



New SIU Tanker Launched

Page 6

Renewed Hope Seen by MTD For Strong Merchant Fleet

Page 3

AFL-CIO Set to Co-operate If Nixon Programs Good

Page 2

Special Guide to Seafarers For Filing 1968 Income Tax

Page 9

Pres. Meany Tells Exec. Council

AFL-CIO to Co-operate With Nixon Provided Correct Programs Are Set

BAL HARBOUR, Fla.—The AFL-CIO foresees a "reasonable" relationship with President Nixon and his Administration, federation President George Meany declared last month, but a good deal depends on the specific programs still to come and the future attitudes of the White House.

Meany's statement came at a press conference held in conjunction with mid-winter sessions of the AFL-CIO Executive Council here.

The federation president said he was "delighted," for example, that the President had ordered a study on coverage of farm workers under the National Labor Relations Act. The outlook on this matter and others requiring legislation, he said, will depend on the attitude of the Administration and leadership from the White House.

He noted, however, that any Administration plan to offset inflation by allowing unemployment to rise is "fundamentally wrong." Queried on a statement by Paul McCracken, chairman of the Council of Economic Advisers, that in order to check inflation there may be some rise in joblessness, Meany said:

"I don't buy the idea that we have to make that sort of sacrifice to get a stable economy." There is no sense in a policy of countering inflation, he asserted, "by putting more people out of work."

The council adopted comprehensive statements on the national economy and the question of inflation during the sessions.

Meany briefly reviewed the 1968 election at the meeting of the COPE Administrative Committee, praising COPE for an outstanding job, especially in turning back the bid by George Wallace. The committee approved an annual register-and-vote drive to replace the biennial campaigns. The council will act on this later.

Key Positions Set

The opening sessions set out a number of policy positions highlighted by the creation of a pioneering AFL-CIO Labor Studies Center to develop trade union leadership through varied educational training programs.

The council gave preference as an early order of business to the fine imposed on the New York local of the Teachers, voting to contribute \$100,000 toward payment of the fine imposed by the court and naming a two-man

committee to raise the rest of the \$220,000.

Three new vice presidents and council members named to succeed John J. Grogan and George M. Harrison, who are deceased, and Ralph Halstein, who resigned were President C. L. Dennis of the Railway Clerks; Matthew Guinan, president of the Transport Workers Union and A. F. Gropiron, president of the Oil, Chemical and Atomic Workers.

A subcommittee was established to study the possible restructuring and makeup of the council with action expected by the time of the next convention, scheduled to open Oct. 2 in Atlantic City.

In other actions, the council:

- Called for direct, good-faith negotiations between the Arab nations and Israel as the key to lasting peace in the Middle East and condemned the rejection of such talks by Egypt's Nasser and his allies as "tantamount to a... determination to wage a war of extermination against the Israeli people."

- Authorized the chartering of a national union of policemen as soon as certain structural prerequisites are met and assurances received on jurisdictional limits.

- Voted to withdraw the AFL-CIO from the Intl. Confederation of Free Trade Unions following a recommendation to do so from the federation's international affairs committee.

- Strongly reaffirmed support for the farm workers' strike and boycott of California table grapes, declaring "we are determined that they succeed and we intend to help them every inch of the way." It added that labor awaits with "great interest" the Administration report on coverage of farm workers under the national labor law.

- Called for rejection of the proposed Uniform Consumer Credit Code by the individual states on an "as is" basis and urged amendments to get rid of the worst features of the code designed as a "model" law on consumer credit.

- Urged a single co-ordinating unit for day care centers at the federal level to meet the increasing need for such programs as well as changes in existing federal law to permit employer contributions to trust funds established by collective bargaining to provide for such programs.

- Called for updating the Hill-Burton Act to provide grants-in-aid for the development of complete health services and not just health facilities, along with comprehensive health systems.

- Called on Congress to restore budget cuts and provide all necessary funds to make the 1968 vocational education law operative, expressing its grave concern at the cutbacks.

- Rallied all unionists to support the 80th birthday celebration of A. Philip Randolph in New York May 6 and to contribute to the fund to be established in Randolph's name to finance voter education and registration projects in Negro communities.

- Voted support for the Oil Workers strike against companies that have still not signed the agreement reached with other companies and called for all possible assistance from affiliates and state and local central bodies.

- Urged affiliates to lend whatever support they can to the Upholsterers union in its dispute with Economy Furniture of Austin, Texas.

- Reaffirmed its support of the U.S. Savings Bonds payroll savings plan but urged that the interest rates on the bonds be increased to the average interest rate on U.S. notes issued during the previous year.

It discussed with Senator Birch Bayh (D-Ind.) the question of direct election of the President. Bayh is sponsoring legislation, along with a number of other senators, to abolish the Electoral College and provide for direct elections.

The council later reaffirmed the AFL-CIO position that the President should be elected by popular vote rather than under the existing electoral College system.



O. William Moody, Jr., secretary-treasurer of the Conference of Transportation Trades, delivers a report to the CTT executive board, meeting in Bal Harbour, Florida. Listening carefully are, from left, C. L. Dennis, CTT chairman and president of the Railway Clerks; Bruce Pike, CTT executive director, and SIU President Paul Hall, who also heads the AFL-CIO Maritime Trades Department. Air piracy was one of the topics.

CTT Board Declares:

International Code Required To Discourage Air Hijackers

BAL HARBOUR, FLA.—A free world trade union effort to set up an international code covering air piracy is an important step toward curbing an "increasingly acute" problem, a group of AFL-CIO unions declared here last month.

The executive board of Conference of Transportation Trades called specifically on the U.S. Senate to ratify the Tokyo convention adopted in 1963 but now in effect because it lacks the required number of ratifications. The board urged strengthening the pact along the lines of legislation introduced in the Senate.

It urged also that sister transportation unions in the International Transport Federation "press their governments" to ratify the Tokyo convention which calls for the safe return of the passengers, crew, cargo and plane to the country of origin.

The convention was drawn up by a United Nations body—the

International Civil Aviation Organization—and while signed by 23 nations, only eight, four short of the required number, have ratified it.

The CTT board acted after reviewing a report by the Federal Aviation Administration documenting the history of air piracy since 1961 and a report by a House subcommittee on Inter-American Affairs setting out the nature of the problem and the urgent need for corrective action.

Total of 46 Attempts

Since 1961 there has been a total of 46 attempts to hijack commercial aircraft, most of them successful.

In 1968 there were 18 American airliners hijacked, all of them flown to Communist Cuba.

The board pointed out that there is "no international law covering freedom of the air," in contrast to world treaties on piracy on the seas.

The resolution warned that proposals for paying a reward for those who aid in the conviction and apprehension of hijackers is risky and that "bounty-hunting citizens might endanger themselves, other passengers and the crew by rash acts of heroism."

The board also urged support for the proposal of the International Air Transport Association to deny air service to any country which continues to provide a haven for hijackers of commercial aircraft.

The 28 unions affiliated with the conference also adopted a legislative report voicing strong opposition to forcing compulsory arbitration on unions in contract disputes in the transportation field, assailing proposals to extend injunction procedures against unions, attacking the "labor court" scheme and proposals to deprive workers of their democratic rights to cast secret written ballots on contract proposals.



Outlining his proposal for direct, popular election of the President, Birch Bayh (D-Ind.), chairman of the Senate's Constitutional Amendments subcommittee, addresses the AFL-CIO Executive Council. Federation President George Meany is at Bayh's right and Vice President David Dubinsky at left.

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17

Happy Retirement!



Retiring after a full life at sea, Seafarer Lawrence E. Taylor receives his first pension check from Al Bernstein, right, SIU Welfare Director, at New York headquarters. Brother Taylor, who makes his home in Chicago, last sailed aboard the Seatrain San Juan as AB in deck dept.

War Risk Insurance Extended For Six Months by MARAD

WASHINGTON—Federal war-risk insurance coverage on American-flag ships currently in effect has been extended for six months, the Maritime Administration announced last month.

Due to expire on March 7, the extension moves the final date to September 7. This applies to all war-risk binders covering hull insurance protection and indemnity as well as second seamen's war-risk insurance.

War-risk insurance is provided by the government in order to bridge the gap between the time commercial war-risk insurance ceases to provide adequate coverage and 30 days after the outbreak of war involving the major powers.

Such coverage was also made available to some vessels owned or controlled by U.S. citizens and registered in Liberia, Panama or

Honduras—the runaway-flag ships—because they were considered by the Navy and the Defense Department to be under "effective control" of the United States. Theoretically, the DOD has continued to maintain, these ships could be called into service in the event of a national emergency.

Originally, runaway ships in this category were eligible for war-risk coverage by the government only until they were 20 years old. In 1960, 1962, 1963, and 1964 successive liberalization of age limits was permitted.

Late last year, however, MARAD withdrew availability for such insurance from runaway-flag tankers and reefers owned by United States citizens and registered under Panamanian, Honduran or Liberian flags if they were over 25 years old. The age limit restriction was imposed because MARAD felt such ships may be in terminal stages of obsolescence and thus not operationally sound to perform reliable service in the interest of national defense.

'New' Flag Added To No. Vietnam MARAD Blacklist

WASHINGTON—Addition of the Lucky Dragon, a 4,225-gross-ton Singapore-flag freighter to the North Vietnam blacklist this month marked the first appearance of a Singapore vessel on the list, the Maritime Administration reported. The ship will henceforth be barred from carrying U.S.-government-generated cargoes because it traded with North Vietnam.

At the same time, two other vessels were removed from the list. One—the 5,388-ton British-flag Yungfutory—was wrecked, and the Maltese-flag Amalia of 7,304 tons was scrapped, MARAD announced.

This leaves a total of 58 ships aggregating 399,467 gross tons on the list as of January 24. The North Vietnam blacklist was inaugurated by MARAD on January 25, 1966. Ships so listed will no longer be permitted to carry U.S.-government-generated cargoes again unless their owners pledge that the vessels—as well as any others they own—will not be used again in the North Vietnam trade.

MTD's Exec. Board Sees New Hope For Stronger U. S. Merchant Fleet

BAL HARBOUR, Fla.—Encouraged by a message from President Nixon which declared that "a strong and viable merchant marine is essential" to the economic strength and purpose of the nation, the Executive Board of the AFL-CIO Maritime Trades Department of the AFL-CIO held a two-day meeting here last month in a spirit of renewed optimism about the prospects of moving ahead in the area of maritime reform.

The telegram, addressed to SIU President Paul Hall, who is also president of the seven-million-member MTD, expressed the Chief Executive's "deep interest in seeing our merchant marine play a more important role in world commerce" and said that the President looked forward "to working with your department and all of organized labor in achieving this goal and in building a stronger, more united nation."

While pointing out that there would be difficulties, Hall told the meeting that, having survived the past few years, the new "atmosphere" in Congress and the White House promised to make the maritime picture "a great deal better."

A legislative report to the board, which consists of leaders of the 39 unions which comprise the MTD, noted "a marked change in attitude about maritime affairs in official Washington circles."

Contributing to this more positive attitude, the report said, were the maritime planks adopted in the platforms of both major parties prior to last year's election campaigns, the cheering statements concerning the nation's fleet made by Nixon while campaigning and the "virtually unchanged" make up of the 91st Congress and its leadership. The 90th Congress, the report pointed out, had passed good maritime legislation which included independence for the Maritime Administration—although this was pocket vetoed by President Johnson after Congress adjourned.

"Progress is in sight—and it's achievable," the report declared.

Independent MARAD the Key

In adopting its resolutions on maritime, the board placed greatest emphasis on an independent MARAD and a program of fleet development which would provide new ships for the unsubsidized

segment of the fleet, the building of American-flag ships exclusively in American shipyards and tax-deferred construction reserve funds for the investment of more private capital in ship construction by the unsubsidized operators.

It also called for an end to "double subsidies" for the subsidized operators—the 14 companies which now receive 55 percent of the cost of constructing their vessels from the government in addition to being granted operating subsidies.

Also stressed was the need for legislation protecting the nation's fishing industry, which has suffered illegal seizure of trawlers as well as the imposition of unwarranted fines and fees by Latin-American countries. Seventy four such seizures were cited in the past eight years—imperilling the lives and livelihood of the crews.

Penalties Urged

The board urged the Department of State to press vigorously its claim against Ecuador for repayment of losses resulting from the illegal seizure of the fishing vessel Day Island. Also urged was the denial of further military sales to any Latin-American nation seizing an American vessel outside its 12-mile limit; steps to confine loan agreements of U.S. naval vessels to hemisphere defense; and renewal of an amendment to the Vessel Loan Act providing cancellation of such loans if any loaned vessel is utilized for non-defense purposes.

Other resolutions sought laws to benefit the Great Lakes fleet, inland waterways and oceanography.

Vigorous enforcement and reorganization of the 50-50 cargo preference laws were called for so that foreign aid and Food-for-Peace cargoes are carried to a greater degree by unsubsidized American vessels, and, if possible, that 100 percent of such cargoes move in American vessels on the basis of long-term charters.

Oil companies were condemned for building their tankers in foreign shipyards and an end of oil-

depletion allowances was proposed.

Turning its attention to other matters, the board adopted policies which included opposition to changes in the labor laws, such as anti-strike legislation, compulsory arbitration or other attempts aimed at weakening collective bargaining procedures.

Continued support was voted for the grape workers, the Los Angeles Herald Examiner newspaper strikers, protection of Fire Fighters against harassment, and aid to the Meat Cutters boycott of Neuhoff products.

The need to wipe out hunger and malnutrition in the United States also received the body's attention.

Receiving an economic report which reviewed the nation's financial health in 1968, and the role of profits in triggering inflation—rather than wage-increases which were blamed by segments of business for higher prices—the board insisted on "setting straight the record."

Tax Reform Needed

It also strongly urged that the tax structure be reformed to provide equity of the tax burden and an end to "legal evasion" of taxes by the wealthy.

A special report to the board on the problems of civil service

(Continued on Page 4)

Pres. Nixon's Pledge on Fleet To MTD Board

BAL HARBOUR, Fla.—As the Executive Board of the seven-million-member AFL-CIO Maritime Trades Department opened its two-day winter meeting here this month, President Richard M. Nixon sent the following telegram to SIU and MTD President Paul Hall:

"The AFL-CIO Maritime Trades Department's Executive Board meeting takes place at an important hour in the history of our nation. Together we are seeking new ways to create a more healthy economic climate in America—one in which workers and employers alike derive maximum benefits.

"A stronger and viable merchant marine is essential in this quest for economic vitality. I want each of you and the seven million men and women you represent to know of my deep interest in seeing our merchant marine play a more important role in world commerce.

"I look forward to working with you and your department and all of organized labor in achieving this goal and in building a stronger more united nation."



Actress Penny Singleton, the first woman to take part in such a meeting, addresses one of the sessions of the two-day meeting of the AFL-CIO Maritime Trades Department's executive board. MTD President Paul Hall is at podium, left. Penny attended in her capacity of vice president of Variety Artists.

MARAD Asks U.S.-Flag Operators For 5-Year Ship Construction Plans

WASHINGTON—Details of future ship construction plans have again been asked of U.S.-flag operators—both subsidized and unsubsidized—by the Maritime Administration. The request, MARAD says, is for the purpose of assisting the agency in policy and planning and apparently is intended to be used in budgeting ship construction and replacement funds.

Programs to be submitted by the shipping companies are to be long-range, covering the five years through the middle of 1974.

Similar requests have been made twice before—in 1965 and again in 1968. The only noticeable result has been a continuation of subsidies to the 14 favored liner companies which already enjoyed them, and a continuation of government policy which leaves all the other operators out in the cold, despite the desperate need to rebuild the aging and largely obsolete U.S. merchant fleet.

MARAD wants preliminary data on construction plans by March 15, with a final follow-up by April 15, so that it can "place major reliance on the responses" in its program planning for the five years ahead.

Last year, MARAD reported that 35 companies submitted their plans, indicating the proposed construction of 220 ships during a similar period ending in mid-1973. These consisted of 35 to 40 bulk carriers and 25 tankers, with the remainder being advanced-design liner types.

1968 a Fizzle

At the time of the 1968 poll, Acting Maritime Administrator James W. Gulick announced that he hoped 1968 would be the year "which determines the course of future development of the U.S. Merchant Marine." It never happened.

Instead, the nation's commercial fleet continued to decline—as it has since 1950—while a government-backed major shipbuilding program failed to materialize and the incumbent Administra-

tion, as had its predecessors, refused to take the problem of a "grave-yard" fleet seriously. Despite numerous promises of a comprehensive revitalization program for the merchant marine, the Johnson Administration never did make good on them.

Even the final budget submitted by the outgoing Administration showed continued lack of concern by including ship subsidy funds—and those only for the already subsidized segment of the fleet—which would permit the building of only from eight to 10 ships during fiscal 1970.

The same budget also included some \$101,600,000 in "carry-over" funds, held over since 1967. Despite the presence of these funds, however, proposed government policy remained consistent in denying any use of funds to the unsubsidized operators.

However, the statement which accompanies MARAD's latest request for data says: "This information is requested with the understanding that if new construction requires some form of government assistance, the Administration will require . . . formal application in accordance with pertinent regulations, and approval will depend on future consideration of national needs and the availability of funds."

New Hope Expressed

Hope has been expressed that the Nixon Administration will reverse the previous trend and usher in "a new day" for maritime. Such a view has been presented by both Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee and his counterpart in the House, Representative Edward A. Gar-

matz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee.

Both legislators based their optimism on statements made by President Nixon while he was running for office.

If this optimism is to bear any fruit, shipbuilding would have to be upped considerably. A level of 30 new ships a year has been described by Senator Magnuson as the minimum needed for a program geared to upgrade the fleet. Coincidentally, recent figures submitted by MARAD show that 1969 began with a total of 1,033 ships of 1,000 gross tons and over in the nation's active ocean-going fleet—just 30 under the figure a year ago.

The current request by MARAD for ship construction plans includes the following information, in addition to the number of ships to be built and the number and type to be replaced: a detailed description of routes to be served, the type of transportation offered, expected traffic and income, manning scales, wage costs, financing costs with estimates of construction subsidies required and amount of mortgage insurance needed.

In addition, the operators are asked to furnish the size, speed, deadweight and cubic capacities and other pertinent general characteristics of the proposed vessels.

MTD Exec. Board Sees New Hope For Strong Fleet

(Continued from Page 3)

workers was made by a committee chaired by Jerry Wurf, president of the State, County and Municipal Workers.

Wurf scored the lack of significant progress during the past year "toward righting the wrong that has been perpetrated against the public employee." "It has been a year of justice delayed, and therefore of justice denied," the report stated.

Reviewed were developments stemming from Executive Order 10988, issued by President Kennedy. After seven years of the order, the report said, it becomes clear that what is needed is "a law, not a directive," to safeguard the rights of federal employees.

Urged in the state and local sector was concentration on four areas: a clear-cut statement on the right to organize, the right of public employees to be represented by a union of their choice, to bargain collectively, and negotiated contracts setting forth in detail wages and working conditions.

The committee, set up by the MTD a year ago, will continue its study for presentation to the next MTD convention, Wurf said. Two areas to be examined more fully are: the scope of collective bargaining, including all aspects of relationships involving the legislature and the civil service system and whether effective collective bargaining is possible for public employees in the absence of the right to strike.

Aid Striking Oil Workers



Officers of the SIU-affiliated International Union of Petroleum Workers, Local 22, present a check for \$526 to leaders of the striking Oil, Chemical and Atomic Workers, Local 1-561. The money was raised for strike relief fund through voluntary contributions from IUPW members in Richmond, Calif. Left to right: Don Regelb, president and Frank Postmus, vice-president, IUPW Local 22; Bob Entwistle, president, and Jake Jacobs, secretary-treasurer, OCAW Local 1-561.

Three More Seafarers Qualify As Engineers, Total Now 312

Three more Seafarers have earned their engineer's licenses after successfully completing upgrading training at the School of Marine Engineering jointly sponsored by the SIU and District 2, MEBA.

This brings to 312 the number of men who have passed Coast Guard examinations after taking the comprehensive course of study offered by the school.

The latest trio of graduates includes Howard Saucier, upgraded to second assistant engineer; and John R. Hemphill Jr. and Leon J. Canfield, both of whom are now third assistant engineers.

Howard Saucier is a native of Mississippi who now makes his home in Houston, Texas. Brother Saucier has been going to sea since 1947, the same year he joined the SIU in the Port of New York. He served a four-year hitch with the U.S. Navy during the Korean War.

John R. Hemphill Jr. was born in Marion, North Carolina, and



Hemphill

Canfield

continues to live there with his mother, Mrs. Mattie Hemphill, when he is not at sea. Brother Hemphill has been sailing for 16 years, and joined the Union at the Port of New York. His last ship was the Fort Hoskins.

Leon J. Canfield was born in Mobile, and still calls that city home when he is not at sea. Seafarer Canfield has been sailing for 13 years, and joined the SIU in the Port of Mobile. He last sailed as FOWT aboard the Transhatteras.

All engine department Seafarers are eligible for any of the upgrading programs at the Union-

sponsored School of Marine Engineering if they are at least 19 years old and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department, in addition to six month's experience as wiper or the equivalent.

Seafarers who qualify and wish to enroll in the school may obtain additional information and make application for the course at any SIU hall. They may also write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232, or telephone the school at (212) 499-6600.

Sea-Land Adds Nine More Acres To Oakland Base

OAKLAND—Sea-Land Service, Inc. is expanding its container terminal here. A revised agreement between the City of Oakland and the SIU-contracted, unsubsidized ship operator calls for the addition of nine acres to facilities already leased by Sea-Land.

Also provided in the revised agreement, which has been filed with the Federal Maritime Commission, are plans for improvements to the facilities, including regrading, draining and fencing. Rental payments will be adjusted to include the additional property and improvements.

The current expansion in the Port of Oakland follows an \$8.5 million capital improvements program for fiscal 1968-69. A key item of that program was the purchase of 52 acres of Oakland Dock and Warehouse Property on the Oakland estuary for development as a marine terminal.

Sea-Land also participated in that expansion, in which large modern container facilities were built for the company.

New System Shows How To Confuse the Confusers

Anyone who has ever waded through the incomprehensible language which saturates official reports—and anything-but-official junk mail—will appreciate the following method for creating such nonsensical jargon. It was devised by Philip Broughton, a 63-year-old official of the U.S. Public Health Service.

Broughton calls it the Systematic Buzz Phrase Projector and claims it is a sure-fire way to make even the simplest communication maddeningly confusing. The system employs a battery of 30 carefully chosen "buzzwords":

Column 1	Column 2	Column 3
0. integrated	0. management	0. options
1. total	1. organizational	1. flexibility
2. systematized	2. monitored	2. capability
3. parallel	3. reciprocal	3. mobility
4. functional	4. digital	4. programing
5. responsive	5. logistical	5. concept
6. optional	6. transitional	6. time-phase
7. synchronized	7. incremental	7. projection
8. compatible	8. third-generation	8. hardware
9. balanced	9. policy	9. contingency

The procedure is simple. First, think of any three-digit number. Then select the corresponding buzzword from each column. For instance, number 257 produces "systematized logistical projection," a phrase that can be dropped into virtually any report with that ring of decisive, knowledgeable authority.

"No one will have the remotest idea of what you're talking about," says Broughton, "but the important thing is that they're not about to admit it."

International Ice Patrol Resumes Atlantic Vigil

The International Ice Patrol will begin its 55th year of operation early this month, it was announced by the U.S. Coast Guard. The patrol will concentrate in the vicinity of the Grand Banks, off Newfoundland, where icebergs pose a particular threat to trans-Atlantic shipping.

It was nearly 57 years ago, just before midnight on April 14, 1912, when the White Star liner Titanic, steaming at 22 knots 95 miles south of Grand Banks on her maiden voyage, brushed a giant berg which ripped a 300-foot gash in her hull below the waterline. Two and one-half hours later, the largest and most luxurious passenger liner of her day plunged to the bottom with a loss of 1,513 lives—the worst disaster in maritime history.

The Titanic had been considered unsinkable by her builders. She was double-bottomed with 16 watertight compartments and was designed to maintain buoyancy even with four compartments completely flooded. However, the rip in her hull flooded five compartments forward, and the ship was doomed.

The disaster spawned the International Convention for Safety of Life at Sea which met in London in 1913. Out of that convention came the Ice Patrol and two other safety measures which would have drastically reduced the death toll on the Titanic if they had been in effect a year earlier.

At the time of the collision the California was less than ten miles away. But, the distress calls from the Titanic went unheard because the California's radio operators were off duty and asleep. The 1913 convention adopted a resolution requiring all ships to maintain a 24-hour radio watch.

The other vital regulation coming out of that meeting requires that all ships have lifeboat space for all persons on board. The Titanic was equipped with lifeboats enough to accommodate only 1,178 of the 2,224 passengers and crew aboard.

Since the Ice Patrol was inaugurated in February, 1914, not a single life has been lost due to collisions with icebergs in the North Atlantic sea lanes.

Senate Commerce Committee Warns:

U.S. Fleet Needs Massive Rebuilding If Merchant Marine is to Survive

WASHINGTON—A "massive rebuilding" of the nation's fleet is an absolute necessity "if we are to have a U.S. merchant marine" the Senate Committee on Commerce declared in a report issued here last month.

Also stressed by the Committee was the fact that it must "examine and determine the appropriate administrative location and function of the Maritime Administration."

The report accompanied a resolution to authorize appropriations of \$550,000 for the Senate unit's work during the current fiscal year. The section of the statement dealing with maritime matters centered around the "crucial task" of rebuilding the United States merchant marine.

"That a rebuilding of our merchant fleet is required is not subject to dispute," the report states. "The U.S. merchant fleet which once evidenced our nation upon the seas as the foremost seafaring nation of the world has been allowed to deteriorate to an alarming degree. While our fleet does employ some of the most modern and efficient liner vessels in the world, the tramp fleet is approaching block obsolescence and only a portion of the liner fleet has enjoyed the benefit of construction and operating subsidies which

have made possible a limited replacement program. But the slowness and inadequacy of the replacement program for the subsidized operators is well evidenced by the fact that by the end of fiscal 1970 we will be 65 vessels behind in the subsidized operators' contractual replacement program with the government."

Fleet's Life Ebbing

Of the unsubsidized sector of the merchant marine, the statement noted: "The tramp fleet is comprised almost exclusively of World War II vessels. As such, their operating life has already been extended beyond that which efficiency and expectation could reasonably be forecast. . . . The 5.6 percent of our foreign-borne commerce now carried in U.S. flag bottoms is symptomatic of the degree to which our fleet has been allowed to deteriorate and the degree to which there is the necessity for a greatly expanded merchant shipping effort."

"In the 90th Congress this committee held extensive hearings on the status of the U.S. merchant marine in an effort to isolate and analyze the various issues responsible for the decline of our fleet and holding the key to meaningful revitalization. Following some five months of hearings several members of the committee sponsored an omnibus maritime revitalization program (S. 2650), upon which hearings were begun late in the second session of the 90th Congress. The brief hearings on S. 2650 were sufficient to disclose the serious difference of opinion between the administration and the Committee as to the appropriate path to follow toward revitalization of the merchant marine."

"The Committee must reach an accord with the new administration as to appropriate and effective remedies for our fleet," the report

continued, "for further delay could well spell the end for U.S. merchant shipping. Thus an extensive effort will be made by the committee in the coming session to re-evaluate the urgent needs of the merchant marine and develop a comprehensive new legal basis for operation of the fleet."

Dealing with the status of the Maritime Administration, the report goes on to say that, "In addition to the great effort that will be undertaken to develop and enact into law a long-range revitalization program for the merchant marine, the committee must as well fulfill its requirement of annual authorization of funds for the programs of the Maritime Administration. This will entail the comprehensive review of existing and projected programs of the Maritime Administration."

Location of MARAD

"Additionally," the report concludes, "the committee must examine and determine the appropriate administrative location and function of the Maritime Administration. When the Department of Transportation was formed some two years ago, the Maritime Administration remained within the Department of Commerce. Last year this committee reported favorably and Congress passed legislation which would have established the Maritime Administration as an independent agency. That measure was vetoed by the President on the basis that the Maritime Administration should be located within the Department of Transportation. Thus the appropriate administrative location of the Maritime Administration is unsettled and this committee must again examine the appropriate location for that agency in an effort to constitute it in a manner most conducive to a revitalization of the merchant marine."

Will Become Effective July 1—

Gov't Truth-in-Lending Regulations Issued to Merchants, Money Lenders

WASHINGTON—Merchants and money-lenders were told by the government last month exactly what information must be disclosed to credit customers and borrowers after July 1, when the federal truth-in-lending law takes effect.

The law, strongly supported by the AFL-CIO during an eight-year-campaign for passage, allowed more than a year of preparation to reform the nation's consumer credit structure.

It assigned to the board of governors of the Federal Reserve System the task of translating the legislative language into specific regulations on credit and interest charge disclosure.

The board has completed its regulations which will apply to "banks, savings and loan associations, department stores, credit card issuers, credit unions, automobile dealers, consumer finance companies, residential mortgage brokers, craftsmen such as plumbers and electricians, doctors, dentists, hospitals and any other individuals or groups which extend or arrange for consumer credit."

Sets No Ceilings

Neither the law nor the regulations set any ceiling on interest rates or finance charges.

The intent is to disclose to customers or borrowers before a deal is closed or a sale made exactly what the credit or interest charge may be in terms of true annual interest rates. This would enable consumers to "shop for credit" by comparing the credit costs of one store, bank, or loan company with that of another.

It would, for example, enable

the buyer of an automobile to judge whether he would pay the lowest finance charge by financing his car through the dealer, a bank, a loan company or a credit union.

The regulations include tables for determining the true annual rate according to the type of credit—whether open end credit, such as department store revolving charge accounts or credit cards, or single transactions such as a bank loan or a major purchase. The tables are geared to show the true interest rate to the nearest one-quarter of one percent.

The buyer or borrower doesn't have to worry about the tables; they are for the use of the seller. But if the seller or lender deliberately violates the law, he can be jailed for one year and fined \$5,000, and the customer can sue for double civil penalties.

Examples Cited

As examples of how credit and interest charges must be expressed by July 1, the Federal Reserve governors cited these cases:

- A department store which now charges revolving credit customers 1.5 percent of the unpaid balance each month would have to notify its customers that the annual rate comes to 18 percent a year.

- A bank which makes a \$1,000 loan for one year and now calls it a 6 percent loan because

the amount repaid in 12 monthly installments comes to \$1,060 would have to use the correct annual rate of 11 percent. This is because the full \$1,000 would be available to the customer only for the first month of the loan. With each payment, he repays part of the principal and has less money at his disposal.

- If a bank discounts the interest charge in advance—actually giving the borrower only \$940, it would have to list its annual rate at 11.5 percent.

For the first six months of the law—until January 1, 1970—the annual percentage rate can be expressed as dollars per \$100 instead of as a percentage. Thus, instead of 18 percent a finance charge could be described as \$18 per year per \$100 of unpaid balance.

The new regulations also spell out the wording of a notice which must be given to every person who signs an agreement putting up his home as security to a loan. The notice tells the borrower that he can cancel the agreement within three business days without penalty.

Actual enforcement of the regulations will be spread among nine federal agencies with regulatory authority over various industries and bank systems. However most retail credit transactions will be policed by the Federal Trade Commission.

Honored for Safety-at-Sea



The Seattle wins award for being the safest ship in Sea-Land fleet. At ceremonies in Seattle were (Seated, l.-r.): J. R. Nystrom, vessel's master; Joe Schoell, ship's delegate; Steve Troy, SIU Port Agent. Standing from left: R. F. Whitmire, Division Marine Manager, Sea-Land; P. K. Leatham, West Coast Marine Safety Representative; Captain D. M. Alger, Chief, Merchant Marine Safety Division, U.S. Coast Guard, Thirteenth District, which includes the City of Seattle.

On Campaign by Big Business

Board Member Scores Publications For Slanted Anti-NLRB Propaganda

TUCSON, Ariz.—Slanted and biased reports of National Labor Relations Board decisions can have only a harmful effect on the nation's collective bargaining system, NLRB member Gerald A. Brown told the University of Arizona's fifth annual conference on collective bargaining and labor law here last month.

"Distorted accounts of the board's activities have appeared recently in the Readers Digest and other publications," Brown said.

He noted a report last year that the nation's major corporations had joined with the Chamber of Commerce, the National Association of Manufacturers and other employer groups in a \$1 million campaign to help change public opinion about the labor laws.

"The labor board welcomes honest and informed criticism," Brown said. "But I have a different reaction to an organized campaign which represents a disservice to employers, employees and the general public."

The board does not seek immunity from fair comment but is concerned "about the harmful effects of the existing well-financed propaganda campaign" against the present labor law, he told the conference.

Facts Twisted

Since Big Business launched its propaganda campaign, Brown said, he has noted these propaganda techniques in critical news stories and editorials—"the use of slanted or biased news, ridicule and belittlement, color words, fear technique, guilt by association, false conclusions from fal-

lacious reasoning, and name calling."

He cited as "distorted accounts" those in the Readers Digest and other publications which "carefully select a few cases, gloss over or misrepresent the facts, accuse the NLRB of bias and prejudice, and conclude with emotional words predicting dire consequences for our system of free enterprise, consumers and the civil rights of all citizens."

Such accounts, Brown noted, "do not mention that almost all the cases cited have been approved by the courts" after judicial review. The "quoted authorities usually represented the losing side in the cases discussed, but this fact is nowhere mentioned."

"If a case is to be reargued before the public, both sides should be heard. It is true that the board has sometimes been reversed by the courts, but our critics ignore the fact that the reversals have been at the expense of unions as well as employers, and blame the board whatever the results."

Brown quoted a Wall Street Journal editorial of December 2, 1968, asserting that in requiring employers to furnish unions with employee name-and-address lists, the board was forcing employers to help unions organize their employees. The editorial said in part:

"In this instance the board didn't even find out what employ-

ers thought. The regulation was adopted without benefit of the sort of formal rule-making procedure where companies and unions could argue for or against it. The summary nature of this action led an appeals court to declare the (Excelsior) rule invalid."

Briefs Submitted

The fact is, said Brown, that the board not only heard oral arguments by unions and management but invited, and received, written briefs from the CofC and the NAM more than eight months before the Excelsior rule was adopted.

Another fact, he said, is that the rule has been approved by more than a dozen other courts besides the one cited by the business paper. The Supreme Court recently agreed to hear arguments on the one adverse ruling.

Brown produced copies of three newspaper editorials in the Macomb (Mich.) Daily, the Richmond (Calif.) Independent and the Northern Virginia Sun of Arlington, Va. Each editorial "appeared to represent the independent view of the paper" in which it appeared but two were identical, the board member noted. All three repeated employer charges that the board has "disregarded fraud and gross misrepresentations" by unions and "rewarded strikers for flagrant misconduct by forcing employers to restate them with back pay."

New SIU Tanker Wabash Launched at Sparrows Point

BALTIMORE—A new SIU-contracted tanker, the 37,250-deadweight-ton S. T. Wabash was launched here last month at Bethlehem Steel Corporation's Sparrows Point shipyard.

The vessel is the second of two in this class to be constructed here for affiliated companies of Ogden Marine, Inc., formerly Oriental Exporters, Inc.

All ships of the companies are named for rivers in the United States and this newest addition to the fleet takes its name from the Wabash River in Indiana.

When formally delivered to its owners next spring, the Wabash will be assigned to the carriage of petroleum or grain products, or both.

Unlike most tankers recently built in the United States, the Wabash as does her sistership, the Willamette, has an extended cruising range of about 12,000 miles. Her storerooms—both dry and refrigerated—have a capacity large enough to hold a six-month supply of stores.

The vessel has a capacity of 333,000 barrels in its 15 tanks, and may be readily converted to the grain trade with a grain carrying capacity of approximately 1,500,000 bushels. Her cargo handling pumps will be capable of discharging a full liquid cargo in only 14 hours.

The Wabash is expected to operate at a normal sea speed of 16 knots. It has a 15,000 shaft horsepower turbine driving a single screw. The design includes a curved rake stem, a cruiser stern and a spade rudder.

Over-all length of the ship is 660 feet 2 inches, with length between perpendiculars of 630 feet. Its molded breadth is 90 feet and

molded depth is 48 feet 9 inches. The draft will be about 36 feet 8 inches at 37,250 deadweight tons.

The house-aft vessel has been constructed to be as maintenance free as possible. The top side, underbody and all tanks are coated with epoxy type paints. The crew's quarters are of the most modern design, fully air-conditioned and with permanent pre-finished plastic coated bulkheads which will require a minimum of maintenance.

'68 Cargo Totals Hit Record High In Port of Tampa

TAMPA—The Port of Tampa set a new record in cargo tonnage handled during 1968, eclipsing a good 1967 total by eight percent, Port Director Jack P. Fitzgerald announced last month.

A total of 28,002,237 tons were moved through the port during the year, placing Tampa 10th in rank for waterborne commerce in the nation and continuing its status as the most active port in Florida.

During December, 1968—the largest tonnage month ever recorded in the history of the port—a total of 2,625,005 tons of cargo were handled to register a 22-percent increase over the 2,147,063 tons handled in the previous December.

Blue Cross Study Finds

Health Problems of U. S. Poor Are National Disaster

CHICAGO—A new publication has entered the health field with a bang, pointing out in its first issue that the health problems of the United States poor are a national disaster.

The periodical, *Sources* is put out by the Blue Cross Association—the world's largest voluntary, nonprofit health prepayment organization. According to Walter J. McNerney, president of the association, the new periodical will "identify and give definition to vital health issues of today."

The magazine will be distributed free to leading private citizens, public officials and other decision makers and will be published at a frequency yet to be determined.

"We hope that by sharing our knowledge with others, inside and outside the health field, we will contribute to a decision-making process that will result in better solutions that are an effective response to the problems," McNerney explained.

In dedicating the first issue to the health problems of the poor, *Sources* quotes from several authorities who make salient points on the subject.

"The health of the poor in the United States is a national disaster," says Dr. H. Jack Geiger, professor of preventive medicine at the Tufts University School of Medicine in Boston. "The poor are likelier to be sick, the sick are likelier to be poor."

"More money is spent conserving migratory birds than the health of migratory workers," Dr. Stanley Skillicorn, director of the migrant clinic in Santa Clara, California, points out.

"Now in the affluent 60's . . . it can truthfully be said that over one third of this nation feels ill-cared for in its medical needs," declares public opinion analyst Louis Harris.

And, from the Office of Economic Opportunity come these observations from Dr. Joseph T. English, assistant director for health affairs: "There is no point in training a boy to work when employers view him as disfigured because all his teeth have been extracted."

Commenting on the selection of this theme on the launching of the new publication, McNerney stated, "We in Blue Cross have discovered that we know too little about the health problems of the poor." He explained that the association is now working with several agencies both in government and in the private sector "to explore methods of making the health care system more efficient and improving its availability to every American, whether affluent or poor."

The Social Security Administration designates 45 million Americans as poor or near-poor, defined as members of four-person families with incomes of \$85 weekly or less. Mollie Orshansky of that agency has suggested that, in order to combat poverty, new public income-support programs, or, at least, the sharp stepping-up of implementation of existing programs and their extension are needed.

The result of poverty is directly translated into physical ailments, official government figures show. Families with incomes under \$2,000 have three times the incidence of disabling heart disease, five times as much mental illness, and nine times as much visual impairments as occurs in the over-\$7,000 income families.

The leading pollster, Louis Harris, cites a study which finds that worsening health is what the poor—both white and black—worry about most. Most of the poor are convinced that not enough medical care is available to them. They resent the kind of care dispensed at hospital clinics—particularly the long waits and the impersonality of medical personnel. Also, the Harris study reveals, about 40 percent express the view that "each part of the health care has to be found somewhere else."

A case in point is reported by Dr. George James, dean of New York's Mt. Sinai School of Medicine, who describes "a man who lived near a major medical center, but wouldn't go to it, even though he had 12 major pathologic diagnoses. The hospital called him 'an uncooperative patient.' He had been told to attend no fewer than 10 specialty clinics. He was too sick to do it, so he just said the hell with all of them."

Medical reporter Jay Nelson Tuck, in an article, "Government on the Poverty Line," reports the above case. The article details the new neighborhood health centers of the Office of Economic Opportunity as well as other aspects of the new \$5.1 billion annual program to bring health care to the poor.

American Indians fare even worse than the other elements of the population. Senator Fred R. Harris, Democrat of Oklahoma and Mrs. Harris, in an article on Indian health, point out that diseases which the white community now regard as having become relatively rare continue to afflict these people "with disturbing frequency."

Tuberculosis is six times more likely to strike an Indian than a white American; dysentery 40 times more likely. Indian life expectancy is now 63.5 years, compared to 71 years for white Americans. The Harris attribute the poor health conditions of these people to "poverty, family and social disorganization, and the hapless dependency of Indians on the federal government."

"Poverty in living standards accompanied by poverty in medical care seems unjustified by the amount of money Americans are investing in health care—\$47.3 billion, which constitutes more than six percent of the Gross National Product, the highest percentage spent on medical care of any nation, except the USSR," Richard M. Ralston, editor of *Sources* stresses.

Tuck points out, on the basis of a recent study by the Department of Health, Education and Welfare, that \$9.7 billion of this amount was spent in 1968 by the federal and state governments on the health care of the 45 million poor and near-poor—somewhat more than \$200 per person.

The study concludes: "Given the current estimates that about \$200 per year per person would purchase 'good' health care, if resources were applied for maximum benefit, current government expenditures would cover the major costs of health service for the poor. While this degree of efficiency is rarely found in any system, it seems clear that much room for improvement exists."

President Continues OEO; Two Key Programs Shifted

WASHINGTON—President Nixon announced a reshuffle of key anti-poverty programs last month but told Congress he wants to continue the Office of Economic Opportunity as an "incubator" for new programs to help the poor.

As a first step, the President said, he is using his executive authority to delegate operation of a number of OEO programs to the Department of Health, Education and Welfare and to the Labor Department effective July 1.

Nixon assigned the operation of the Job Corps to the Labor Department to be co-ordinated with other manpower programs administered by the department.

He delegated to Health, Education and Welfare the OEO's Head Start program for pre-school children, its Comprehensive Health Centers for poverty neighborhoods and its Foster Grandparents program under which retired volunteers receive modest payment for providing individual "grandfatherly" care to fatherless small children.

Several other OEO-initiated programs are already delegated to other agencies, including the operation of the Neighborhood Youth Corps by the Labor Department and the school-age Head Start Follow-Through program by HEW.

At least initially, supervision of Community Action programs will remain under OEO.

Although the announcement was the first formal message Nixon has sent to Congress since taking office, it was strictly informational and did not request any immediate legislative action.

The President said he will later ask Congress to extend authorization for appropriations for the OEO for another year. And before June 30, Nixon said, he will submit "a comprehensive proposal for the future of the poverty program."

Nixon had both praise and criticism of the Office of Economic Opportunity in his message.

He said the anti-poverty agency "has been a valuable fount of ideas and enthusiasm."

Its "greatest value," Nixon said, "is as an initiating agency—devising new programs to help the poor, and serving as an 'incubator' for these programs during their initial, experimental phases."

This, he said, is the area on which OEO should concentrate.

He was critical of the management and loose financial supervision of some OEO programs.

"Even those most thoroughly committed to the goals of the anti-poverty, he suggested, much more attention must be given to those worked," the President said.

"The men and women who will be valued most in this Administration," Nixon added, "will be those who understand that not every experiment succeeds, who do not cover up failures but rather lay open problems, frankly and constructively, so that next time we will know how to do better."

In new areas, Nixon hinted at steps to overcome disadvantages which blight many children during the first four years of their lives—before Head Start comes into the picture.

"If we are to make genuine, long-range progress" in overcoming poverty, he suggested, much more attention must be given to those earliest years "which determine how far, throughout his later life, the child can reach."

Spin-off of OEO programs to other agencies has been a hotly controversial issue in past Congresses, with most Republicans and conservative Democrats favoring it and most liberals supporting the role of the Office of Economic Opportunity as the keystone of the anti-poverty effort.

LABOR ROUND-UP

Leon Duplantier, former president of Communications Workers Local 3410, will posthumously receive the annual Merit Award to Labor given by the Association for Retarded Children, Inc., of Greater New Orleans. Duplantier, who died in February 1968, was active in United Fund drives in a number of capacities, including a role as special assistant of community services representing the president of the Louisiana AFL-CIO.

The Post Office Mail Handlers' executive board has announced the election of Vice President Lonnie L. Johnson, 36, as president and called for the implementation of the merger with the Laborers voted by the union's 1968 convention. Johnson, of Chicago, succeeds the late Harold McAvoy. He said most members of the union and the board support the merger because "our best hope as a small union rests with LIUNA."

Carl J. Megel, legislative director of the AFL-CIO, American Federation of Teachers and former AFT president, has been reappointed to the President's Committee on Employment of the Handicapped for another three-year term. Megel previously served six years on the committee after 12 years as union president. He is currently a vice president of the International Federation of Teacher Unions, and a trustee of the United Nations Association of the USA.

The University of Illinois honored State AFL-CIO President Reuben G. Soderstrom at a public ceremony here for his decades of service to labor education and the university. Soderstrom, state federation head for 38 years, was given a certificate of appreciation by UI President David Dodds Henry and Director Melvin Rothbaum of the university's Institute of Labor and Industrial Relations to highlight the 20th annual Central Labor Union conference.

Carrying the Load



An estimated 28 percent of the total value of all goods and services produced in this country goes to the federal, state and local governments in the form of taxes. This makes government a major partner in the worker's pay-check—a partner whose share is collected first, before the family gets its food money.

But who pays that 28 percent? How is the burden shared?

During 1967, there were 21 individuals in the United States who made over one million dollars for the year but paid not one cent in taxes.

When the wage-earner looks at his depleted pay-check and realizes that he is carrying the exempted money maker on his back, and paying his taxes besides—that's the time when tax reform becomes a top priority item and when the American worker's traditional belief in always paying his share begins to become somewhat shaken.

Some loopholes are so obvious one might well wonder why the public outcry hasn't been louder before now.

Nearly \$2 billion of income is tax-free to those who can afford to buy state and local bonds.

Another \$2.5 billion escapes through the investment tax credit loophole which gives corporations a seven percent credit for every dollar invested in new machinery.

Also, the Treasury Department estimates that revenue lost through manipulation and abuse of charitable deductions totals some \$2.5 billion annually.

Oil companies enjoy a 27.5-percent tax exemption on the price of crude oil they sell—to others or themselves—the "oil depletion allowance." In 1957, for example, Standard Oil of New Jersey—with a net income of over \$2 billion—paid only 7.9 percent of it in U.S. Taxes.

The capital gains tax permits people who are in the top personal income tax brackets—where they would otherwise pay up to 70 percent—to

pay only 25 percent, because stock income is taxed less than earned wage income.

What happens is that the tax-brackets—which range from 14 to 70 percent on taxable income—become most meaningful at the bottom; least meaningful at the top. Those in the lower brackets, who can least afford it, are the ones who are forced to pay the full amount of tax indicated in the tax charts.

The most shameful aspect of this process—that which perhaps shows it most clearly—is that families below the poverty level pay taxes.

Vitally needed tax-reform, in the areas of abuse indicated, could bring in \$10 billion, according to estimates of AFL-CIO economists—without even touching the tax brackets themselves. This is enough to grant substantial relief where it is most needed—at the bread-and-butter level.

Both the national AFL-CIO and the Maritime Trades Department have long advocated tax reform, soberly and realistically.

They advocate a raise in the minimum standard deduction for individuals and families; treating capital gains the same as any other income, and setting a minimum tax for each tax bracket—above an "adequate living" income level and regardless of how the income is earned.

Also, they argue, sound limitations must be set for charitable deductions and state and local bonds should not be allowed to continue entirely scot-free of taxation. Such loopholes as investment tax credit and oil depletion allowances have no place in an inflating economy where business hardly needs incentives, considering their booming profit statements.

The possibility of a tax revolt by the "middle class" was voiced by former Treasury Secretary Joseph W. Barr in his departing appearance before the joint Congressional Economic Committee—unless tax reform becomes a fact.

Finally fed up with a business-oriented tax structure, wage earners can be expected to call more and more for tax relief where it is most needed—at the bottom.

Runaway Firms Hopping to Mexico As U. S. Cities Tout 30-Cent Wage

TUCSON, ARIZ.—Mexico's "inexhaustible inexpensive labor market" is being touted as a 30-cents-an-hour gold mine for U.S. businessmen willing to invest in plants on both sides of the border.

"You don't have to go to Hong Kong, Taiwan, South Korea or Japan for low cost easily trainable foreign labor," says the official publication of DATE—Development Authority for Tucson's Expansion—which describes itself as a "nonprofit corporation representing a broad cross-section of the Tucson community."

"It's available right here . . . along the Mexico-Arizona border for as low as 30 cents an hour in virtually inexhaustible numbers," DATE proclaims in glowing Chamber of Commerce prose.

"Mexican labor is competitive with foreign labor—easily recruited, quickly trained and equally as productive."

Tucson businessmen headed by J. Karl Meyer, DATE's executive director, point to the "advantages" of "co-operative U.S.-Mexican border operations such as low absenteeism and a proud, cheerful attitude toward work . . . under the Twin Plant concept."

That concept is described in these words:

"Components are manufactured in Tucson, assembled in Nogales, Mexico, and returned to Tucson for final inspection, packaging and shipping. . . . Duty is imposed only on the added value of the assembly."

Tucson is only one of the Southwest's border towns promoting the "cheap foreign labor" concept. Among the first to tap the new lode was Laredo, Texas, which induced the Transatron Electronics Corporation of Wakefield, Mass., to move its non-union operations into a new plant with a small work force.

Across the border at Nuevo Laredo, Mexico, within walking distance of Laredo, is a Transatron plant with 1,400 workers, all Mexican nationals. Under the twin plant formula, Transatron may use its small U.S. work force to manufacture products and its large Mexican force to assemble them.

Wage rates in the U.S. are \$1.60 an hour and up. In Nuevo Laredo the rate is a reported

\$2.16 a day.

Defense Contract

The U.S. plant has started work on a \$1.7 million contract to make telephone cables for the Defense Department. The contract is for a one-year period, but the Army Electronic Command awarded Transatron an additional contract on its bid of \$1.1 million, and the Economic Development Administration procured a grant of \$28,000 in U.S. funds to "train 15 or 20 persons in the electronics field" at the Transatron plant in Laredo. A subsidiary, Phalo Corp., got the contracts and the grant.

The hands-across-the-border concept got a jolt, however, when the Mexican workers cast off the "proud, cheerful attitude toward work" extolled by the tubthumping U.S. businessmen and stopped work for three weeks at the Nuevo Laredo plant.

The walkout was not an official strike, sanctioned by the ruling powers, but it forced Transatron to ship some of the quartz crystals used in its production processes to another company subsidiary in Kansas City. The workers finally went back when the governor of Tamaulipas state stepped in and the State Labor Board agreed to hear the dispute—over wages promised but not paid for lunch "breaks."

Last year an AFL-CIO Executive Council subcommittee urged joint action by American and Mexican labor movements and governments to change the immigration and tariff laws. It cited unfair competition by low-wage border-jumping plants and "green card" tourists who cross the border freely to take jobs in agriculture, often at the expense of union farm workers.

Accord Reached With L&N

Dispute on Train Crew Sizes Resolved by Union Bargaining

WASHINGTON—The recent settlement of a dispute over train-crew sizes on the Louisville and Nashville Railroad has been cited by the United Transportation Union as "proof that good faith bargaining" can resolve labor-management differences in the industry.

The settlement, reached in long negotiating sessions in Louisville, provides that L&N will employ a conductor and two trainmen on half of its freight train crews, while the other half remain subject to negotiation.

If no agreement can be reached on the makeup of the remaining 50 percent of the crews in six months, the matter will be referred to UTU President Charles Luna and L&N President W. U. Kendall for disposition.

If they can't reach an agreement, the parties may revert to

self-help after 30 days. This means the management could arbitrarily set sizes on unresolved crews or the union could strike over the issue.

The agreement on the 1-and-2 makeup covers 250 crews, many of which previously operated with only a single trainman.

The procedure is similar to that set in accords reached previously on the crew-size issue between UTU and 52 other railroads. It has led to complete agreements without walkouts.

"Particularly Important"

However, UTU has stressed that the L&N settlement is "particularly important" because the dispute there and similar disputes on the Illinois Central and the Belt Railway of Chicago were handled by a presidential emergency board in December.

The brunt of the union's case before the board was that the three carriers had "refused to bargain realistically" ever since 1966 when the U.S. Supreme Court upheld the legality of notices served by the Railroad Trainmen, now part of UTU.

Recalling the history of the dispute, UTU noted that its members were forced to strike L&N before the board was appointed, and again briefly in January when negotiations again reached a stalemate.

The second strike was halted by a court injunction, but the walkout also produced a new round of negotiations which led to the settlement.

"In the final analysis," Luna said, "an agreement can be reached if both sides will sit down across the table from each other and iron out their differences."

Additional Legal Aid Urged As Vital to Nation's Poor

WASHINGTON—Federal legal aid for the needy granted under the nation's anti-poverty drive should be greatly expanded, the National Council of Senior Citizens told Congress recently.

David H. Marlin, associate director of NCSC's program of legal research and services for the elderly, made the appeal before a Senate Special Committee on Aging.

The council is currently conducting legal aid projects under a \$510,793 grant made last year by the Office of Economic Opportunity, and it was on the basis of this experience that Marlin testified.

"I can detail both from my own experience and from known facts on legal aid in this country the very urgent need faced by millions of the poor for legal assistance," Marlin declared.

He described two projects in which the NCSC is trying to expand legal services for poor, elderly Mexican-Americans in the San Antonio, Texas, and Albuquerque, N.M. areas.

Afraid to Apply

In the San Antonio area, Marlin said, about 5,000 Mexican-Americans receive old age assistance but many more receive none because they entered the United States illegally and are afraid to apply to the government for help.

Estimating that there are more than 60,000 Mexican-American farm workers 65 and over who are "poverty stricken" in the Southwest, he added, "No group stands in greater need of legal aid than the Spanish-speaking Americans."

Marlin also described legal research and legal aid demonstration projects being carried out by NCSC throughout the United States.

They include a counseling program in Boston, legal aid in the area of housing at Venice and Culver City, Calif., and legal research projects being conducted in cooperation with law schools at Columbia and Duke universities.

But his conclusion was that all of the NCSC plans and other legal aid now being provided for the poor falls far short of the actual need.

Fla. Fun Center to Rise Non-Stop In Building Trades-Disney Compact

BAL HARBOUR, Fla.—A labor-management agreement assuring "orderly and uninterrupted construction" at the largest private project ever put together in the United States was signed here by 18 building and construction trade unions and Walt Disney Productions and its contractors.

The project agreement covers Walt Disney World, a Florida vacation-recreation complex expected to open in 1971 that will be five times larger than California's famed Disneyland.

The agreement was signed by C. J. Haggerty, president of the Building and Construction Trades Department, the presidents of the 18 unions making up the department, and Harry Hall, president of Allen Contracting Co., Disney's general contractor.

The joint statement issued at the signing termed the working arrangements "fair, strong and satisfying the needs of the employees, the unions, the contractors and Walt Disney World."

The agreement, the statement added, "makes possible the orderly and uninterrupted construction" of the project and puts into practice "effective and binding methods for the settlement of all misunderstandings and disputes."

Negotiated 12 Months

Bonar Dyer, vice president for industrial relations for Disney, praised the "spirit of co-operation and good faith" of the unions during the nearly 12 months of negotiations on the agreement.

The first phase of the project will include an amusement park, several resort hotels, a large recreation complex and a transportation system. Later phases will feature a jet airport, industrial parks and a prototype "community of tomorrow." The project is located on a

43-square mile site 15 miles southwest of Orlando, Fla.

The agreement came during a meeting of the BCTD executive council here which discussed a number of problems in the construction industry and the trade union movement.

CG To Oversee Nine Anchorages In Baltimore

BALTIMORE—Jurisdiction of anchorages in the Port of Baltimore, formerly the responsibility of the Maryland Port Authority, has been assumed by the United States Coast Guard, effective from January 11, it was announced last month.

The Port's anchorages include those for deep and shallow draft vessels, a quarantine anchorage and one for small craft of under 100-feet—nine anchorages in all, including one reserved for dead ships, awaiting scrapping or repair. Anchorage areas are used by ships awaiting berths or cargoes.

Administration of the anchorages, including requirements for permits is now under the Captain of the Port, U.S. Coast Guard. Some of the physical limits of the areas have been altered. A new chart, showing the changes, is expected to be available later this month from the U.S. Coast and Geodetic Survey.

Fueling Up



It's chow time and Seafarer James Kalogrids is ready to eat. George Spizou is serving up lunch Kalogrids has selected in cafeteria at the N.Y. Hall. Kalogrids sails in the deck department as deck engineer.



Income Tax Guide

FOR SEAFARERS

April 15, 1969, is the deadline for filing Federal income tax returns. As is customary at this time of the year, the SIU Accounting Department has prepared the following detailed tax guide to assist SIU men in filing their returns on income earned in 1968.

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

WHO MUST FILE. Every Seafarer who is a citizen or resident of the United States—whether an adult or minor—who had \$600 or more income in 1968 must file; if 65 or over, \$1,200 or more.

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

WHEN TO FILE. Tax returns have to be filed by April 15, 1969. However, the April 15 deadline is waived in cases where a seaman is at sea. In such instances, the seaman must file his return at the first opportunity, along with an affidavit stating the reason for delay.

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

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



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

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

WAGE EARNERS WITH LESS THAN \$10,000 INCOME. You can use a simpler return

(Form 1040A), printed on a punch card, if:

1. Your income was less than \$10,000, AND

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

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

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

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

DON'T USE FORM 1040A IF—

- (1) You wish to take any deductions for specific items, such as unreimbursed employee expenses.
- (2) You wish to claim a retirement income credit.
- (3) You wish to compute your tax under the head-of-household rates or to claim "surviving spouse" benefits.
- (4) You wish to claim any exclusion for wages or salary you received for a period while you were sick and this amount is shown on your Form W-2.
- (5) You wish to claim credit for payments of estimated tax for the taxable year or for an overpayment from 1967.
- (6) Your wife (or husband) is filing a separate return on Form 1040 and itemizes her (or his) deductions.
- (7) You have a nonresident alien status.

TAX SURCHARGE. The tax surcharge is in addition to the regular income tax and is 10 percent figured on an annual basis for the period April 1, 1968 through June 30, 1969. Since the surcharge was effective for only nine months of 1968, the rate for the calendar year 1968 is 7.5 percent.

If the regular tax is less than \$734, the tax surcharge is to be found in accordance with the tax surcharge tables in the tax instruction booklet. If the regular tax is \$734 or more, the tax surcharge is 7.5 percent of this amount.

HOW TO PAY

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

ROUNDING OFF TO WHOLE DOLLARS

The money items on your return and schedules may be shown in whole dollars. This means that you eliminate any amount less than 50 cents, and increase any amount from 50 cents through 99

cents to the next higher dollar.

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



CHANGES IN MARITAL STATUS. If you are married at the end of 1968, you are considered married for the entire year. If you are divorced or legally separated on or before the end of 1968, you are considered single for the entire year. If your wife or husband died during 1968, you are considered married for the entire year. Generally in such a case, a joint return may be filed for the year. You may also be entitled to the benefits of a joint return for the two years following the death of your husband or wife.

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

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

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

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

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

CREDIT FOR EXCESS SOCIAL SECURITY (FICA) TAX PAID. If a total of more than \$343.20 of Social Security (FICA) tax was withheld from the wages of either you or your wife because one or both of you worked for more than one employer, you may claim the excess over \$343.20 as a credit against your income tax.

TAX CREDIT FOR RETIREMENT INCOME. A tax credit is allowed for individuals against re-

tirement income such as rents, dividends and earnings at odd jobs. However, an adjustment must be made in this credit for Social Security benefits.

HOW TO REPORT YOUR INCOME. All income in whatever form received which is not specifically exempt must be included in your income tax return, even though it may be offset by deductions. Examples are given below:

Example of Income Which Must Be Reported: Wages, salaries, bonuses, commissions, fees, tips, and gratuities.

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

- Rents and royalties from property, patents, copyrights.
- Your share of estate or trust income.
- Employer supplemental unemployment benefits.
- Alimony, separate maintenance or support payments received from (and deductible by) your husband (or wife).

Prizes and awards (such as items received from radio and TV shows, contests, raffles, etc.)

Examples of Income Which Should Not Be Reported:

- Disability retirement payments and other benefits paid by the Veterans Administration.
- Dividends on veterans' insurance.
- Life insurance proceeds upon death.
- Workmen's compensation, insurance, damages, etc., for injury or sickness.
- Interest on State and municipal bonds.
- Federal Social Security benefits.
- Railroad Retirement Act benefits.
- Gifts, inheritance, bequests.



DIVIDEND INCOME. If a seaman has dividend income from stocks he can exclude the first \$100 from his gross income.

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

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

Payments received from the SIU Pension Plan are includible as income on the tax return of those pensioners who retire with a normal pension. There is a special retirement income tax credit

(Continued on Page 10)

LONG-TRIP TAX PROBLEMS

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

For example, a seaman who signed on for a five month trip in September, 1967, paying off in January, 1968, would have all the five months' earnings appear on his 1968 W-2 slip and all the taxes withheld in 1967. This practice could increase his taxes in 1968 even though his actual 1968 earnings might be less than those in 1967.

There are ways to minimize the impact of this situation. For example, while on the ship in 1967, the Seafarer undoubtedly took draws and may have sent allotments home. These can be reported as 1967 income.

Unfortunately, this raises another complication. The seaman who reports these earnings in 1967 will not have a W-2 (withholding statement) covering them. He will have to list all allotments, draws and slops on the tax return and explain why he doesn't have a W-2 for them. Furthermore, since no tax will have been withheld on these earnings in 1967, he will have to pay the full tax on them with his return, at 14 percent or upwards, depending on his tax bracket.

The earnings will show up on his 1968 W-2. The seaman then, on his 1968 return would have to explain that he had reported some of the earnings in 1967 and paid taxes on them. He would get a tax refund accordingly.

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

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

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

Mills Reap DOD Contracts Despite Evidence of Bias

WASHINGTON—The Defense Department has decided not to cancel multi-million dollar contracts with three big southern textile firms despite findings by a government agency that the companies had discriminated against Negroes and refused to take "affirmative action" to remedy the discrimination.

South Carolina's Senator Strom Thurmond, the former Dixiecrat turned Republican, had strongly protested the proposed cancellations in a telegram to President Nixon. Thurmond was a key supporter of Nixon at the GOP national convention and during the presidential campaign.

One of the firms involved was J. P. Stevens and Company, notorious for its union-busting policy involving wholesale firings of union supporters and repeated violations of federal labor law.

Also involved were South Carolina plants operated by Burlington Industries and Dan River Mills.

The Labor Department's Office of Federal Contract Compliance, which is charged with enforcing the executive order barring companies which discriminate from receiving government contracts, had found the textile firms in violation of the federal policy.

Accepted 'Personal Assurances'

Deputy Defense Secretary David Packard, however, said he has reviewed the case and obtained "personal assurances" from the heads of the companies that they would take steps to provide equal opportunity for Negro workers.

The Labor Department contract compliance office said it wasn't consulted about Packard's decision and would like to know just how specific the "assurances" were and what they covered.

The agency's acting director, Ward McCreedy, said: "Those must have been rather spectacular agreements for them to award the contracts based on what I know of the case." He said he will ask the Defense Department for "a full report."

In a related area, Labor Secretary George P. Shultz has before him a report from the contract compliance office that the Allen-Bradley Company, a Milwaukee electronics manufacturer, has refused to take steps to remedy discriminatory employment policies.

The decision on whether to disqualify the firm from government contracts was left by former Labor Secretary Wirtz to his successor.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

February 7, 1969 to February 20, 1969

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	4	1	3	0	9	4
New York	31	49	89	68	14	237	117
Philadelphia	11	9	3	5	4	37	12
Baltimore	20	13	16	11	4	146	55
Norfolk	13	11	10	13	2	35	17
Jacksonville	17	3	20	7	14	42	33
Tampa	6	6	3	3	0	36	37
Mobile	20	21	4	8	0	115	54
New Orleans	67	49	12	10	0	131	102
Houston	27	14	9	4	3	139	151
Wilmington	11	26	19	24	14	51	13
San Francisco	33	75	32	63	18	78	13
Seattle	26	15	14	10	6	51	8
Totals	283	295	232	229	79	1107	616

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	0	3	0	2	2	4	5
New York	21	57	74	74	14	172	129
Philadelphia	14	9	1	5	1	17	6
Baltimore	20	24	13	6	4	105	59
Norfolk	12	13	6	6	3	36	20
Jacksonville	3	15	13	19	10	25	25
Tampa	5	9	2	1	0	19	37
Mobile	17	20	9	5	1	79	63
New Orleans	54	47	3	9	2	158	163
Houston	15	18	4	3	4	108	140
Wilmington	12	24	5	19	17	26	11
San Francisco	41	54	35	42	38	61	13
Seattle	13	24	15	11	7	30	14
Totals	227	317	180	202	103	840	685

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	2	0	1	0	2	5	1
New York	17	11	66	18	32	174	89
Philadelphia	6	2	0	4	1	13	11
Baltimore	18	11	5	7	7	109	42
Norfolk	11	11	8	4	4	19	30
Jacksonville	8	5	9	13	13	25	8
Tampa	0	3	0	2	0	25	18
Mobile	18	13	5	9	2	105	33
New Orleans	45	38	12	13	0	186	84
Houston	15	15	1	9	3	131	62
Wilmington	9	21	8	11	11	26	11
San Francisco	30	48	29	37	25	54	18
Seattle	15	9	5	3	5	39	11
Totals	194	187	144	130	105	911	418

Income Tax Guide

FOR SEAFARERS

(Continued from Page 9)

to be calculated on Schedule B which is to be attached to the return.

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

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

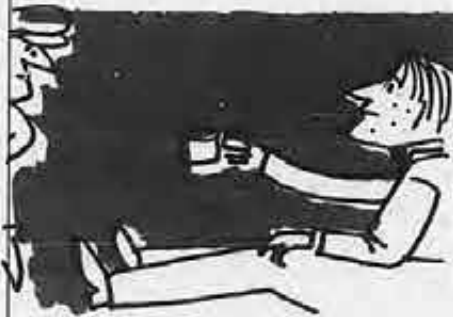
DEATH BENEFIT EXCLUSION. If you receive pension payments as a beneficiary of a deceased employee, and the employee had received no retirement pension payment, you may be entitled to a death benefit exclusion of up to \$5,000.

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

INVESTMENT CREDIT. Form 3468 is to be used by a Seafarer claiming the investment credit. The credit is allowed for investment in tangible depreciable personal property used in business. The credit is an amount equal to 7 percent of such invest-

ment and applied against your income tax.

INCOME AVERAGING. A Seafarer who has an unusually large amount of taxable income for 1968 may be able to reduce the total amount of his tax by using the income averaging method. This method permits a part of the unusually large amount of taxable income to be taxed in lower brackets, resulting in a reduction of the over-all amount of tax due.



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

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

INTEREST. Interest paid to banks and individuals on loans,

mortgages, etc., is deductible.

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

MEDICAL AND DENTAL EXPENSES. All expenses over three percent of adjusted gross income for doctor and dental bills, hospital bills, medical and hospital insurance, nurse care and similar costs can be deducted. Other such costs include such items as eyeglasses, ambulance service, transportation to doctors' offices, rental of wheelchairs and similar equipment, hearing aids, artificial limbs and corrective devices.

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

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

In figuring your deduction, you can deduct an amount equal to one-half of the insurance premiums paid for medical care for yourself, your wife, and dependents. The maximum amount de-

ductible is \$150.00. The other one-half, plus any excess over the \$150.00 limit is deductible subject to the normal three percent rule.

The one and three percent limitations apply in all cases, regardless of your age, or the age of your wife or other dependents.



CARE OF CHILDREN AND OTHER DEPENDENTS. If deductions are itemized, a woman or a widower, including men who are divorced or legally separated under a decree and who have not remarried or a husband whose wife is incapacitated or is institutionalized for at least 90 consecutive days or a shorter period if she dies, may deduct expenses paid, not to exceed a total of \$600, for one dependent, or not to exceed a total of \$900 for two or more dependents for the care of:

- (a) dependent children under 13 years of age or
 - (b) dependent persons (excluding husband or wife) physically or mentally incapable of caring for themselves;
- if such care is to enable the taxpayer to be gainfully employed or to actively seek gainful employment.

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

CASUALTY LOSSES. The

reasonable value of all clothing and gear lost at sea due to storm, vessel damage, etc., for which the taxpayer is not otherwise compensated, can be deducted as an expense. The same applies to fire loss or losses in auto accidents which are not compensated by insurance. These losses are limited to the amount in excess of \$100 for each loss.

WORK CLOTHES, TOOLS.

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

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

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

DECLARATION OF ESTIMATED TAX. The purpose of this declaration is to provide for current payment of taxes not collected through withholding, where a taxpayer may have a considerable amount of outside income. In such cases, a Seafarer should check the instruction on his tax return carefully, as the "Declaration of Estimated Tax" also must be filed on or before April 15, 1969.

Looking the Other Way



Young Seafarer William Pentz, who sails in engine department, stopped by for blood test in the clinic at New Orleans hall. Conducting test is technician Ann Will. Pentz hails from Iowa.

War Fails to Stop Union Organizing Among Fishermen of South Vietnam

SAIGON—When the Viet Cong pose as fishermen in the Gulf of Siam to spy for the Communists, Do Minh Toan, a South Vietnamese fisherman who heads his union's local, regularly reports their activities to his country's military officials.

Toan refuses to be intimidated by the Communists and he makes no bones about it, even though he, his wife and their three children face the threat of Viet Cong reprisals.

Toan sees nothing particularly heroic in his attitude. He says, "All Fishermen's union officials do the same thing throughout the country."

In the obstacles it faces and the hardships and dangers its members encounter daily, the Fishermen's union is typical of most labor organizations in South Vietnam.

Yet the union has grown to become the second largest in the country despite Communist opposition, the job-destroying warfare that has engulfed the land, and vestiges of feudal-era distrust among the people.

The Fishermen, with 65,000 members, is affiliated with the Vietnamese Confederation of Labor (CVT), which is incontestably anti-Communist and the best organized group for progress in the nation.

Has Suffered Losses

Despite the bravery of Toan and thousands of his fellow members, the union has suffered losses in membership that coincide with Viet Cong successes and South Vietnam instability.

Organized in 1963, it grew rapidly to 40,000 members in one year but plummeted to 10,000 by mid-1965 during the period of stepped-up military attacks by the Viet Cong and a chaotic political situation.

The union suffered another drop in mid-1968 following the Communist attacks and terrorism that broke the Tet (New Year's) truce, but membership has once more begun to climb.

As with all unions in South Vietnam, there has been a direct correlation between membership and security conditions. When warfare or Communist oppression eliminates jobs, membership drops. The Fishermen credit the un-

ion's recovery from its mid-1965 slump to a program it undertook for the U.S. Agency for International Development later that year.

At a time when the Viet Cong had cut a number of rail lines and highways, the union's members made an agreement with AID to use their fishing junks to haul rice, medicines and diesel oil into South Vietnam ports.

Bottleneck Broken

The successful operation broke the Viet Cong bottleneck and helped increase membership in the union. But there was a side benefit that helped to bring new dignity to the lives of the Fishermen.

Under terms of the agreement with AID, the union took 10 percent of gross income earned in carrying the cargoes and started a union welfare fund. This provided the seed capital for a national Fishermen's credit union.

Until that point, fishermen of the country traditionally had been lifetime debtors. A credit union to them was the means of freeing themselves and their families from the village money-lender who had long dominated their economic, social and even political lives.

The union conducts training programs in all parts of South Vietnam for its members, officials and organizers. One of the most successful seminars was recently held in Rach Gia, where Toan heads the local.

Attending the 25-days of training sessions were many women members of the union who work aboard the fishing boats along with their men.

Plans are also underway for the Fishermen's union to operate its own factory for the processing of "nuoc mam," a popular fish sauce, in Phan Thiet where it has its headquarters.

The union's organizing and bargaining efforts have greatly improved fishermen's wages and benefits and have enabled it to operate three social welfare centers.

Thus, despite the warfare raging around them, South Vietnam's fishermen see a future of hope through their union.

Govt. Trustees Report Proves:

Increased Social Security Benefits Would Not Increase Payroll Taxes

WASHINGTON—A recent report by the trustees of the Social Security Trust Funds shows the funds to be in sound, healthy condition and "clearly proves" that social security benefits can be increased without any boost in payroll taxes, AFL-CIO Social Security Director Bert Seidman has pointed out.

The report singled out by Seidman covers the two trust funds from which cash benefits are paid—one for old-age and survivors insurance and one for disability insurance.

The trustees stated that new cost estimates show a favorable actuarial balance of 0.53 percent of taxable payroll compared with a previous estimated actuarial balance of 0.01 percent.

"This new balance," Seidman said, "means that Congress could grant 5 to 6 percent of a badly-needed increase in benefits without any increase in the social security tax, shared equally by employer and employee."

The trustees also submitted to Congress reports for fiscal 1968 covering Medicare hospital insurance and supplementary medical insurance (doctors bills) under social security.

Trustees for the funds in the fiscal year were Social Security Commissioner Robert M. Ball and three members of the Johnson Cabinet: Treasury Secretary Joseph W. Barr, Labor Secretary Willard Wirtz and Health, Education & Welfare Secretary Wilbur J. Cohen.

MARAD Insures Loan of Funds For Two Tankers

WASHINGTON—The Maritime Administration has approved ship construction loan and mortgage guarantees for two 61,000-deadweight ton American-flag tankers.

Both will be built at the Bethlehem Sparrows Point Shipyard in Maryland for the SIU-contracted Maritime Overseas Corporation. One is scheduled for an August, 1970, delivery and the other is to be delivered in November of the same year.

According to MARAD, the guarantees amounted to about \$12 million for construction and \$14 million for mortgages for each of the two vessels. The ships, capable of 16 knots, will be 733 feet long and will be placed in the worldwide and domestic trade. There will be a \$14 million public bond issue for each vessel.

This brings to 14 the number of tankers for which MARAD has approved federal ship mortgage insurance in the past two years. The latest loans were made possible by the passage, in June, 1968, of a bill which removed the six percent interest ceiling on loans and mortgages insured under Title XI of the Merchant Marine Act of 1936. The Secretary of Commerce, under the amendment, was given the authority to approve such higher interest rates as he determines to be reasonable, taking into consideration the rates of interest prevailing in the private market for similar loans.

In the report on the cash benefits trust funds, the trustees cited two factors accounting for the increase in the actuarial balance:

One, 1968 earnings levels were higher than the 1966 levels which were used as a base for estimating contributions in determining the previous estimated balance.

Two, use of an assumed 4.25 percent interest rate on trust fund investments instead of a 3.75 percent interest rate on which previous estimates have been based.

The trustees said that combined income into the old-age and survivors and disability trust funds in fiscal 1968 exceeded outgo by \$2.6 billion. Assets of the two funds totalled \$28.1 billion at the end of the fiscal year.

In the five years ahead, the trustees foresaw income to the funds exceeding expenditures by about \$45 billion.

Based on the present tax schedule and taxable earnings level, they predicted that the funds will have sufficient income from contributions to meet the cost of benefits and administrative expenses "for the next 15 to 20 years and for the distant future."

In the report on the hospital insurance trust fund, the trustees said there would be an unfavorable actuarial balance—0.29 percent of taxable payroll—based on an assumption that the present taxable earnings base, \$7,800 a year, remains unchanged.

However, the trustees emphasized that if the earnings base is

increased proportionately with increases in the general earnings level, there will be an actuarial balance in the fund—about 0.07 percent of taxable payroll.

Total income to the hospital insurance trust fund in fiscal 1968 was reported at \$3.9 billion, about \$100 million in excess of outgo. The fund's total assets were \$1.4 billion, an increase of \$87 million over fiscal 1967.

Steady Increases Expected

Estimates for the fiscal three-year period of 1969-71 looked to steady increases in both income and disbursements.

Income to the supplementary medical insurance trust fund in fiscal 1968 was \$1.4 billion, while outgo was \$1.5 billion, the trustees reported. But this high outgo, it was pointed out, was due to a big backlog of claims for services rendered in the early period of the program's operation.

While total assets of the fund decreased from \$486 million to \$307 million between June 30, 1967, and June 30, 1968, the report noted that assets were back up to an estimated \$446 million by December 31, 1968, as the result of an increased premium rate and payment of some government contributions for past years.

The trustees indicated that the financial future of the supplementary medical insurance program depends upon rates of utilization of doctors services and costs, particularly how much doctors' fees continue to increase in the future.

Lack of Signed Contract Bars Widow from Pension

NEW YORK—A widow's claim for a pension was ruled illegal here recently because the contribution made by her husband's employer was not covered by a written agreement as required under the Taft-Hartley Act.

The decision came from the 2nd U. S. Circuit Court of Appeals in a case involving Kathleen Moglia, the widow of John J. Moglia; his employer, Elmhurst Contracting Company, Inc., and the pension fund of Teamsters Local 282.

The local's fund was set up in 1955 to cover various employers with collective bargaining agreements, with a clear provision that only union employees covered by contracts could participate in it, the court said.

Despite this, according to the court, Elmhurst, a non-union employer, made payments into the fund on behalf of Moglia and other employees over a period of 11 years, without objections from the fund trustees.

Pension Refused

When Moglia retired in 1965, he filed an application for a pension with the fund, which the trustees refused, on advice of counsel, due to the lack of a bargaining agreement with the employer.

In 1966, after he died, his widow was likewise refused a pension and she brought suit to compel the trustees to make payment of the pension. Mrs. Moglia's claim was denied by the U. S. Southern District Court of New York and the contributions made by Elmhurst on behalf of Moglia and others were returned to the employer.

In upholding the lower court, the Appeals Court said the law's Section 302 clearly requires a written agreement specifying the basis of payments in order for an employer to contribute to a union fund.

"As compelling and as appealing as the claimant's case was," the court concluded, "the structure of the law and intent of Congress preclude any inroads . . . into its specific requirements."

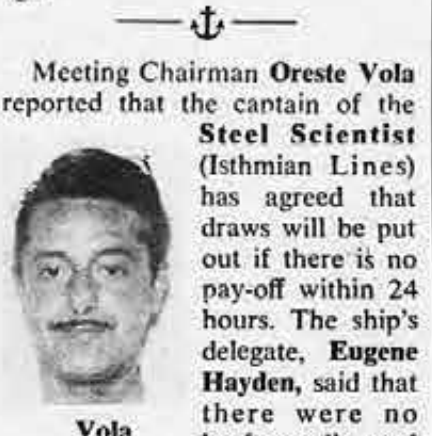
From the Ships at Sea

A problem of shifting sailing board time is the only beef reported so far aboard the **Del Mar** (Delta Line), according to **Darrell G. Chafin**, meeting secretary. The crew adopted a motion that the mate be responsible for changing the sailing board time instead of the deck hand on watch. They also called for an improved launch service schedule on future voyages to Santos, Brazil. The well-attended meeting—31 members took part—also heard ship's delegate **Juan Cruz** report that the captain was well-satisfied with the crew on this voyage. Ship's movie director, **James Tucker**, got a unanimous vote of thanks from the crew after he reported there was \$185.60 in the movie fund. Seven arrival pools accounted for \$85 of the fund. A discussion was also held on the retirement plan. Brother **Cruz** relayed a message from the captain to the Seafarers that the ship was scheduled to go to the shipyard in New Orleans after the voyage and then lay-up. A vote of thanks was given to the entire steward department "for a fine Christmas dinner, and for good food throughout the entire voyage."



Chafin

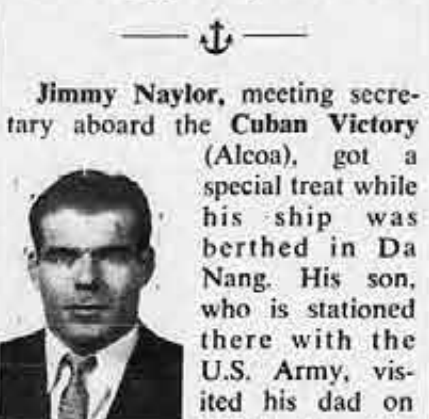
Meeting Chairman **Oreste Vola** reported that the captain of the **Steel Scientist** (Isthmian Lines) has agreed that draws will be put out if there is no pay-off within 24 hours. The ship's delegate, **Eugene Hayden**, said that there were no beefs or disputed overtime, and reported that a suggestion was made by Seafarer **William Harrell** that crewmembers bring up any beefs they have at pay-off after the crew has settled other business with the patrolman. Meeting Secretary **F. S. Omega** reported that one Seafarer,



Vola

Orlando Hoppe, became ill and had to be hospitalized in Saigon. The entire crew gave a vote of thanks to the steward's department for a well-prepared holiday menu and generally fine menus.

Jimmy Naylor, meeting secretary aboard the **Cuban Victory** (Alcoa), got a special treat while his ship was berthed in Da Nang. His son, who is stationed there with the U.S. Army, visited his dad on board the ship and they spent several memorable days together. The crew made up a nice collection for him, reports **M. Darcy**, meeting chairman. **Joe Crowley**, ship's delegate, reported that there were no beefs on the trip, and that the captain was very co-operative about draws and in generally looking out for the crew's welfare. A unanimous vote of thanks was given to the steward department "for a job well done."



Crowley

Jerry Gorman, ship's delegate on the **Monticello Victory** (Monticello Tanker Co.), reported that the captain has agreed to pay off any crew member under mutual consent, providing the crew member pays the transportation of the relief man to join the ship there. However, there was general discussion regarding such mutual consent payoffs, reliefs and transportation, and it was agreed that the ship's delegate would call SIU headquarters for clarification on these matters. Meeting chairman **William Blakenship** brought out that occasionally, when payoffs were made outside the continental limits of the U.S., crew members have been forced to accept second-class transportation to the States instead of first-class jet fare. The crew also discussed the matter of being



Blakenship

restricted to the ship while in **Wu Chi Chang**, Taiwan, because the company failed to send a clearance request to the Taiwan government. Finally, a letter from headquarters was read by Meeting Secretary **George O'Berry** concerning action taken by the Union on the mail situation.

Mail service to the **Robin Sherwood** (Moore-McCormack) has been poor throughout the entire voyage, reports **William McConnell**, meeting chairman and ship's delegate. He also said that the ship's library is in need of some new books. Meeting secretary **Harry Schultz** reported to the members attending the meeting that he had been informed by Seafarers who were aboard on the last trip that a number of repairs that were ordered were not taken care of while the vessel was in the shipyard in December. He said that these included spare parts and fans, repair of sanitary lines, overhaul of the meat box to maintain proper temperature, adequate galley vents and replacement of deck plates in the engine room. The crew also noted that the ship was not equipped with kick-out panels, and voted to make a full report to the boarding patrolman when the ship ties up in Savannah this month.



McConnell

Angela D'Amico, born January 7, 1969, to Seafarer and Mrs. Charles D'Amico, Jr., Houston, Texas.

Dana Theriot, born October 4, 1968, to Seafarer and Mrs. Murphy J. Theriot, Breau Bridge, La.

Edward Stoudemire, born November 27, 1968, to Seafarer and Mrs. Dallas E. Stoudemire, Wilmington, N.C.

Marjorie Traux, born December 4, 1968, to Seafarer and Mrs. William G. Traux, Toledo, Ohio.

James Degeberg, born November 8, 1968, to Seafarer and Mrs. James W. Degeberg, Duluth, Minn.

Kathleen Ferguson, born November 4, 1968, to Seafarer and Mrs. Arnold J. Ferguson, Hubbard Lake, Alpena, Michigan.

Toni Costango, born February 4, 1969, to Seafarer and Mrs. Frank Costango, Eatontown, N.J.

Scott Eshelman, born December 8, 1968, to Seafarer and Mrs. Vernon D. Eshelman, Duluth, Minn.

Taking A Breather On Oceanic Tide



Seafarers on the **Oceanic Tide** take a breather during their recent trip to Okinawa. From the left are: **Edward Troughton**, **Jim Hart**, **Ron Carraway**, all ABs, and second electrician **Richard Monterusso**.

First Trip Aboard Tucson Victory Seafarer Martina's Fulfilled Dream

Ever since he can remember, Seafarer **Anthony Martina** has had a strong yearning for the sea. Born in New Orleans, he used to watch the ships moving down the Mississippi and in the harbor as they headed out to sea for far away ports of call and he dreamed that one day he would be aboard one of those vessels.

After leaving high school last June, Tony got a job at a local amusement park. But he was restless. And then when his two closest friends shipped out he decided that it was time for him to realize his dream.

He went to the SIU hall in New Orleans and, after meeting



Martina

the necessary qualifications, was given a ticket to join the crew of the **Tucson Victory** which was loading at San Francisco for a Far East run. He signed on the ship in November as ordinary seaman. The **Tucson Victory** left San Francisco bound for Seattle to pick up additional cargo, and then headed for Subic Bay.

The first two weeks out of Seattle were not quite what Tony had expected. "We had heavy weather for those two weeks, and I was seasick the whole time," he recalls.

He soon got over his sickness however, and the rest of the trip was a good one. "We had an excellent crew, and the food was good, especially Christmas and New Year's dinners," he said. "I worked hard, but I was doing what I wanted to do and in some ways the trip seemed almost like a vacation. It was my first time away from home, on my own, and I learned a lot. It was very interesting to visit those far away places that I had only read about before."

In Honolulu, he walked the sands of Waikiki Beach, and spent an afternoon with the ship's steward, **William Alvaro**, at the home of the steward's sister. He also had time for sightseeing at **Da Nang**, **Subic Bay** and **Panama**. After his ship paid off in Brooklyn, Tony said he planned on a few days sightseeing in New York before heading home, where he lives with his mother, **Mrs. Aurdan Boulden**.

After a couple of weeks at home, Tony says he plans to go back to the SIU's **Harry Lundberg School of Seamanship** in New Orleans for further upgrading studies before shipping out again.

WRITE TO THE LOG

SIU WELFARE, VACATION PLANS

January 1-January 31, 1969

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	2,446	\$ 27,018.12
Death Benefits (Welfare)	26	73,264.95
Disability Benefits (Welfare) . . .	974	222,525.00
Maternity Benefits (Welfare) . . .	4	600.00
Dependent Benefits (Welfare) . . .	1,458	83,395.64
(Average: \$571.99)		
Optical Benefits (Welfare)	211	2,029.80
Out-Patient Benefits (Welfare) . . .	4,563	36,194.00
SUMMARY (Welfare)	9,682	445,027.51
Vacation Benefits	1,703	723,434.24
(Average: \$424.80)		
Total Welfare, Vacation Benefits Paid This Period . . .	11,385	\$1,168,461.75

SIU ARRIVALS

Stacy Lynn Ainsworth, born January 15, 1969, to Seafarer and Mrs. Woody L. Ainsworth, Galveston, Texas.

Trazell Johnson, born October 6, 1968, to Seafarer and Mrs. Ralph E. Johnson, New Orleans, La.

Carmen and Carmella Morrow, born January 15, 1969, to Seafarer and Mrs. John A. Morrow, Norfolk, Va.

Bonnie Vieira, born January 8, 1969, to Seafarer and Mrs. Edwin Vieira, Metairie, La.

Guy Meyer, born December 16, 1968, to Seafarer and Mrs. Bernard C. Meyer, Addison, Illinois.

Billy Joe Schultz, born October 7, 1968, to Seafarer and Mrs. Donald J. Schultz, Sturgeon Bay, Wisconsin.

ATTEND YOUR UNION MEETINGS

FINAL DEPARTURES

Francis R. Harvey, 55: Brother Harvey died at home September 5, 1968, after a brief illness. He was a native of New Orleans and continued to make his home there. Brother Harvey served as deckhand and mate aboard tugs of the Inland Tug Co., and joined the SIU at the Port of New Orleans in 1964. Seafarer Harvey is survived by his wife, Aline, his mother, Catherine, and a brother, Merlin. Services were held at Mothe Funeral Homes, in New Orleans. Burial took place at McDonogh Cemetery in Gretna, Louisiana.

Donald Forrest, 65: Heart disease claimed the life of veteran Seafarer Forrest at the USPHS Hospital in Seattle on January 17. Brother Forrest held all ratings in the steward department. His last ship was the Anchorage. Born in Mansfield, Ohio, he maintained his residence in Seattle un-

til the time of his death. Brother Forrest joined the SIU in the Port of Seattle in 1948. Services were held at the Booth Ashmore Funeral Home, in Seattle. Brother Forrest is survived by a sister, Mrs. Elsie May Selby.

William G. McMahon, 55: Brother McMahon succumbed to pneumonia at the USPHS Hospital in Staten Island, New York, on January 20 following a brief illness. A native of Hoboken, New Jersey, he maintained his home there with his wife, Katherine. Brother McMahon sailed for 39 years with the Erie Lackawanna R.R. as deckhand on the tug Hornelle. He joined the Union at the Port of New York in 1963. Burial services were held at Holy Name Cemetery in Jersey City. Besides his widow, Seafarer McMahon is survived by a daughter, Mrs. Virginia Lutz.

John C. Chatinski, 57: Great Lakes Seafarer Chatinski died suddenly September 2, 1968, at his home in Cleveland, Ohio. At the time of his death he was serving as line-man aboard Dunbar & Sullivan tugs out of Cleveland. A native of Cleveland, Brother Chatinski joined the SIU there in 1961. His wife, Marie, died in 1964. He is survived by a daughter, Helen, and a son, John Jr. Brother Chatinski served nearly four years in the U.S. Air Force during World War II, receiving an honorable discharge in 1946. Burial was at Holy Cross Cemetery, Cleveland.

CONNECTICUT (Oriental Exporters), February 9—Chairman, Tom Ballard; Secretary, Joe Ballard. \$37.50 in ship's fund. Few hours disputed OT in engine department. Beef regarding replacements to be taken up with patrolman.

VANTAGE HORIZON (Vancor), January 26—Chairman, M. D. Green; Secretary, O. Farrara. No beefs were reported by department delegates.

NORTHWESTERN VICTORY (Victory Carriers), February 1—Chairman, A. H. Reasko; Secretary, G. Connor. Some disputed OT in engine and steward departments. Ship needs new water fountain on main deck and new washing machine for the crew's use. Boarding Patrolman to check on same.

DIGEST of SIU SHIP MEETINGS

YELLOWSTONE (Oriental Exporters), January 26—Chairman, J. W. Simmons; Secretary, Maximo Bugawan. Some disputed OT in engine department to be taken up with boarding patrolman at payoff. All crew members have been requested to leave their quarters clean for the next crew. Vote of thanks was extended to the steward department for a job well done.

ROBIN HOOD (Moore-McCormack), February 4—Chairman, L. Decker; Secretary, Aussie Shrimpton. Brother Robert Bradus was elected to serve as new ship's delegate. Vote of thanks was extended to Brother P. Flanagan, former ship's delegate, for a job well done. \$124.00 in ship's fund to be spent to purchase a TV set for the crew messhall. No beefs were reported by department delegates. Discussion held on full retirement plan.

ALCOA VOYAGER (Alcoa), September 29—Chairman, M. P. Cox; Secretary, J. Sutherland. Brother Frank V. Fromm was elected to serve as ship's delegate. \$123.55 in ship's fund. No beefs were reported by department delegates.

ALCOA VOYAGER (Alcoa), January 31—Chairman, J. Sutherland; Secretary, M. P. Cox. \$116.55 in ship's fund. Some disputed OT in deck and engine departments. Beef concerning chief mate to be taken up with patrolman. Vote of thanks to the ship's delegate for a job well done.

Seafarer-Hero Wins Highest Award For Gallant Rescue of Four at Sea

The highest honor for heroism that can be awarded to a merchant seaman was presented to Seafarer Charles S. Darter in San Francisco recently. Brother Darter received the Merchant Marine Meritorious Service Medal for assisting in saving the lives of four men at great risk to himself. The heroic act took place aboard the tug E. Whitney Olson, Jr. in 1966.

The citation, which tells of Darter's heroic action, reads:

"On November 15, 1966 the tugboat E. Whitney Olson, Jr. was standing by the Jalisco, 387-foot non-propelled cement freight vessel, which had grounded during heavy weather on Cortes Bank, off the coast of California. The Jalisco, with 40 to 50-foot swells breaking over her structure, was in dangerously shoal water and in immediate danger of sinking with four men aboard. The Master maneuvered his tug into the lee of the Jalisco's bow, and holding this position, yelled for the men to jump onto his bow. One of the men jumped, slipped and fell into the turbulent waters. Suddenly, huge seas swept the other three men into the sea.

"With complete disregard for his own safety, Darter hung precariously from the side, amidst heavy seas breaking over his vessel, and helped pull the four men safely aboard. The outstanding courage and determination displayed by Darter in successfully effecting the rescue of four human lives under extremely hazardous conditions merit great praise, and are in keeping with the highest traditions of the United States Merchant Marine."

The citation was signed by J. W. Gulick, Acting Maritime Administrator.

Following the presentation, Brother Darter remarked: "I was only acting in the line of duty. In a situation of this kind one does not stop to think about personal danger."

No stranger to courage in precarious situations, Darter earned a Silver Star for action at Okinawa while serving with the Navy during World War II. He has been sailing since 1938 and his



A hero is honored. Seafarer Charles I. Darter is presented the Merchant Marine Meritorious Service Medal by Captain S. W. Galstan, District Ship Operations Officer, MARAD, Pacific Coast District, left, and Thomas J. Patterson Jr., Assistant Director for Operations, MARAD, holding citation. Presentation was in San Francisco.

most recent trip on an SIU vessel was aboard the Cosmos Trader which took him to Camranh Bay in Vietnam. While there, the Cosmos Trader came under attack by the Viet Cong.

In an interview with a LOG reporter, Darter described the operation for which he received the Meritorious Service Medal in his own words.

"The seas on Cortes Bank were some of the roughest I have ever seen," he recalled. "The rescue operation took a full day because the height of the swells made it nearly impossible to maneuver the tug near the Jalisco. Clifford Miller, the captain of the tug, did the most beautiful job of seamanship I have ever seen. In all my years at sea I have never seen such beautiful work."

Darter himself was in the water twice that day. "I was scared," he confided, "but no matter how scared we were, every man did his job."

Presenting the medal and citation were Thomas J. Patterson, Jr., Assistant Director for Operations of the Maritime Administration and Captain S. W. Galstan, MARAD'S Pacific Coast District Ship Operations Officer. The Meritorious Service Medal

can be awarded only with the approval of the Secretary of Commerce. It may be awarded to any person serving in the United States Merchant Marine for a meritorious act, conduct or service in line of duty when that act is one of "heroism, bravery, devotion to duty involving extreme danger (actual or in mind)."

The medal may also be presented under the following circumstances: to a master of a U.S. merchant ship when his vessel is granted the Gallant Ship Award; to a person who performs an act of life-saving while aboard ship at sea and not in a harbor, at the dock, or otherwise idle. However, the act of heroism may be either at sea or in port if it involves an effort directed toward saving the ship or cargo. Also, any such act should be one not directly entitling the individual to other medals—such as the Carnegie Medal, the Coast Guard Medal for life-saving, etc.

Darter's heroic act was acknowledged as more than meeting in full the requirements of the award. The Seafarer makes his home in Newport Beach, California, where he lives with his family, including three sons between the ages of five and eight years.

PERSONALS

Charles E. Pippins

Please contact your mother at Route 2, Box 211, Pascagoula, Mississippi, as soon as possible.

Fred MacMurray

Contact your wife at 838 Bank Avenue, New Iberia, Louisiana, as soon as possible.

Dexter Worrell

Please get in touch with Warren R. Gammons in New Orleans as soon as possible.

Richard D. Tapman

Your wife, Margaret, asks that you get in touch with her as soon as possible at 2000 Ramblewood Road, Baltimore, Maryland 21214.

Harold J. Bliss

Your wife is anxious to hear from you as soon as possible. Please contact her at 4213 Stickney St., Cleveland, Ohio 44109.

Jerry L. Broadadd

It is important that you contact your mother as quickly as possible. Write to Lock Springs, Missouri 64654.

James Alan Burch

Please get in touch with your mother at 136 North Street, Jersey City, New Jersey 07307, as soon as possible.

Herbert A. Miles

It is important that you contact your nephew, John Young, Jr., as soon as possible at 4166 No. Warren St., Fresno, California 93705.

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

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Growing Seafarers Pension Roster Adds Ten More Veteran Oldtimers

The SIU Pension roster continues to grow as ten more Seafarers close out their long sailing careers. The latest list of SIU members who have become eligible to collect SIU pensions includes: John McCarthy, Hughes Townes, Harry Roslund, Julius Smythe, Albert Jensen, Matthew Eurisa, Vance Reid, Francisco Carabacan, Charles Uribe and Ralph Guito.

John McCarthy was born and still makes his home in Jersey City, N.J. A mate, he was employed by the Pennsylvania Railroad at the time of his retirement. Brother McCarthy joined the Union in the Port of New York.

Hughes Townes will spend his retirement at his home in New Orleans. Born in Georgia, he joined the SIU in Savannah. Brother Townes, who served in the Army from 1928 to 1934, had sailed as AB. His last ship was the Walter Rice.

Harry Roslund joined the Union in 1940 in the Port of Mobile. He sailed as AB and bosun. A native of Sweden, Brother Roslund



McCarthy



Townes

now lives in Mobile. He last shipped on the Del Santos.

Julius Smythe is retiring to his native New Orleans with his wife, Pauline, after a long career at sea. Brother Smythe joined the Union at the Port of New Orleans in 1942. He held a bosun's rating

and was also qualified as ship's carpenter. His last vessel was the Rambam.

Albert Jensen, 67, is a native



Roslund



Smythe

of Norway and now lives in Brooklyn, New York, with his wife, Charlotte. Brother Jensen joined the SIU in the Port of New York in 1944, and had sailed as FOWT. His last ship was the Steel Scientist.

Matthew Eurisa is retiring to New Orleans, the city of his birth. Brother Eurisa, rated bosun and carpenter, last sailed aboard the Del Rio. He is a Navy veteran, having served three years during World War II.

Vance Reid, who was born in Winston-Salem, North Carolina, looks forward to taking it easy with his wife, Ruth, at their home in Norfolk, Virginia. Brother Reid's last ship was the Portmar and he sailed as FOWT. He joined the Union in Norfolk in 1948.

Francisco Carabacan, a native of the Philippines, now makes his home in San Francisco. Seafarer

Carabacan sailed as 2nd cook, and his last ship was the Overseas Dinny. He joined the Union in 1947 in the Port of New York.



Jensen



Eurisa

Charles Uribe, 67, is a native of Chile, who now makes his home in New York City. A member of the engine department, Brother Uribe held an electrician's rating. His last ship was the Jacksonville.

Ralph Guito is retiring after more than 30 years at sea. Born in Key West, Florida, Brother



Reid



Carabacan

Guito now makes his home in Tampa with his wife, Mary. He sailed as steward, and was the recipient of a safety award in 1960



Uribe



Guito

while sailing aboard the Alcoa Ranger. His last ship was the Steel Executive.

FTC Seeks Rules Curbing Deception In Game Gimmicks

WASHINGTON—The Federal Trade Commission has proposed new rules to halt "unfair and deceptive practices" by the food retailing and gasoline industries in promoting games of chance.

The agency said that, based in part on a staff study of the games, it has reason to believe such practices "are widespread in the industries involved."

One proposed rule, applicable to both supermarket and gasoline station games, would make it an unfair and deceptive practice for industry members, promoters and manufacturers to "manipulate or rig a game so that prizes are dispersed on a pre-determined basis."

Further, it would require clear disclosure of such material facts as the exact number of prizes in each category or cash denomination to be awarded in a specified area during a specified period of time.

Seafarers' Gift Receives Thanks

To the Editor:

On behalf of the Lucas County Child Welfare Board and the Miami Children's Center, we would like to thank Ronald McGinn, ship's delegate and the crew of the Steamer Charles C. West for their donation of \$65.

You can be sure that this generous donation certainly helped to brighten Christmas for the children.

Thanks again, it was very thoughtful and generous of all of you.

Sincerely,
Charles H. Klippstein
Executive Director
Miami Children's Center
Maumee, Ohio.



Filibuster Still Haunts Senate

To the Editor:

Apparently the Senate will continue to be in a position where a minority which makes common cause against some legislation can prevent—not its passage—but even its consideration.

Despite two attempts to change the rules so that filibusters can be stopped short without requiring a two-thirds vote, the senatorial talkathon remains a weapon whereby the minority can stymie business in the most august body of the Congress.

This is a sad commentary on the legislative process in the greatest country on the face of the earth. It makes the Senate every bit as ineffectual as the French Chambre of Deputies ever was, and holds us up to ridicule everywhere.

And so the filibuster remains a tool on which the reactionaries of both parties can combine to haunt and hamper the majority. Even the threat of a filibuster is enough to weaken such measures as those which protect the consumer. For this, we should hold the Republican leadership responsible. They had it in their hands to go along with rules reform; they chose to continue the archaic and hampering status quo.

Sincerely,
James O. Hollowell



Widow Grateful For SIU Benefits

To the Editor:

I wish to sincerely thank the SIU for both of the checks I received in the mail yesterday—my husband Jim's disability and death benefit payments. As we had no other insurance at all, it certainly was a Godsent blessing.

My husband was always a good Union man. He was forever telling me the good things the Union has done.

I thank you, again.

Sincerely,
Mrs. James Habecker

Seafarer Sees Continuing Strength

To the Editor:

Being a writer I often times find myself looking at things, simple things that have been taken for granted by the majority, and sometimes I'll admit, even very unimportant things, and I'll make an attempt to dissect them in search of their major components, their vital organs let's say, so that they can be more thoroughly investigated as to their real meaning for us.

There are two psychological functions of our human anatomy that have both accused and broken men and sometimes even caused wars—these are pride and respect. Any man that has ever fought back at

LETTERS To The Editor

any other man or any circumstance for any just cause has witnessed the sensation of pride and more than likely sufficiently understands it as it pertains to him; but respect is a more mysterious and hidden factor of our makeup and deserves at least a small amount of our attention.

As Seafarers we have a tradition of strong bodies, hard sweat, and a stern existence, but a large portion of this tradition has lacked the respect of those ashore as well as a percentage of our employers. Well men, things have changed. The men of this union have labored long and fought hard for the conditions that we have now and the promise of even better things to come. You have chosen your leaders from among your group, you have organized your demands, and you have placed a higher standard on your labors. Through this organizing and through your actions you have made great progress.

Men who have been to sea for twenty and thirty years are noticing the change more now than ever before. Jobs that used to be done by hand they are now finding machines to help them. The hours that we work are being rewarded in kind and the food and living conditions improve constantly.

A Seafarer finds that he now has extra money that can be saved and many are taking advantage of this. The oldtimers are helping the new men at every turn—there is no more worry of the younger taking his job away because of the new job security and seniority programs. There are new schools for faster advancement if one shows the initiative and talk of retirement and further pay raises in the future.

We are demanding respect and we are getting it. . . . Sure we find men that still stick to the old ways and some employers who refuse to completely accept our new position but these are small men and will find themselves looking up to us in spite of themselves or left behind. "A worthy game gains the respect of the most persistent of hunters."

Rick Bartron
Ship's Delegate
S.S. Baltimore

NAM Gloomy Over Chances To Gut National Labor Act

The National Association of Manufacturers recently reported to its big business affiliates that industry's "high priority" goal of gutting the National Labor Relations Act is "unlikely" to be achieved in the next two years.

However, the NAM's government relations staff didn't use the blunt word "gutting" in its evaluation of the legislative outlook. In more roundabout language, it referred to its proposals for "revision" of the law "to redress the present imbalance in favor of labor unions."

But the conservative employer group saw no likelihood of accomplishing this "unless public opinion changes sharply as a result of major strikes or other developments."

It noted that neither the House nor the Senate Labor Committees, both controlled by liberal Democrats, could be expected to approve the changes the NAM wants. And it added the opinion that "the Administration, which is expected to seek ways to accommodate at least some labor demands, is not likely to send Congress measures which would diminish the power of unions."

The report also expressed the NAM's concern that Congress will move ahead on its own with job safety and health bills, consideration of federal workmen's compensation legislation, strengthening the enforcement powers of the Equal Employment Opportunities Commission, stronger pollution control and new consumer laws without awaiting the views of the new Republican Administration.

It warned its members, too, that new proposals for raising the minimum wages are likely to be made in this Congress and "could be the dominant industrial relations issue of the second session."

The NAM staff expressed relief that "the near hysteria that marked passage of the Wholesome Meat Act and other health measures has waned."

But it found cause for concern that the leading proponents of strong consumer protection laws in the House and Senate "all won big" in the last November's elections and "can be expected to seek the limelight again."

As a result, the NAM report noted sadly, "the outlook for continued measures to 'protect' the consumer is bullish."



Home Again From Vietnam

After an 89-day voyage which took her from San Francisco to Seattle, Nable Bay and Da Nang, the Tucson Victory (Russian Waterways) came back to Erie Basin in Brooklyn last month for payroll. Return trip was via Hawaii and Panama. Seafarers aboard reported a good voyage.



Around table at payoff (l-r): Nick Kratsas, AB; Ray Perez, steward; Jim Garner, AB; Bob Davison, ship's delegate; Chas. Howell, AB; Salvatore Brunetti, AB and New York Patrolmen Ted Babkowski and Pete Drewes.



One reason why the crew cheered the excellent job done by the steward department is shown in the group above, left to right: Miguel La Fontaine, chief cook; Fernando Zavallo, messman and Wm. Elvaro, steward.



Another section of the steward department, left to right: H. D. Laiche, cook; Emile Bourgeois, 3rd cook; E. D. Strait, baker and William Elvaro, steward. Laiche is checking evening meal before going ashore.



Again the steward department, this time the younger set. Left to right, in rear, are: Mike Langford, messman; Russ Allen, saloon pantry, and Floyd Furr, pantry. Messman Jose Gonzalez is smiling Seafarer in front.



James Veiner, AB, securing one of the booms at the end of the trip. Safety comes first aboard ship, says Veiner.



R. Pascua, AB, left, and Ray Perez, steward discuss their adventures in Perez's foc'sle. All beefs were minor ones.



Enjoying a cup of coffee on top deck is Robert Fowler, chief electrician. He says the men were all fine to work with.