar" and diligently eats his way out.

Some Completely Blind

In the deepest regions of the sea, where sunlight cannot penetrate, eyesight often is useless. Here, over the millions of years of evolution, certain species of sea creatures have become totally blind and, in the case of the *Brotulids*, eyeless.

This particular type of fish is normally found at least 14,000 feet down, roaming the blackness. The only hint that their ancestors ever had eyes are 'degenerate organs beneath the skin where eyes would ordinarily be. But this poses no obstacle to their finding a decent meal. The *Brotulid Typhonous*—which lives 17,700 feet down in the *Celebes Sea*—keeps alive by shoveling up the dirt with its flat lower lip and sifting out whatever food it can find.

Ironically, scientists suggest that such blind creatures might be even more advanced along the evolutionary scale than some of their sighted counterparts, because they have adjusted to more specialized needs.

Another blind fish, the *Benthosaurus*, lives at the 11,000-foot level and gropes for food with lengthy feelers which extend from its fins.

As efficient as evolution has been in the design of these creatures, it topped its own accomplishments in creating a fish that actually fishes—the *Angler Fish*.

There are many types of *Angler Fish*, but generally they have what looks like a rod and line extending from a spine of their dorsal fin which dangles what looks like a tempting piece of bait in front of their hungrily gaping mouths. In some *Anglers*, this lure actually hangs from the roof of the mouth. When some curious fish comes swimming along to investigate and take a nibble, it very quickly finds that it, itself, has been nibbled.

To make dining even easier for the sluggish *Anglers*, their "bait" glows in the darkness and provides an intriguing attraction for sea creatures accustomed to looking at nothing in particular.

Living Lightbulbs

While various sea inhabitants living in the darkest depths have lost their eyesight or have grown highly

sensitive to the faintest light, others—in addition to the *Angler*—have developed the ability to create their own lights. And some have become amazingly sophisticated in using it.

When it senses danger, the prawn *Acanthephydra* ejects luminous matter from a pore under each eye and completely hides itself in a glowing cloud. The squid *Heteroteuthis* squirts out a fiery fluid instead of the usual inky material that its near-surface dwelling relatives use to obscure the view of their attackers. In the darker regions, *Heteroteuthis* temporarily blinds his attacker instead, but the effect is the same: a chance to escape.

Some fish and crustaceans go far beyond this basic use of light. Turning their light on and off is simply not enough for them. Instead, these more advanced creatures have developed highly specialized organs that not only produce light but also have reflectors for concentrating it, lenses for pinpointing it, adjustable diaphragms for varying its intensity, and color filters. With all this equipment, they flash-messages to one another, perhaps identifying themselves as "friend" or "enemy" depending upon their signals.

Then there are several deep-sea creatures who do not produce light, but, rather, have grown eyes that can search the darkness by maneuvering eerily on the end of tentacle-like stalks while the creature itself lies still and relaxes. The larval stage of *Idiacanthus Fasciola* is an excellent example of this. It has a body only half an inch long and as thick as a pin, but with eyes swivelling on stalks as much as half the creature's full length. During this stage of early development, it must be some surprise when one eye peeks around and suddenly discovers its counterpart looking right back at it: "eyeball to eyeball."

Last but not least, what deep-sea home would be complete without some fish-like version of family life? Occasionally, however, this seems to get out of hand—as in the case of the *Anglers*. When they mate, they literally join together, with the male becoming a bodily extension of the female.

In the darkness, once the male *Angler* finds his ugly bride-to-be, he bites into her with his lure which has turned into a sort of tooth. He then hangs on until his jaw and tongue gradually fuse to the female's tissues, so that the two fishes' bloodstreams become united. In time, all but the male's reproductive organs degenerate. Thus, for the rest of their lives, the two fish are one—he fertilizing her eggs, and she keeping him alive.

It's almost as though they follow the old Rodgers and Hammerstein song to the letter: "Once you have found her, never let her go."

Seventy-one percent of this planet's surface is shrouded in mystery. The speculations about life on other planets may stagger the imagination, but the bizarre denizens of the Earth's seas provide ample room for astonishment and a virtually unlimited field for future research and discovery.



Among the mysterious strangers who inhabit the sea is this ugly *Angler* with built-in fishing rod that catches other fish for its dinner.



Perhaps more than ever before in our history it is vital to the cause of organized labor and of the entire nation that not only Seafarers, but their families and the families of all other trade unionists, register to vote in this crucial election year and follow up by going to the polls and making every ballot count in the general election on November 5.

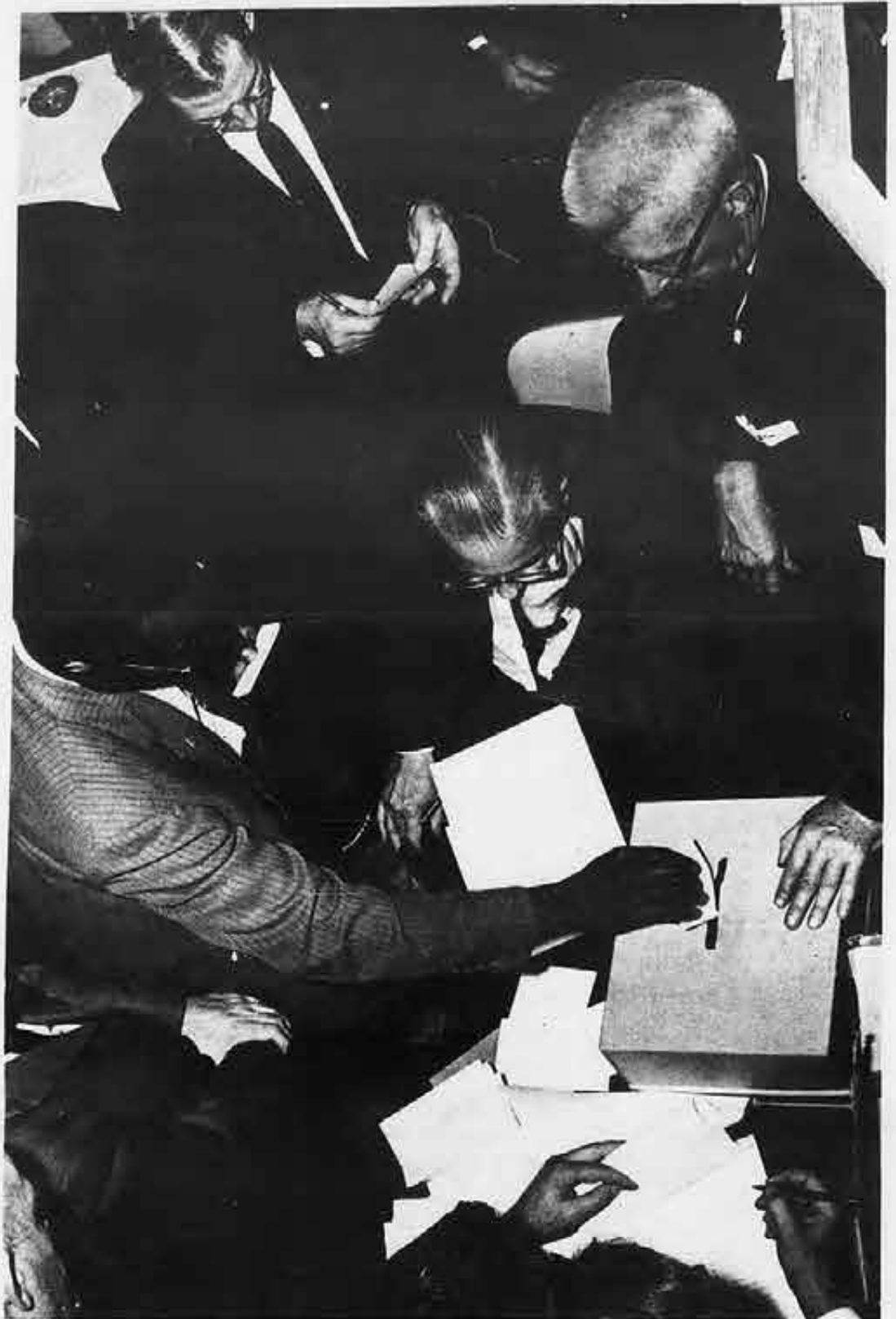
Ultra-Conservative forces are out in full force to block progressive legislation through any means at their disposal and will stop at nothing to keep liberal candidates sympathetic to labor out of office.

AFL-CIO President George Meany has warned all union members that only through their votes can the great strides made toward complete social and economic justice for all Americans be preserved and expanded. "What Congress does," the federation president emphasized, "is determined not by lobbyists or by official spokesmen, but by constituents who make their voices heard."

Among top issues for which pending progressive legislation must be passed, either by the 90th Congress or the next Congress to be elected next November, Meany cited the following:

- Aid to the hard-core unemployed
- Implementation of a model cities plan
- Collective bargaining rights for farm workers
- Restoration of on-site picketing rights to construction workers
- Massive urban redevelopment
- Increased educational opportunities
- Improved child health programs
- Repeal of Section 14(b)

Only the election and support of liberal candidates will make it possible to translate these prime goals into law.



Primary registration and elections are currently under way in various parts of the country.

States with primary registration deadlines coming up in May are listed below:

Illinois	—May 13
Mississippi	—May 4
Nebraska	—May 3
South Carolina	—May 11
South Dakota	—May 15

Actual primary voting dates in various states during the month of May are as follows:

Alabama	—May 7
Florida	—May 7
Indiana	—May 7
Kentucky	—May 28
Nebraska	—May 14
North Carolina	—May 4
Ohio	—May 7
Oregon	—May 28
Texas	—May 4
West Virginia	—May 14

REMEMBER:

YOU CANNOT VOTE UNLESS YOU ARE REGISTERED!