

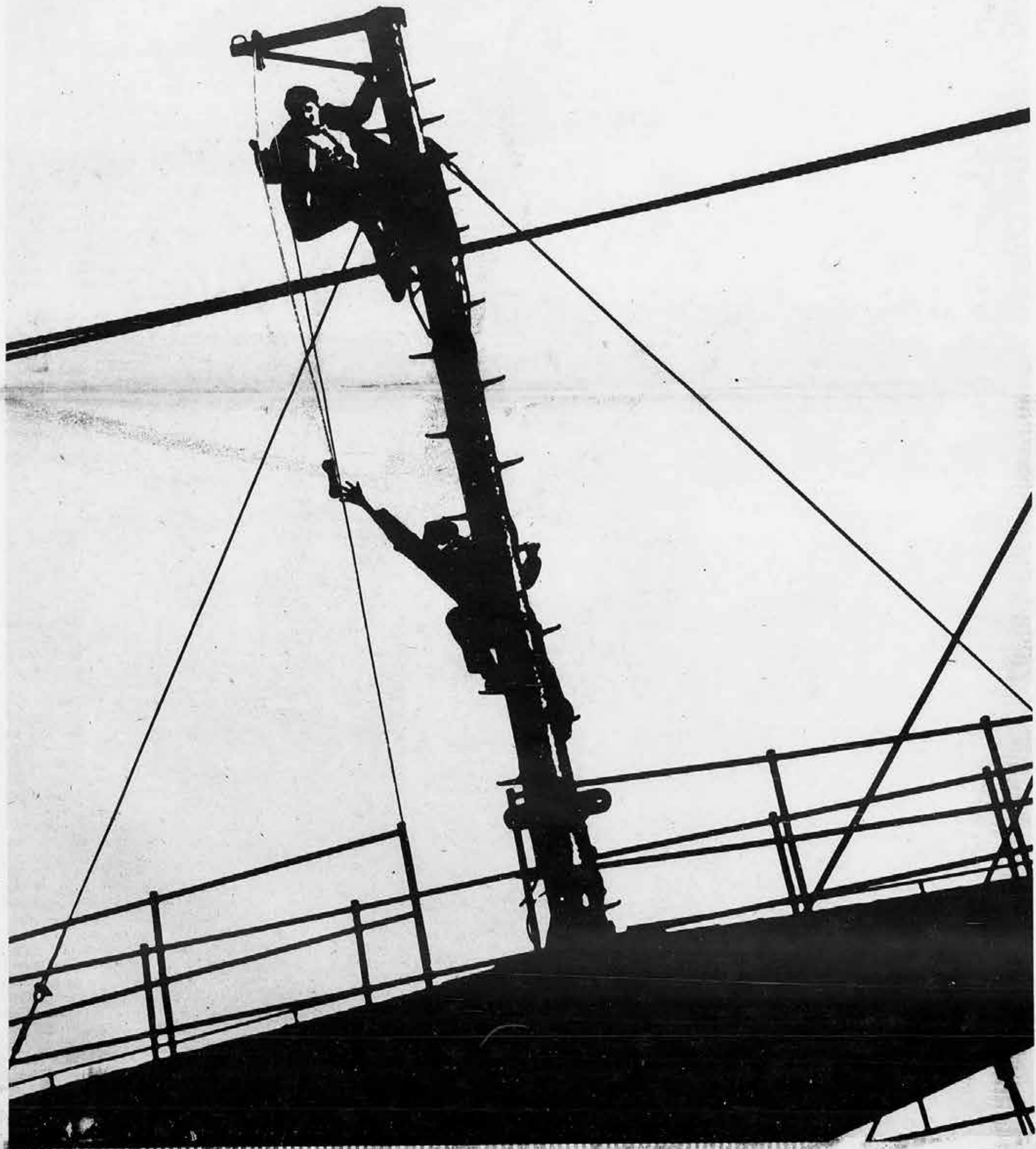
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# SEAFARERS LOG



November 22,  
1968

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



# Australia Voicing Concern on Soviet Maritime Push

LONDON—Australia has clearly emerged as the latest country to feel the growing threat of Soviet maritime expansion. Much concern has been expressed in recent months over the inroads made by the Russian merchant fleet in Australian shipping through a rate war in which the Kremlin has been underbidding the regular shippers by as much as 30 percent.

W. R. Russell, Chairman of the Australian Conference Lines, warned at a press briefing here this month that "... head-on clashes between the merchant navies of eastern bloc countries and those of the western world must follow if their ships pursue in other areas the policy they have adopted in the Australian trade."

The Australian Conference Lines is a group comprising 19 shipping companies of eight nationalities—mainly British and Norwegian—which agrees on uniform rates and shipping schedules that do not conflict and whose members carry much of the wool exported from Australia.

Russian denials were in reply to a statement issued by Lord Geddes, President of the Chamber of Shipping of the United Kingdom, in which he called attention to a growing "... threat to British shipping with the appearance of a large Russian fleet."

Earlier this year the Russians applied for membership in the Europe-Australia Shipping Conference—which they are now underbidding—and at the time made clear they would operate in the Australian market, membership or no membership. Ships to be used would be those homeward bound to the U.S.S.R. after discharging military cargo in North Vietnam, and which must return around the Cape of Good Hope rather than through the Suez Canal.

This fact, plus the underbidding on cargoes, caused a political furor in Australia in which prominent Australians called for closing Australian ports to all Communist-bloc

ships because Australia, too, was involved in the Vietnam War.

With no action taken on their application for membership, and aware of the dissatisfaction of European importers with the rising price of wool, Australia's chief export, the Soviets began offering rate reductions and rebates of up to 30 percent on shipping rates.

At the same time the Russians began to ship their own wool imports from Australia in Soviet bottoms instead of in the Australian-European Conference ships that had formerly carried them and cited a loophole clause in their agreement with Conference carriers to justify the new practice.

In his statement, Lord Geddes declared he had found "... evidence of a noncommercial activity of the Soviet merchant marine on many trade routes." His theory seems borne out by the fact that the two major British container consortia, Overseas Containers Limited and Associated Container Transportation, have considered it advisable to begin a nine-vessel service from Tilbury to the Australian continent using specially constructed cellular container ships of up to 27,000 tons.

### A 'Cold War Navy'

Agreeing with Lord Geddes on his estimate of the Soviet merchant marine is Admiral Thomas Moorer, U.S. Chief of Naval Operations, who believes that the Soviets "look upon their merchant marine as a cold-war Navy."

Testifying before the Special Subcommittee on Sea Power of the House Armed Services Committee hearings last month, Admiral Moorer reached gloomy conclusions which were echoed by Representative Gubser (R-Cal.) who, from the testimony, detected "... a shifting of the balance of sea power from the United States to the Soviet Union."

In his testimony, Admiral Moorer declared: "The Rus-

sians certainly recognize what the oceans have to offer, both militarily and economically, and they are going after it tooth and nail."

When asked how the growing Soviet maritime fleet affects the balance of power, Moorer replied that "... it gives the Soviet more national power with which they can support their world-wide policies from both a commercial and military sense, and for that matter, in a political sense, too."

Pointing out that the Russian merchant fleet now ranks an impressive seventh in the world, he emphasized: "I mean they are using it not only for commercial purposes, but also to establish a presence and bring to bear certain influence in various areas of the world. In addition to that, it is undoubtedly an effective intelligence weapon in the sense they have an opportunity to observe world-wide."

"In wartime, of course, it always has a military potential, not only for carrying cargo but also for carrying troops," the Admiral continued.

Citing the vital importance to the nation of building new ships for a balanced Navy, revitalizing the merchant marine to a position of strength and modernity, and improving shipbuilding and ship repair facilities, Moorer stated:

"If we fail to do any of these, it will be tantamount to abandoning sea power as an essential element of our total national power."

While expanding rapidly on both commercial and naval maritime fronts, reports continue to come in of the growing Soviet Mediterranean naval fleet. U.S. Sixth Fleet and Atlantic Alliance observers have reported seventeen additions to Russian naval strength in the Mediterranean in recent weeks, bringing the number to 60 naval units, necessitating NATO to institute a new air watch for closer observation of Soviet naval activity.

## Ten Additional Seafarer Oldtimers Added to Roster of SIU Pensioners

The names of ten Seafarers have been added to the SIU's continually growing pension roster. The latest men to end their seagoing careers are: Angel Valdes, Benito Gardoza, Joseph Costa, Arthur Thompson, Alex Anagnostou, Earley Joyner, Robert Kennedy, Peter Garvin, Fauntleroy Rommel and Roman Viloría.

Angel Valdes joined the Union in the Port of Philadelphia. A long-time member of the stew-

ard department, he was born in Florida and now is a resident of New Orleans. His last ship was the Alcoa

Joseph Costa sailed as a deck-hand. He was born in Spain and is now a resident of Norfolk, where he lives with his wife Mary. Brother Costa joined the Union in that port and was last employed by the McAllister Brothers.

Arthur Thompson sailed as AB. member of the SIU since 1938.

Brother Kennedy's last ship was the Producer. He joined the Union in Philadelphia in 1941. Peter Garvin sailed as a cook and baker. Joining the Union in New York, he is a resident of Baltimore. Brother Garvin was born in South Carolina. His last ship was the Calmar.

Fauntleroy Rommel joined the Union in Elberta, Mich. A native of Clare, Mich., he lives in Frankfort. He was last employed by the Ann Arbor Rail Road and held a fireman's rating. Roman Viloría sailed as cook and joined the Union in New Orleans. A Seafarer for 30 years, his last vessel was the Penn Transport. Brother Viloría was born in the Philippine Islands and is a resident of New Orleans with his wife, Ethel.

Earley Joyner lives in Baltimore, where he joined the Union. A native of Wilson, North Carolina, Brother Joyner sailed as bosun and his last ship was the Whitehall.

Benito Gardoza joined the SIU

Master. During World War II he served in the Army.

Alex Anagnostou sailed as fireman and oiler. A native of Greece, he now makes his home in New York City. Brother Anagnostou last sailed on the Robin Hood. He joined the Union in the Port of New York in 1943.

Robert Kennedy sailed as AB. A native of Philadelphia, he is now a resident of Camden, N. J.



Valdes Gardoza

ard department, he was born in Florida and now is a resident of New Orleans. His last ship was the Alcoa



Costa Thompson

Master. During World War II he served in the Army.



Anagnostou Kennedy

in the Port of New York. He is a native of the Philippine Islands. A chief steward, his last vessel was the Steel Rover.



Garvin Rommel

he joined the Union in the Port of New York. He lives in Jersey City, N.J., and is a native of New York City. His last vessel was the Chatham.



Viloría Joyner

Alex Anagnostou sailed as fireman and oiler. A native of Greece, he now makes his home in New York City. Brother Anagnostou last sailed on the Robin Hood. He joined the Union in the Port of New York in 1943.

Robert Kennedy sailed as AB. A native of Philadelphia, he is now a resident of Camden, N. J.



### A Future Seafarer



Seafarer William Perridge, who sails as AB, brings four-year-old son William, Jr., to N.Y. headquarters to see shipping board. Brother Perridge is from New York and joined SIU here. Son seems impressed.

## Upgrades To AB



Terrance Lassila (right) receives his AB's endorsement from port agent Jackie Hall in the Duluth hall, recently. Brother Lassila joined the SIU in Detroit and now sails for the Reiss Steamship Company.

## Mackerel 'Dumping' in Calif. Scored by SIUNA Affiliates

**TERMINAL ISLAND, Calif.**—West Coast cannery workers, fishermen and boat owners, have joined together to protest Japanese "dumping" of Pacific mackerel onto the U.S. domestic market at prices far below actual production costs.

SIUNA Vice President Steve Edney, president of the United Cannery and Industrial Workers of the Pacific, and Steve Hoinisky, secretary-business agent for the SIUNA-affiliated Seine and Line Fishermen's Union of San Pedro, have filed formal protests against the dumping with the federal government. "The dumping, if not checked, will completely destroy the domestic industry, which is already depressed and fighting to survive. The seriousness of this matter has caused the industry here to unite in concerted action to protect the jobs of its members," said Edney.

He also added that contacts are being made nationwide to seek the support of the entire domestic fishing industry in securing a halt to the mackerel dumping.

### Report on Survey

According to the Bureau of Commercial Fisheries, the Japan External Trade Organization has published a report on the results of its survey of the canned mackerel market in the U.S.

The survey reveals that the principal consumer market for canned "wet fish" is in the southern United States, and that the demand for the product will continue at the present level. The report adds that the Japanese are hopeful the U.S. market will prove to be a good outlet for their canned mackerel.

During the period between December, 1966 and early 1967, according to U.S. government figures, the U.S. imported a total of 645,000 cases of canned mackerel. These figures reflect only a small part of the total mackerel import.

The focal point of the Japanese-conducted market survey was Atlanta, Georgia, but consumers in several northern cities, such as Philadelphia, were also contacted.

## Japan Might Buy U.S. Canned Tuna

**TOKYO**—The Tokyo Canned Tuna Sales Company's recent price increase on canned tuna in brine may soon force Japanese firms to buy U.S. packed tuna for resale under their own labels.

Many Japanese exporters claim that the 50 cent per case price hike on 7 oz. cans packed 48 to a case, definitely makes it more advantageous to buy the U.S. packed product.

Japanese exporters have usually relied totally upon their own domestic tuna fleet and fishermen for the tuna they pack for export.

## Under New Administration

# Needs of U.S.-Flag Merchant Marine May Receive Long Awaited Boost

**WASHINGTON**—When Richard M. Nixon moves into the White House next January, the Executive reigns of our government will shift into the hands of the GOP. If policies set forth in the Republican Party platform are to be realized, and statements made by the President-elect as a candidate are to be carried out in practice, the future could be somewhat brighter for the maritime industry.

Speaking to a Seattle audience last September 25, Nixon took notice of the United States-flag fleet's numerical insufficiency and its "dramatically unbalanced" state, including a "glaring deficiency" in bulk carriers.

"We must have more control over the movement of our own cargoes not only for competitive reasons, but also because of the contribution our ships can make to our balance of payments," Nixon declared at that time.

He promised a new policy aimed at achieving a "higher level of co-ordination between naval and merchant shipbuilding and asserted that "until such time as American yards can be independently competitive, I recognize that . . . subsidies are necessary . . . to build ships and deliver them to operators at competitive world prices."

### More American Cargoes

Nixon advocated raising the current 5.6-percent share of the movement of American cargoes by U.S.-flag ships to 30 percent. Also called for during his campaign pronouncements were an "immediate re-evaluation" of the government's operating subsidy program and assistance to the unsubsidized segment of the fleet, including the tramp-bulk carriers and Great Lakes operators. Further "modernization and development of our existing port facilities" was also promised by the incoming Chief Executive.

Statements made during a political campaign can only be evaluated through eventual perform-

ance. Certainly, the Republican presidential victory carried with it very little change in the Congress, both houses of which remain firmly under the control of the Democrats. The extent of cooperation between the new President and the Congress cannot yet be accurately predicted. Neither can the effect that continued high federal expenditures on already committed programs will have on other goals, including those of maritime.

### Congressional Changes

The Senate Commerce Committee's subcommittee on merchant marine has lost one valuable member in the defeat of Senator Daniel B. Brewster (D-Md.), a good friend of maritime, but remains otherwise unchanged. In the House, the Merchant Marine and Fisheries Committee lost Representative John G. Dow (D-N.Y.), but is also otherwise intact. The two chairmen, Senator Warren G. Magnuson (D-Wash.) and Representative Edward A. Garmatz (D-Md.) can be counted as continuing strong allies in the fight for a strong U.S.-flag fleet, but their influence on the new administration will have to be seen.

Spearheaded by a concerted drive of maritime labor and industry and concerned legislators, the last Congress passed a bill to create the Maritime Administration as an independent agency only to have it killed by a pocket veto when the present administration apparently remained firm to its stand for inclusion of MARAD in the Department of Transportation.

Nixon has not yet come out for or against an independent MARAD, but its cause could be

considerably enhanced by the departure of Alan S. Boyd, one of the Johnson Administration's most outspoken foes of maritime, as Secretary of Transportation.

Also open to appointment by the incoming administration will be that of the head of the Maritime Administration—a post which has for three and a half years been kept by President Johnson under an acting chief, James W. Gulick.

Two incumbent Republican members of the House Maritime and Fisheries Committee will likely have more to say in the new administration, if only because their party affiliation may gain the ear of the chief executive. These are Representatives William S. Mailliard (R-Calif.) and Thomas M. Pelly (R-Wash.).

The SIU and the AFL-CIO Maritime Trades Department and the overwhelming majority of maritime labor and industry, is poised for the big push on all measures to rebuild the fleet, including the key forerunner of such a program—the passage of an independent MARAD bill. The bill is ready, and so are the key legislators. It remains to be seen whether the new administration will live up to its campaign pronouncements on the subject and whether 1969 will be the year in which the American merchant marine will begin its long overdue comeback as the world's leading maritime nation.

## Big New Tankers Want Sea Depth, Not Cuts In Crew

**PHILADELPHIA**—The bigger they come, the cheaper the cost, is the conclusion of a recent naval architectural and engineering study conducted to determine the ultimate practical limits on the size of tankers to be constructed in the future. And the crew complement would not be altered.

Directed toward vessels of the 500,000 deadweight-ton class and larger, the study found that channel and ocean depth pose the only limits on how large a tanker can be. It also found that offshore cargo-handling facilities will not hold back the building of larger tankers since they can readily cope with the requirements of big vessels.

The report, prepared by the University of Michigan and presented before the Philadelphia section of the Society of Naval Architects last month, found that, for various reasons, ship construction costs per ton dropped as the vessel became larger.

Fuel and maintenance costs also were found to drop as the ship's size increased, according to the report, while crew requirements remained stable.

### New SIU Tanker Launched



Latest addition to fleet of SIU-contracted Bulk Transport, was 37,250-ton tanker S. T. Willamette, recently launched at Bethlehem Steel's Sparrows Point shipyards. Named for Oregon's Willamette River, vessel is first of two of this class constructed for Bulk Transport. The vessel has a cruising range of 12,000 miles.

# MARAD Stops War Risk Insurance On Oldest of Runaway-Flag Vessels

WASHINGTON—Interim War Risk Insurance will no longer be made available to runaway-flag tankers or reefers, owned or controlled by U.S. citizens and registered under Panamanian, Honduran or Liberian flags, if the vessels are over 25 years old, the Maritime Administration announced this month.

The only exception will be for tankers modified or jumboized by adding a new forebody within the past ten years. Such vessels, according to James W. Gulick, acting maritime administrator, will be eligible for the insurance until such time as the oldest section of the ship is 30 years old.

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.

Runaway ships registered in Liberia, Panama or Honduras are covered by U.S. Government Interim War Risk Insurance because they are considered by the Navy and the Defense Department to be under "effective" control of the United States. This means they

can allegedly be called into service by this country in the event of a national emergency.

The War Risk Insurance was originally made available to vessels in this category only until they reached twenty years of age. Since 1960, however, the age requirement had been liberalized. In 1962 and 1963 tankers in the T2 class, or equivalents, and reefer vessels were made eligible for the insurance for an indefinite period beyond 20 years. In 1964 jumboized T2 tankers and equivalents were granted eligibility for an indefinite period beyond 25 years.

The new restricted age limits for the insurance eligibility were established in view of the fact that ships in excess of 25 years of age may be in terminal stages of obsolescence and thus not operationally sound to perform reliable service in the interest of national defense, Gulick declared. The runaway flag tankers and reefers over

25 years of age which are otherwise eligible for War Risk Insurance, the acting Maritime Administrator claimed, constitute only a small percentage of the total vessels of these types available for mobilization requirements and would not substantially affect U.S. ability to meet these requirements.

## Five Drug Firms Charged By Govt. With Price Fixing

NEW YORK—A federal grand jury has charged 15 Dutch, German, American and British firms with violating U.S. antitrust laws through an international conspiracy to raise the prices and monopolize sales of two widely-used drugs.

The indictments, sought this month by the Justice Department, also accused the combine of conspiring to defraud the U.S. government on purchases from federal stockpiles.

The drugs are quinine and quinidine, both products of the bark of South America's cinchona tree. Quinine is used to treat malaria and other diseases; quinidine is used in treating many heart ailments.

U.S. firms named in the indictment are the Rexall Drug and Chemical Co., Mead, Johnson and Co., and R. W. Greff and Co., an importing firm.

One count of the indictment dealt with the sale by competitive bidding of more than 13.8 million ounces of cinchona products from U.S. stockpiles. The indictment said the companies agreed not to compete with the Netherlands firm of Nedchem in the bidding. After Nedchem made its purchases, the drugs allegedly were divided among the defendant companies.

## Effort Sparked By SIU Fishermen Ups Military's Purchase of Seafood

BOSTON—Through the efforts of SIUNA Vice President James D. Ackert, and Acting President Michael P. Orlando of the Atlantic Fishermen's Union, U.S. military personnel will consume well over a half-million more pounds of fish next year than in 1968.

Alarmed by the fact that the total military consumption of seafood was less in 1967 than in 1966, and that there was strong indication that fish purchases were dropping still lower in 1968, Ackert wrote to Representative William H. Bates, (R-Mass.), pointing out the seriousness of the situation and the hardships it would bring to the American fishing industry.

Bates contacted the Master Menu Board of the Armed Services and urged that they reappraise

their "protein food purchases and menus with a view toward bringing them in line with the military fish purchases of the past."

"The American fishing industry is finding itself faced with the adverse effects of ever-increasing imports of fresh fish filets and portions at the same time as government purchases of seafoods continue to decline," the Congressman wrote.

"While efforts continue to obtain control over the influx of foreign products, a check with the Defense Supply Agency discloses that all branches of the military service bought only 26,825,000 pounds of fish during the first nine months of the current fiscal year, compared to 31,835,000 pounds in the same period a year ago."

### Valuable Contribution

Asserting that whatever increase might be effected in the "purchase of American-caught and processed fish filets and portions will be greatly appreciated," Bates told each of the military services:

"We cannot allow this important domestic producer of food to be eliminated, yet fishing vessel owners in Gloucester and New Bedford, Massachusetts are so discouraged that they fear they may have no choice but to go out of business. Therefore, I believe that your consideration of this matter could lead to a valuable contribution to the renewal of hope for these fishermen."

Following a July meeting of their Menu Board, the services advised Congressman Bates that they were unable to increase the number of seafood servings beyond 57 for the calendar year 1968, but a total of 58 servings have been programmed for 1969.

That one extra meal will require about 656,250 more pounds of fish.

## Joining The Pension List



SIU Patrolman Herman Troxclair presents a pension check to Angel Valdes at New Orleans hall. Brother Valdes joined the Union in Philadelphia and sailed in the steward department. He last sailed on Alcoa Master. Born in Florida, he now lives in New Orleans.

## Republican Thrust Thwarted In Attempt to Capture House

WASHINGTON—America's voters, from Maine to Hawaii, smashed the hopes of the Republican Party for major gains in the House.

When the 91st Congress convenes in January, Democrats will have a 243-192 majority—only four less than their present margin.

They will elect the Speaker of the House, fill all committee chairmanships and name a majority of the members of each legislative committee.

Conservatives of both parties will continue to outnumber liberals in the House. But the conservative coalition will not be significantly stronger. The important House Education & Labor Committee remains firmly liberal. A Republican President will have to deal with Democratic congressional leaders to get action on his legislative program.

That's not the way the GOP had planned it.

Republicans went into the election needing a pickup of 30 seats

to control the House—and had confidently expected to at least come close to that figure.

Democrats did much better than any pre-election survey had indicated by winning most of the close ones—those House contests rated "toss-ups." They also held on to a few seats Republicans were strongly favored to pick up.

In all, Republicans won nine House districts previously held by Democrats, but lost five of their own congressional seats in return.

### A complete listing of the new House of Representatives will be found on page 8.

The GOP would have had to win at least nine seats in the East to come close to a House majority. They ended up with a net gain of only one.

They hoped to add a couple of seats in the Midwest to their already heavy congressional majority from that region. Instead, Democrats made a net gain of one.

In the West, GOP hopes of widespread pickups were again thwarted, except for the capture of New Mexico's two House seats.

The South proved safe for incumbents—including several liberal Democrats in hard re-election fights and four conservative Republicans facing strong opposition. The two GOP pickups—one each in North Carolina and Virginia—were in districts without an incumbent congressman on the ballot.

The Republicans did not pick up threatened Democratic seats in California, Connecticut, Florida, Hawaii, Illinois, Indiana, Maine, Missouri, New Jersey, New York, Pennsylvania and Washington.

Basically, the House that will legislate during the first two years of the Nixon Administration is very much like the House that served during the last two years of President Johnson's Administration.

## Nixon Assured Cooperation By AFL-CIO Pres. Meany

WASHINGTON—AFL-CIO President George Meany has assured President-Elect Richard M. Nixon "of the cooperation of organized labor," in the "great American tradition" of backing the President.

To Vice President Hubert H. Humphrey, Meany reaffirmed the trade union movement's great regard for him, wiring "you staged a magnificent fight and it has been our honor to have been among your supporters."

In a statement accompanying the wires, the AFL-CIO president pointed up labor's complete involvement in the campaign, declaring "we believe that our efforts contributed to the massive rejection of the George Wallace campaign of hate as well as to the election of liberal candidates of both parties to both houses of Congress."

The job facing the nation now, Meany said, is to "move forward" to solve the problems of the cities, poverty, education, health care and all the rest. "We intend to keep fighting for those goals," he said, and "we are awaiting the details of the programs to solve these problems that President-Elect Nixon promised during his campaign."

To the "thousands of trade union volunteers," Meany sent his personal thanks, noting "they have contributed much to the great democratic process of this country . . . and have helped make America better."

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# Nixon Leadership Mandate Dulled by Razor-Thin Victory

WASHINGTON—Richard M. Nixon, the choice of the American voters to be their 37th President, emerged from the 1968 election with a leadership mandate clouded by the razor-thin margin of his victory and the failure of his party to achieve control of Congress.

Nixon won the election with the support of about 43 percent of the electorate, relying heavily on rural and suburban areas. He put together an Electoral College majority of 302, largely in the same southern, midwestern and western states that had formed the base of his strength in capturing the Republican nomination.

But the GOP fell far short of its goals in the legislative branch as it posted a net gain of only four House seats and five Senate seats.

Thus Nixon, when he takes office next Jan. 20, will be the first man in 120 years to assume the presidency while confronted with a Congress firmly in the hands of the opposition party. He will take office with the lowest percentage of the popular vote since 1912 when Woodrow Wilson received 41.9 percent in winning a three-way race.

## Sharp Divisions

Addressing supporters following his election, Nixon acknowledged the sharp divisions within the nation reflected in the results. He pledged that "the great objective" of his Administration will be "to bring the American people together."

"This will be an open Administration," Nixon said, "open to new ideas, open to men and women of both parties, open to critics as well as those who support us."

He also paid tribute to the "valiant and courageous fight" of Vice President Hubert H. Humphrey, the man who had nearly succeeded against overwhelming odds in retaining the presidency for the Democrats.

Although the popular vote count showed virtually a dead heat between Humphrey and Nixon, each with about 43 percent of the vote, Nixon captured the electoral votes of 32 states for his total of 302, well over the 270 needed to assure election. Humphrey was the victor in 13 states and the District of Columbia for a total of 191 electoral votes and the third-party candidate, George C. Wallace, had

taken five southern states for a total of 45.

The presidential election was one of the closest in the nation's history and Nixon's majority was not established until mid-morning of the day after Election Day when the last remaining precincts in Illinois gave him the state and put him over the top in electoral votes.

Illinois, in fact, told the story of the election. Most observers had conceded it well in advance as firmly in Nixon's camp just as two months ago they had given Humphrey little chance of coming close to victory.

But support for the Vice President took a strong upward surge in the latter stages of the campaign, and became evident as returns were counted in such key states as Illinois, Ohio, New Jersey and California—all of which the Nixon forces had counted on. All four finally went to the Republican by narrow margins, but a swing of one or two to Humphrey could have produced an Electoral College stalemate.

Humphrey's main strength was produced in the industrial East, where he captured 122 of his electoral vote total, including such big states as New York and Pennsylvania. He also took Michigan and Texas among the top eight industrial states of the nation.

Even in states he lost, the Vice President scored heavy majorities in the urban industrial areas where organized labor and Negro civil rights groups turned out the vote.

The election also brought a new figure to the forefront of the national political scene—Maine Senator Edmund S. Muskie, the Democratic vice presidential candidate, whose campaign style stressing calm reason evoked broad support among the voters and added considerable strength to the Humphrey ticket.

For the Vice President, who came so close to the presidency, the defeat marked a disappointing setback in a public career dating back nearly 25 years, including 16 years as a leader of the liberal forces in the U.S. Senate.

But in defeat, Humphrey if anything added to his luster simply through the gameness of his come-from-behind struggle that fell just short of succeeding.

When the Vice President first announced his candidacy a month after President Johnson's stunning declaration that he would not seek



National unity after the nation had made its choice at the polls on November 5 was symbolized by the post-election meeting of the Democratic candidates, Vice President Hubert Humphrey and Senator Edmund Muskie, of Maine, with President-Elect Richard Nixon in Florida.

a new term, organized labor was the first major group in Humphrey's corner. In the months that followed, he methodically built support among disparate elements of the Democratic Party to win the nomination at a bitterly fought party convention.

For Nixon, his election was a personal triumph, a comeback of immense proportions. Once before, in 1960, after serving eight years as Vice President under President Eisenhower, Nixon had been the Republican standard-

bearer only to lose to John F. Kennedy in an election almost as close as this one.

Two years later, Nixon was dealt a staggering setback by the voters of his home state, California, when he lost in his bid to take the governorship from Edmund G. (Pat) Brown. He vowed that he was through with politics but after the 1964 Goldwater debacle Nixon was recruited to help GOP congressional candidates in 1966. He stepped into the party leader-

ship vacuum and began to build for a new presidential drive.

He campaigned coolly and confidently, keying his appeal to a call for "new leadership" and promising to end the war in Vietnam and crime and turmoil in the cities without spelling out how he proposed to do either.

The voters have now given him the chance—and the responsibility—to attack these and all the other problems confronting the nation.

## Democrats Maintain Senate Control Despite GOP Gain of Five Seats

WASHINGTON—The makeup of the Senate remained basically unchanged and liberal as a result of the election, despite some inroads by the Republicans.

The GOP scored a net gain of five seats to cut the Democratic margin from 63-37 to 59-41. Republicans needed to pick up 14 seats to win control.

With Democrats defending 23 of the 34 seats at stake, the Republicans had hoped to pick up at least 10 seats. On the other hand, the Democrats had hoped to lose not more than three.

The extent of the cut in the liberal margin, which has run about 10 votes less than the Democratic margin, is more difficult to determine.

Several of the newly-elected Republicans are clear-cut conservatives on the basis of past records. But several others are considered moderate-liberals.

The Republicans captured previously Democratic seats in Arizona, Florida, Maryland, Ohio, Oklahoma, Oregon and Pennsylvania. Democrats took GOP seats in California and Iowa.

These were some of the developments in Senate races:

In California, former state controller Alan Cranston defeated right-wing Republican Max Rafferty, who beat Senate Minority Whip Thomas H. Kuchel in the state's primary. Cranston is rated a liberal, as was Kuchel.

In Iowa, three-term Democratic Governor Harold E. Hughes won election in a nominally Republican state over state Senator David Stanley. Hughes takes a seat given up by Republican Bourke B. Hickel, a conservative.

In Oregon, liberal Senator Wayne Morse was defeated by Robert W. Packwood.

In Pennsylvania, liberal Senator Joseph S. Clark was edged out by Richard S. Schweiker, a four-term Republican congressman who is rated as a moderate.

Thirty years of congressional service ended for Senator A. S. Mike Monroney (D-Okla.) when he was defeated by former Governor Henry Bellmon.

In Maryland Representative Charles McC. Mathias, a moderate Republican, defeated incumbent Senator Daniel B. Brewster.

In Florida, ultra-conservative Representative Edward J. Gurney (R) defeated former Democratic Governor LeRoy Collins, for a seat being vacated by Senator George A. Smathers (D).

### Goldwater Wins

Arizona swept conservative Barry Goldwater back into the Senate. He defeated Roy Elson, administrative aide to retiring Senator Carl Hayden (D).

Ohio Attorney General William B. Saxbe, a Republican, defeated former Representative John J. Gilligan, who had ousted Senator Frank J. Lausche in the primary.

In Idaho, Senator Frank Church turned back a challenge by GOP Representative George V. Hansen, who had tried to win with a direct attack on Church's liberalism.

Wisconsin, Senator Gaylord Nelson won re-election by a better than 3-to-2 margin over Republican Jerris Leonard.

Senator Birch Bayh won a close

decision in Indiana over Republican William D. Ruckelshaus, a state legislator.

In Washington, Senator Warren G. Magnuson (D) easily won re-election to his fifth term over state Senator Jack Metcalf, a conservative who appealed for support through a national right-wing network.

Democrats also handily retained seats in two states where races drew national attention:

Senator Abraham Ribicoff (D-Conn.) won a second term by defeating former Representative Edwin H. May, Jr., a conservative and Senator George C. McGovern (D-S.D.) won over former Governor Archie M. Gubbrud despite a big Nixon victory.

Lieutenant Governor Thomas F. Eagleton is the new Democratic senator from Missouri, having defeated GOP Representative Thomas B. Curtis. Eagleton topped incumbent Senator Edward V. Long in the state's Democratic primary.

Democrat Mike Gravel, former speaker of the Alaska state legislature, is another new senator. He defeated Anchorage banker Elmer Rasmuson and also overcame a write-in campaign for Senator Ernest Gruening, who had lost the primary.

In Nevada, Senator Alan Bible (D) won his third full term, turning back the bid of Republican Lieutenant Governor Edward Fike by a greater margin than had been expected.



Alan Cranston, Democratic Senator-elect from California, flashes victory sign to campaign workers after election. Max Rafferty was loser.

## Will Public Be Protected?

# Consumer Product Safety Agency In Hassle Over Public Disclosures

WASHINGTON—Will homeowners be informed about the hazards of household products found to be dangerous? Or will the agency set up to protect the consumer conceal such facts because public disclosure is liable to upset the manufacturer?

This question seems to be up in the air. And the safety of the people seems to be in the same place—at least at this moment—because of mixed emotions evidenced by a panel charged with a vital function.

The trouble lies within the seven-man National Commission on Product Safety which can't seem to agree on when the public should be told about products found to be dangerous for general use.

Set up by an act of the ninetyth Congress, the commission's job is to identify household products which endanger the American consumer's health or safety. It has the authority to act to bring about correction of hazards which are uncovered as a result of its investigations.

### Facts Kept Secret

The commission chairman, Arnold B. Elkind, a New York lawyer, said there was general agreement among commission members that information concerning products found hazardous, and voluntarily withdrawn from the market by their manufacturers, would not be released.

"We would misuse the trust and confidence manufacturers have placed in us if the information were publicized," Elkind declared to a meeting of about 200 consumers, industry representatives and members of the press at a meeting here in the auditorium of the Museum of History and Technology. "We do not want manufacturers to look at us with an attitude of fear."

A different viewpoint was expressed by Mike Pertschuck, a commission member and counsel to the Senate Commerce Committee. He said the power to publicize lay with the commission and should be used immediately when a "serious hazard was uncovered."

"When our information indicates a serious hazard exists in a product already sold and in the home, the commission will make the fact known publicly so the

consumers can protect themselves," Pertschuck explained.

The obligation of the commission, according to Pertschuck is to work with the producer of a dangerous item so as to recall or repair it. At the same time, the responsibility is there to warn the public about items already in the possession of the consumer.

A case which illustrated how his guidelines would be applied was defended by Elkind, who indicated that the manufacturer himself would do most of the testing. He offered no explanation, however, as to how the manufacturer could be trusted to judge the safety of a product he had already thought well enough of to release publicly.

At any rate, in at least one case the manufacturer voluntarily withdrew his product, Elkind claimed. He seemed little concerned that its only fault, apparently, was that its use resulted in the consumer acquiring a third degree burn. The chairman also carefully declined to name either the manufacturer or the product involved—thereby leaving its withdrawal less in the public interest than in the realm of private company protection with Elkind's willing cooperation.

Under questioning by a newsman at the meeting—as to whether the Freedom of Information Act didn't require the release of the information to the public—Elkind hedged that the information was in the form of inter-agency memos and, as such, was exempt from disclosure under the Act. No questions were asked as to whether this meant that any information which the commission deemed it inadvisable to release could not be put on inter-agency memos and thus be automatically exempt from public disclosure.

Nor, for that matter, was there any query as to why only one case of voluntary withdrawal of a product had so far resulted from the testing procedures which were supposedly to be made voluntarily by the manufacturers.

Also, the amount of consumer protection remaining — if Chairman Elkind's clamp on public disclosure is to prevail in a program of manufacturer testing—was not touched upon.

A study of more than 200 household items is under way and the commission has until December, 1969, to complete its report.

It is to be hoped that by that time manufacturers of faulty products will be required to identify themselves and discuss the facts.

## New LORAN Navigational System Allows Exact Location Fix in Gulf

WASHINGTON—Flicks of three switches activated a new Coast Guard navigational system in the Gulf of Mexico early this month which enables mariners to determine their exact location at sea regardless of weather conditions, and without being dependent on land masses as visual references.

In simultaneous ceremonies at Port Isabel, Galveston in Texas and at Grand Isle, La., the Coast Guard put into operation a \$2 million LORAN (Long Range Aid to Navigation) network which it claims will take much of the guesswork out of navigation in the area it serves.

The Coast Guard's Eighth District commander, Rear Admiral Ross P. Bullard, described the system as a "... revolution in navigation for the Gulf of Mexico."

"Mariners who use it," he said, "will be able to pinpoint their locations without visual reference. Whether they are out of sight of land, or if it's overcast, if the compass is broken, regardless of winds and currents... LORAN will give them a fast and accurate position fix."

In obtaining this position fix, the navigator refers to an electronic grid that LORAN has placed over the entire Gulf of Mexico, and finds where two lines cross on the LORAN chart.

### Replaces Old Methods

Until now, navigation in the Gulf of Mexico has been limited to celestial fixes, dead reckoning, radar, radio beacons, and depth soundings. There were numerous drawbacks to these methods, and they all depended on the individual skill of the navigator. In addition, celestial fixes required clear weather, and radar needed a land mass within its range to be effective.

The principle of the new LORAN network is based on the length of time it takes for a radio signal to travel from transmitter to receiver. Signals transmitted simultaneously from two different points will take different lengths of time to travel to a third receiving point, and in effect act as a triangulation system for the navigator.

When he obtains these elapsed-time readings, the navigator then compares them to LORAN charts which have been over-printed on top of regular nautical charts, and translates these readings into lati-



These two rooms of electronic equipment, valued at more than \$430,000, are part of the Coast Guard LORAN transmitting station facilities at Grand Isle, La. This installation, and two similar ones at the cities of Galveston and Port Isabel, Texas, went on the air November 1 to bring all-weather, precision navigation to the entire Gulf of Mexico.

tude and longitude, or relative bearings.

The concept of LORAN is not new—it has been in use since World War II—but this Gulf system is the first built to serve the needs of commerce rather than defense.

The new system incorporates two existing stations at Cape San Blas and Venice, Fla. These stations were originally built and operated by the Air Force and date from the late 1940s. With a third station at Biloxi, Miss., they formed a LORAN chain that provided good coverage only in the eastern Gulf of Mexico. By the time signals from that chain reached the western Gulf they were no longer usable for position fixes.

The station at Biloxi was closed down Nov. 1 when the new Grand Isle facility began transmitting. The move was made to integrate the old chain and the new one, giving better coverage throughout the entire Gulf.

Transmitting stations operate in pairs. Each pair produces the two signals that are needed to get one line of position reading. Pairs are further arranged in chains of three or more stations. When the chain arrangement is used the intermediate stations operate in both ad-

jacent pairs. Thus, in the Gulf of Mexico LORAN chain there are four pairs of stations:

Port Isabel and Galveston, Galveston and Grand Isle, Grand Isle and Cape San Blas, and Cape San Blas and Venice.

For each pair a straight line (called the base line) can be drawn through the two stations. At this base line all the LORAN lines are perpendicular and from there they extend out over the Gulf in long sweeping curves through various arcs. Because the base line between Galveston and Port Isabel, as an example, is at considerable angle to the base line between Grand Isle and Galveston, the LORAN lines of position from the two pairs cross hatch the Gulf in a distorted grid pattern. The same is true of the other pairs.

Chief beneficiaries of the system, according to the Coast Guard, will be commercial fishermen in the Gulf, who can reduce fuel costs because of the shorter running time gained by pinpoint navigation.

Another advantage will be the shortened running time required for the Coast Guard to carry out its rescue missions, a time factor that can spell the difference between life and death for mariners in distress.

## COPE-Endorsed Candidates Victorious in Most Contests

WASHINGTON—Nearly six out of every 10 candidates endorsed by the AFL-CIO Committee on Political Education for the 91st Congress were victorious, an analysis of the new Congress disclosed.

Of the 353 candidates endorsed by COPE for the House and Senate 201, or 57 percent, won their contests. In the 1966 congressional elections only about 53 percent of COPE-endorsed candidates won at the polls.

Including candidates for the governorships running with COPE endorsement, the winning percentage came to 56, a bit higher than the 55 percent victories scored in the comparable 1960 election.

In 1964 in the Johnson landslide, COPE-backed candidates set a record high victory margin of 67 percent, topping the previous high

of 62 percent in the 1962 congressional elections.

COPE endorsements are made at the state and congressional district levels by state AFL-CIO groups. The endorsements are based primarily on the records or the espoused programs of the candidates in terms of a wide number of economic, welfare and labor issues.

In the 1968 campaign COPE endorsed 326 House candidates of whom 186 were recorded as winners. Fifteen of the 27 Senate candidates won election and six of the 17 endorsed gubernatorial candidates.

## Senior Citizens the Target In Annual Drug Name Game

WASHINGTON—The nation's elderly would save at least \$41.5 million a year if doctors prescribed drugs by generic (scientific) names instead of by manufacturers' brand names, a new government report concludes.

A 139-page report of a Task Force on Prescription Drugs also found that the health needs of those over 65, compounded by the high cost of drugs, are "a medical and economic problem of major importance."

The task force, which has been studying the drug industry since May 1967, was established under the Department of Health, Education and Welfare through directive from President Johnson. The report entitled *The Drug Users*, is devoted not only to the cost of drugs used by the elderly but also to their ability to pay for them and their patterns of drug use.

The task force analyzed some 175 million prescriptions written for elderly persons in 1966, the last year for which pertinent data were available. From these data it compiled a master list of 409 most-frequently used drugs.

Of the 409 drugs, the study found that 67 could have been obtained from more than one manufacturer—the rest being subject to patents or to other arrangements which in effect, fixed their prices.

"If these 67 had been dispensed as low-cost generic name products," the report said, "the savings at the retail level—providing the same mark-ups were set by the pharmacists—would be about \$41.5 million, or 27.7 percent."

Still further savings could be achieved, the report indicated, if lists of drugs used by government and other health programs regularly included generic name products.

The study found that ten drugs accounted for 20 percent of all the prescriptions surveyed and that eight of those were still protected by patents so that no generic equivalent was available. The ten included tolbutamide, for treatment of diabetes; chlorthalidone, a tranquilizer; chlorothiazide, a diuretic used in treating kidney and heart diseases; four types of pain killers and phenobarbital, a sedative.

All of these medicines are used by the elderly on a day-in-day out basis causing them to have "extraordinary expenses for drugs," the report said. The problem is intensified, it added, because the needs for drugs among the elderly increases at the very time of life when their income declines.

The study reported that per capita expenditure for prescription drugs in fiscal 1965 for the elderly was \$41.40, almost four times greater than the \$12.77 figure for those under 65. It also cited statistics which showed that among the elderly, women paid more for drugs than men and whites expended far more on drugs than non-whites—"reflecting the greater affluence" of whites.

## LABOR ROUND-UP

A 23-day strike of bus drivers was not quite enough to win a settlement from reluctant Baltimore Transit Co. management. It took an unfair labor practice charge, the intervention of the mayor and a transit authority hearing to get the buses back on the street after Transit Union Div. 1300 approved a new one-year contract. The strikers voted 758-523 to accept terms formulated by management after Mayor Thomas J. D'Alesandro brought the parties together, but the company declined to put the buses back on the street unless fares were raised at once. Management changed its mind when Div. 1300 filed charges of refusal to bargain with the National Labor Relations Board. The charges then were withdrawn.

The constitutionality of New York's "full crew" law requiring a fireman helper on every diesel locomotive in freight service has been upheld by the New York Court of Appeals which reaffirmed a ruling handed down in 1965 by a Special Court of the New York Supreme Court rejecting a challenge brought by 10 railroads operating in New York. They contended they did not want to dispense with a "second man" on the freight engine but claimed they wanted him to be a brakeman not a fireman. The appeals court found that it was legislative intent that the second man should be an engine crew man and that a brakeman's duties frequently prevent him from being in the cab.

The National Association for Retarded Children has named locals of two AFL-CIO unions as winners of annual Merit Awards to Labor. Local 1464, State, County and Municipal Employees in Grand Junction, Colo., was chosen for its work for the Colorado State Home & Training School for the Retarded. Local 24, International Brotherhood of Electrical Workers, Baltimore, received the award for its efforts on behalf of the Baltimore Occupational Training Center and Sheltered Workshop. NARC and the AFL-CIO Department of Community Services established the Merit Awards to Labor last year to give national recognition to union members and locals who have helped transform the mentally retarded into useful citizens.

Peter Fosco, secretary-treasurer of the Laborers International Union since 1950, has been elected president of the LIU succeeding Joseph V. Moreschi who has retired. The union's executive board named Moreschi president-emeritus and elected vice-president Terence J. O'Sullivan of San Francisco secretary-treasurer to succeed Fosco. Moreschi had served as president since 1926. Fosco joined the Laborers in 1915 in Chicago. In 1936 he was named a regional manager of the Chicago regional office of the union and established a record of organizing the pipeline industry both regionally and nationally.

## The Big Fix



The unconscionable exploitation of the sick and the smug disregard for the law shown consistently by giant drug companies has once again been brought partially to light for public examination.

A federal grand jury has formally charged 15 firms—American, Dutch, German, and British—with violating U.S. anti-trust laws through an international conspiracy to raise prices and monopolize sales of two widely-used drugs. The indictments also accuse the combine of conspiring to defraud the U.S. government on purchases from federal stockpiles.

U.S. firms named are the Rexall Drug and Chemical Co.—that "household word" company whose outlets supposedly give us all a bargain through the once-a-year "Penny sales" at their retail outlets—Mead, Johnson and Co. and R. W. Greeff and Co., importers.

According to the indictment, the manufacturers primed one foreign drug concern to submit a low bid while themselves refraining from bidding on contracts involved. The drugs purchased through the low bid were then divided up. Thereafter—having control of the market—the cooperating companies proceeded to raise prices and capture still another bonanza of handsome profits.

For those who might kid themselves that this is something really not close to home, or, perhaps, just clever business tactics, it is well to remember that such tactics always pull at the pockets of that good-natured sucker, the American consumer. He pays for it, not only indirectly in governmental costs, but directly in the higher prices he is hit for when he takes a prescription to his local drug store.

The drugs involved in this latest exposure of drug cheats are quinine—widely used in the treatment of malaria and other diseases—and quinidine, often prescribed for various types of heart ailments.

What's to be done about it?

If found guilty, the individual companies face a maximum penalty of only \$50,000 in fines on each of three counts. Although the individual co-conspirators face this fine and a possible one year in jail, they have no fear of jail—none have ever been sentenced in the past. If the worst happens—imposition of collective maximum fines—the whole deal can be chalked up as just another business expense in a coup which must have netted many millions of dollars for the offending drug combines.

Small wonder that drug companies have always been a favorite Wall St. investment—their profits are enormous. Also, the drug industry is high on the list of those spending millions annually to create the public image of their "reputation" and "quality"—largely tax-deductible millions geared toward maintaining the demand for "standard brands".

Washington hearings on the price of drugs have clearly brought out profiteering as a hallmark of the pharmaceutical manufacturers.

A presidential Task Force on Prescription Drugs which has been studying the drug industry since May, 1967, found that all but 67 of the 409 most frequently used drugs, were subject to patents or to other arrangements which, in effect, fixed their prices.

The fundamental problem of skyrocketing costs of health care—of which prescription drugs are only one aspect—continues to reflect a growing need for federal control in this area in which the unscrupulous hold the sick at bay. The choice is narrowing down—either the profiteers will be permitted to continue to control their prices by processes which eliminate effective competition, or the government must step in to protect the captive consumer with more than a slap-on-the-wrist fine or, worse yet, a convenient turning of the back while the medical community continues its parasitic rape of those too sick to defend themselves.





# CRISIS IN USPHS

Junk mail before medical equipment and service?

Soil conservation before nurses and technicians?

Perhaps the above is too starkly drawn, but there is mounting evidence that the economy drive of the 90th Congress had a tough time wrestling with priorities—with results that portend disaster.

The now adjourned Congress demanded—and got—a high price-tag for going along with President Johnson's program for a 10-percent income tax hike. This was that the administration agree to a \$6 billion-cut in spending by government agencies and on government programs.

Result? An agency like the United States Public Health Service, which is directly

concerned with the lives of Seafarers and others, is being slowly starved. The bulk of the impact hasn't been felt—yet.

Faced with the Budget Bureau's overall directive—issued last July 1—to fill only one out of two job vacancies, the Post Office Department's boss, Postmaster General W. Marvin Watson, told Congress in no uncertain terms: "Cut and people won't get their mail. We must drastically curtail services."

Afraid of repercussions from the public—and, especially the big mailers—the Congress promptly passed a law freeing the Post Office from the job freeze.

Similarly, the Senate took action to exempt \$1 billion in farm price support payments from the \$180 billion ceiling on Federal spending. Also released from the budgetary and personnel cutback order was the Soil Conservation Service. At the same time, however, the Senate cut an estimated total of \$500 million from Federal funds to states which extend the Medicaid program to persons not on the relief rolls. Apparently health is considered expendable. And make no mistake about it—the pinch will be felt.

The United States Public Health Service first began with the recognition of the special health needs of seamen. It dates back—in one form or other—to 1789 and is the oldest medical program in the United States. Today, it operates a total of ten general hospitals, a leprosy hospital, 28 separate out-patient clinics and 124 other out-patient clinics in other hospitals. It has been a pioneer in preventive medicine and is outstanding in its provision of medical facilities, offering quality care to Civil Service employees, seamen, Coast Guard personnel, Army dependents and American Indians. All this comes under the direct surveillance of the Surgeon General of the U.S., William H. Stewart.

The medical equipment available in the USPHS hospitals stacks up well against most hospitals in the U.S. It is also interesting to note that the cost of a day's care in Maimonides Hospital in Brooklyn, N.Y., is \$85. At the USPHS hospital in Staten Island, only a stone's throw away, it is \$45 per day.

Services in these USPHS hospitals, and in the many clinics, are excellently staffed and maintained. But the economy squeeze prevents the updating of equipment. In an age of advances in medicine and medical research, the need for innovations, such as intensive care units for coronary cases and much costly diagnostic equipment, are still regarded as frills—because of constant low budgeting. But such "frills" save lives.

There is, besides, a chronic staff shortage in such high-turnover categories as nurses, technicians, and dietary experts. Here, the filling of vacancies is difficult enough even with adequate funding. But now, under the directive of Congress, vacancies are ordered to be kept unfilled. Personnel will be cut—from file clerks, to technicians, to nurses and beyond.

Put simply, this means that an inadequate situation will become increasingly more inadequate.

Put in terms of human impact, it means that a seaman who comes into a USPHS hospital—with a hernia, for example—will soon have to wait three months for care instead of a week. While emergencies will continue to receive prompt attention, treatment of all elective-type conditions will gradually be eliminated. Wards, with an increasing lack of adequate personnel and equipment, will have to be closed, one by one.

When seamen, and others, find that they have to wait in long lines; that clinic appointments will be spread out over longer and longer periods, they may slowly become discouraged and look for help elsewhere or—worse yet, put off treatment. This must not be allowed to happen.

There is no reason why the USPHS should not continue to be tops in medical care, equipment and personnel. Our society is dealing with human lives here—not junk mail, not soil. Priorities are certainly lopsided when such interests take preference and should be re-examined.

What might the situation be like a year from now? If there is a move on, as has been declared by some, to eventually phase out the USPHS, something must be done quickly to preserve the traditional function of these institutions or they will inevitably deteriorate.

Once before, in 1965, a virulent attack was launched on the USPHS when the Department of Health, Education and Welfare threatened to close down seven of its hospitals and transfer patients to Veteran Administration facilities. The hospitals involved at that time were at Boston, Norfolk, Savannah, Galveston, Memphis, Chicago and Detroit.

The SIUNA testified before the Appropriations subcommittee, and the House Merchant Marine and Fisheries Committee, which were conducting hearings on the hospital closings. The Union then strongly opposed the direct curtailment of services, and continues to oppose indirect curtailment by attrition, on the basis that VA facilities are inadequate for the most basic USPHS functions, let alone the more comprehensive facilities which were planned for them.



Seafarer Thomas J. Connell, Deck Dept. enjoys smoke in ward while recuperating.

With the help of the Commissioned Officers Association of the USPHS and the American Legion—both of which joined in the fight—the move was beaten back at that time. A SIUNA-backed bill introduced by Representative Jacob H. Gilbert (D-N.Y.) was the vehicle used to win that phase of the continuing fight.

A typical call by the American Medical Association, also in 1965, for the end to hospital and medical care for seamen in USPHS hospitals was also defeated by a vigorous protest of the SIUNA.

In a report to President Johnson in 1967, the National Advisory Commission on Health Manpower declared that there is a "crisis" in American health care. The President, at that time declared that there was a need for action to rescue the USPHS before it's too late.

The time for action is now.



The USPHS hospital in Staten Island, N.Y., is clean and modern inside and out. Federal cutbacks threaten this, and other hospitals like it.



Wide aisles and a clean ward make hospitalization as pleasant as possible for patients at Staten Island Hospital, one of the finest in the U.S.



They're on the ball! Recreation time finds Seafarer Kenneth Beverly of Engine Department shooting pool as two fellow patients in hospital look on.

# MTD Great Lakes Conference Maps Rescue of Fleet



Ed Kraft, Vice Pres. Detroit MTD Port Council (left) chatted with Gene Muskie, brother of Senator Edmund Muskie, and Pres. Bernard Puchalski of Chicago Port Council.



Peter M. McGavin (left), MTD Exec. Secretary-Treasurer trades views with (l-r): Pres. Amos Stewart of Detroit MTD Port Council, John Schreier, AFL-CIO Regional Director, and Fred Farnen, Detroit MTD Sec.-Treas.

**DETROIT**—Measures to rescue American shipping on the Great Lakes, seen to be on a dangerous course and heading for disaster, were discussed here last month by some 200 delegates of 12 Port Councils at the Great Lakes Conference of the AFL-CIO Maritime Trades Department. Representatives of 38 international unions participated.

SIU President Paul Hall, who is also president of the MTD, pointed out that most merchant marine vessels plying the Great Lakes today are more than 40 years old and have just about outlived their usefulness in terms of efficiency and safety.

"The American merchant marine has slipped to a minor position in World shipping since World War II," Hall noted. He called for an immediate American shipbuilding program as a major contribution toward solving some of the problems which exist. The SIU president also discussed water pollution and the development of lake ports and added that "legislation and government action will be proposed on these various issues."

Peter McGavin, MTD executive secretary-treasurer, traced the industry's decline since World War II, when this nation's fleet was the largest in the world. McGavin told the 200 MTD delegates that U.S. ships carry less than seven percent of the world's cargo, even though it is the greatest trading nation in the world.

"The U.S. is not even in the top ten nations in tonnage shipped and ranks 16th as a shipbuilding nation," he observed, and emphasized also that top priority must be given to construction of docking facilities in Detroit, Chicago and other Great Lakes ports as well. McGavin recalled that the U.S. merchant fleet experienced its greatest strength and growth in the 1936 to 1950 period—a period during which the country boasted an independent Maritime Administration.

Adds his own observation on the grim picture, Representative John Dingell (D-Mich.) outlined some legislative lifelines he is urging Congress to throw to the maritime industry. A member of the House Merchant Marine and Fisheries Committee, the Dearborn legislator has advocated tax relief and subsidies to shippers and a continuing effort to help revive American shipping on the Great Lakes.

"Since 1955 our Lakes fleet has decreased by 130 vessels," Dingell observed. "Today we have fewer than 250 ships." He stressed also that the inland fleet "is even more obsolete than the American ocean-going fleet. About 45 percent of the Lakes fleet was built before 1915."

Other speakers at the day long conference included Detroit's Mayor Jerome Cavanagh, Michigan Attorney General Frank J. Kelley and Representatives Martha Griffiths, Democrat of Detroit County and William Ford, Democrat of Wayne County.



Listening to Rep. William Ford are (l-r): Don Bensman, Exec. Sec.-Treas., Cleveland MTD Port Council; John Yarmola, MTD Great Lakes co-ordinator; Ford; Rep. John Dingell, Stewart & Farnen.



Applauding remarks of Frank Kelly, Michigan Attorney General, are: left to right: Johnny Williams, Secretary-Treasurer, Wayne County AFL-CIO; John Yarmola; Bernard Puchalski and Pete McGavin.

## MARAD Places Six More Vessels On North Vietnam, Cuba Blacklists

**WASHINGTON**—Four more ships have been added to the North Vietnam blacklist and two placed on the Cuba blacklist, the Maritime Administration announced this month. At the same time two Finnish vessels were removed from the Cuba list.

The MARAD report for October brings the number of ships blacklisted for calling at North Vietnamese ports to 58 vessels of 398,894 tons. For Cuba the total is 188 ships of 1,344,557 tons, a drop of three vessels from the last report for that country.

The Maritime Administration maintains shipping records of Free World and Polish carriers to determine which vessels have traded at Cuban and North Vietnamese ports, and those that have done so are placed on MARAD's blacklists for these countries. This means that these carriers are no longer eligible to carry U.S. Government-generated cargoes until their owners pledge to keep their ships from these two areas.

The two vessels added to the Cuba blacklist are the Cypriot-

flag ships Dolphin of 3,550 tons, and Johnny of 9,689 tons.

Two Polish-flag ships—the Mickiewicz at 4,344 tons, and the Szymanowski of 9,023 tons—as well as British-flag Court Harwell, 7,133 tons, and Somali vessel Yvonne of 8,997 tons, were the additions to the North Vietnamese blacklist.

MARAD reported that the owners of the two Finnish-flag vessels removed from the Cuba list—the 3,576-ton Isomeri and the 11,631-ton tanker Sword—had agreed to keep all ships under their control away from Cuba. In all, carriers controlling 937 ships have promised to keep all of their vessels out of Cuban ports in return for having 122 ships removed from the blacklist by MARAD since its inception.

The October compilation was the ninety-second revision of the lists.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 1 to November 14, 1968

### DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	1	2	1	1	2	11	4
New York	33	43	44	35	12	180	114
Philadelphia	10	7	3	4	4	22	16
Baltimore	34	19	26	11	8	77	42
Norfolk	5	4	1	2	3	30	28
Jacksonville	20	12	16	10	10	11	6
Tampa	9	2	3	2	0	9	7
Mobile	17	22	0	7	0	63	22
New Orleans	23	30	13	20	3	103	110
Houston	51	27	24	22	17	61	65
Wilmington	27	25	28	26	16	34	1
San Francisco	34	50	36	52	31	64	16
Seattle	19	21	22	17	16	41	10
Totals	283	264	217	209	122	706	441

### 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	1	3	1	6	2
New York	33	46	34	44	20	110	138
Philadelphia	6	5	3	6	1	15	14
Baltimore	21	16	11	18	6	46	40
Norfolk	4	6	1	3	0	17	21
Jacksonville	13	18	6	14	7	10	13
Tampa	6	1	2	4	2	6	6
Mobile	21	15	0	8	3	39	22
New Orleans	19	21	10	20	6	70	98
Houston	20	21	17	21	11	60	66
Wilmington	7	18	8	24	20	17	1
San Francisco	44	63	32	54	47	50	12
Seattle	19	19	7	15	19	16	11
Totals	213	252	132	234	143	462	444

### 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	3	1	0	1	5	1
New York	21	14	29	17	25	116	64
Philadelphia	7	2	2	4	7	18	14
Baltimore	27	17	10	11	13	70	26
Norfolk	7	9	1	0	1	18	28
Jacksonville	6	6	7	7	15	8	5
Tampa	4	3	2	2	3	8	3
Mobile	22	10	2	3	3	51	19
New Orleans	23	16	10	14	2	97	71
Houston	17	22	17	8	11	59	40
Wilmington	5	22	9	14	13	19	0
San Francisco	36	59	34	65	33	40	29
Seattle	17	10	19	7	4	28	6
Totals	194	193	143	152	131	537	306

## Seafarer Thanks LOG For Recent Story

To the Editor:

I feel that I must write a few lines of appreciation for the fine writeup in the September 27 issue of the LOG. I gave a copy to each of my seven grandchildren and they think it's great.

I would like to thank the Union so much for all the things it has done for me in the past years. I would like to say I have always thought it a lucky man who's a member of the SIU. Through the years, I have given so little and received so much. When I call all of you Brothers I feel proud to be called a Brother by you.

Please thank for me whoever wrote this story about me. I would especially like to thank the Union officers here in Baltimore for their concern and all of the help they have gladly given me while I was in the hospital and at all times. I think we have the best patrolmen and agents and welfare workers there are.

I did not want to retire from the sea, but the doctors at the Marine Hospital thought it best after the third heart attack. I cannot praise the hospital here too much for they have the best doctors and nurses in the world, as far as I am concerned. In addition, I wish to thank you for giving us as fine a paper as the LOG, which I have read and received all over the world.

Now that I am beached, I sure do appreciate having it here at home. I wish the LOG editor and personnel the best of everything. Thanking you again for your wonderful writeup.

Sincerely,  
Benjamin Gary.



## Praises Union Upgrading Aid

To the Editor:

My wife and I would like to take this opportunity to thank the SIU and the Associated Maritime Officers Union for all their help during my schooling period.

A married man, with a family and home to maintain, finds it very difficult financially to go full time to school. The subsistence provided by the unions enabled us to carry through during the training time.

Receiving my second mate's license was a dream come true after sailing as bosun for 24 years.

Sincerely,  
Henry Bilde, B 371

## LETTERS To The Editor

### How Effective Is Late 'Control'?

To the Editor:

I was interested to read your item, "Navy Declares 'Effective Control' Over 423 Runaway-flag Vessels" referring to Liberian, Panamanian and Honduran registered ships.

But the date of so-called "effective control" announced by the Navy was March 31, 1968. This is November. What happened? Does it take the Navy

eight months to find out that they have these ships supposedly under control? If this is the way they operate, how long would it take—let's say we were in a national emergency—to locate those ships, to marshal them under orders, to get them to carry the strategic cargoes that might be required of them?

It seems to me the whole idea of "effective control" as used by the Navy brass in referring to runaway-flag ships is a lot of malarkey. Perhaps it is a smoke screen used to conveniently overlook the fact that the only real control possible—just as the SIU and other opponents of this questionable system have maintained all along—is that over American-flag ships, registered in the U.S., manned by American crews, and facing up squarely to U.S. safety standards. And—what is most important—operating at all times "directly under regulations and directives of the United States," as the LOG story put it.

Let us hope the new Administration in Washington will realize the importance of a strong and effective American merchant marine and will set about the task of rebuilding the fleet and replacing the 20-year-old and older ships that make up most of our tonnage now.

And when we get another independent MARAD bill through this next Congress—as I am confident we will—let's also hope that the new President will sign it promptly as the means of creating a realistic approach to the long neglected upgrading of our maritime industry.

John De Tirsis



## Seafarers Widow Thanks The SIU

To the Editor:

I would like to express my appreciation to the SIU Welfare Fund for the check I received so promptly following the recent death of my husband, Charles, and for the kindness extended to us by his Union Brothers.

The money will help me see our 13-year-old son through school. His father and I always shared the wish that he get a good education. Thank you again.

Sincerely,  
Mrs. Gladys Favreau



## Sunken Lakes Ship Recalled by Seafarer

To the Editor:

I am writing you this short letter in memory of those who died when the Carl J. Bradley sank in the cold North Lake Michigan waters on November 18, 1958.

A total of 33 lives were lost on this tragic occasion ten years ago. Two crewmembers were rescued.

I am a fireman on the A.K.A., a motor vessel of the Ann Arbor Railroad Company, Frankfort, Michigan.

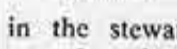
Sincerely,  
Michael O'Rourke  
Arcadia, Michigan

# Peruvian Trip on Hospital Ship Hope Warmly Recalled by Seafarer Milton

Seafarer Peter Milton, who has been sailing since 1942, recalls a 1962 voyage aboard the hospital ship Hope as one of the most unusual and satisfying experiences of his life. It was, he said from his home in San Francisco, "a voyage that probably spread more good will for America than many of the projects the Government spends a large amount of money on."

The hospital ship was sponsored by the People-to-People Health Foundation, a private, non-profit foundation, that made its maiden trip to Indonesia in 1960. The trip made to Peru by Brother Milton was the ship's second. He sailed in the steward department and served as department delegate on the trip. "We left from San Francisco and spent some nine months in Peru," he recalled. "When we first got there, we were greeted by a number of 'Yankee Go Home' signs, but by the time we left, they were all gone," Milton, a member of the SIU Pacific District, said.

Milton



The ship was unable to tie up at a dock because of heavy sea swells common to the area, so they had to drop anchor some distance out and patients from the nearby communities were brought to the ship by tug. Milton recalled, "The tugboats were on duty 24 hours a day and brought patients aboard about every fifteen minutes—day and night."

The nearest town was Salaverry, with a population of some 2,500 people and it served as the port for the larger city of

Trujillo, with a population of around 25,000. Milton remembers that it was a primitive area, and the people were for the most part quite poor and employed mainly by the sugar industry. Although they now have modern equipment, the refineries at that time had no machinery, a major reason for the poverty in the area.

### Generous Crew

The crew aboard the Hope consisted of 47 men in the steward department and about 100 Seafarers overall, Milton said. In addition, the hospital ship's medical staff numbered 25 doctors and 35 nurses. The crew members of the Hope were always ready and willing to lend a helping hand when needed. "At Christmas time, they donated \$1,500 to buy presents for the children," Milton recalled. "In addition to that most of the men volunteered their services as blood donors whenever an emergency arose."

The Seafarers stood ready at night, while the Peruvian Army were the primary donors of blood during the day.

In addition to treating those who were ill, a major job of the Hope was the training of native doctors and nurses, Milton said. "I was always impressed by the dedication of the ship's doctors and nurses. I have always been glad I had the opportunity to sail on that ship."

Brother Milton also had to at-

tend to the medical problems of his own department in his capacity as steward delegate. "Crewmen got sick from time to time and other problems would come up. I guess I spent more time as delegate than I did on my job." The Hope treated some 40,000 patients during its stay and by the time the vessel left the country, thousands of Peruvians were on hand to see them off.

Because the area was remote, entertainment facilities were limited, said Milton. For relaxation, the men would go mostly to local facilities and utilize the ship's recreational area.

Brother Milton was born in New York City in September of 1916, but he moved to Maryland when he was very young. His first trip to sea was as waiter on the Swedish passenger ship Kungsholm in 1942. Following a trip to Alaska, Brother Milton caught the Robert Lucas, carrying ammunition to Guadalcanal in September of 1943. When the vessel entered the war zone it came under heavy fire, surviving 27 waves of attacking Japanese fighters, mostly at night. "It took ten days for us to unload our ammo from that ship," he said.

### Many Ribbons

This was the first of many ammunition runs that Milton has made, a fact of which he is justly proud.

"I've hauled ammunition in three wars and have five Merchant Marine and three Army ribbons," he said. He is entitled to wear Merchant Marine ribbons for Atlantic, Pacific, Mediterranean, Combat and Vietnam, plus Army ribbons for Korean Army Occupation, Asiatic Pacific and the World War II Victory ribbon. In addition he also received a certificate for continuous service from the Maritime Commission for World War II. His most recent ship, the Barnard Victory out of San Francisco carried ammo to Vietnam.

During the Second World War, Seafarer Milton also served with the Auxiliary Police, Military Police and the California State Guard during a brief period ashore. He went back to sea for good in 1947, however. In his spare time, he enjoys the theatre, foreign movies and the opera.

## FINAL DEPARTURES

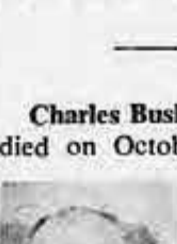
**Albert Weems, 64:** Seafarer Weems died on October 3, in Houston. At the time of death, he was on an SIU pension. Born in Columbus, Georgia, he made his home in Houston. Brother Weems joined the Union in Savannah, and sailed as an AB. His last vessel had been the Seafarer in 1966. He had served in the Army prior to joining the SIU. Burial services were held at the San Jacinto Memorial Park Cemetery in Houston.



**Daniel Roes, 46:** Heart disease claimed the life of Brother Roes, October 1, in North Bergen, N. J. Employed by the New York Central Railroad, he joined the Union in New York. Born in New Jersey, Brother Roes held a deckhand's rating. During World War, he served in the Army. Surviving is his mother, Mrs. Louise Roes, of North Bergen. The funeral was held in that city.



**Charles Bush, 68:** Brother Bush died on October 28, at USPHS Hospital in San Francisco. He was a native of New York and had lived in San Francisco. Brother Bush sailed in the deck department as AB and he joined the SIU in the Port of New York. His last ship was the Carroll Victory. At the time of death, he was on an SIU pension. Surviving is his widow, Mrs. Chie Bush. Burial services were held in Rolling Hills Cemetery, San Pablo, Calif.



**Juan Rivadulla, 45:** Brother Rivadulla died on October 24, at the USPHS Hospital in Baltimore. He was a member of the deck department and sailed as an AB. His last vessel was the Charleston. A native of Spain, Brother Rivadulla had made his home in Baltimore, the same port in which he joined the Union. Rivadulla was buried in the Sacred Heart Cemetery in Baltimore.



**Bill Gurney**  
Please contact your sister, Betty Vitelli, at 578 Woodbine Avenue, Toronto, Ontario. Very urgent in reference to Mother.

## PERSONALS

### Bill Gurney

Please contact your sister, Betty Vitelli, at 578 Woodbine Avenue, Toronto, Ontario. Very urgent in reference to Mother.

### John G. Newman

Please contact your sister, Mrs. Mary E. Harrigan, at 144-25 33rd Avenue, Flushing, N. Y. 11354, as soon as you possibly can.

# Barre Victory Seafarers All Safe Following Collision in Saigon River

"What appeared to be a routine cruise down the snake-like Saigon River on the Barre Victory (Delta) might well have ended in disaster for the 31 SIU men aboard," Ship's Delegate Luke Ciamboli wrote recently from Saigon. Seafarer Ciamboli, a 21-year SIU veteran who sails in the engine department, described the ship's close call when they collided with another American-flag ship, the Garden City. There were no injuries.

"We had sailed from the Cat Lai ammunition anchorage, with a back load of 2,000 tons of ammunition for Oppama, Japan," he writes. "As the vessel was making the last turn of the river, we spotted the other ship, a C-2 type vessel, coming right for our number three hatch port side.

"Our cargo of ammo was divided between number three and number four hatch," Ciamboli continued. Because the SIU-contracted ship was almost clear of the river, some of the Seafarers were in the outside port passageway. As the Garden City approached, Ciamboli shouted for everyone to go through the house to the starboard side and hold on.

### Training Pays Off

Showing their training for such situations, the men quickly and orderly ran to starboard. They got there none too soon, for the Garden City had already started to make her turn. Instead of ramming out number three hatch as it appeared it would, Ciamboli explained, the ship's bow "cut into our bulwark at number four hatch and the hull slammed into our House."

The other ship had two barges across its number five hatch which extended over the side about ten feet. These barges tore off both the Barre Victory's port lifeboats and davits and pushed the vessel onto the river bank.

Voices could be heard from the other vessel, reported Brother Ciamboli, "But we never received word from them. All hands on the Barre Victory pulled out fire hoses to wash away leaking gasoline.



A smashed lifeboat on the deck of the Barre Victory is part of the damage inflicted on the ship when she collided with another American-flag vessel, during a recent trip on Saigon River, Viet Nam.

The possibility of electrical fires was prevented by the "quick thinking" of chief electrician Raymond Regaldo, who ran below and cut off all switches to the port side. All wiring had been torn off, he said.

Ciamboli said wiper Ed Balance, the Chief Engineer, and himself checked various rooms and foc'sles for damage while the second engineer went to the engine room to check the bilges and hull. Damage was slight and from then on, things went along smoothly.

The Barre Victory arrived at Vung Tau where representatives from MSTS and Maritime Commission came aboard and quickly estimated damage at over \$150,000. Ciamboli reported damage to the Delta Steamship Company vessel was an estimated 105 feet

of railing, four feet by 30 feet of boat deck, 65 feet of bulwark, the entire connecting frame of passageway from the main deck to the boat deck and the two lifeboats and davits, which were unrepairable.

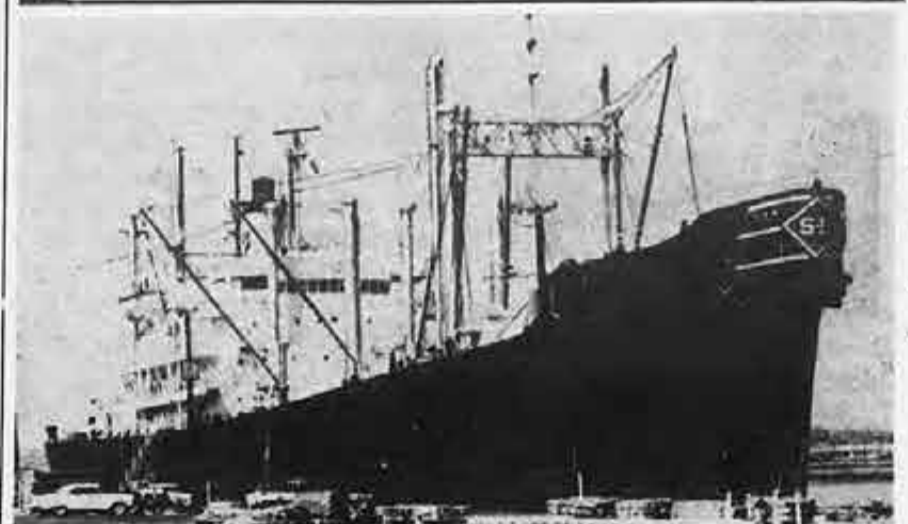
Had the Garden City not been filled to only one-third of her cargo capacity, her bow might have cut into number four hatch of the SIU ship where the ammunition cargo was stored, Ciamboli noted.

The Barre Victory has since arrived at her destination in Japan and it is expected that the vessel will undergo repairs at the Yokohama shipyard probably for about two weeks, before returning to San Francisco for payoff.

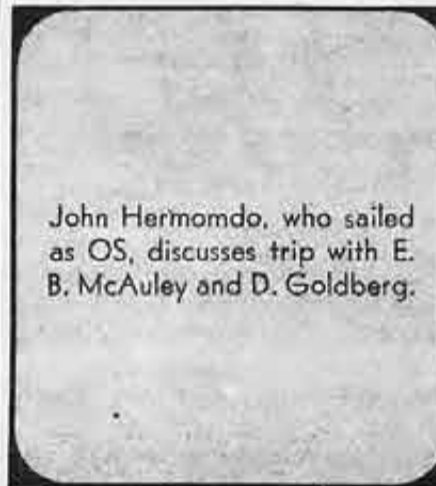
Brother Ciamboli, a native of West Orange, New Jersey, joined the Union in New York City.

## On the Puerto Rico Run

The Sea-Land Freighter Detroit paid-off recently in Port Elizabeth, New Jersey, after a trip to Puerto Rico—a frequent port of call for this and other Sea-Land vessels. A LOG photographer took in the pay-off. The Seafarers reported routine trip with no serious problems.



SIU Rep. E. B. McAuley and Charles Martinussen talk over details of voyage.



John Hermomdo, who sailed as OS, discusses trip with E. B. McAuley and D. Goldberg.



J. Guilles helps prepare a hearty lunch. A chief cook, Guilles joined SIU in 1955.



A member of the steward department, S. Castro catches up on latest news in LOG.



## SIU ARRIVALS

Yvonne Marie Lyons, born June 24, 1968, to Seafarer and Mrs. Francis G. Lyons, Brimley, Michigan.



Anita Arnel Robinson, born July 16, 1968, to Seafarer and Mrs. Vincent D. Robinson, North East, Maryland.



Andrea Weaver, born August 18, 1968, to Seafarer and Mrs. Lloyd L. Weaver, New Orleans, La.



Timothy Holston, born September 10, 1968, to Seafarer and Mrs. Charles S. Holston, Louisville, Kentucky.



Beverly Lynn Lambert, born September 30, 1968, to Seafarer and Mrs. Charles O. Lambert, Hickory, Kentucky.



Alicia Butler, born September 14, 1968, to Seafarer and Mrs. Joseph J. Butler, Oregon, Ohio.

Wallis Kathline Rodrigues, born October 9, 1968, to Seafarer and Mrs. Lancelot Rodrigues, Ponce, Puerto Rico.



Sharon Ann May, born October 4, 1968, to Seafarer and Mrs. George E. May, Brentwood, N.Y.



Maria Vazquez, born September 21, 1968, to Seafarer and Mrs. Heriberto Vazquez, Hatillo, Puerto Rico.



Janet Ayala, born September 10, 1968, to Seafarer and Mrs. Ramon Ayala, Bronx, N. Y.



Stacy Lynn Goodwin, born October 9, 1968, to Seafarer and Mrs. John Cole Goodwin, Baltimore, Md.



Deanna Lyn Ancel, born October 4, 1968, to Seafarer and Mrs. Roy E. Ancel, Bay City, Michigan.

Nancy Charlea Henley, born August 26, 1968, to Seafarer and Mrs. Charles Alfred Henley, Andalusia, Ala.



Stephen Warhola, born October 17, 1968, to Seafarer and Mrs. Paul Warhola, Middle Village, N.Y.



Javelyn Harrington, born July 27, 1968, to Seafarer and Mrs. James P. Harrington, Corona, N.Y.



Adria Guillory, born September 27, 1968, to Seafarer and Mrs. Jerry W. Guillory, Port Arthur, Texas.



Francis Anthony Keeley, born December 31, 1967, to Seafarer and Mrs. Francis W. Keeley, Tujunga, California.



Debra Lynn Miehke, born July 5, 1968, to Seafarer and Mrs. Raymond Miehke, Elberta, Michigan.

# Veteran Seafarer Urges Son To Follow 'Good Life' at Sea

Thirty-odd years ago, it would probably have been unheard of. Why, indeed, would a merchant seaman in those hard times want to see his son follow in his own footsteps? As a matter of fact, he might have more likely put his foot down and forbidden it. Almost anything else offered a better chance for a youngster than the early drudgery of life at sea. Today, however, things are different.



Seafarer John F. Murphy and son, John G., on visit to LOG office.

John F. Murphy, AB, a 47-year-old Seafarer, brought his 16-year-old son, John G., into the LOG office recently and announced he wanted his boy to follow the sea as he had. He was quite proud of it.

"It's a good life today," the father said. "I want him to learn the trade from the ground up. There is plenty of room for advancement for the boy, too. I think he'll make it."

The Murphys have put in an application for the youngster at

the Harry Lundeberg School of Seamanship. John G., who will be 17 in February, says he is very anxious to attend the school and make a go of it.

### Sailing Since 1935

The senior Murphy has been sailing since 1935, when he put out to sea at the age of 15. "Those were tough times," he recalled. "I started out at \$1 a week and had to bring my own 'bread and breakfast.' At that time a straw mattress was known as a 'donkey's breakfast.'

"I've had a full life on the sea," the older Murphy said. "I've sailed on double topsail schooners out of Dublin and Lisbon. Once, during the war, I missed a ship—the schooner Cymric. Someone up there must be looking out for me, because that ship was lost with all hands on that trip and never heard from again."

John F. has been a member of SIU since 1943, when he joined in the Port of San Francisco. He lives in Staten Island, N.Y. with his wife, Theresa and eight children, six girls and two boys.

"It was the Union which made family life possible," he states. "And it has been a good life for all of us down through the years. I know that my boy will find it a good career today."

# From the Ships at Sea

Roy Evans, ship's delegate on the **Bessemer Victory** (South Atlantic Caribbean Lines, Inc.), reports that Seafarers thought Captain Joseph Thannisch is "one of the very best. We all agree, he can't be beat. If you don't think so, just throw in your card sometime and make one of the best voyages ever."

**Eugene Blanchard**, meeting chairman, reported that the ship was on the Vietnam run and after a stop in Balboa, the crew will pay off at a port which is yet to be chosen. "The ship is a good feeder, had a fine crew and is clean in every respect," Blanchard writes. Brother Evans and the steward department received a vote of

thanks for the job well done. Meeting Secretary A. Rogers wrote that Steward W. E. Harper and chief cook A. W. Hutcherson have done a top-notch job. Brother Harper stated that the crew made this "one of the most pleasant voyages in 45 years of sailing the seas." Several Seafarers said they are anxious for another voyage to Vietnam for "another visit with V. C. Charlie in Cat Lai."



Blanchard

Meeting Secretary **Gary McDonough** reports from the **Steel Worker** (Isthmian) that **John T. Carnes** of the deck department was elected ship's delegate. **Roy Theiss**, meeting chairman, wrote that treasurer **Reuben Crowley** reported that



Carnes

there was \$29 in the ship's fund. Movies were rented for \$213.75, with \$200 borrowed from the Captain for this purpose. It will be repaid by the Seafarers. The remaining \$13.75 was taken from the ship's fund, leaving it with a balance of \$15.25. Department delegates elected were Brother Crowley from the deck, John Kim, engine department, and Hugo Fuentes, steward department. No beefs were reported.



One of the unique advantages the Seafarer enjoys is the fact his profession makes the whole world his market-place. His travels give him a wide choice of countries in which to purchase items that interest him—and cameras often fall into this category. It is well, however, to know what to look for in a camera as well as where to buy it.

Those who think buying a camera overseas is cheaper than in America are correct. However, make sure you have proof from the dealer that a firm in the U. S. will honor your guarantee. Unless you are truly an expert, stick to brands known in the United States.

There are, of course, restrictions on the cameras you may bring into this country. We have listed 16 of the better-known names on the restricted list. These trademarks are registered by U. S. companies with the Bureau of Customs and cameras or binoculars bearing them will be stopped by customs.

In order to avoid unnecessary embarrassment or difficulty with customs, it is advisable to keep this list in mind. Among the other restricted trade names registered with customs are Anasco, Asahi Pentax, Bronica, Canon, Fotorite, Leica, Mamiya, Minolta, Nikon, Pentax, Rexo, Rollei, Soligor, Takumar, Topcon and Weston.

Remember that you must pay customs duty on any value over \$100 of all items brought back. Be honest, it isn't worth the trouble not to be. Customs will also determine the duty you pay on equipment purchased by mail.

When you are abroad, you think of Germany and Japan as having the best in photographic equipment. Hong Kong comes into your mind for low cost, right? Wrong. Contrary to popular belief, cameras in Hong Kong are more expensive than they are in Japan, although German equipment is frequently cheaper in Hong Kong than in Germany. Japan also has a far greater selection of lenses and other accessories—plus more up-to-date equipment than can be found in Hong Kong.

A word of caution. If you wish to send a camera home by mail from Japan, bear in mind that no camera may be shipped out of that country, according to a Japanese Government ruling, unless repair service and warranty are guaranteed abroad. Most American firms representing Japanese companies will not issue such a guarantee, so you may not be able to ship the camera at all.

When buying a camera it is also wise to stay away from airport shops. They usually have a limited supply of accessories and the equipment is frequently older than later models available almost anywhere else. No warning should be necessary on buying equipment from sidewalk peddlers, the out-of-the-way shops located on some back street, or the guy who pops up with a \$100 piece of equipment he'll gladly sell to you for \$20 or so.

Some American photographic houses will ask a service charge to honor the guarantee or warranty on foreign-bought cameras. The fee is usually less than \$10, but some U. S. firms have become alarmed at the number of cameras being imported in large quantities by trading companies. So, to insure that your overseas warranty will be honored, always make certain you have a sales slip from the foreign dealer and the factory warranty card. Otherwise the service charge may wind up in the \$25 bracket.

In the long run, buying in person is always preferable to buying through the mail—which brings us back to Germany and Japan. Germany once had a big lead in technical excellence while Japan frequently turned out inferior merchandise. Now, however, the Japanese are at least the equals of the Germans with many technicians from Germany now working in Japan. "Made in Japan" used to mean cheap in both quality and price; now it has come to mean one of the best.

One reason why a camera costs more in the U. S. than it does abroad is the high costs to the U. S. importing firm. After the cameras arrive from Japan, the importing company must individually inspect each one to make sure it is in top condition. The U. S. firm also must charge more to cover the costs of its repair and service departments, sales promotion and advertising.

Meeting Chairman **E. Lasoya** reported from the **Steel Architect** (Isthmian) that ship's delegate **Frank Camara** has been asked to act as treasurer. Brother Camara told his fellow Seafarers that the ship's treasury contains \$48.50. Steward delegate **Javina Fernandez** reported that the chief cook was injured and unable to work. **W. Benish**, meeting secretary, wrote that crewmembers were requested to be sure to leave keys to the foc'sles behind for the new men when they leave the vessel. After a good trip carrying lumber intercoastal, the vessel headed for Portsmouth, Rhode Island and Philadelphia.



Fernandez

Meeting Chairman **John Dickerson** reports from the **Platte** (Platte Exporter's, Inc.), that the Captain and chief engineer have been notified about the accident which caused oil to leak into the fresh water supply. The tanks will be cleaned and fixed when the vessel reaches Holland. Brother **Albin Samoska**, meeting clerk, writes that no beefs were reported by the department delegates. The pay-off is scheduled for Philadelphia. Mail and LOG's are arriving regularly, and things have been running smoothly.



Dickerson

Secretary, Paul Knox, Jr. Brother R. L. Smith was elected to serve as ship's delegate. Some disputed OT in engine department.

**OBERLIN VICTORY** (Steamship Service), October 22—Chairman, A. C. May; Secretary, E. F. Borudenko. Brother A. C. May was elected to serve as ship's delegate. There was no disputed OT and no beefs were reported by department delegates.

**RALEIGH** (Great Overseas Shipping), October 4—Chairman, R. Schaefer; Secretary, M. Vigo. Motion was made to see the patrolman regarding repairs which were not done when ship was in port. Vote of thanks to the steward department for the good food, good service and cleanliness.

**STEEL ARCHITECT** (Isthmian), November 7—Chairman, E. Lasoya; Secretary, W. Benish. \$48.50 in ship's fund. No beefs and no disputed OT reported by department delegates.

**CONNECTICUT** (Oriental Exporters), October 21—Chairman, Tom Ballard; Secretary, H. Spanias. \$19.25 in ship's fund. Brother James W. Parker was elected to serve as ship's delegate.

**PLATTE** (Platte Exporters), November 9—Chairman, John F. Dickerson; Secretary, Albin Samoska. No beefs were reported by department delegates.

## DIGEST of SIU SHIP MEETINGS

**DEL VALLE** (Delta), November 3—Chairman, P. L. Bertiaume; Secretary, R. Mosy. No beefs and no disputed OT were reported by department delegates.

**LONG LINES** (Isthmian), November 3—Chairman, Dick Grant; Secretary, Leon T. Jekot. Some disputed OT in deck department. No beefs were reported by department delegates. Vote of thanks to the steward department for the good food and service.

**BURBANK VICTORY** (A. L. Burbank), October 30—Chairman, K. Roberts; Secretary, Al Hirsch. Some disputed OT in deck and engine departments. No beefs were reported.

**BURBANK VICTORY** (A. L. Burbank), October 5—Chairman, Al Hirsch;

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

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**WRITE TO THE LOG**

AMERICAN VICTORY (Hudson Waterways), October 5—Chairman, W. Darley; Secretary, L. Calderon. No beefs and no disputed OT reported.

CITADEL VICTORY (Waterman), October 27—Chairman, C. Walker; Secretary, Esco Satchfield. No beefs or disputed OT reported by department. Vote of thanks was extended to the steward department for the good food and service.

ALCOA MASTER (Alcoa), October 25—Chairman, C. M. Knight; Secretary, John S. Ruse. Very pleasant voyage with no beefs and no disputed OT reported.

SEATRAN NEW YORK (Sentrain), November 1—Chairman, Charles W. Jordan; Secretary, John W. Parker. Ship's delegate reported that everything is running smoothly. Vote of thanks to each department for helping to clean up the ship after leaving the shipyard.

YELLOWSTONE (Oriental Exporters), October 25—Chairman, Paul Arthofer; Secretary, W. H. Simmons. Ship's delegate reported that it was a fine voyage with good seamen, no logs, no beefs and no disputed OT. Discussion held regarding retirement plan for eligible men. Vote of thanks was extended to the steward department for a job well done.

STEEL WORKER (Isthmian), October 19—Chairman, Roy S. Theiss; Secretary, Gary A. McDonough. Brother John T. Carnes was elected to serve as ship's delegate. \$15.25 in ship's fund. No beefs and no disputed OT.

CITIES SERVICE NORFOLK (Cities Service), November 3—Chairman, P. Schandi; Secretary, N. Tatar. No beefs were reported by department delegates. Discussion was held regarding pension plan. Vote of thanks was extended to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

SEATRAN OHIO (Hudson Waterways), November 2—Chairman, J. Johnson; Secretary, J. E. Higgins. Disputed OT regarding delayed sailing to be brought to the attention of the patrolman. Vote of thanks to the steward department for a job well done.

OVERSEAS TRAVELER (Maritime Overseas), November 2—Chairman, Ivar Anderson; Secretary, Henry C. McCullough. Vote of thanks to the ship's delegate, Brother Ivar Anderson, and to the entire steward department, for a job well done. Discussion held regarding pension plan.

DETROIT (Sea-Land Service), October 3—Chairman, A. Lipari; Secretary, Victor M. Perez. Discussion held regarding increase in wages, particularly for non-rated men. Few hours disputed OT in deck department.

BESSEMER VICTORY (South Atlantic-Caribbean), November 3—Chairman, Eugene Blanchard; Secretary, A. Rogers. No beefs and no disputed OT were reported. Vote of thanks to the entire steward department for a job well done. Special vote of thanks to the chief cook Brother A. W. Hutcherson, and chief steward, Brother W. E. Harper. A vote of thanks to Brother Roy Evans for the fine job as ship's delegate. The entire crew was thanked for making this a pleasant voyage.

SEATRAN GEORGIA (Hudson Waterways), October 26—Chairman, John Edina; Secretary, John S. Burke. Ship's delegate reported that everything is running smoothly so far with no beefs. A vote of thanks was extended to the engine department for repairing all heads and scuppers.

ROBIN KIRK (Moore-McCormack), November 3—Chairman, Malcolm Woods; Secretary, William Neta. No major issues or disputed OT reported.

TRANSHATTERAS (Hudson Waterways), October 27—Chairman, Albert J. Van Dyke; Secretary, Charles Muscarella. Ship's delegate reported that the disputed OT will be clarified by patrolman. Discussion held regarding mail service. Crew would like the Union to check this with Company. Vote of thanks to Brother Robert Williams, crew messman, and Brother James Milligan, baker, for a job well done.

NORTHWESTERN VICTORY, October 13—Chairman, C. Butch Wright; Secretary, Charles Swain. Ship's delegate reported that it was a nice trip with few minor beefs. Special vote of thanks was extended to the chief cook, Brother Paul Dowling, for the fine food he turned out this trip.

UNFAIR TO LABOR DO NOT BUY

- Kayser-Roth Hosiery Co. Inc. Women's Hosiery Schiaparelli, Kayser, Phoenix, Mojud, Supp-hose, Sapphire, Bachelor Girl, Fascination. Men's Hosiery & Underwear Esquire Socks, Bachelors' Friends, Supp-hose, Supp-hose Underwear, Stendo Children's Products Kayser, Fruit of the Loom Mojud. Slippers Jiffies, Mercury (Textile Workers Union of America) Stitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers) Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers) Genesco Shoe Mfg. Co. Work Shoes . . . Sentry, Cedar Chest, Statler Men's Shoes . . . Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union) Boren Clay Products Co. (United Brick and Clay Workers) "HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America) Jamestown Sterling Corp. (United Furniture Workers) Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

- Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union) White Furniture Co. (United Furniture Workers of America) Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International) R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union) Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers) Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas) Giumarra Grapes (United Farm Workers) Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union) Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

Schedule of Membership Meetings

DIRECTORY OF UNION HALLS

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

- PRESIDENT Paul Hall EXECUTIVE VICE PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Al Tanner Robert Matthews SECRETARY-TREASURER Al Kerr HEADQUARTERS 475 4th Ave., Bklyn. (212) HY 7-6600 ALPENA, Mich. 127 River St. (517) EL 4-3616 BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900 BOSTON, Mass. 663 Atlantic Avenue (617) RI 2-0140 BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 IBU (716) TL 3-9259 CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570 CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450 DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741 DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110 FRANKFORT, Mich. P.O. Box 287 415 Main St. (616) EL 7-2441 HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207 JACKSONVILLE, Fla. 2608 Pearl St. (904) EL 3-0987 JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424 MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754 NEW ORLEANS, La. 630 Jackson Ave. (504) 529-7545 NORFOLK, Va. 115 3rd St. (703) 622-1892 PHILADELPHIA, Pa. 2404 S. 4th St. (215) DE 6-3818 PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. (415) DO 2-4401 SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848 SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334 ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434 TAMPA, Fla. 312 Harrison St. (813) 229-2788 WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (813) 832-7285 YOKOHAMA, Japan. Iseya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Ext. 281

- SIU-AGLIWD Meetings New Orleans, Dec. 10—2:30 p.m. Mobile Dec. 11—2:30 p.m. Wilmington Dec. 16—2:00 p.m. San Francisco Dec. 18—2:00 p.m. Seattle Dec. 20—2:00 p.m. New York Dec. 2—2:30 p.m. Philadelphia Dec. 3—2:30 p.m. Baltimore Dec. 4—2:30 p.m. Detroit Dec. 13—2:30 p.m. Houston Dec. 9—2:30 p.m.

- United Industrial Workers New Orleans, Dec. 10—7:00 p.m. Mobile Dec. 11—7:00 p.m. New York Dec. 2—7:00 p.m. Philadelphia Dec. 3—7:00 p.m. Baltimore Dec. 4—7:00 p.m. Houston Dec. 9—7:00 p.m.

- Great Lakes SIU Meetings Detroit Dec. 2—2:00 p.m. Alpena Dec. 2—7:00 p.m. Buffalo Dec. 2—7:00 p.m. Chicago Dec. 2—7:00 p.m. Duluth Dec. 2—7:00 p.m. Frankfort Dec. 2—7:00 p.m.

- Great Lakes Tug and Dredge Region Chicago Dec. 10—7:30 p.m. † Sault St. Marie Dec. 12—7:30 p.m. Buffalo Dec. 11—7:30 p.m. Duluth Dec. 13—7:30 p.m. Cleveland Dec. 13—7:30 p.m. Toledo Dec. 13—7:30 p.m. Detroit Dec. 9—7:30 p.m. Milwaukee Dec. 9—7:30 p.m.

- SIU Inland Boatmen's Union New Orleans, Dec. 10—5:00 p.m. Mobile Dec. 11—5:00 p.m. Philadelphia Dec. 3—5:00 p.m. Baltimore (licensed and unlicensed) Dec. 4—5:00 p.m. Norfolk Dec. 5—5:00 p.m. Houston Dec. 9—5:00 p.m.

- Railway Marine Region Philadelphia Dec. 10—10 a.m. & 8 p.m. Baltimore Dec. 11—10 a.m. & 8 p.m. † Norfolk Dec. 12—10 a.m. & 8 p.m. Jersey City Dec. 9—10 a.m. & 8 p.m.

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

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is: Earl Shepard, Chairman, Seafarers Appeals Board 17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

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

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

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

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

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

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

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



# Keeping Up with the Joneses

WHEN THE SKIPPER of the historic Mayflower brought the Pilgrim Fathers safely through storm-tossed seas to Plymouth Harbor on November 21, 1620, he probably little imagined that in later years he would be maligned by their offspring as a piratical adventurer and bribe-taker who sold out their interests for his own personal gain.

It took well over two hundred years for historians to clear his name, and conclude that Captain Jones' tarnished image resulted from mistaken identity, the real villain being another sea captain of almost the same name.

Captain Christopher Jones, commissioned to command the Mayflower on its perilous crossing to the New World, was accused, almost five decades later, of taking a bribe from the Dutch for steering the Pilgrims away from New York, their original destination, because the Dutch feared competition to their own lucrative fur-trading posts located along the Hudson River.

In addition, other sources identified Jones as a freebooter who, in the years after his alleged Mayflower sell-out, raided coastal settlements to seize furs and kidnap Indians to be sold as slaves.

These accusations, made by the descendants of the very Pilgrims that Captain Jones had guided safely to new hope on America's shores, were put forth despite documentary eyewitness accounts which should have made the charges groundless.

To begin with, just why the Dutch would have wanted the Pilgrims diverted from New York is not at all clear. Prior to the crossing, the New Netherlands Company—a Dutch-based organization with extensive holdings on and around the Hudson—had been negotiating with the Pilgrims, then living in Leyden, Holland, for a voyage of settlement to the New World. To this end, the New Netherlands Company had petitioned the Prince of Orange, a member of the Dutch nobility, to "allow and encourage" these Pilgrims to emigrate to New York.

### British Offer Better

The Pilgrims broke off negotiations with the Dutch only when Thomas Weston of London proposed a better offer—one that would allow the Pilgrims to preserve their English heritage for their children by sailing to the New World under the British flag.

Secondly, actual recorded events during the Mayflower crossing make it difficult to support the idea that its skipper was intent on diverting the Pilgrims from their intended destination at New York. Indeed, had the master persisted in heading for New York, the ship and its occupants might well have been lost to history, and the course of events very different for the eventual development of the Massachusetts colony and the history of colonial seafaring itself.

It was not an easy crossing for the Mayflower. On-the-spot accounts tell of the heavy seas and smashing gales that were encountered by the already-old vessel. A typical crisis occurred in the mid-Atlantic when, yielding to the punishment of continual storms, the main beam amidships gave way, causing the upper works to leak badly, and the seams opened wide enough to release their caulking.

If Captain Jones had really intended to divert the Pilgrims from New York, here was his perfect opportunity to declare the ship unsafe, reverse course, and

return to England. In fact, the Pilgrims held an emergency meeting with Jones and his officers to let it be known that they would prefer to return to England than face what appeared to be inevitable disaster.

However, Captain Jones prevailed in his determination to continue westward, and assured the Pilgrims that repairs could be made. With seamanlike ingenuity, a large jack—fortunately brought along from Holland—was blocked under the sagging beam, and the opened seams were caulked as best as possible under existing circumstances. The Mayflower then continued on its charted course.



With Mayflower II, built in 1960, as backdrop, Plymouth residents re-enact 1621 Thanksgiving. First Mayflower returned to England before Festival.

### Troubles Not Over

Their troubles far from over, the voyagers continued to meet perilous gales during which "not a stitch of canvas could be spread for days on end," and they were "hove to under bare poles."

Now, at a further point during the crossing, the record is again clear that Captain Jones followed the directives of the Pilgrims in landing them in Plymouth Harbour, rather than deliberately diverting them from New York.

When the Mayflower at last came in sight of Cape Cod, the Pilgrims held another conference and, according to accounts, "after some deliberation among themselves and the master of the ship," decided for unexplained reasons to head southward to the Hudson River. This met no objection from Captain Jones, and he proceeded to set course for New York.

Later that same day, however, when the ship was caught up in the breakers of the menacing Pollock Rip Shoals, whose dangers are well-known to sailors, it was the Pilgrims themselves who decided to return to Cape Cod Harbor. It is recorded that in doing so they "thought themselves happy to get clear of those dangers."

Once back at Cape Cod, the Mayflower did not proceed directly to Plymouth Harbor, but sent a small shallop to seek out the safe landing place—now almost immortalized as Plymouth Rock—which has since been moved to another location and substantially chipped down from its former size by generations of tourists and curiosity-seekers and souvenir hunters.

The Pilgrims' small reconnaissance ship met with the same tribulations encountered by the Mayflower during the trans-Atlantic voyage. Beset by storms, rough seas, an Indian attack along the way, and unfamiliarity with the tides and currents, it very nearly was lost.

Crewed by seven seasoned hands under John Clarke, mate of the Mayflower, and accompanied by ten Pilgrims, the frail vessel bucked cold, easterly winds in mid-winter weather in which "spray froze on their clothes and made them many times like coats of iron."

Rigged with a jib and mainsail, and fitted with oars, the shallop battled rain, snow and rough seas, and reported encountering a "no'easter" so violent that "the sail fell overboard in a very grown sea, so as they had like to have been cast away."

### First Arrivals Shipwrecked

After three days of this, finally struggling through breakers, the first sailors and Pilgrims to actually set foot on shore where the new colony was to be located were in fact shipwrecked on the beach—their records use the term "castaway"—and their trek was ended.

After recovering from the arduous trip, the reconnaissance party sounded the harbor, found it to be of satisfactory depth, and returned to the Mayflower with the good news.

Forty-nine years after this historic landing, the first attacks on the reputation of Captain Jones began, and were picked up by succeeding historians who took these allegations for fact—assuming that the Mayflower's Captain Jones was the infamous Captain Jones whose criminal activities were already well-known. Other historians then embroidered on these lurid accounts, not bothering to check original sources.

The first of the detractors, ironically, was Nathaniel Morton, the nephew of William Bradford, first governor of the Plymouth Colony and its best-known historian. Bradford's own journal, "Of Plymouth Plantation, 1620-1647," contains an entry that provides a clue to the mistaken identity that later sparked the attack on Captain Jones' reputation.

In 1622, two years after the Mayflower's arrival, a ship called Discovery anchored in Plymouth Harbor. Bradford recorded the event as follows: "Behold now, another providence of God. A ship comes into the harbor, one Captain Jones being chief therein. They were set out by some merchants to discover all the harbors between this and Virginia, and the shoals of Cape Cod, and to trade along the coast where they could."

This ship was commanded by one Captain Thomas Jones, and the distinguished historian Samuel Eliot Morison notes with understatement that this Captain Jones "got into trouble both with his employers and with the Council for New England by taking furs forcibly and trying to kidnap Indians."

It seems ridiculous to think that William Bradford would lightly refer to a man who had brought the Pilgrims safely to the New World only as "one Captain Jones" and make no further reference to him had this Captain Jones truly been the previous skipper of the Mayflower, whose name was captain Christopher Jones. However, because many documents of the time omitted first names, the reputation of an able and valiant sea captain was mistakenly blackened.

The name of the Mayflower skipper has since been restored to its rightfully honored place in American history. In the last analysis, the worst complaint still recorded against him is Bradford's personal note in his own journal in which he expresses bitter resentment that his beer ration was cut off by Captain Jones when the Mayflower's supply ran low.



Mayflower II against modern New York City skyline. The tiny ship re-enacted original voyage under sail.

# SIU BLOOD BANK

*A Gallon Goes a Long Way*

**S**INCE its inception on January 6, 1959, the SIU Blood Bank has provided the means to save lives in so many emergencies that it has become one of the Seafarers' most precious benefits—a priceless one when needed.

The growing realization by Seafarers of the importance of donating their blood so that the vital fluid remains in reserve for use if they—or any member of their families—require transfusions is increasingly apparent. Membership in the SIU Gallon Club—a special group of Seafarers who have given eight pints or more—is expanding and latest figures show that Seafarers have contributed an overall total of 7,542 pints of blood since 1959.

The SIU's medical director, Dr. Joseph Logue, originated the idea of the Gallon Club and has set a tentative goal of at least 50 members. As a token of appreciation for their outstanding contribution to this vital cause, each Seafarer who donates eight pints of blood will receive a specially designed lapel pin which reads "Gallon Club Award—Seafarers Blood Bank." The pin is in three colors, with the SIU wheel engraved in the center.

Five Seafarers have already qualified for membership in the Gallon Club. They are:

Arthur Sankovidt	18 pints donated
Alvin Carpenter	17 pints donated
Andrea Pesce	12 pints donated
Torsten Lundkvist	12 pints donated
Clifford Emanuel	8 pints donated

Several others are also well on their way to earning this honor. Nearing the gallon mark are:

Arthur Elliott	7 pints donated (1 pint to go)
Edward Going	7 pints donated (1 pint to go)
Charles Johnston	7 pints donated (1 pint to go)
Phillip Erck	6 pints donated (2 pints to go)
David Manzanet	6 pints donated (2 pints to go)



Seafarer Clifford Emanuel, right, receives gallon-club honor pin from Dr. Joseph Logue, SIU medical director. Brother Emanuel is the fifth Seafarer to join this distinguished group for donating eight pints of blood.

Dr. Logue is considering possible additional recognition for those who exceed the Gallon Club quota as the program continues. He points out that four men are already on their second or third gallon.

The vital service made possible by these, as well as all other blood donations is of great importance to Seafarers. Any Seafarer, or member of a Seafarer's family who requires blood transfusions can draw, through his local hospital, against the credits built up in the Union's blood bank. Prompt delivery of the lifesaving fluid is insured—without any cost whatsoever. A total of nearly 7,000 pints have been provided in emergencies since the Bank's inception.

A continual supply, in whatever quantity needed, can be assured only so long as Seafarers and their families continue to replenish it. Any SIU member, or member of his family who wishes to donate blood in New York can do so by arranging with the SIU Brooklyn clinic. In other SIU ports, appointments can be arranged through the port agent.