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Soviet Shipbuilding— *A Record Pace*

THE continuing massive buildup of the Soviet merchant marine is a carefully calculated, long-range bid by the Kremlin to gain dominance of the world's sealanes. While U.S. government officials consistently maintain that this Russian goal is not to be taken seriously, the continued deterioration of the American fleet and lack of any constructive U.S. maritime policy can serve only to further

the Soviet Union's ambitions, since they present no obstacle to its growing ocean-going strength. Already virtually independent of the West in the carriage of its import-export trade, Russia is making full use of its own resources—and those of its satellites—to attain a superior globe-encircling shipping complex. This looming Communist threat is examined in a LOG feature on Page 9.

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House Minority Leader Ford Raps Govt. Failure on New Maritime Policy

WASHINGTON—The House Minority Leader today charged the Johnson Administration with failing to deliver in its promise to give "the nation a new maritime policy aimed at rebuilding our commercial sea power."

Representative Gerald R. Ford (R-Mich.) said that President Johnson made this promise three years ago, but, "we are still waiting."

He added that, "The plight of the American merchant marine continues to worsen under the Johnson-Humphrey Administration."

The House Minority Leader made his charges at the Maritime Trades Department monthly seminar.

U.S. Ship Decrease

Ford said that "It has been estimated that under the present Administration's ship replacement program, the number of U.S. merchant ships of all types will decrease from 917 in 1968 to 355 in 1979 and that the number of U.S.-flag "dry bulk" carriers will drop from 71 to nearly zero."

The Michigan Republican asserted that the "Johnson-Humphrey Administration is virtually writing off the American merchant marine in favor of airlift and is gradually reducing this nation to the status of a minor maritime power in terms of its merchant shipping."

"The American people and maritime labor deserve a better deal than they are getting from the Johnson-Humphrey Administration" . . . "The nation cannot

SIU Crews Save 13 Fishermen Adrift In Typhoon Freda

Two SIU-contracted vessels, the Minot Victory (Burbank) and the Delaware (Oriental Exporters), combined to rescue 13 Formosan fishermen, on November 7 after their vessel was battered by typhoon Freda approximately 200 miles from Manila.

The Delaware responded to a call for help from the fishing vessel No. 7, Chin Chie Shiang, a tuna long-liner, registered in Formosa. The Delaware spotted flares at 5:35 a.m., a company spokesman reported, and at 6:10 lifeboat number two was lowered. At 6:40, the first survivors were picked up. One of the 13 men sustained a head injury, but no deaths were reported.

Shortly after the men were picked up, they were transferred to the Minot Victory which took them to Manila, where they were handed over to immigration authorities for re-patriation. The Minot Victory then continued on to Vietnam.

The Delaware received two messages from the Military Sea Transportation Service, praising them for their actions. One, from Vice Admiral L. P. Ramage, head of MSTC, read as follows: "Your rescue of crew of Chin Chie Shiang is noted with pleasure. Your actions confirm the willingness to aid each other among seamen of all nations. Well done to you and your crew."

The other message of congratulations was from Rear Admiral McDonald, commander of MSTC in the Far East.

be satisfied with the status quo attitude of the Administration as far as maritime is concerned. That attitude is not enough for a nation that must be on the move," Ford said.

Ralph Casey, President of the American Merchant Marine Institute, also spoke at the seminar and said that, "the coming months are crucial" for the maritime industry. He stressed the importance of getting a maritime program started. "If we miss the next opportunity . . . this dying industry will, in fact, be dead."

SIU President Paul Hall, who is also President of the six-million-member AFL-CIO Maritime Trades Department, predicted in an address to the seminar that the coming national elections "are of paramount importance to the success of the fight to revitalize the maritime industry." Hall said that Maritime Trades Department will be active in every Congressional district across the nation, in behalf of a strong maritime policy.

Representative Charles H. Wilson, (D-Calif.) told the seminar

participants of the dire need for a viable maritime industry and said "that America cannot exist without a strong and growing merchant fleet."

Calling for an independent maritime agency outside the aegis of the Department of Transportation, Wilson said that "the death knell for our merchant marine was sounded when the Maritime Administration lost its independence," and . . . "the most important thing that maritime needs in this country is to regain its independence."

Criticizes Report

In a seminar address, Edwin M. Hood, president of the Shipbuilders Council of America sharply criticized a recently published government study which concluded that the Soviet Union's rapidly expanding merchant fleet poses no threat to the United States and the free world.

He charged that "the report was an ambidextrous booklet which contains not only self-contradictory statements but source material of questionable validity."

Rep. Pelley Urges Govt. Probe Use of Foreign-Built Ships on Coast

WASHINGTON—Representative Thomas M. Pelly (R-Wash.) has demanded that the U. S. General Accounting Office investigate a waiver of United States navigation laws allowing two German-built hydrofoils to carry passengers in San Francisco Bay.

The veteran member of the House Committee on Merchant Marine and Fisheries cited a navigation act which bars the transport of passengers and cargo by foreign vessels between any American ports. He described the waiver as "just one more example of the Johnson Administration circumventing the will of Congress and the law to build American ships foreign and avoid using American labor."

Pelly was protesting a situation in which Grumman Aircraft Company entered into an agreement with Blohm & Voss of Hamburg to build two hydrofoils. Upon Defense Department request, the Bureau of Customs waived the law and permitted them to be imported into the United States.

At Taxpayers Expense

"The sum total of these moves," Pelly charged, "has been that the German manufacturer has gained the hydrofoil know-how which Grumman gained at the expense of the U. S. taxpayer, and which is now being used in competition with our hydrofoil efforts—competition, I might add, that the Defense Secretary refers to as 'in the interest of national defense.'"

"In the interest of protecting the American shipbuilding industry, I am urging the General Accounting Office to fully investigate this waiver of the law by the Department of Defense and who engineered this deal."

A somewhat similar incident in May 1966 revealed that the MSTC illegally spent nearly \$240,000 to ship the private vehicles of U. S. military personnel aboard foreign

vessels to and from Morocco. The GAO, which uncovered the violation of law, charged at the time that it had "resulted in excessive transportation costs to the government." The SIU, in protesting the incident, called it a classic example of how the American merchant marine is being destroyed by the refusal of government agencies to respect federal regulations.

Report of International President



by Paul Hall

The new guideline rates for participation by U.S.-flag ships in the carriage of this government's foreign aid cargoes, issued by the Maritime Administration in December, are further graphic proof that the Administration either doesn't understand the economics of American shipping or intends to deliberately allow unsubsidized U.S. operators to starve to death by depriving them of their due priorities under the cargo laws of the land.

"Fair and reasonable rates" as stipulated in the Cargo Preference Act and applied to the first such guidelines set forth in 1957, have long since ceased to be either fair to unsubsidized U.S. carriers or reasonable in the light of increased operating costs which are consistently underestimated by the Maritime Administration.

When a temporary across-the-board increase in the rates was granted last November 16, the 10 percent allowed was just the bare minimum designed to make it possible for companies who were previously losing up to \$50,000 on a single federal aid cargo of surplus grain to India to break even. At the time MARAD assured the industry that a comprehensive "in depth" study of the rate problem would be conducted on the basis of data and cost figures supplied by the operators and a more equitable permanent rate schedule determined.

Only 35 days later, however, Acting Maritime Administrator James Gulick announced an arbitrary adjustment in rate ceilings under which unsubsidized carriers with vessels in the intermediate range of 15,600 to 30,000 tons cannot possibly hope to operate at a profit.

While the new ceilings raise the rates for ships under 15,600 tons by 12.5 percent above the November rates, they limit the middle range vessels to rates 26.2 percent lower than those of the smaller type, and put them in a position worse than they were in in 1963 when the differential was only 20 percent. Such determinations by the Maritime Administrator are surely not the result of careful study.

MARAD's high-handed disregard for the rights and very survival of this important segment of the U.S. commercial fleet is typical of the Administration's negative attitude toward our merchant marine and reflects its continuing refusal to heed warnings, from both Congress and maritime labor and management, on the conditions of our merchant fleet.

Having waited in vain for years for a national maritime policy which would upgrade the fleet with federal backing, unsubsidized American shipping companies are still being hamstrung by departments of their own government who would prefer to assign U.S. aid cargoes to foreign-flag ships than raise rate ceilings to a point where American-flag vessels can compete for them profitably.

Not only are these carriers being forced to operate at a deficit—or not at all—by these unrealistic foreign aid guideline rates, they are being penalized for whatever modernization of their fleets they accomplished under financial duress.

Such blatant lack of understanding of maritime affairs and the requirements of modern commercial shipping procedures—on the part of an agency charged with the maintenance and supervision of the merchant marine—is one of the best arguments I can cite for the prompt establishment of an Independent Maritime Administration.

It has become increasingly clear over the years, that without such an independent agency, those who man and operate the U.S. merchant marine will be forced to continue existing on the scraps left over after disinterested government departments have taken care of their own specialized projects first.

Sea-Land Los Angeles Wins Company Safety Award



History repeated itself when the SIU-contracted Los Angeles won the Sea-Land safety plaque for the second consecutive year, nosing out 29 others in the Sea-Land Service, Inc., fleet. Accepting plaque from Miss Mary Lee Bryce (center) is ship's skipper, Captain Richard Jensen (fourth from left). Others (left to right) include E. L. Foster, chief engineer; Frank Lauritsen, MEBA; SIUNA Vice President Frank Drozak; SIU crewmember Al Ringuette, accepting for crew; Captains Robert Riddle and F. R. Mayer.

New SIU-Contracted Ship Launched



The December 11 joint christening and maiden voyage ceremonies for the SIU-contracted SS Baltimore was graced by Mrs. Margaret D'Alesandro, wife of Baltimore's new mayor, Thomas D'Alesandro III. The traditional champagne bottle christening, offered by Mrs. D'Alesandro, and speeches and flowers, were the order of the day.

Three More Seafarers Licensed After SIU Engineer's Upgrading

An additional three names have been added to the list of those Seafarers upgrading themselves to an engineer's license after a course of study at the school jointly sponsored by the SIU and District 2 of the MEBA. A total of 214 Seafarers have received an engineer's license.

Two of the men received a second assistant's license, while one is a new third assistant engineer.

Shukur Mohammed is a new third assistant engineer after sailing as an FWT. Mohammed is a native of India and lives in New York. He joined the Union in that port in 1961. Brother Mohammed is 46 years old.



Mohammed

Edward Fahy is a new second assistant engineer. The 38-year-old Seafarer sailed as FOWT, since joining the Union in 1960 in the port of Philadelphia. Born in Philadelphia, he makes his home in that city.

Eugene Le Bourveau is a former FOWT. A newly-licensed second assistant engineer, he is 34 years old and joined the SIU in New York in 1961. Le Bourveau was born in New York and resides in Torrance, Calif.

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

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

The SIU-MEBA District 2 training program is the first of its kind



Fahy

Le Bourveau

in maritime history. It assists engine department seafarers to obtain instruction in preparation for their Third Assistant Engineer's license, Temporary Third Assistant Engineer's license, or Original Second Assistant Engineer's license in either steam or motor vessel classifications. In addition, MEBA District 2 members who already possess engineer's licenses may upgrade themselves to higher ratings.

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

SIU Raps New 50-50 Cargo Rates As Block to U.S. Fleet Upgrading

WASHINGTON—SIU President Paul Hall has denounced as "absurd" and "arbitrary" the new freight rate ceilings for foreign aid shipments set up by the Maritime Administration last month and petitioned the Commerce Department to suspend them immediately.

An early meeting with Commerce Secretary Alexander B. Trowbridge was also sought to discuss the problem and consider whether a Congressional hearing was in order.

The affected operators are those with ships in the so-called intermediate weight range of 15,600 tons to 29,999 tons. The new ceiling rate for carriage of government aid cargo by smaller ships—15,600 tons and under—was set at 22.5 percent higher than the one that had been in effect for more than 10 years. However, based on MARAD's theory that the rates for intermediate vessels must be considerably lower because they are more efficient and can carry more cargo at lower cost, Acting Administrator James Gulick held the rate for this class at 26.2 percent below that of the smaller craft.

Upgrading Penalized

Commenting on the wide spread in rates, Hall declared that "the idea is absurd and a penalty on the guy who tries to get a modern vessel."

In a telegram to Trowbridge, the SIU president registered "the strongest possible protest regarding the action of the Maritime Administration on December 21, 1967, in setting new rate ceilings for full shiploads of government cargoes. We regard this action as perhaps the most arbitrary to date by MARAD in connection with the establishment of rate ceilings because the net effect of the new rates is to thwart every effort to upgrade the existing U.S. merchant fleet, improve efficiency and provide much-needed new tonnage for our national needs."

"We are advised, for example,"

Hall continued, "that under the (new) rates . . . an improved C-4 vessel would realize less gross revenue than a war-built C-4 of smaller tonnage with considerably less cargo capacity and efficiency of operation. The absurdity of these rates is further illustrated by the fact that for intermediate type vessels of 15,600 tons or more the new rates just announced can represent a loss of some \$90,000 per vessel per voyage for vessels of 30,000 tons.

"If such policies are allowed to stand, we cannot see how the already harassed unsubsidized companies can hope to replace or modernize existing vessels, let alone build new vessels, and the total effect can only mean further loss of jobs for American seamen and substantial disadvantage to our nation's trade and other needs.

"We strongly urge the earliest possible meeting on this matter because our nation's shipping industry cannot much longer exist under such abusive treatment with a total disregard of the realities of present-day shipping operations and economics."

Urges Agency Halt

"We urge further," Hall's telegram concluded, "that no steps be taken by the Department of Agriculture or other agencies to waive any government cargoes to foreign vessels until this urgent matter is resolved."

Copies of the Hall wire were also sent to Gulick; Agriculture Secretary Orville Freeman; Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Merchant Marine and Fisheries Subcommittee; Representative Edward A. Garmatz (D-Md.), chairman, House Merchant Marine and Fisheries Committee; AFL-CIO President George Meany and his assistant, Lane Kirkland; Undersecretary of Commerce Howard Samuels and Maitland S. Pen-

nington of MARAD's Maritime Promotion office.

In a separate telegram to Trowbridge, the tramp owners' Industry Rate Guideline Committee charged that—contrary to what they had been led to believe would be the case—they were not consulted before publication of the new rates.

"The Maritime Administration was exceedingly successful," the committee observed, "if the object of its action of December 21 . . . was to serve as a model for an arbitrary, discriminatory and short-sighted rate-making agency."

A spokesman for the Commerce Department acknowledged receipt of both protest telegrams but said no comment would be made pending study of the matter. It is, however, within Trowbridge's statutory authority to override MARAD and suspend the announced rate ceilings because the agency functions from within his department.

Situation Continues

Reached for comment on the rates in Florida last week, Michael Klebanoff, president of the American Trampship Owners Association, said the new structure "merely perpetuates the inequities that were inherent in the original interim rates" granted last November. (These were a temporary hike of 10 percent which was to grant some degree of relief to operators until a permanent schedule could be determined by MARAD—hopefully, Gulick said, within 90 days. The new rates set up last month came after only a matter of weeks and showed insufficient attention to basic shipping economics, the shippers felt.)

Klebanoff, who is also a vice president of the SIU-contracted Oriental Exporters, Inc., said his group will also protest the action by MARAD and urge that the agency "raise the rates by establishing a higher basic rate on the first 15,600 tons of cargo."

Delta Asks Delay In Ship Program

NEW ORLEANS—The Federal government's failure to develop a national maritime policy has caused the SIU-contracted Delta Steamship Lines, Inc., to seek a year's delay in placing a \$100-million shipyard order.

By terms of a subsidy agreement with the government, the line would ordinarily have to award a construction contract for replacing certain vessels by the beginning of 1969.

Empty Promises

The company said that the new merchant marine program-to-be "long promised by the Administration is still not existent," and declared that until the government does disclose what new policies it shall pursue, Delta "must exercise due caution before committing itself to the expenditure of substantial sums."

The contract covers five vessels, providing for a shipbuilding investment of about \$50 million by the steamship firm, with matching funds by Federal authorities. Delta urged deferment of the award date until January 1, 1970.

President Calls Fleet Upgrading 'An Unnecessary Tax Burden'

WASHINGTON—President Johnson recently indicated that his views on the status of the U. S. merchant marine remain contrary to those of leading members of the House and Senate who have long been trying to awaken the Administration to the fact that America's standing as a maritime power is in serious peril unless a government-backed revitalization program is adopted immediately.

The White House attitude was reflected in an explanatory message sent to the House with Johnson's veto of a minor ship mortgage bill which would have authorized masters of merchant vessels to seek liens for back pay due them and for general disbursements made.

Apparently hinting that he had no intention of allowing the needs of our merchant fleet to interfere with his economy drive, the President declared that the bill would put contractors and suppliers in a position superior to that of holders of preferred ship mortgages. This, he added, "could lead to far greater Government subsidies for the merchant fleet—and place an undue and unnecessary financial burden on the American taxpayer."

In view of vital legislation proposed last month in both bodies of Congress for a sweeping maritime program—largely financed by federal funds—to restore the United States to its dominant position in world shipping, this latest expression of Johnson's position clearly indicates a continued unwillingness to support Congressional recommendations in maritime affairs.

Ships Trapped in Suez Canal May be Freed, Egyptians Say

CAIRO—The Egyptian Government reported on December 27 that it may be willing to release the 14 ships trapped in the southern part of the Suez Canal since the Mid-east War.

In Jerusalem, Israeli Prime Minister Abba Eban was reported to have told Gunnar V. Jarring, the United Nations peace envoy, that Israel would be "favorably inclined" to cooperate in plans to free the captive vessels. No details were given.

The trapped ships are from the United States, Great Britain, France, West Germany, Sweden, Bulgaria, Poland, and Czechoslovakia, and include the SIU-contracted Observer.

The chief spokesman for the Egyptian Government, Dr. Mohammed H. el-Zayyat, said at a news conference that his Government was considering a plan to remove a sunken vessel which now blocks the southern part of the waterway.

Shortly after outbreak of hostilities in June, Cairo announced that Israeli bombers had sunk several ships in the Suez Canal. However, authoritative sources report that the Egyptians sank the ships themselves in order to block the canal.

French shipping companies have reported that five ships—a barge loaded with cement among

them—were sunk north of the Great Bitter Lake portion of the canal, about 15 miles south of Ismalia, and that an Egyptian dredge was sunk at the canal's southern end.

Observer Has Problems

The SIU-contracted Observer, the only heavily-laden vessel captive in the southern part of the waterway, may have to contend with additional problems when she gets permission to pull out. Her operators, Marine Carriers, Inc., is studying the shrinking of draft-depth resulting from the continuous flow of silt into the canal and report that dredging may be required. A company spokesman explained, "We don't know how soon we can proceed into the Red Sea, in view of the uncertainty of available draft."

The Observer had originally been bound for India with a 27,000-ton cargo of sorghum grain, when the canal closed. The usual 36-man crew was later replaced by a 10-man house-keeping detail which is periodically replaced.

The Observer is anchored in Lake Timsah, on the shore of Ismalia.

Long-Range Shipbuilding Program Urged in Maritime Institute Report

The adoption of a long-range shipbuilding program has been urged in a report recently released by the Webster Institute of Naval Architecture's Center for Maritime Studies.

The report, while emphasizing that there is no simple answer for alleviating the plight of the merchant marine, unveils a six-prong approach that may help significantly.

Attention is directed to the need for a national shipbuilding plan—a blueprint for constructing "reasonable" numbers of ships on a definite timetable spanning several years. The report pointed out that new ship orders over the past few years have waned considerably.

Survey Suggested

To encourage more efficient production in U.S. shipyards, the study panel also asks for a survey previewing capital investment. This would better pave the way for implementing the construction plan. Use of designs applicable to mass production are recommended.

The institute recalled that "during World War II, the results of multiple ship construction in the United States was outstanding in terms of output and cost." It notes also that "foreign yards have developed their present techniques on the basis of United States experience in those days."

The report stated that some yards have already begun, or plan to start, capital improvement projects to improve production flow. New momentum is needed, the study group insists.

Forecasting our potential to compete with foreign shipyards is complex, the report said, for prior to this a comparison of plans and specifications—U.S. vs. foreign cost estimates—will be required.

The study group pointed out

that: "After an over-all comparison is made between U.S. and foreign costs, adjusting for specification differences, it remains to consider possible U.S. government aids—in relation to existing foreign aids—to reduce or eliminate any remaining gaps, before resorting to direct subsidy."

"The most promising types of assistance are low loan rates and tax relief through higher depreciation allowances and reduced rates." Such financial aid "provides strong incentives toward improvement in shipyard production efficiency," the report concluded.

Maritime Needs Constructive Policy From Govt., Congressman Declares

SAN FRANCISCO—There is "a dire need for a redirection and resurgence of federal leadership in the maritime field," Representative William S. Mailliard (R-Calif.) declared here recently, but the Administration's idea of placing the Maritime Administration in the Department of Transportation surely "is not the answer."

Speaking to an Ocean Transportation seminar sponsored by the University of San Francisco College of Business Administration, Mailliard pointed out that the President has "for some years" had all the authority needed to move forward with a maritime policy but "has failed to do so."

Calling for an independent maritime administration as the best means of achieving the goal of a revitalized merchant marine, the ranking minority member of the House Merchant Marine and Fisheries Committee noted that in the last seven years maritime has continued to decline under three different Maritime Administrators and two Acting Administrators who, in turn, have served under "three different Secretaries of Commerce."

"That works out to an average tenure of office for Maritime Administrators since 1961 of little over one year—hardly sufficient time to even grasp and gain an appreciation of the magnitude of the problems facing our maritime industry," he said.

Doubts Capability

"Because of cumulative neglect and continuing apathy to the mounting problems of American shipping, we face the very real possibility of abdicating our position as a major world maritime power," Mailliard declared, and "quite frankly I . . . have serious doubts whether our present seafarer capability . . . could meet minimal defense and civilian emergency requirements during a limited war contingency such as Korea."

The Congressman predicted that by the end of 1974 the national defense reserve fleet, which has responded to national needs in Korea, the 1956 Suez crisis and the present Vietnam conflict, will be phased out and "constitute at best a statistic on paper, not an effective sealift capability."

"We cannot even look to our

current vessel replacement program to overcome the growing deficiencies in defense sealift capability," Mailliard continued. "It has been so severely cut back in the Administration's budget as to foreclose this possibility."

Even more alarming, and bordering on national crisis, he said, is the ironic fact that 95 percent of our dry bulk and liquid cargoes—including more than 60 of the 70-odd materials classified by the government as strategic to our economy—are carried by foreign flag ships.

New Approach Needed

"There is, therefore, a dire need for a redirection and resurgence of federal leadership in the maritime field," said Mailliard. "We can no longer afford to continue to sweep our shipping problems under the rug. This year the House, by an overwhelming vote of 324 to 44" passed legislation for an independent Maritime Administration which is now pending before the Senate.

"Today, the American mari-

time industry is dangerously ill and the acts of the Secretary of Transportation . . . have given me little cause to believe that he has developed any understanding or appreciation of the patient's malady," Mailliard continued.

"An independent Federal Maritime Administration is needed to formulate and to submit to the Congress a blueprint for the revitalization of the American merchant marine. The ultimate decisions must be made by the Congress to remedy what is now a wholly unacceptable situation. We can no longer afford the luxury of taking time to refute from public forums the trial balloons sent up by Executive study groups and Administration officials.

"If we ever hope to face up to and solve our maritime problems, then such deliberations must be conducted before appropriate Congressional committees. This is the goal that the independent MARAD bill seeks to attain, notwithstanding press reports to the contrary," Mailliard concluded.

Two More Seafarers Upgrade To Deck Officer's Licenses

Two more Seafarers have received a Deck Officer's license after attending the Deck Officer's Training School which is jointly sponsored by the SIU and the American Maritime Officer's Union. A total of 20 Seafarers have passed Coast Guard examinations for a Deck Officer's license after successfully completing the course.

Dwight Stepp is a new third mate. He is 51 years old and joined the Union in Jacksonville in 1962. Stepp resides in that city and was born in Oklahoma. He previously sailed as AB and bosun.

Before receiving a second mate's license, Michael Mosack sailed as AB. Born in Boston, he now lives in Medford, Mass. The 52-year-old Seafarer joined the SIU in Boston in 1966.

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.



Stepp

Mosack

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 available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineers examination.

SIU deck department men interested in the program should apply immediately, or obtain additional information at any SIU hall, or directly at SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232. The telephone number is HYacinth 9-6600.

Brazil Government Officials Visit SIU



SIU Headquarters played host to Dr. Francisco Amaral of the Brazilian Chamber of Deputies last week, who visited to discuss common labor problems and the role of unions in the community. Seated at the conference table (left to right) are: Madame and Dr. Amaral; Al Bernstein, SIU Director of Welfare; Frank Pecquex, the SIU International Representative; and N. Enriquez, serving as interpreter.

Conservatives Take Aim at Labor in 1968 Elections

WASHINGTON—The 1968 elections are going to give the American people another chance.

Faced with the loss of some 47 seats in the House of Representatives in 1966—a good part of them young Democrats who helped create the fabulous record of the preceding Congress—liberals in the 90th Congress knew they had a tough time ahead of them. President Johnson himself commented that “undoubtedly it will be more difficult to approve any new legislation that we might propose” and his prediction was borne out.

The first session of the 90th Congress made a better record—especially in its closing days—than its early days forecast, but essentially the session was a “holding operation.” It was niggardly in its appropriations for the “Great Society” and the War on Poverty, but at least it did not destroy the great programs of social advance enacted by the 89th Congress and it improved some of them—notably Social Security.

Moreover, it left a lot of unfinished business—much legislation of direct interest to labor such as situs picketing and repeal of 14 (b) which made “right-to-work” laws possible. It also stopped short of eliminating municipal tax exempt bonds that encourage runaway shops and, so far, of enacting the 10 percent surtax that the Johnson Administration is ardently campaigning for as a weapon against inflation.

That leaves the 1968 elections as the clear chance to reverse the stalemates of the 90th Congress and come up with another Congress holding out the hope of new liberal legislation and more generous implementation of the programs enacted two and three years ago.

What are the chances?

All 435 seats in the House, of course, will be up for re-election. There are now 247 Democrats and 187 Republicans in the House with one vacancy, the Democratic Adam Clayton Powell seat in New York. At least a score of young Democrats who lost their first term seats in 1966 are on the come-back trail and there is a strong chance that some of them will make it.

On the Senate side are 34 seats up for grabs, 23 of them Democratic and 11 Republican out of a Senate body that now numbers 64 Democrats and 36 Republicans. While there are less than half as many Republican seats at stake as Democratic, the complexion of the 1969 Senate is not likely to vary a great deal. Safe seats are about equally divided between the two parties, so that the chances are that there will still be a pretty liberal Senate when 1969 rolls around.

That leaves the Presidency. President Johnson is all but certain to run, and Vietnam or no Vietnam, he is bound to be the Democrat's strongest candidate. The leading Republicans are sharply divided between hawks and doves with neither group providing convincing arguments that they can do any better than the President.

Moreover, a recent COPE poll has shown that union members are strong for Johnson and would vote overwhelmingly for his re-election against any potential Republican candidate. Whatever dissatisfaction or uncertainty about what to do about Vietnam exists has been largely swallowed up in the fact that the President's domestic policy has a wide appeal for union members.

The Great Society program and the War on Poverty, civil rights extension, improvement in Social Security, help for education and housing, wage boosts for federal employees, the fight for the consumer, the battle against water and air pollution—these programs have won strong labor support.

On the other hand, 1969 represents for the conservatives another chance to water-down the great social and economic programs that have marked the country's history ever since the first days of the New Deal. The Eisenhower interlude did slow progress down and the re-emergence of the old Dixiecrat-GOP coalition during the past year helped slow it down again. A new conservative gain in 1968 obviously would slow it down still further.

For labor, a new wave of conservatism in either party during the 1968 election could have disastrous results.

The U. S. Chamber of Commerce has made it unmistakably clear that it looks to 1969 as a new chance to clobber labor as it did during the Eisenhower years.

The Chamber has spelled out its anti-union goals in clear language: further curbs on picketing and boycotting, restriction on internal union authority including a ban on union fines against members who cross picket lines, making subcontracting easier for employers, curtailing the powers of the National Labor Relations Board on the ground that it is now too “pro-union,” opening the door to more violent employer campaigns against organization, making decertification easier for employers.

Behind much of the conservative thinking is the search for ways to weaken labor's right to strike, particularly in big industries where a false case can be made out that strikes in them threaten the economy and other nameless disasters. A “labor court” is one scheme that has been advanced in this area—turning over labor-management disputes of a major size to the courts rather than permitting them to go through their natural course.

Such proposals and similar ones would largely destroy the power of the National Labor Relations Board which, in recent years, has been coming under heavy conservative attack—an attack that was notably missing during the days of the Eisenhower-appointed Board and its anything but pro-labor decisions.

When union members go to the polls next November, they need have no illusions about what a conservative victory will mean. It has all been spelled out for them well in advance—by the conservative wing of the Republican Party and its powerful industrial and business friends.

On the economic front, the picture is confused. The action of the British Government in devaluing the pound and boosting its interest rates has been followed by a “tight-money” threat in the United States just at a time when high interest rates, that were triggered in December of 1965 by the Federal Reserve Board, were beginning to show some signs of dropping a bit.

The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

The New Orleans City Council gave Local 632 of the New Orleans Fire Fighters Association the Christmas present they were waiting for when they approved a 50 hour work week for the city's firemen. Previously, they had to work 56 hours with only four hours overtime. Local 632 is looking forward to a further reduction to 48 hours in July.

The Democratic Primary here proved to be a success for most of the candidates endorsed by the Greater New Orleans AFL-CIO.



Tremer

Pierce

Among the winners were Nat G. Kiefer and Eugene O'Brien, state representatives from Orleans parish, along with Kenneth Leithman and Thomas Ward, state representatives from Jefferson Parish.

Plans were formalized here for an 80,000 seat stadium to be used by the New Orleans Saints of the NFL. The architects claim it will be the largest building in the world, containing 125 million cubic feet of space. The stadium, complete with retractable dome, will be available for use by the 1971 playing season.

Mobile

After a long trip in the Bradford Island's deck department, F. A. Pehler is registered and will

be ready for a new ship in a few weeks. A 20-year man, he's sailed all deck ratings.

Carl Pierce had a good voyage on the *Del Sud*. A long-time SIU member, Carl sails in the deck department.

Walter Dunn had a fast trip to Dest Africa aboard the *Del Mundo* as a member of the steward department.

Alphonse Tremer is home after a voyage to India and will be ready for a new ship shortly. He sails in the engine department.

Leonard Wood is thinking about retiring after sailing over 20 years. Leonard's last job was in the steward department of the *Maiden Creek*.

Houston

We had some trouble getting men to ship during the Christmas holiday, but we think jobs will be moving now. Bill Joyner and P. V. King of the deck department are registered and waiting for a good job.

We have six ships loading for a trip to Brazil. Making the run are the *Hudson*, *Sacramento*, *Cottonwood Creek*, *Missouri*, *Manhattan* and *Columbia*.

Seaman's Log Cartoons Win Citation



The “consistent high quality” of editorial cartoons by Bernard Seaman in the Seafarers LOG drew high praise and a special citation from the judges of the 1967 Journalistic Awards Contest of the International Labor Press Association this year.

In selecting the outstanding examples of labor journalism from among the more-than-850 entries submitted, the Board of Judges composed of Nieman Fellows at Harvard University picked as the Best Original Cartoon of the year Seaman's “witty and clever” depiction of Illinois' Republican Senator Everett M. Dirksen looking confused in a school classroom over the “one man-one vote” concept.

A special award for the consistent quality

of the Seaman cartoons said:

“The cartoons by Seaman reflect both unusual drawing talent and cleverness in conception and execution of an idea via the cartoon. The LOG makes good use of Seaman cartoons by using them in conjunction with related column-type material which usually appears below the cartoons. The cartoons consistently stand out on LOG editorial pages—so much so that the judges felt a special citation was in order.”

Seaman, LOG editorial cartoonist and Art Editor for many years, is now doing editorial cartoons for the AFL-CIO News.

His first-place Dirksen cartoon, together with five other examples of his work which earned the special citation, are shown here.



A Veteran Campaigner



President Johnson, following signing of a new law upgrading standards for meat plants involved in intrastate commerce, offers congratulations to author Upton Sinclair, whose 1906 novel, "The Jungle," cited the deplorable condition of meat packing plants and was responsible for early exposure of the problem. Also seen is the White House pet, Yuki, who evidently took a strong liking to author Sinclair.

All-Out Soviet Ship Buildup Treads on East German Toes

In its all-out efforts aimed at domination of the world's sea lanes, the Soviet Union has been accused by bitter officials in East Berlin of "crass exploitation" of East Germany's 15-year-old shipbuilding industry.

Neues Deutschland, official organ of the East German Communist party, says that country's vastly expanded shipbuilding industry has been almost totally committed to the Russian buildup. Since 1952, the four major East German shipyards have produced 2,434 ships of 1,762,189 tons for export to the Soviets. This is almost twice the 950,000 tons in the 160 vessels which comprise its own commercial fleet. Fifteen years ago the East German merchant fleet consisted of a single 9000-ton freighter.

East German-built ships account for close to one-fifth of the 10-million-ton trading fleet of the U.S.S.R., which now ranks sixth in the world, and officials of the Russian satellite country recently complained privately to a newsmen that it has been turned into a "Soviet industrial colony."

Reported to be just as heavily committed to ship construction for the Soviets are Poland, Bulgaria and several other East European nations. Poland is expected to deliver 175 vessels to the Russian fleet under its current five-year plan which ends in 1970, and Bulgaria is obligated for 350 smaller ships and fishing boats.

Communist sources said the statistics on the size of shipbuilding orders from the Soviets was made public to point out to Kremlin authorities how painful and

expensive the program is to East Germany. They also noted that East Berlin boss Walter Ulbricht had announced last month that an intensive cost analysis was underway in two of the Baltic dockyards.

Losing 'Millions'

"We have got to change the orientation somehow," a spokesman declared. "At present only one-fifth of our ship output remains here for domestic use or export to Western countries. We are losing millions."

He added that he believed the rigid commitment to the Soviets was partly responsible for a controversy which led two years ago to the suicide of East German planning chief Erich Apel.

The stress on shipbuilding in East Germany is apparent in a comparison of its annual growth of 14 percent with the six-percent expansion of all other industrial output combined. At the end of World War II the East German shipbuilding industry employed only 5,000 workers as against about 40,000 today.

Most activity is centered at the Warnow and Neptun yards at Rostock, which employ a total of 12,500 workers; the Oceanic yards at Wismar and the People's yards at Stralsund. Naval vessels are built mainly at the Pene yards in Wolgast.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Dec. 14 to Dec. 27, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	2	3	3	3	11	2
New York	69	37	44	24	16	206	109
Philadelphia	9	2	2	1	7	20	11
Baltimore	23	13	29	10	3	96	58
Norfolk	8	11	3	7	8	34	25
Jacksonville	11	3	2	1	7	29	11
Tampa	10	8	0	0	2	11	2
Mobile	34	22	9	17	3	91	38
New Orleans	40	32	18	6	3	174	101
Houston	30	21	30	31	8	112	49
Wilmington	14	12	9	11	15	23	1
San Francisco	31	34	30	33	30	67	3
Seattle	16	17	11	10	8	37	11
Totals	302	214	190	154	113	911	421

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	5	3	3	3	1	6	1
New York	48	61	26	36	27	122	81
Philadelphia	2	8	7	4	6	26	11
Baltimore	8	17	15	11	10	52	39
Norfolk	9	8	3	5	8	18	24
Jacksonville	4	10	7	4	6	16	11
Tampa	7	3	0	6	4	5	4
Mobile	24	23	9	13	5	54	38
New Orleans	20	37	11	14	7	90	78
Houston	38	25	24	42	29	101	60
Wilmington	18	12	7	8	13	21	0
San Francisco	31	40	31	30	23	41	3
Seattle	12	7	5	11	6	26	10
Totals	226	254	154	187	145	578	360

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	1	2	2	1	3	2
New York	49	16	31	9	16	170	28
Philadelphia	8	2	1	0	8	17	9
Baltimore	14	10	16	6	4	94	51
Norfolk	4	5	2	4	20	9	20
Jacksonville	9	4	1	0	8	17	9
Tampa	5	1	4	0	2	10	4
Mobile	16	19	14	11	3	63	23
New Orleans	30	23	10	7	1	126	92
Houston	17	11	20	15	14	87	53
Wilmington	12	6	9	4	7	13	1
San Francisco	27	16	31	33	20	47	3
Seattle	12	7	5	6	6	31	13
Totals	204	121	146	97	110	687	308

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

Social Security Distorted by Reader's Digest

"The article in the *Reader's Digest*, October, 1967, about Social Security has caused a lot of comment and feeling against Social Security and fears of its soundness," reader Beryl Neff writes. "Do you think a column on the facts of the situation would be useful?"

You said it. The recent attacks have been more harmful than first realized and very disturbing especially to older people, who worry a lot anyway. Unfortunately the facts have trouble catching up with the scare stories.

One arthritic widow of 76 was so disturbed she wrote to President Johnson asking for reassurance about the Digest article on Social Security "going bankrupt and in ten years there wouldn't be any. I only get \$44 a month but very thankful for that, it helps me."

Piece Promoted Fear

Another 77-year-old widow wrote that she "cannot understand how the President can take money that has been paid in by people who are trying to take care of themselves." Another widow, 62, wrote that she is trying to hold on until age 65 when she will apply for her full benefits. But now she is frightened because the *Reader's Digest* "claims there are only 14 more months of Social Security payments in this fund."

From the *Reader's Digest* she got the impression that the President "has been pilfering the fund and milking it dry for foreign aid assistance, and also pilfering the fund for these so-called trips to the moon."

Now she wants to know whether she will get back the money she paid into the fund "if Congress or the President decides to do away with Social Security."

Besides the Digest's insinuations, written by an old-time Government baiter named Charles Stevenson, a number of other attacks have been

made just as Congress is about to legislate increased benefits. Several syndicated columnists, including William Buckley, Jr., Paul Harvey and Don G. Campbell, have variously attacked Social Security as unfair to young workers, or as running out of money. Among organizations trying to discredit the Social Security program recently have been the mis-named Young Americans for Freedom, allied with former Senator Goldwater; several oil companies, including the Lion Oil Co. and the American Oil Co., and the U.S. Chamber of Commerce, an employers' organization.

Unfounded Assaults

Both the Digest and Paul Harvey have indicated, in Harvey's loose words, that "All that's left in the Social Security kitty for your old age is a bunch of paper I.O.U.'s."

This is the real distortion and this is what has been worrying older people and those soon to retire. The truth is, these so-called "I.O.U.'s" are interest-earning Government certificates, much like E bonds and the Government bonds that banks and wealthy investors eagerly buy.

Naturally the Social Security Administration does not take all the dollar bills paid into the fund and hide them in a vault. For one thing, that way the fund wouldn't earn any of the interest that helps make up the part of the benefits paid to retired people, disabled workers and families of deceased workers.

Nor is it true, as the Digest alleged, that your Social Security contributions go into the "Treasury's general fund" with some of it going to finance "foreign aid, the moon race . . ." etc. Your Social Security contributions by law are maintained in a separate trust fund—distinct from the Treasury's general funds—and by law can be used only to pay Social Security benefits and administrative expenses.

Court Raps NLRB 'Timidity' Against Anti-Union Employers

WASHINGTON—A federal appellate court chided the National Labor Relations Board for being too timid in fashioning remedies to overcome an employer's refusal to bargain in good faith.

In a landmark 2-1 decision, the U.S. Court of Appeals for the District of Columbia said the NLRB has the power to order an employer to grant a dues checkoff to the union representing his workers. While such an action may be "a minor intrusion on freedom of contract," the court said, in some cases it may also be "the only way to guarantee the workers' right to bargain collectively."

In reaching this conclusion, the court said, it was taking into account the fact that the NLRB's remedial measures in unfair labor practice cases "have not proved adequate in coping with the recalcitrant employer determined to defeat the effective unionization of his plant by illegally opposing organizational and bargaining efforts every step of the way."

The case involved the Steelworkers and the H. K. Porter Co. at Danville, Va.

The union won a representation election in October 1961—and is still trying to negotiate a contract. Twice trial examiners found the company had failed to bargain in good faith, the labor board affirmed the findings and courts ordered enforcement.

It was a familiar pattern of delay and the appellate court in the spring of 1966 specifically noted that the evidence at the hearing before the trial examiner showed that the "real and only reason" the company refused the check-off was to "frustrate agreement with the union."

The record showed the company admitted it would not be inconvenienced by a checkoff and that it does in fact check off union dues at some of its other plants.

The issue, the court noted, was a particularly important one at the Danville operation where employees were scattered over a wide area and "collection of dues without a checkoff would have presented the union with a substantial problem of communication and transportation."

After the 1966 ruling, the company finally presented an "alternative" to the union's checkoff proposal. It said it was willing to discuss the possibility of making available to the union a table in its payroll office.

The Steelworkers contended this did not comply with the court order on good faith bargaining. The NLRB said it did, and the union asked the appellate court to clarify its order.

In doing so, the court made a distinction between bargaining to an impasse in good faith—which meets the requirement of the law—and the need to remedy a pattern of illegal union-busting efforts.

It said the NLRB has authority to order a company which has "repeatedly flouted" the law "to make meaningful and reasonable counter-offers, or indeed even to make a concession," where this "would be the only way for the company to purge the stain of bad faith." It said the NLRB could have ordered the company to grant a checkoff, either with or without a return concession by the union on another issue.

The checkoff, the court majority said, may be "of life or death import to the fledgling union, while it is of no consequence whatever to the employer."

Chiding the NLRB for its timidity, the court added: "if the board can do no more than repeatedly order the company to bargain in good faith, the workers' right to bargain collectively may be nullified. The board is empowered to see that this does not happen."

LABOR ROUND-UP

Unemployment in Canada rose to 289,000 in mid-November, the Canadian government reported. That's 35,000 more than in October and 51,000 more jobless than a year ago. On a percentage basis, the unemployment rate is 3.8 percent, compared with 3.2 percent in October and 3.1 percent a year ago.

Employees of the University Nursing Home in Wheaton, Md., set a precedent recently when they voted 35-9 to be represented by the State, County & Municipal Employees. The election was conducted by the National Labor Relations Board—the first since the NLRB's decision last month to assert jurisdiction over large private hospitals and nursing homes. The unit set up at the Wheaton home, in a suburb of Washington D.C., is made up of custodial and dietary employees. AFSCME President Jerry Wurf hailed the vote as "a major victory for employees in an 'industry that has

been characterized by its notoriously low pay and degrading working conditions."

The Railway & Airline Clerks has negotiated an agreement to protect 16,000 members who could be affected by a merger of five western railroads next year. The pact is with the Great Northern, Northern Pacific, Chicago, Burlington & Quincy, and Spokane, Portland & Seattle Railway Companies. The Interstate Commerce Commission has approved their merger but has not issued its final order. The agreement, according to BRC President L. C. Dennis, provides that an employee of the railroads in the union's jurisdiction will be listed as "protected" if he has seniority to Jan. 2, 1966, and has paid service between then and the merger. Such a "protected" worker must be continued in employment until retirement, resignation, death or dismissal, he pointed out.

Passing the Flag!



The legitimate and long-standing grievance of U.S.-flag shipowners over the allocation of government sponsored foreign-aid cargoes has once again reached the boiling point in the wake of newly-announced cargo rate ceilings tailored by the Maritime Administration to insure that their revenues remain at a bare subsistence level.

First established ten years ago as "guidelines" for the implementation of the Cargo Preference Act—which requires that a minimum 50 percent of all government-generated cargo must move in American-flag bottoms—these arbitrary ceilings have served more as Administrative tools to evade the intent of the Act than they have to guarantee the "fair and reasonable rates" to U.S. carriers implicit in the law. Recent revisions, first in November and again last month, have merely served to update and perpetuate the Administration's stranglehold on American shipping companies—particularly in the unsubsidized area.

The inequities of MARAD's guideline rate system are well known to all in the maritime industry and the percentages involved are a matter of record.

It is the manner in which the Agriculture Department, the Commerce Department and other government agencies manipulate the system which is most oppressive. The function of the system, in theory, is to bridge the gap between the low rates offered by foreign operators, whose fleets are not subject to high wage and safety costs demanded by U.S. standards, and those which must be charged by American-flag operators in order to survive. Under the requirements of the Cargo Preference Act this government must make up the difference to American carriers to the extent of at least half of all federal aid cargoes shipped—if their rates are "fair and reasonable."

It is here that the subtle evasion of the law comes in. With little or no regard for the actual costs of U.S. shipping companies, government bureaucrats determine on their own the highest rates they are willing to pay and label them "fair and reasonable" on a take-

it-or-leave-it basis. After this it only remains for government departments to dismiss bids by U.S. carriers which are, of economic necessity higher than the imposed ceilings, as not fair and reasonable. Having technically complied with the wording of the law, they are then free to charter foreign-flag vessels at cut rates and let U.S.-flag ships get cargoes where they can or remain idle.

The process may be legal enough—the present Administration and those that preceded it are proven experts in finding loopholes and twisting the law to their own means as far as maritime is concerned—but it is grossly unjust.

When it comes to U.S. government aid cargoes to foreign nations, even the principle of the 50-50 law for which the American merchant marine was forced to settle is patently unjust. These shipments, largely of surplus food and grain, are sent to the starving countries of the world as a gift from the American people through the auspices of their government. Yet the government seeks every means possible to use foreign vessels and foreign labor to deliver these gifts while its own merchant fleet must scratch for cargo elsewhere and U.S. citizens are deprived of jobs.

As long as there is a single U.S.-flag ship available for charter there is no real excuse for any U.S. foreign aid shipments to move in the vessels of other nations at all. Still the Administration pours millions of dollars annually into the economies—and the already thriving commercial fleets—of foreign countries while not only refusing a federal policy to help upgrade the sinking U.S. merchant marine, but actively depriving it of earned revenue as well.

Congress last year prevented the farming-out of U.S. shipbuilding to foreign shipyards. The time will never be more appropriate than it is right now for Congress to put a stop to the Administration's irresponsible throw-away of more and more of this nation's seagoing commerce at the expense of American citizens.

SIU-Contracted Delta Line Protests Cutback in Brazil Export Cargoes

WASHINGTON—The SIU-contracted Delta Line has protested to the Federal Maritime Commission and Commerce Secretary Alexander B. Trowbridge an arbitrary demand by Brazil that it recognize a deal between that country and Scandinavia on transport of Brazilian coffee cargoes or face the threat of losing some of that cargo itself. Such recognition, the company maintains, would adversely affect its revenue and carrying operations.

Delta, the major U. S. shipping line involved in Brazilian trade with Gulf Coast ports, charged in its complaint that it had been "given an ultimatum to either accept the terms of an agreement formulated by Brazilian and Scandinavian lines by December 22, or such agreement will be implemented by the Brazilian government."

The agreement, worked out recently by Brazil with Norwegian shipping lines, set forth how much of Brazil's coffee and cocoa cargoes would be carried northward by Norwegian-flag ships and how much American and Brazilian lines should carry. American carriers were not consulted before the pact was agreed upon.

Deadline Passes

As of last week, a Delta representative said that although the deadline had passed for the new agreement to go into effect, he had not had a reply to his position that Delta could not accept the ultimatum. He said that the Del Sol was due in a Brazilian port shortly to load 50,000 bags of coffee already contracted for. If the vessel is not permitted to dock or Brazil cuts back on some of the booked cargo, Clark said, then Delta will know that the agreement has been instituted.

In its protest to Trowbridge and the FMC, Delta has accused Brazil and "our Norwegian competition" of having made an agreement under which 23 percent of the 100-percent Brazilian government-controlled cargoes would allegedly "be guaranteed to this Norwegian competitor." This was called "in direct con-

flict with an agreement" last May between the U.S. Maritime Administration and the Brazilian Maritime Commission which called for "an even distribution of the government cargoes of both countries to U.S. and Brazilian carriers."

The current stand by Delta is the latest action in a six-month dispute involving some 20 American, Brazilian and other national shipping lines carrying cargoes of coffee and cocoa north to U.S. Gulf and Atlantic ports and U.S. government aid cargoes back to Brazilian ports.

An announcement some weeks ago that all the steamship companies involved in the U.S.-Brazilian trade had joined in forming The InterAmerican Freight Conference—a new ship rate-making group—indicated that the dispute had apparently been resolved.

Amaro Soares de Andrade, provisional committee president of the proposed new Conference, outlined its suggested quotas at that time. The initial minimum quota of Brazilian export cargoes to be carried by Brazil's national line, Lloyd Brasileiro, and American-flag lines would be 65 percent and would be gradually increased to 80 percent over the next ten years. Maximum participation of "third flag," or Euro-

pean, carriers was to have been 35 percent initially and decreased proportionately to 20 percent within ten years.

After a storm of protest by European companies over the proposed cutback in their share of the cargoes—they had been carrying about 33 percent of the tonnage—Brazil decreed that European and other lines rejecting the quotas would be banned from carrying any Brazilian export cargoes. When they refused to comply, European lines were barred to northbound Brazilian trade as of August 10 and promptly filed complaints with the U.S. Maritime Commission which still has the program under study. They also claimed the quotas were in violation of U.S. anti-trust laws and filed damage suits against the American and Brazilian lines in U.S. Federal court.

Brazil Does About-Face

In view of these developments and fears expressed by the U.S. departments of Justice and Transportation that the Conference might harm America's commerce, Brazil suddenly reversed itself and negotiated the Scandinavian agreement. Further, Brazil also said the same take-it-or-leave-it restrictions set before the European companies would now apply to U.S. companies as well.

The Pacific Coast

by Frank Drozak, West Coast Representative



Protests against the "technical amendment" to the 1967 social security bill, requested by Governor Reagan, were urged by Thomas L. Pitts, head of the California AFL-CIO.

The amendment would totally exclude hundreds of thousands of California's aged and blind public assistance recipients from any part of the \$7.50 a-month increase, currently on the verge of Congressional approval, and permit the state's general fund to pocket \$34 million of the more than \$37 million, the state would receive:

"The Reagan-requested amendment boils down to a heartless attempt to fatten the state's coffers at the expense of more than 304,000 aged and blind citizens and would slash the increase in benefits to another 115,000 disabled citizens from \$4.50 per month to just \$2.50 a-month," Pitts stated.

According to Pitts, "It has become increasingly apparent that Governor Reagan or his advisors seem intent on furthering the Governor's personal political ambitions, particularly at the expense of those segments of our citizenry least able to protect themselves, the poor, the medically indigent, the mentally ill, the crippled children, and the state's largely unorganized farm workers."

Most citizens are aware "that social security benefit increases result in reduced state welfare costs, so all California's taxpayers have a stake in this issue," Pitts said.

San Francisco

Shipping remains brisk in this port, with a number of ships pay-

ing-off and signing-on.

Among the ships signing-on and paying-off were the *Cortez*, *Long Lines*, *Overseas Dinny*, *Lucille Bloomfield*, *Our Lady Of Peace*, *Young America*, *Steel Apprentice* and *Amerigo*. We have the *Santa Emilia*, *Seatrains Ohio* and *Yorkmar* in transit.

Wilmington

Shipping is good here and the outlook for the next period is promising. Among the ships paying-off recently were the *Fanwood*, *Achilles*, and *Seatrains Savannah*.

After a pleasant Christmas, *Fred Lynum* is looking for a good ship to sail as chief steward. *Fred*, whose last ship was *Longview Victory*, is a 28-year veteran of the SIU.

Patrick Fox, who had an oiler's job on the *Westchester*, said he hopes to be FFD shortly. *Pat* would like to catch a good ship in a few weeks.

Seattle

Shipping is fair here, but we expect things to pick up during the next period.

Martin Hammond, a 20-year man, just paid off the *Seafarer* and is looking for another good AB's job.

Japan Faces Challenge as Leading Shipbuilder

Through a profitable combination of low wage rates and advanced modern technology, Japan continues way out in front among the world's shipbuilders but Japanese producers—faced with a huge backlog of foreign orders—are seeking still further expansion to prevent future contracts from being diverted into increasingly competitive European yards.

Orders from run-away American operators who register their fleets under the Liberian and other foreign flags account for a big share of Japan's shipbuilding prosperity. While shipbuilding research and development remains neglected by the U. S. Government and U. S. shipyards lay largely idle, the Japanese economy is reaping the financial rewards that should be going to a competitive and up-to-date American shipbuilding industry.

Eager for still more American business, Japan has long sought modification of this country's law against U. S. registry of foreign-built vessels. Given such a green light by Washington they feel that with their latest production methods, know-how and low pay scales, they could easily underbid outmoded U. S. shipyards on contracts for Great Lakes ore carriers and other ships needed by American companies.

Although low wages played a large part in Japan's takeover from Great Britain in 1956 as the world's leading shipbuilder, they were not the major factor as many in the West assumed. While wages are lower in Japan's yards than in those of most foreign nations, her success in shipbuilding must also be attributed to new production systems and processes, new light and heavy equipment and other developments to higher efficiency in construction.

Cost Goes Up

But such technological developments—necessary to handle the large volume of business—have been expensive. As a result, Japanese costs today have risen almost to the point where they match those of yards in Britain, Italy, Germany, Norway and the Netherlands which have also been busy beefing up their capacity in a bid for shipbuilding orders and foreign exchange earnings from abroad.

Fearing a race between governments to increase financing aids to shipbuilding, Japan is seeking a worldwide agreement to put limits on such aid. With high money rates, financing is becoming a problem. Competition for orders is intensifying and some Japanese are beginning to complain of a "profitless prosperity."

Japan is now building the biggest ships and the largest docks. During the last ten years the conception of the "super" tanker has grown from 50,000 deadweight tons to 270,000 tons and now, since the easier load-line requirements following the closing of the Suez Canal, is actually closer to 320,000 tons. To Japan this is only the beginning. She already has half-million-ton giants in the design stage and two mammoth docks under construction with which to build them for foreign buyers. At present all major Japanese shipyards have enough backlog orders to keep them busy for two or three years.

Of the 14,310,000 tons of new world shipping launched last year, 6,690,000 tons—or 47 percent—of it came from Japan. On top of this, some 60 percent of all world orders placed last year went to Japan and about 76 percent of these were for export. The ratio of export to domestic ship orders has been climbing steadily. Ranking second only to iron and steel as foreign exchange earner in the Japanese economy, shipbuilding accounts for about eight percent of the country's total exports.

Losing Orders

Companies which order new ships want them as quickly as possible. Because of this, Japan's backlogs and delivery delays—together with the effects of the devaluation of the pound sterling—are causing large orders for the same type of superships pioneered in Japanese yards to be contracted to European shipyards.

Fully aware that European countries are putting up huge building docks to match their own—a 600,000-ton dock under construction in Holland will be the biggest in the world—the Japanese now must watch business getting away from them because they are already operating at full capacity.

To stem the tide Japan is making large investments in new plants and equipment this year but owners of most major Japanese yards—which were originally built mostly on borrowed money—wish they had even more capital available than is the case.

The ship bureau of the Japanese Ministry of Transport reports that for the next fiscal year more than 38.6 billion yen (\$100 million) will be invested by the country's 16 major shipbuilders in 27 dockyards. Compared with 27.5 billion last year and 35.3 billion the year before, this figure is a clear indication that the Japanese shipbuilding industry has no intention of losing its leadership in world production.

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FRANK MARGIOTTA
STEVE STRINBERG

Staff Photographer
ANTHONY ANBALDI

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THE SOVIET FLEET MENACE



THE SOVIET Union has become one of the leading maritime powers of the world in the last 10 years—with the vast bulk of its merchant marine expansion achieved since 1960—and presents a very real and ominous threat to the economy of the free world and the freedom of the seas.

The facts speak for themselves. No matter how they are played down or obscured with short-lived statistics that compare the Soviet fleet with those of the entire outside world to make the outlook appear less frightening, these facts cannot be minimized.

According to a 44-page booklet on the Soviet merchant marine published recently by the U.S. Maritime Administration, those in the Administration charged with the welfare of this country's merchant fleet have still not grasped the full implications of a situation which is increasing in magnitude.

While the U.S. government continues to feel that a strong merchant marine is largely expendable, the U.S.S.R. clearly considers its commercial fleet one of the nation's great national assets. Totalling 1,345 ships aggregating 9.6 million deadweight tons at the beginning of 1966, Russian tonnage has increased by 350 percent in less than 20 years and its average age had decreased from 22 to 14 years. Today, more than half of all its oceangoing merchant vessels are only five years old or younger and projected annual increases for the five-year plan ending in 1970 is one million deadweight tons.

Dangers Overlooked

Down-playing the fact that the U.S. merchant marine has declined steadily and drastically in recent years, MARAD officials find little danger of strong Soviet competition to the "traditional suppliers of shipping" within the next five years—and probably not within the next ten years—because, while Russia has increased its tonnage by 46 percent since 1960, some free nations have done proportionately as well or better. There is little real comfort in this since the threat posed by the Soviets is not merely one of economic competition but of possible Communist control of the world's seaways.

As stated some months ago in an article from Prague by G. Sayenko, president of the Central Council of Sea and River Transport Worker's Union of the USSR, Russians feel that "the creation of a powerful modern fleet is a great victory for our country which has put an end to the political and economic dependence of our country in the field of maritime transport." Recalling that even 10 years after World War II Russia had only some 150 oceangoing commercial vessels, Sayenko pointed out the "over 1,300 ships" of today and predicted that the fleet would continue to "grow at a rapid rate over the coming years."

From all indications, this prediction will be borne out, in full view of the rest of the world in general, and the United States in particular, while our officials keep insisting that there is nothing to worry about.

The fact that the Soviet merchant marine is related to the national and international goals of the Kremlin is indeed something to worry about. Well-designed and technically advanced, it enjoys full government support as an essential element of the national economy and national defense. Substantial allocations of Soviet resources are granted not only for the acquisition of ships, but also for construction and improvement of ship repair facilities, research and development, port maintenance, and facilities for the training of maritime personnel.

Estimates of the position of the Soviet fleet in world tonnage range from seventh—just behind the United States—to fifth. Far from being the restricted and parochial enterprise it was in the years immediately following World War II, its vessels now are

seen in most major ports of the world. Reports of activity vary, but one Moscow publication, *Agitator*, said that during 1965 Russian-flag ships called at some 800 ports in 85 countries.

Soviet shipping for many years had no need for membership in shipping conferences or pooling agreements because their cargo ships seldom moved on routes subject to conference rates. As its aims became world-wide in scope, however, such participation has become advantageous and application has been made to at least three major cargo and passenger conferences.

Bidding for World Business

The first such application was made by the Baltic Steamship Line of Leningrad—with a fleet at the time of 111 vessels of 627,000 gross tons—to the Baltic and International Conference and was granted as of January 1, 1966. This Conference, with headquarters in Copenhagen, sets no rates and is really an exclusive trade association rather than a shipping conference in the usual sense. With members from some 66 countries whose aggregate tonnage accounts for about 30 percent of the world's total, the BIMC furnishes information on latest hydrographic data and port conditions and often serves members as an arbitrator in disputes over labor agreements, bills of lading or charter parties.

With eight new Russian passenger ships built for the international trade during the last five years, the same Baltic Steamship line also applied for—and was granted—membership in the Trans-Atlantic Passenger Conference and the Atlantic Passenger Steamship Conference. The first Conference is concerned with shipping outbound from North America and the second with movements inbound to North America. Between them, the two Conferences cover areas that include all North American Eastern ports, European ports, all Asian and African ports bordering on the Mediterranean Sea, and ports in the Black Sea countries, Morocco, Spain and the Azores.

From this it is clear that the Russians now are free to compete for passenger service to most of the world. From their stepped-up production of luxury liners it is equally clear that they intend to do just that—at a time when some leading Western companies are withdrawing liners from service for reasons of expense or lack of business.

Signing Separate Pacts

Soviet shipping authorities have also recognized the value of pooling arrangements over some of the routes served by their commercial fleet. Moscow sources report that such agreements on a cargo-sharing basis are in effect between specific Soviet lines and those of companies in Belgium, Bulgaria, East and West Germany, India, Japan, the Netherlands, the United Arab Republic and Britain.

Typical of sleek new commercial vessels constantly being added to modern Soviet merchant fleet is this cargo ship, the *Turkestan*, which has been used on Viet Cong supply run.



Bilateral agreements on shipping matters are also in force between Russia and a number of countries—notably the United Arab Republic and India—and more are continually being sought. In late 1966, the Soviet press agency APN quoted Viktor Bakayev, Minister of the Merchant Marine, as saying "maritime countries engaged in considerable goods exchange come up against many specific issues in the field of (shipping) which have to be dealt with on a bilateral basis. . . ."

" . . . Agreements among countries on mercantile (shipping) are the highest form of such relations," Bakayev continued. "They may solve a wide range of problems. Such an agreement between Great Britain and the U.S.S.R. is known to have been agreed upon during Prime Minister Harold Wilson's recent visit to Moscow. The maritime organs of the U.S.S.R. intend to develop on large scale bilateral relations on the basis of equality and mutual advantage."

Further indications of the Soviet determination to become second to none as a shipping power are seen in the country's active participation in many international forums devoted to maritime matters, among them the Intergovernmental Maritime Consultative Organization, International Labor Organization, United Nations Conference on Trade and Development Shipping Committee and the Permanent International Association of Navigation Congresses.

Independent Operation Increasing

At present, the Soviet merchant fleet carries all of that nation's seagoing trade and half of its estimated 92 million tons of foreign trade with enough vessels left over for foreign charter and the earning of foreign exchange to pay for programs at home and in satellite countries. In the meantime, the Soviets charter free world shipping services to meet the balance of their foreign trade needs, but with the current rate of construction in Russian shipyards, the necessity for such charters is expected to be cut by 50 or 60 percent in the foreseeable future.

The Soviet Merchant Marine Ministry has stated that its planned freight turnover in the next five years will increase by 82 percent—from 208.8 billion ton-miles to 380 billion—while the size of the fleet will increase by about 45 percent.

Although Bakayev insists that the Soviet merchant marine has no intention of "hogging" shipping business or upsetting tariff agreements, he can hardly be expected to say much else. It is foolhardy for U.S. government officials to persist in minimizing the Communist threat on the seas and refusing to take steps to close the gap before it is too late.

Labor-Supported Legislation Stalled By Conservative Bloc in Congress

WASHINGTON—The first session of the 90th Congress ground to a halt on its 340th day—with a meager record of accomplishments in terms of labor's goals. There was meaningful progress in a few areas, and the nation's meat will be safer to eat and its air purer to breathe as a result.

But the gains were largely over-shadowed by an ugly mood of retrenchment set by the Republican-led conservative coalition which took over control of the House.

In large part, labor's legislative battles in the first session were defensive—to keep the coalition from plowing under the achievements of the liberal 89th Congress.

The success story of the House conservative coalition can be read in the tally compiled by Congressional Quarterly, a non-partisan, authoritative publication.

The voting alliance of Republicans and Southern Democrats against Northern Democrats won on 37 of 51 rollcalls, by far its biggest victory total since CQ began keeping tabs on the coalition 10 years ago.

The chief battleground was the President's budget, particularly those parts of it dealing with the hard core problems of slums and poverty.

As AFL-CIO Legislative Director Andrew J. Biemiller expressed it, "The conservatives chant 'economy' each time they vote to mutilate a program."

Most of the budget battles will be renewed in the second session, starting January 15. Also on the agenda in the election-year session will be some of the tough, controversial issues that Congress bypassed this year.

Here is what Congress did and didn't do in some of the major areas of AFL-CIO concern:

Cities—Voted only \$312 million for the mammoth task of helping cities rehabilitate entire slum neighborhoods. This is less than half the amount President Johnson had asked for the model cities program.

Rent Supplements—Grudgingly voted \$10 million of the \$40 million the President had asked to provide better housing for low-income families. At one stage, the House had voted to kill the program entirely.

Social Security—Pared down the higher cash benefits proposed by President Johnson and imposed a series of punitive restrictions on public welfare—including a ceiling on the number of children who could be helped. Refused to extend medicare to disabled persons under 65.

Compulsory Arbitration—Barred rail shopcraft workers from striking and rejected a labor-backed proposal to balance this by freezing part of rail management's profits until a voluntary agreement was reached.

On-Site-Picketing—Put off House action on bill to allow building trades unions to picket multi-employer construction sites until after the Senate acts. House leadership claimed congressmen were gun-shy about voting for a labor bill before the Senate acts in view of filibuster which blocked 14(b) repeal in the 89th Congress.

Rat Control—Approved \$40 million for rat control as part of an omnibus health bill in a rare setback for House conservatives. The House had originally refused to take up a rat control bill in a debate marked by callous jokes. But outraged public opinion brought about a change of heart.

Civil Rights—Enacted only a routine extension of the Civil Rights Commission—coupled with a strict budget ceiling. The remainder of the President's broad-ranging legislative package awaits second session action.

In the Senate, Majority Leader

Mike Mansfield made the pending order of business at the start of the second session a bill setting stiff penalties for interference with anyone exercising his civil rights. The need for further civil rights legislation, Mansfield said, is "a question we can't avoid, one we shouldn't avoid."

Poverty—Approved, after a long, bitter fight, continuation of the anti-poverty programs of the Office of Economic Opportunity—but with less funds than the Administration had sought. Some concessions had to be made, but the major attempts to dismember the program were defeated. However, some projects ran out of funds and had to close down before Congress finally acted.

Meat Inspection—Enacted a strong, labor-backed bill after an aroused public protested a weak, voluntary measure passed by the House. The result will be to require states to match federal meat inspection standards for plants that are now exempt because their products are not sold across state lines. A major victory for the consumer.

School Aid—Voted a two-year extension of federal aid to elementary and secondary schools and authorized Congress to appropriate funds a year in advance to ease budget-making for schools. However, control over allocation of funds for supplementary education centers will be gradually shifted from the federal government to the states.

Federal Pay—Enacted a three-step pay raise for salaried federal and postal employees, starting with a retroactive six percent boost for postal workers and 4.5 percent for classified employees. Additional fringe benefits were also in the bill.

Teachers Corps—Approved continuation of the Teacher Corps for an additional two years and authorized new teacher training programs to start next year. However, the actual appropriation for this year for the Teacher Corps was only \$13.5 million of the \$33 million requested by President Johnson.

High Court Vetoes Stevens Appeal; Orders 71 Employees be Reinstated

WASHINGTON—The United States Supreme Court in a recent action refused to review a lower court order directing the J. P. Stevens Company to reinstate 71 workers illegally fired for union activity. The denial order served to back up a ruling against Stevens by the U.S. Court of Appeals for the Second Circuit handed down last July 7. Stevens now must rehire the workers with back pay, plus interest, to the date of their firing in 1963.

Eighteen other victims of J. P. Stevens' union-busting tactics have been ordered restored to their jobs by the Second Circuit Court but the company has not yet exhausted all of its legal machinery aimed at evading the order.

The workers involved in the Supreme Court decision were originally ousted when Stevens employees sought by legal means to join the Textile Workers Union of America four years ago through an NLRB-supervised election. Systematic harassment and intimidation by the company, second largest textile manufacturer in the world, succeeded in stifling the right of their employees to organize at that time and the case has been in the courts ever since. These and other workers active in the organizing campaign have been unemployed during the legal battle.

Hails Court Decision

TWUA President William Pollock hailed the high court's decision and pledged renewed support of Stevens employees.

"Eighty-nine Stevens workers will now receive some measure of justice in this long, dragged-out case," he said. "But more important, as they return to their jobs the curtain of fear which has hung over workers in many Stevens plants will begin to disintegrate."

J. P. Stevens employes about 30,000 workers at some 50 plants in North and South Carolina.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The Detroit Wayne County Port Commission reported that the port of Detroit had its best season for volume of overseas cargo during 1967. A total of 1,750,000 net tons of cargo was handled, the report stated.

What the Port Commission did not reveal to the general public was the fact that of 882 vessels, only 11 flew the American flag. Detroit exported some 350,000 tons of general cargo, not one pound of which was military cargo. This is amazing when one considers that the Detroit area manufactures more than half of the military cargo shipped to Vietnam.

Detroit records all vessel passages, upbound to the upper lakes and downbound to the lower lakes, each season. During 1967, there were 14,185 passages, compared to 17,180 the year before. Great Lakes vessels made 5,935 upbound passages, 6,032 downbound passages. Ocean vessels made an equal number of passages up and down, amounting to 1,109. In 1966, ocean vessels recorded 1,189 passages. The 1967 figures are the lowest ever reported.

The St. Lawrence seaway was supposed to benefit the American shipping industry primarily, but since its opening, foreign-flag countries, including Russia, have taken over all of the general cargo trade, both import and export. The seaway's main objective was an increase in general cargo trade, which pays the seaway a much higher toll per ton than bulk cargo, such as iron ore and grain.

Duluth

Our records show we shipped 700 men out of this port in 1967. In addition, our upgrading school will start January 2, with hours from 10 am to 2 pm, every week.

Tom Dunne was elected as a trustee to the Duluth Central Labor Committee.

Our Christmas dinner had 86 members and their families in attendance.

Chicago

The Detroit Edison and Chicago Trader have laid-up in this port. Some crewmen will head coastwise, while others will be looking forward to rest and spending time with the family.

Chet Christenson and Bob Van

Seafarer Joins SIU Pension Roster



SIU Representative Leon Hall presents the first pension check to Eusebio Padilla in New York hall. A member of SIU since 1946, he sailed in the engine department. His last vessel was the Panama.

Dinter, FOWT's, will be looking for a good job on an ocean vessel.

Our new SIU diagnostic and X-Ray clinic is going along at a steady pace. Both seamen and DUOC cabbies are making good use of the facilities. We have issued many vacation checks and are continuing to process applications from members.

Toledo

With the arrival of the J. Clare Miller (Gartland Steamship Co.), the last ship due to lay-up here has arrived. Our lay-up fleet is largest in memory.

A fire struck the barge Maida, Christmas Day, but no injuries were reported. However, extensive damage was sustained by the crew's quarters aft and the galley. This fire points up the danger to the port, which has no fire boat to assist shoreside firefighting equipment.

We are sad to report the death of Wencil Oswald, second cook, who has spent many years with the Reiss fleet.

Many vacation applications are coming in and we wish to remind our members to request their change of personnel from the vessel to speed their vacation pay.

Puerto Rico SIU Tugmen Pull-Off Tug-to-Tug Save

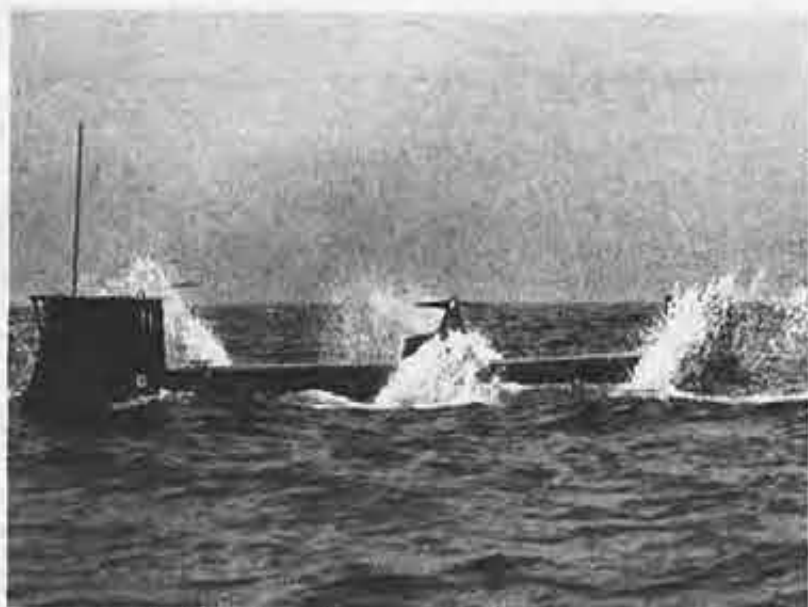
SAN JUAN, P.R.—The SIU of Puerto Rico contracted tug Fajardo recently rescued another tug, crippled and floundering in a violent storm which lashed this island's north coast with 30-foot-high seas. No injuries were reported in the rescue operation.

The tug Gwynedd, out of Miami, was towing the barge Magen's Bay from St. Thomas to San Juan when the storm hit her at the entrance to San Juan Harbor. In an effort to shorten her tow line off El Morro, the line instead got caught on the Gwynedd's propeller and rendered the vessel helpless in the tossing swells.

Within minutes the Fajardo, under the command of SIU tug Captain Jose Flores, steamed out of the harbor to save the stricken vessel which was drifting toward Goat Island and in danger of being dashed against the wreck of the S.S. Transcaribbean.

Flores managed to take the tug and barge in tow and the Fajardo was making its way back to the safety of the bay when the towline connecting the Gwynedd and the Magen's Bay broke. After completing its tow of the Gwynedd, the Fajardo—owned by the SIU of Puerto Rico contracted Puerto Rico Lighterage Company—headed back into the storm to retrieve the barge but it was already too close to the wreck of the Transcaribbean for rescue action to be taken.

Ocean Researchers Map Deep-Sea Gold Rush



Being readied for her deep-sea debut is the new Aluminaut, an exploration sub designed to probe depths down to 15,000 feet. She will house a three-man crew. Prospective uses may include salvage work, drilling for oil, and ocean mining.

An abundance of ocean water surrounds us. Nearly three-fourths of the Earth is covered with it. Yet our knowledge about the mysteries of the sea is but surface deep.

Oceanographic research ships are few, and these constantly scan the waters, taking soundings, samplings, and conducting experiments. They are very limited, however, covering only a small portion of the total sea area.

If weathermen were so confined in their investigations of the air above us, probably 10 or 15 balloon soundings would parallel the present realm of deep sea research. While meteorology has progressed far ahead of oceanography, weathermen still find conditions difficult to forecast.

But a quiet revolution is going on in developing more sophisticated undersea instruments. Some of these devices can measure chemical composition, light intensity, temperature and water movement. The apparatus is usually meant only for depths up to 20,000 feet (98 percent of the ocean)—and the most interesting parts of the ocean floor, reaching down to 37,000 feet, are relatively small. Thus, the shallower depths receive the most intensive research.

Photography Impaired

Nevertheless, problems are encountered. Taking photos below several hundred feet is sharply impaired because of the impenetrability of light. The equipment's sensitivity to corrosive sea water—where pressure increases the deeper you go—is another obstacle to be overcome.

Recently, the Environmental Science Services Administration in Washington announced a deep-sea buoy system had been invented to detect both oceanic and weather conditions. ESSA hailed it as "an outstanding advance in ocean engineering."

The system's potential scope is vast. It can be applied toward measuring weather factors, studying fish hatcheries or detecting pollution in our great harbors. It can gauge water temperature, salt content, depth of water, speed and direction of currents, barometric pressure and air temperature, and wind velocity.

Data obtained is radioed to a central recording unit. Such information can be gathered at various depths and the system records it automatically, providing a store of information.

The National Geographic Society, turning greater attention to sea exploration of late, declared that in the years ahead industry will use everything in the ocean but the roar of the surf.

Future Mineral Source

In addition to the ocean's use for food and converted fresh water, many will depend on its waters to supply minerals and drugs. The society notes that seawater contains a dilute solution of almost every element on land.

The wealth described by oceanographers includes: calcium and silicone from rocky valleys; chlorine and sulphur from volcanic ash; boron, cobalt, iodine, magnesium and uranium from other sources. In fact, the estimated 50,000 million metric tons of mineral substance would, if extracted and dried, probably form a 500-foot thick blanket over the earth's land surface.

Someday, "Eureka" may be shouted by underwater prospectors in sea-bells and diving suits, but not for awhile. The gold content of our oceans is estimated at about 10 million tons, sufficient to make millionaires out of everyone now inhabiting this planet.

However, precious metals are too thinly diluted to be economically mined with current methods. After a bromide plant processed 15 tons of ocean water, its net was .09 milligrams of gold, the equivalent of one-thousandth of a cent. Hardly profitable.

Recognizing the energies provided by nuclear power, some scientists see the applied use of seawater in hydrogen furnaces yet to be built. Its major fuel source would be deuterium, found in plentiful supplies in the sea.

In harnessing this energy source effectively, man can carry his advances in underwater discovery to new heights of achievement.

Govt. Revives FDL Ship Proposal Despite Previous Congress Rejection

WASHINGTON—Despite overwhelming Congressional rejection last June and universal opposition in the maritime industry, the U. S. Government is again planning to pursue the vastly expensive and wasteful Fast Deployment Logistics ship program originally conceived by Defense Secretary Robert S. McNamara.

The reason for this action, top officials of the Military Sea Transport Service told leading shipping officials at a meeting of the MSTs-Industrial conference on military sealift, is that under existing programs for replacing the aging U.S. merchant fleet, it will be down to only 264 dry cargo vessels by 1980.

Vice Admiral Lawson P. Ramage, Commander of the MSTs, and the deputy commander, Rear Admiral John M. Alford, avoided any mention of the controversial nature of the FDL program, which would cost some \$50 million each for these mammoth floating warehouses.

Nor was there mention of the fact that the more than \$2 billion sought for construction of the fleet of FDLs would go a long way toward building a versatile modern merchant fleet which would meet the minimum of 460 ships the Defense Department estimates it needs to meet emergencies.

Maritime Program Ignored

Administration refusal to act on federal maritime policy is the only reason "existing" programs are inadequate to Defense Department needs. The five-year maritime program submitted to Congress last month by leading members of the House and Senate calls for authorization of \$300 million annually to build 40 merchant ships a year. That would provide the United States with a total of more than 460 merchant vessels by 1975—without having to wait until 1980—and cost at least half a billion dollars less.

The two MSTs officials and Navy Secretary Paul Ignatius maintain that the country will also have to have the FDL ships as part of the nation's defense posture by 1980 because they "meet the specialized military demands."

Military demands are all the FDL ship could meet while modern merchant ships could meet all military and commercial needs as well. The FDLs would be loaded with military supplies and scattered around the globe ready to move into trouble spots and deliver them if necessary in an emergency. Aside from this they would never touch port or serve any other function.

"Foolhardy and Wasteful"

As the chairman of the House Merchant Marine and Fisheries Committee, Edward A. Garmatz (D-Md.), said during the hearings on the later-scuttled FDL project last April, "it is foolhardy and wasteful to spend such a preposterous sum of money . . . on an untried vessel design which would be severely limited in practical application and might even be rendered useless in the event of un-

foreseen changes in the global situation."

The Navy officials also told their audience last week that FDL ships are needed because our merchant marine will be too small and too involved in commercial operations to meet future emergency availability conditions in defense situations. They did not, however, mention that in spite of the condition to which the Administration has allowed it to fall through consistent neglect, the American merchant marine today carries more than 95 percent of all supplies and over half of the fighting men to maintain this country's military action in Vietnam. There is no indication that the merchant marine will be less able to fulfill its traditional function in the future than it is at present and has been in the past, provided an adequate fleet is maintained to provide for the nation's military and commercial needs.

The Atlantic Coast



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

Led by the ultra-conservatives and their reluctance to bring about vitally needed changes for the better to meet the growing needs of most of our citizens both young and old, the first session of the 90th Congress has passed into history with little to distinguish it as an instrument of progress.

We in organized labor must push all the harder in the important election year ahead to see that the liberal legislation we support is not sabotaged—as much of it was in 1967—and to rid Congress of as many anti-labor legislators as possible at the polls. The time to begin supporting potential liberal candidates is right now.

Puerto Rico

Edward Morales grabbed a job

on the Panama enroute to Vietnam, via the West Coast. Ed took the first good FWT job to hit the board.

Ramon Aguiar shipped as cook and baker on the Azalea City. He spent some time on the beach after a long stay as steward aboard Raphael Semmes.

Baltimore

John Smith would like an Isthmian ship, bound for Hawaii and the Far East. He sails as chief electrician and his last ship was the Steel Vendor.

Tom Karatzas is registered as bosun and is looking for a nice intercoastal run. Tom's last ship was the Marymar.

Dave Sorenson is pretty happy about the new increase in pension benefits. A 22-year man, his last job was FOWT on the Fortaleza. Dave would like a good ship heading for the Far East.

Norfolk

Jim Spencer has piled off the Cuba Victory after a trip as bosun. Jim spent Christmas with the family and is looking for a new bosun's job on a run to the Far East.

L. D. Richardson was in the Western Hunter's deck department before going home for the holidays. He wanted a good bosun's job on a coastwise tanker, and got one on the Robin Trent.

Geoffery Mills was dayman on the Seatrain Puerto Rico before taking a long rest ashore. Geoffery is happy with his AB's slot on the Joplin Victory and wishes his brothers in the SIU a happy new year.

House-Senate Conferees Approve Port of New York Harbor Projects

NEW YORK—Positive action has been taken to provide federal funds for two harbor projects in the Port of New York that shipping officials have long felt essential. House and Senate conferees have

approved the widening of the main channel of Newark Bay as well as expanding anchorages for vessels in Upper New York Bay. A million dollars for each project was allocated.

The appropriation, while less than the \$3 million sought by the Port of New York Authority, is nonetheless significant. Early in 1967 no funds for harbor development were included in the Administration budget. Expectations were that the status quo would not be improved. The outlook was bleak.

Follow-Up Funds

An affirmative answer came in the form of a joint agreement by House and Senate conferees on an omnibus public works bill. Under its terms, the \$1 million grant for each of the two harbor projects will be the start, with follow-up

funds to be appropriated in the next fiscal year.

To accommodate the growth of Port Newark as an important shipping center, the main channel will be broadened to a uniform 700 feet from its present varying width of 400 to 500 feet. This will improve access to the two major ocean terminals at Port Newark and Elizabeth. The latter is now under construction and will become a major container-ship center.

These improvements are designed to prepare for the 8,400 ocean ships utilizing these terminals predicted by the Port Authority as the traffic level by 1975.

The New York Bay project will focus on expanding the lower Red Hook Flats anchorage, marking the first improvement of the facilities in 34 years.

Pete Braid Teams with Mike Hammer In Seafarer's New Mystery Novel

"Dragon Hunt," a hard-boiled detective story in the Mickey Spillane tradition, has just been published by New American Library. The author is former Seafarer Dave Garrity, who sailed in the deck department. The analogy to Spillane is not surprising, since Garrity is a friend of the famous detective writer, one of the biggest in the field.

In fact, Spillane wrote a "short blurb," for use on the jacket cover of "Dragon Hunt," Garrity told a LOG reporter from his home in Newburg, N. Y.

In addition, Spillane paid Garrity the compliment of allowing him to use his famous private eye, Mike Hammer in the book. "Hammer and my detective, Peter Braid, are drinking buddies," Garrity said. Hammer is sort of a professional confidante of Braid.

Neighbor of Spillane

Garrity and Spillane were neighbors and when the Seafarer started to write, he showed his work to Spillane for any suggestions or advice he might have. You can't really teach anyone how to write, Garrity said, "but let's face it, there are little tricks of the trade you can pick up. You can sort of find out how a successful writer does it."

After writing some short detective stories for magazines, Garrity published his first book, "Kiss Off The Dead," in 1960. In 1962, "Cry Me A Killer," hit the stands. His earlier work was published by Fawcett Publications, under the "Gold Medal Book" label.

Garrity can happily report that his first two books "sold out at the newstands." In addition, he has had his work published in England, Canada, Australia, Norway, Holland, Sweden and France. "I just got a check from a publisher in Sweden," Garrity told the LOG.

Although writing is still more of a hobby than a fulltime occupation, Garrity hopes he will devote all his professional time to writing very shortly. At present, he is in the cigarette distribution business in the Newburgh area.

Wrote at Sea

"I started to write at sea—once on a trip to India and again during a trip on the Atlantic," Garrity said. He decided on writing mysteries because "they are the biggest sellers in the paper back



Seafarer-turned mystery writer Dave Garrity (seated), discusses his latest work, "Dragon Hunt," with Mickey Spillane, creator of the famous detective, Mike Hammer. The novel is Garrity's third.

editions." Garrity said that in "Dragon Hunt," private eye Braid "is hired by an old man in a wheelchair to find his missing son," and from then on, the plot thickens, with enough action to satisfy any mystery fan.

When asked how he chose the name of Peter Braid, Garrity explained that he was driving through a town in New York when he noticed the sign on the window of a business establishment which identified the proprietors as Peter Braid and Garrity thought the name sounded good.

When not writing, stock car racing occupies a good deal of his time. "I have a 327 chevy engine in a 1937 Plymouth coop," he said. He does most of his rac-

ing at the Orange County Fair-ground Speedway in Middletown, N.Y. Although he has never won a race, he did finish third once at the Tri-Valley Speedway in Grahamsville, N. Y.

A navy veteran, Garrity explained that "the sea was always a great calling for me," and he thought he would continue sailing awhile.

He sailed on a number of steel ships and his last trip was a coast-wise run aboard the Raphael Semmes. His literary endeavors were the subject of a previous LOG story.

PERSONALS

Eugene McGuinn

Please contact your brother, Michael McGuinn, 3555 Bruckner Blvd., Bronx, New York 10461. He would like to hear from you.

Angelo Maldonado

You have mail at the Seaman's Annex, Brooklyn Post Office.

Friends of Otto Timm

The family of Otto Timm, Jr., wishes to thank the crew of the Bel Sud for their lovely expression of sympathy which will always be remembered and appreciated.

Clinton Stumpp

Please contact Mrs. Jean Sullivan or Barry Krum at 62 Hewlet St., Willingboro, N. J., or phone him at 609-877-1516, in regard to a very important matter.

Keeps In Touch With the LOG

To The Editor:

I want to thank you for sending me the Log. That is the only way I can keep in touch with the best union in the world.

I hope you keep up the good work, and I wish you a merry Christmas and a happy new year.

Respectfully yours,
Evald Olson
Brockton, Mass.

History's Lesson Ignored by U.K.

To The Editor:

It is often said that a knowledge of history will enable a person to avoid making mistakes others have made in the past. Why, then, is the British Board of Trade talking of all the so-called "practicalities" of a runaway-flag fleet, much as the U.S. Government has been doing for years, and why is it apparently only lately that several Members of Parliament in Britain have become outspoken about the crippling effects of a runaway-flag fleet, while numerous U.S. Senators and Representatives have been decrying and noting point-by-point these dangers for decades?

One would expect the British supporters of no British mer-

LETTERS To The Editor

chant marine to take a little time to review the American shipping dilemma, and save themselves and their country from the headache that has developed in the U.S.

Then again, perhaps they feel there is little to learn here, since we have not solved the problem either.

Well then, what is the history we know about so far? We know that the U.S. has dropped to 16th place in world shipping. We know that the U.S. Maritime consists almost completely of obsolete World War II vessels that are just about falling apart. We know that Liberia, with the largest runaway-flag fleet in the world, is offering severe competition to American-flag shipping (as well as British). And we know, among the other frightening details, that U.S. Government administrators only seem to care about their shipping needs when a situation such as Vietnam develops.

So what we apparently end up with is a "crisis-controlled maritime": It is always in its own deadly crisis, unable to help the U.S. balance-of-payments deficit because it is not allowed to, and it is only dusted off a bit when a military crisis threatens the nation.

And yet, those officials responsible for this disgrace don't learn from their own history. But the information is still there for all to see; it is no secret. Perhaps some Member of Parliament, or a Board of Trade Minister, will look at these

facts, and decide not to fall into the same trap that holds the U.S. merchant marine captive.

And perhaps that British decision will provide a strong enough incentive for the U.S. to get busy and build up its Maritime as it should have done long ago.

Dennis Solinger

Limited Choice Of Candidates

To The Editor:

What a choice we have! Somewhere out there is an abundance of colorful Republican non-candidates for the title of Mr. President 1968. Who, I wonder, will be the winner of this contest?

Will it be Ronald "Good Old Days" Reagan? How secure we could all feel, having in the White House a man whose views on labor might be entitled "The Grapes and My Wrath" or "I Love Labor's Loss"?

And what if something were to go wrong in the White House? "Heck," he'd probably say, "This wasn't in the script."

Will it be George Romney? "My good friends," we'd probably hear him exhort, "Consistent thought is fine, as long as it doesn't interfere with what I say. After all, to have been brainwashed is not to say that I think of what I say in the same way as I say what I think I've said is any different, you see. On the other hand," he would add, "unions really are too powerful."

Then there would be Nixon, Hatfield, Percy, and, running onstage from behind the curtain and gasping "Here I am," Harold Stassen.

Yes, folks, it promises to be an interesting year ahead.

Ted Lassiter

Organized Labor At the Front

To The Editor:

I do not think I understand this country too well. Here we are in a time of great prosperity and yet our Congress argues on and on about whether or not to give U.S. citizens a boost in social security benefits. Here we are the richest nation in the world and our Congress refuses to extend medicare benefits to disabled persons under 65.

Here we are the richest nation in the world and our migrant farmworkers are still denied the protection of the law to organize and bargain collectively.

Here we are the richest nation in the world and our Congress argues about how much to charge the starving people of Appalachia for food.

I will tell you something. We may be the richest country in the world but in many cases our government falls down in its obligation to its people. We elect people to Congress and then some forget that we exist.

The labor union is the only group that represents the interests of the working man. And the working man better not forget it.

Carl Reidenour

Congratulations to the Chef



Captain Matthew Reynolds (left) and purser Edward Hunter (second from right) of the Del Alba, offer congratulations to chief cook Leslie Burnett (right) for fine Thanksgiving meal enjoyed by the crew in Vietnam. Second from left is utility man Jimmie Russell.

FINAL DEPARTURES

Orval Dudley, 54: A heart attack claimed the life of Brother Dudley, September 14, while sailing aboard the Santore. The vessel was docked at Madras Harbor, Madras, India at the time of his death. A native of Zavalla, Texas, he resided in Dayton, Texas. Brother Dudley sailed in the engine department and joined the SIU in Houston. The body was returned to Dayton for burial. Surviving is a son, Orval Dudley, Jr., of Dayton.



Otto Timm, Jr., 62: Brother Timm died on November 23 while sailing aboard the Del Sud. Born in Germany, he made his residence in Miami, Fla., where he joined the SIU. Brother Timm sailed as chief steward. He served in the Marines and was chosen as an honor marine to sail aboard the U.S. Frigate "Constitution" when the historic vessel was recommissioned into active service. Surviving is his wife, Virginia, of Miami. Burial was in Southern Memorial Park, Miami.



Charles Meyer, 67: Brother Meyer died on November 25, in St. Francis Hospital, Escanaba, Mich. He sailed on the Great Lakes and joined the Union in the port of Detroit. Brother Meyer was a native of Port Washington, Wisconsin and lived in Escanaba. He sailed in the engine department and was employed by the Arnold Transit Lines. Surviving is his wife, Victoria, of Escanaba. Burial was in Holy Cross Cemetery, Escanaba.



John Aba, 64: A heart attack claimed the life of Brother Aba, November 3, at his home in New York City. He was born in the Philippines and joined the Union in the port of New York. An AB, Aba's last ship was the Alcoa Mariner. Brother Aba was on an SIU pension at the time of his death. Surviving is his stepbrother, Carlos Dall of New York City. Burial was in Rosedale Cemetery, Linden, N. J.



Ten Additional Seafarer Veterans Added to Growing SIU Pension List



The names of ten Seafarers have been added to the list of SIU men who are enjoying retirement security with the aid of an SIU pension. The latest additions to the roster are: Alfred Throne, Charles Zlateff, Thomas Lynam, Antonio Castro, Julien Noel, Michael Gaudio, Juan Rodriguez, Harold Hines, Louis Nowaczewski, and Alexander Fabricant.

Alfred Throne sailed as AB and joined the Union in New Orleans. A native of Norway, Throne lives in New Orleans with his wife, Elvina. He last sailed on the Steel Surveyor.

Charles Zlateff last sailed on the Del Santos. He joined the



Rodriguez Hines

SIU in Philadelphia. Born in Bulgaria, he lives in Warwick, Rhode Island. Zlateff sailed as cook.

Thomas Lynam joined the SIU in the port of New York. Born in Jersey City, N.J., he still makes his home in that city. Lynam

was a deckhand for the Pennsylvan in New York.

Antonio Castro joined the SIU in Miami and resides in that city, with his wife, Eusebia. A 27-year SIU veteran, Castro shipped as a carpenter. His last ship was the Florida State.

Julien Noel was a chief engineer and joined the SIU in Port Arthur, Texas. A resident of Orange, Texas, Noel was born in Arnaudville, La. He sailed with Slade Inc., Towing.

Michael Gaudio sailed in the steward department. He joined the Union in Baltimore, where he makes his home. His last ship was the Fenn Victory.

Juan Rodriguez was born in Puerto Rico. He sailed as FOWT and his last vessel was the Seatrail New York. Rodriguez sailed 27 years and joined the SIU in New York. He lives in Rio Piedres, P. R., with his wife, Carmen.

Horace Hines joined the SIU

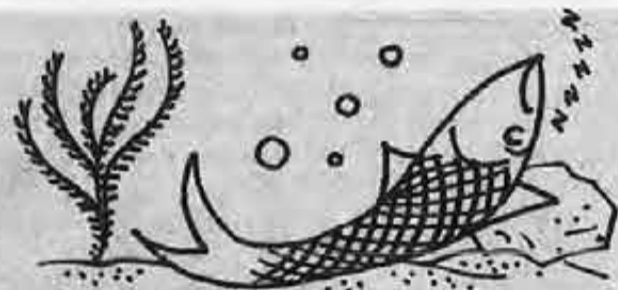
in the port of Philadelphia. A native of North Carolina, he now lives in Philadelphia. Hines sailed with Interstate Oil Transport Co.

A member of the SIU's Great Lakes District, Louis Nowaczewski sailed as AB and was employed by the Huron Portland Cement Co. Born in Michigan, he now lives in Alpena, Mich. He joined the SIU in the port of Detroit.



Nowaczewski Fabricant

Alexander Fabricant sailed in the steward department. A native of Burlington, Vt., he lives in Metairie, La. His last ship was the Del Sud.



FORTY WINKS AT FORTY FATHOMS

WITH TALES OF COZY PILLOWS made of rock, a sleep so deep that it takes ten minutes to wake up, and the ability to adapt to dangerous situations, scientists from around the world disclosed new insights into the psychological workings of fish. The findings were presented at the Conference on Fish Behavior in Relation to Fishing Techniques and Tactics, convened by the Food and Agriculture Organization of the United Nations which met in Bergen, Norway, from October 19 to 27, 1967.

About 100 fishery biologists and technologists from 29 countries, including Japan, Peru, the United States, and the USSR, attended the meeting.

Deep Sleepers

Soviet scientist O. N. Kiselev, of the Polar Research Institute of Marine Fisheries and Oceanography in Murmansk, told of seeing sleeping cod and haddock during his eight-hour underwater travels in a one-man diving chamber in the Barents Sea off Murmansk. The chamber, or hydrostat, was lowered from a drifting mother ship to depths ranging from 600 to 2,000 feet, and carried Kiselev several hundred miles.

Kiselev noted that the fish neither noticed the hydrostat nor reacted to its intense flashing lights. "Try as we might, we could not wake them up," he told the conference.

It was interesting, said the Soviet scientist, that though the fish appeared to sleep at various times,

they most often appeared to sleep at night.

Dr. Evelyn Shaw, Associate Curator of the American Museum of Natural History in New York, corroborated these findings, explaining that she had seen sleeping trigger fish at the museum's marine laboratory in the Bahamas. They did indeed sleep mostly at night, she reported, and added that they usually would take between five and ten minutes to wake up after the lights had been turned on, and that they resisted waking "even when we made noise by banging on the pipes leading to the pens" where the fish are kept.

Dr. Shaw remarked that the fish would almost literally "bed down" for the night. When going to sleep, they would turn over on their sides and lean against a rock or other convenient object for support.

Adaptation to Danger

Reactions of fish to divers and trawls were reported to the conference in a paper prepared by W. L. Hieh of the United States Bureau of Commercial Fisheries (BCF), who described daring descents by scientists with breathing apparatus to observe the action of moving trawls at midwater and bottom levels. These scientists leaped from moving fishing vessels and crawled down the warps to the trawls where they observed and photographed the fish being drawn into the net.

High reported that several species of fish were thus observed. "Usually some fish were in the net when the divers arrived," he wrote. "Those fish, which the divers saw pass into the large net mouth (as much as 50 by 60 feet) did not display signs of distress. Individuals or groups oriented to the web and maintained their position facing the apparent current."

In connection with this apparent lack of fear by the fish, FAO adds, it has been found that fish are adaptable to other dangerous situations such as the frequent appearance of spear-fishing skin-divers. The fish gradually learn to recognize the hostility of the diver and his weapon, and they swim away. However, they have no fear of the same diver without his spear-gun, and so do not flee the unarmed diver.

The conference participants agreed on the need for more direct observations of fish in their natural habitat, and called on FAO to promote this research. Toward this end, the conference recommended estab-

lishment of undersea laboratories, and the increased use of submersibles and self-contained diving gear. Such developments would enable scientists to obtain important information not available in any land-based laboratory.

More Research Needed

Steps in this direction have already been taken by the United States, the United Kingdom, and the Soviet Union, where divers have descended along the lines of moving trawls in order to observe fish reactions to the trawl. E. L. Nakamura, of the BCF in Honolulu, Hawaii, described the use of an observation cabin suspended below a floating raft, and Soviet scientists explained that they are making extensive use of hydrostats and bathyplanes, the latter of which travel above the trawl and from side to side, at considerable depths where fish are abundant.

The trend toward the employment of new technological developments in catching fish includes the use of sonar, "sound-guns," lights, laser beams, acoustic cameras, chemical repellants and dyes, and other devices.

Sonar has long been used to locate and follow schools of fish. Now British and Soviet scientists have added the use of low-frequency sound waves which frighten the fish into the best positions for their capture. FAO expert Paul Ström reported that this type of artificially-induced noise caused violent reactions by bonito in the South Atlantic.

Professor A. von Brandt, director of the Fishing Technique Institute of the Federal Republic of Germany, told the conference of the increasing use of electrical methods in catching fish. The efficiency of this technique was affirmed by Dr. D. L. Alverson, who chaired the FAO Conference and is Director of the Exploratory Fishing and Gear Research Base of the BCF in Seattle, Washington. Alverson, who recently visited Soviet fishing facilities, said the Soviets were catching up to 70 metric tons of fish per day at one-third the usual cost, using a new method by which a portion of the water is electrified, stunning the fish and facilitating their capture.

"The next step in fishing," said Alverson, "is to alter the behavior of the fish itself—to prevent their escape, increase the density of fish and to drive them down before the trawl. In other words, to put fish in the position of being caught."

From the Ships at Sea

Seafarers aboard the **Cuba Victory** (Alcoa) have voted Captain W. R. Lee "Mr. Congeniality," bosun and ship's reporter **William Sellers** reported to the LOG. Captain Lee worked hard to obtain shore leave for the crew at Vung Ro, Vietnam. "Captain Lee went to bat for his crew and procured shore leave where previously such a thing was unheard of," wrote Sellers. As a token of the Crew's appreciation, Captain Lee was presented with "a real seaman's lamp," made by Sellers, complete with an appropriate engraved inscription. Ship's delegate **Bill Stack** presented the lamp at a brief ceremony, prior to the completion of the voyage.



Sellers

A vote of thanks was extended to the crew of the **Columbia Banker** (Columbia) for the excellent way in which they co-operated with the ship's delegate, meeting chairman **John Maher** reported. Also coming in for praise was the steward department for keeping the men well fed during the voyage, according to meeting secretary **Fazil Ali**. The LOGs and mail have been arriving regularly while the ship was on the Vietnam run, Ali wrote. The ship is due to pay off in Portland.



Maher

"All in all, we had a most pleasant voyage," **Del Norte** (Delta) ship's delegate **John Denais** reported to the LOG. **Louis Moreno** of the steward department was hospitalized in Buenos Aires, Denais wrote, and was given \$50 from the department fund. Engine delegate **Peter Gonzalez** reported that the department has voted "to give \$100 in the engine fund to the Children's Home located behind the Public Health Hospital" in New Orleans. Movie director **Jack Kennedy** stated that the movie projector will be locked in the slop chest for the duration of the Delta dispute.



Gonzalez

Ship's delegate **Charles Moore** cited the outstanding job turned in by the steward department aboard the **Bowling Green** (Pan American Tankers). Chief steward **F. J. Johnson** and chief cook **Manuel Noble** keep the gang worked hard "to happy," according to Moore. **Grady Faircloth**, night cook and baker, did "a very outstanding job on pastries and coffee time specialties. **Abdurrub Awadh**, third cook, **Bruno Garrino**, crew messman and **D. Penaredondo**, pantryman, also did a fine job Moore reported.



Faircloth

Meeting Chairman **Ivar Anderson** reports from the **Globe Traveller** (Maritime Overseas) that a ship's fund was approved for the payment of library literature. A total of \$10 was put in the fund, Anderson related. Meeting Secretary **E. Davis** wrote that everything is going well as the ship heads for Philadelphia, via Amsterdam and Antwerp. The steward department has done a good job keeping the Seafarers well fed.



Anderson

Sailing has been smooth for the **Tamara Guilden** (Transport Commercial). **Walter Rigby**, meeting chairman writes. According to meeting secretary **H. M. Karlson**, the movie fund is holding its own, with some recent repair work to equipment. The ship's fund is down to \$2.80, Karlson reported. A vote of thanks was given the steward department and the crew for their co-operation on movie nights, which has become a regular ship feature.



Rigby



MONEY DUE

Headquarters has been advised that **Maritime Overseas Corporation** has unclaimed wages for the men listed below. They are advised to contact the company at 511 Fifth Avenue, New York 10017, to obtain their wages.

Name	Former Vessel	Name	Former Vessel
Charles A. Lindberg	Globe Carrier	Arthur J. Young	Ocean Evelyn
Robert M. Christian	Globe Carrier	Donald Morrison	Ocean Evelyn
James T. Brooks, Jr.	Globe Carrier	Francis W. Keeley	Ocean Evelyn
Thomas L. Stinnette	Globe Carrier	John J. Cook	Ocean Evelyn
Frank O. Jensen	Globe Carrier	William A. Guernsey	Ocean Evelyn
Patrick J. Dorrian	Globe Carrier	Charlie B. Karlson	Ocean Evelyn
William Rudd	Globe Carrier	Pedro C. Esteban	Ocean Evelyn
Roy L. Cuthrell	Globe Carrier	R. C. Ross	Ocean Evelyn
Richard F. Sumaki	Globe Carrier	Jack Y. Dixon	Ocean Evelyn
S. Krawczynski	Globe Explorer	Edward A. Murray	Ocean Evelyn
R. E. Bohn	Globe Explorer	Robert H. Wolfe	Ocean Evelyn
Gerald F. Shaffer	Globe Explorer	Fred A. Hover, Jr.	Ocean Ulla
Marty Huesberger	Globe Explorer	Richard P. Mottram	Ocean Ulla
Robert Stapleton	Globe Explorer	Stanley J. Celisak	Ocean Ulla
Dale H. Garrigues	Globe Explorer	Lloyd F. Akin	Ocean Ulla
William E. McMahon	Globe Explorer	Murray William Smith	Ocean Ulla
Floyd D. Kelley	Globe Explorer	Thomas A. Borden	Ocean Ulla
Maxwell McPail	Globe Explorer	Jesse J. M. Krause	Ocean Ulla
Harold E. Arlinghaus	Globe Explorer	Howard E. Havard	Ocean Ulla
Albert W. Dykes	Globe Explorer	Juan Davila	Ocean Ulla
Richard Rackley	Globe Explorer	Joseph A. Bishop	Ocean Ulla
Richard A. Burch	Globe Explorer	Roman A. Barcinas	Ocean Ulla
Ralph E. Foster	Globe Explorer	Gregorio Q. Sanchez	Ocean Ulla
Floyd Talley	Globe Progress	Gregorio C. Aquino	Ocean Ulla
Francis Clawson	Globe Progress	Etsuo Yoshida	Ocean Ulla
Charles Palford	Globe Progress	Richard W. Brown	Ocean Ulla
James Richard Logan	Globe Progress	Raymond A. Thomas	Ocean Ulla
W. T. Austin	Globe Progress	James D. Fall	Ocean Ulla
James Jarman	Globe Traveler	William J. White	Ocean Ulla
Terrill Glen Clark	Globe Traveler	Larry W. Philpot	Ocean Ulla
Artway Coldwell	Globe Traveler	Frank J. O'Malley	Ocean Ulla
William G. Moody	Globe Traveler	N. D. McCown	Ocean Ulla
William T. Barclay	Globe Traveler	James B. Lippincott	Overseas Dinny
Orban Templeton	Globe Traveler	Robert W. Jack	Overseas Dinny
Albert E. Zinsavage	Globe Traveler	James G. Gurganious	Overseas Dinny
W. R. Simpson	Ocean Anna	Albert Rodriguez	Overseas Dinny
Hugh Thomas Huckaba	Ocean Anna	Ted F. Cressy	Overseas Dinny
Johnie L. Payne	Ocean Anna	Serge Lomakin	Overseas Dinny
William B. Rents	Ocean Anna	Reinhold Seidler	Overseas Dinny
Vincent R. Limon	Ocean Anna	George W. Dobbs	Overseas Dinny
Seiko Sunagawa	Ocean Anna	John W. Shaw, Jr.	Overseas Dinny
Karl Knudsen	Ocean Anna	Anthony Noble	Overseas Rose
Hiraichi Fukumine	Ocean Anna	William O'Connor	Overseas Rose
Isao Kohatsu	Ocean Anna	Edward S. Szydlowski	Overseas Rose
John M. Yates	Ocean Anna	Louis W. Duplaiser	Rebecca
William R. Dixon	Ocean Anna	Lawrence Delco	Rebecca
Alphan Fruge	Ocean Anna	Lee E. Redden	Rebecca
Wiley Hinton	Ocean Anna	James F. Dwyer	Rebecca
Vincent R. Limon	Ocean Anna	Walter E. Barber	Rebecca
William B. Rents	Ocean Anna	Charles Hancock	Rebecca
Jack E. Skelton	Ocean Anna	George Tidwell	Rebecca
John Murray	Globe Explorer	Luis A. Martinez	Rebecca
Teofilo A. Abulencia	Globe Explorer	Leon G. Lamouranne	Rebecca
Chilton G. Hall	Globe Explorer	Serge Lomakin	Overseas Joyce
Robert Marsh	Ocean Evelyn	Reinhold Seidler	Overseas Joyce
Richard Pontius	Ocean Evelyn	George W. Dobbs	Overseas Joyce
M. P. McCoskey	Ocean Evelyn	John W. Shaw, Jr.	Overseas Joyce

Editor,
SEAFARERS LOG,
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Passing of 'Job No. 534' Marks End of 'Gracious Era'

Recently, the ocean liner "Queen Mary" pulled into Long Beach, Calif., to begin refitting. The liner, after 33 years of plying the Atlantic Ocean, will begin a new career as a floating museum. Long Beach outbid other cities for the vessel, which will become her foremost tourist attraction. Veteran Seafarer **Pat Conley**, who has contributed a number of previous articles to the LOG, writes his impressions of this famous vessel, along with many interesting historical notes.

The RMS Queen Mary came home from the seas for the last time yesterday. Still majestic, still proud and tall in the water, she edged cautiously up to Pier E—on the Terminal Island side of Long Beach, Calif.—to the accompaniment of a wild skirling of bagpipes and a water jet salute from fireboats. But even as the engines stopped and secured, and a 33-year saga of seagoing luxury slipped gracefully into memory, a whole new career was beginning for the onetime monarch of the transatlantic passenger service.

The massive liner that started life as "job No. 534" at John Brown's Glasgow shipyard in 1930, will shortly undergo a complete refitting that will turn her into a floating museum, convention center and tourist attraction. Her new career began the moment seamen secured her final watch. Nearly 200 men will be busy aboard tearing out all but one of her engines, about half of her staterooms and all of C deck. All six of the old liners, lower decks, a total of 264,000 square feet, will be used for exhibit purposes; the rest of the seven top decks will be devoted to a hotel and convention center complex—the only permanently docked luxury hotel in the world.

Statistician's Dream

The RMS Queen Mary, opulent reminder of a gracious era, is a statistician's dream of biggest, fastest and a hundred other superlatives. To begin with, the City of Long Beach, which purchased the Queen at \$3,450,000, will spend more than twice that much to re-fit her into a permanent landmark.

She is immense in her size. These numbers offer some indication. Her overall length is 1,010 feet (three football fields and then some). From her keel to the top superstructure, forward funnel and masthead, respectively, she measures 124, 1181, and 237 feet. At full capacity she can accommodate 1,900 passengers and is manned by 1,174 officers and crew members. Her rudder weighs 140 tons, her three steam whistles which have a range of 10 miles, weigh a ton apiece and her three anchors 16 tons each. When this gal needs a paint job it takes 30 tons of the stuff to do the job.

She had her keel first laid in December, 1930. The following December, 1931, owing to the depression, work on her was suspended, not to resume for nearly two and a half years. Then, on May 27, 1936, her trials completed she set out from Southampton via Cherbourg, to New York. She had everything and was the ultimate in luxury liners, but in March of 1940, she slipped out of her ermine wraps, laid aside her tiara, and enjoyed her finest hours.

Outruns Torpedoes

For during the war years, although Hitler put a price on her head (\$250,000 and an Iron Cross to the U-Boat Commander who sank her), she carried over 800,000 troops, often a division at a time. She steamed well over half a million miles, running a zig-zag course at 30 knots. She was too fast to be torpedoed and Hitler's reward went begging.

Long Beach recognized they needed an attraction to make it more than just the City of Long Beach, so on July 25, with a sealed bid of \$34,450,000, they won out over the next closest contender, the City of Philadelphia, by \$40,000. If all goes well, by January 1969, the Queen will be moved into its final setting as the star attraction of a new 4,000-boat marina the city is constructing adjacent to Pier J.

The beauty part is that long ago, from her oil lease revenues, Long Beach allocated eight million dollars for the construction of a land-based museum and the Queen, totally renovated, will cost less than that. Not since Manhattan went for a bag of beads, has anyone turned this good a deal.

On the occasion of her launching in 1934, Poet Laureate John Masfield wrote: "May shipwreck and collision, fog and fire rock, shoal and other evils of the sea be kept from you; and may the heart's desire of those who speed your launching come to be." Poor Masfield. He thought to protect her from everything, and almost succeeded.

What's left to say, but God and Long Beach saved the Queen.

Schedule of Membership Meetings

SIU-AGLIWD Meetings
 New Orleans . Feb. 13—2:30 p.m.
 Mobile Feb. 14—2:30 p.m.
 Wilmington . Feb. 19—2:00 p.m.
 San Francisco Feb. 21—2:00 p.m.
 Seattle Feb. 23—2:00 p.m.
 New York . . . Feb. 5—2:30 p.m.
 Philadelphia . Feb. 6—2:30 p.m.
 Baltimore . . Feb. 7—2:30 p.m.
 Detroit Feb. 9—2:30 p.m.
 Houston Feb. 12—2:30 p.m.

Great Lakes SIU Meetings
 Detroit Jan. 15—2:00 p.m.
 Alpena Jan. 15—7:00 p.m.
 Buffalo Jan. 15—7:00 p.m.
 Chicago Jan. 15—7:00 p.m.
 Cleveland . . . Jan. 15—7:00 p.m.
 Duluth Jan. 15—7:00 p.m.
 Frankfort . . . Jan. 15—7:00 p.m.

Great Lakes Tug and Dredge Region
 Chicago Feb. 13—7:30 p.m.
 †Sault Ste. Marie
 Feb. 15—7:30 p.m.
 Buffalo Feb. 14—7:30 p.m.
 Duluth Feb. 16—7:30 p.m.
 Cleveland . . . Feb. 16—7:30 p.m.
 Toledo Feb. 16—7:30 p.m.
 Detroit Feb. 12—7:30 p.m.
 Milwaukee . . Feb. 12—7:30 p.m.

SIU Inland Boatmen's Union
 New Orleans . Feb. 13—5:00 p.m.
 Mobile Feb. 14—5:00 p.m.
 Philadelphia . Feb. 6—5:00 p.m.
 Baltimore (licensed and unlicensed) Feb. 7—5:00 p.m.
 Norfolk Feb. 8—5:00 p.m.
 Houston Feb. 12—5:00 p.m.

Railway Marine Region
 Philadelphia
 Feb. 13—10 a.m. & 8 p.m.
 Baltimore
 Feb. 14—10 a.m. & 8 p.m.
 *Norfolk
 Feb. 15—10 a.m. & 8 p.m.
 Jersey City
 Feb. 12—10 a.m. & 8 p.m.

United Industrial Workers
 New Orleans . Feb. 13—7:00 p.m.
 Mobile Feb. 14—7:00 p.m.
 New York . . . Feb. 5—7:00 p.m.
 Philadelphia . Feb. 6—7:00 p.m.
 Baltimore . . . Feb. 7—7:00 p.m.
 †Houston . . . Feb. 12—7:00 p.m.

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ST. LOUIS, Mo.	805 Del Mar CE 1-1434
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WILMINGTON, Calif.	505 N. Marine Ave. 834-2528
YOKOHAMA, Japan.	Isoya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204971 Ext. 281

HATTISBURG VICTORY (Alcoa), December 16—Chairman, R. M. Gold; Secretary, Charles J. Mitchell. Ship's delegate reported that everything is running smoothly.

STEEL ADVOCATE (Isthmian), December 19—Chairman, Thomas E. Yablonsky; Secretary, Angel Soda. \$11.60 in ship's fund. Everything is running smoothly with no beefs. Vote of thanks to the steward department for the fine meals, especially the Thanksgiving dinner.

WACOSTA (Sea-Land), November 12—Chairman, C. Hemby; Secretary, Manuel F. Galda. \$11.00 in ship's fund. Steward delegate to see patrolman regarding delayed sailing, otherwise no beefs were reported. Motion was made that the Union give its members a retirement on sea time at any age, not for disability only.

SEATRAN NEW YORK (Seatrains), November 26—Chairman, J. Ebbels; Secretary, Anibal Albe. One man missed ship in San Juan. Vote of thanks was extended to the steward department for the wonderful Thanksgiving dinner.

CHOCTAW (Waterman), December 14—Chairman, Ira W. Grigners, Jr.; Secretary, William R. Magruder. \$16.00 in ship's fund. Brother Herbert L. Smith was elected to serve as ship's delegate.

DEL NORTE (Delta), December 15—Chairman, Reuben Belletty; Secretary, Bill Kaiser. Vote of thanks was extended to the ship's delegate, Brother John Denis.

Dennis, for a job well done. Engine Department donated \$100.00 out of their fund to the Children's Home in New Orleans. \$28.00 from steward department fund given to Brother Bill Mehan for floral piece at mother's funeral. \$50.00 was given to hospitalized brother in Buenos Aires. Some disputed OT in deck and engine departments, otherwise everything else is running smoothly.

WARRIOR (Sea-Land), December 18—Chairman, Van Whitney; Secretary, Walter Lesovich. Brother J. Nouwen is acting ship's delegate. No beefs were reported by department delegates. Repair lists were turned in.

ROSWELL VICTORY (States Marine), December 10—Chairman, Pete Serano; Secretary, None. Few hours disputed OT in engine department. Request for clarification sent to headquarters.

INGER (Reynolds Metals), December 11—Chairman, F. J. Schandl; Secretary, Lorenzo Bennett. Ship's delegate reported that there is some disputed OT, otherwise a very good trip. Vote of thanks was extended to the steward department for a job well done.

TAMARA GULDEN (Transport Commercial), November 12—Chairman, Walter S. Rigby; Secretary, Harold M. Karlson. Few hours disputed OT in steward department otherwise this has been a good trip. \$2.80 in ship's fund. Vote of thanks to the steward department. Crew was also thanked for their cooperation during movie nights. Headquarters to be contacted regarding retirement plan and also the welfare plan.

SS DEL NORTE (Delta), November 5—Chairman, Reuben Belletty; Secretary, Bill Kaiser. Ship's delegate Jean Latapie left ship in New Orleans. Brother John Denis was elected to serve in his place. \$128.67 in ship's fund. Motion was made to write to headquarters asking why can't a patrolman, agent or vice president come aboard ship for a special

meeting. Discussion held as to why we do not have a credit union like other unions have. Discussion as to why we have not heard anything about any action on retirement benefits.

PENN EXPORTER (Penn Shipping), October 21—Chairman, Clinton J. Murray; Secretary, Z. A. Markris. No beefs reported and everything is running smoothly in each department. Brother Joseph N. Meyerschak was elected to serve as new ship's delegate.

SEATRAN GEORGIA (Hudson Waterways), December 3—Chairman, M. H. Jones; Secretary, W. W. Hunter. Ship's delegate reported that everything is running smoothly with no beefs.

SEATRAN PUERTO RICO (Hudson Waterways), November 26—Chairman, John S. Hauser; Secretary, L. P. Hagmann. No beefs reported by department delegates. Brother L. P. Hagmann was elected to serve as ship's delegate. Vote of thanks was given to the steward department for the nice Thanksgiving Dinner.

CAPE CATOCHE (South Atlantic and Caribbean), November 26—Chairman, M. McDonough; Secretary, D. King. No beefs reported by department delegates.

SEATRAN NEW JERSEY (Hudson Waterways), May 11—Chairman, M. F. Gurry; Secretary, Kelly. Washing machine and galley range were repaired. Vote of thanks was extended to the steward department. Chief steward James Colkar is doing an excellent job. Ship in desperate need of fumigation.

TRANSCHAMPLAIN (Hudson Waterways), December 10—Chairman, R. Newell; Secretary, Francis E. Burley. Brother Bud N. Lawrence was elected to serve as new ship's delegate. No beefs reported by department delegates. Everything is running smoothly.

PETROCHEM (Valentine), December 14—Chairman, Karl V. Christensen; Secretary, None. No beefs reported by department delegates. Small amount of disputed OT in deck department. Ship's delegate resigned and was given a vote of thanks for a job well done. Brother Albert R. Yoaman was selected to serve as new ship's delegate.

BOWLING GREEN (Pan American Tankers), December 10—Chairman, John Dunne; Secretary, F. J. "Whitey" Johnson. \$6.00 in ship's fund. Some disputed OT in deck and engine departments. Vote of thanks was extended to the entire steward department for doing an outstanding job. Vote of thanks to the ship's delegate and to the department delegates.

CORTLAND (G. T. Bates), December 16—Chairman, Mike Doherty; Secretary, F. C. Nolan. Brother Mike Doherty was elected to serve as ship's delegate. No beefs were reported by department delegates.

ALCOA ROAMER (Alcoa), November 19—Chairman, S. Jandora; Secretary, W. J. Miles. No beefs were reported by department delegates. Brother Mark J. Fitzpatrick was elected to serve as ship's delegate.

EAGLE TRAVELLER (United Maritime), December 16—Chairman, T. J. White; Secretary, James W. Fultz. Motion was made that the SIU hall in Yokohama be recognized as a bona fide Union hall so that vacation checks can be collected. Brother John Kuchta was elected to serve as ship's delegate.

LOS ANGELES (Sea-Land), December 4—Chairman, S. F. Sokol; Secretary, Steve Juhos. \$26.50 in ship's fund. No beefs were reported by department delegates. Brother Steve Juhos was elected to serve as ship's delegate.

DEL MONTE (Delta), December 12—Chairman, M. Pat Ragas; Secretary, A. Campbell. Motion was made that any member who has an accident on board ship which results in broken bones or fractures that are set up in a cast, should be separated immediately.

TRANSHUDSON (Hudson Waterways), December 10—Chairman, J. O. Thomas; Secretary, Frank Leonard. No beefs and no disputed OT was reported by department delegates.

DIGEST of SIU SHIP MEETINGS

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.)

- Stitt-el-Weller Distilleries
"Old Fitzgerald," "O'd Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- Jamestown Sterling Corp.
(United Furniture Workers)
- White Furniture Co.
(United Furniture Workers of America)
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- "HIS" brand men's clothes
Kaynee Boyswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers
of America)
- R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- Peavy Paper Mill Products
(United Papermakers and
Paperworkers Union)
- Comet Rice Mills Co. products
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- Magic Chef Pan Pacific Division
(Stove, Furnace and Allied
Appliance Workers
International Union)

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 1939, New York 4, N. Y.
Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

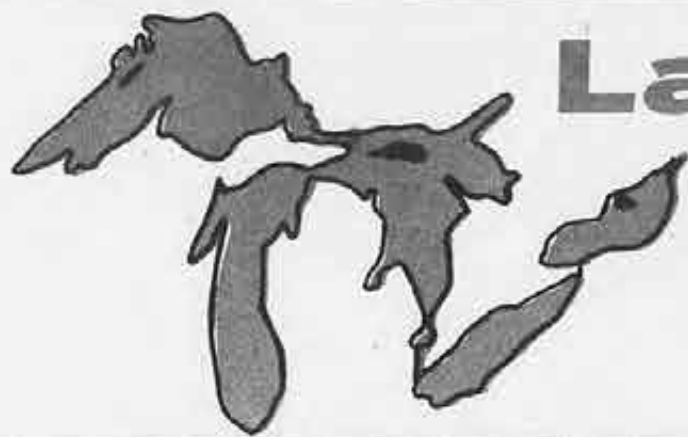
EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed,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

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

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



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



Lay-up on the Lakes

THE Paul H. Townsend sailed into the port of Toledo recently for its last payoff until Spring fit-out. Following a successful season, the vessel went into lay-up with most of the crew returning home for winter jobs. Shipping was good this year and jobs were plentiful in all Lakes ports.



Manning the Townsend's engine room were (left to right) Shirley Hackworth, wiper, Fred Bittie, second assistant, and Adolph "Spud" Kalisch, oiler.



Watchman Joseph Bobala was greeted by his daughter, Mrs. Rose Marie Dumbar, who drove from Onaway, Michigan, to pick up her father. Joseph will spend holidays with the family.



Frank Kolicky packs up table linen for a trip to the laundry, while Steward Art LaBrecque looks on. Fred sailed as a cook and helped keep the Paul Townsend a well-fed vessel.



Ronald Ruell (left) served as wheelsman while Ronald Maskell sailed as an OS. Both men are looking forward to sailing on Paul Townsend again.



Joseph Bobala (left) and Richard Idalski sailed as watchmen. Dick is doing some last minute packing, prior to leaving ship. Both men hope for another good year in '68.

Discussing the recent trip are porter Wayne Brandt (standing) and bosun Edward Kihn. They agreed that shipping was good on the Great Lakes this season.



Robert Kurkerwicz, wheelsman, finds that even on the last day of the season there's always some work to be done. Bob is veteran of sailing the Great Lakes.



Frank Kolicky makes some coffee for the crew, while they pack and get in some last minute work, before the ship is laid-up for the coming winter months.

