

U.S. SHIPPING STILL GOING DOWN!

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Hall Cites Role of Maritime

U.S. Fleet Upgrading Best Solution To Balance of Payments Deficit

Revitalization of the United States merchant marine could be the means of completely wiping out this nation's annual \$2 billion balance of payments deficit, according to Paul Hall, president of the SIU and of the Maritime Trades Department (AFL-CIO).

Writing in the September issue of *Maritime*, official publication of the six-million-member MTD, Hall cited current figures which show only seven per cent of America's export-import trade is carried on U.S.-flag vessels and referred to repeated Administration warnings that "a continued outflow of American gold seriously endangers the U.S. economy."

"As small as the role which American-flag shipping now plays in the handling of U.S. export-import cargo," the MTD president wrote, "it contributes a billion dollars a year to the plus side of the balance of payments."

"If American ships were carrying the same proportion of U.S. cargoes which they carried a dozen years ago—some 34 per cent there would be no balance of payments deficit at all."

Noting numerous press reports which picture the merchant marine as a "sick and dying" industry, Hall said that "There's nothing so wrong with our maritime industry that it can't be cured. All it needs is a positive government

program and an infusion of reasonable amounts of tax dollars and private investment capital."

Hall said that the following actions must be taken to revitalize U.S. Fleet:

"The American fleet today is small and old—and it must be modernized and enlarged to meet our continually expanding world trading position."

"The new vessels joining the fleet must be built in American yards—for that is the surest way to reinforce our own national economy, prevent further deterioration in our balance of payments, and assure the nation of a shipyard capacity and a pool of skilled labor in case of national emergency."

"There must be enough tax dollars put into operating subsidies so that our U.S.-flag ships can compete for their share of the trade with the lower-wage shipping of other nations—for it would be ridiculous to build a

modern American fleet unless we fill the holds of those vessels with American import-export cargoes."

Turn to Foreign-Flags

A research study in the same issue of the magazine was sharply critical of the fact that "in the face of the need for an adequate sealift," the U.S. has turned to foreign-flag ships to carry most of the 77 raw materials considered by the government to be "strategic" to national defense.

The study reveals that 95 per cent of the imported bauxite, 75 per cent of the imported lead and some 90 per cent of such crucial materials as columbite and chromite—which are used in the aerospace program—are brought to this country in ships of other nations.

Calling this situation "totally unacceptable," the MTD said "the very nature of strategic materials makes their carriage on American-flag vessels imperative."

SIU-IBU Member Killed in Vietnam, Receives Bronze Star For Bravery

ST. LOUIS—While disregarding his own safety to reach a wounded comrade, who lay exposed to enemy fire, Van Vernon Trantham III, 23, a member of the SIU's Inland Boatmen's Union here, was killed in Vietnam on August 7.

For his heroism in connection with his attempt to save his comrade and for his actions against the enemy, PFC Trantham has posthumously been awarded the Bronze Star and the Purple Heart.

PFC Trantham was serving as a machine gunner in defense of

the hostile fire before he exhausted his supply of ammunition. He immediately left his position to search for more supplies. Shortly thereafter, he saw a wounded soldier lying fully exposed to the vicious enemy fire. While attempting to reach his comrades, PFC Trantham received a mortal wound. His great courage under fire inspired his fellow soldiers to fight with increased determination, until the large enemy force was defeated."



Van Vernon Trantham III

his battalion's base camp seven kilometers southwest of An Loc, when his position was attacked by elements of the 101st North Vietnamese Regiment, using heavy mortar and automatic weapons fire.

The award of the Bronze Star reads in part: "PFC Trantham unhesitatingly manned his machine gun and began to return the fire. When he saw nearby positions in danger of being overrun by the insurgent onslaught, he completely disregarded his personal safety and moved to assist his embattled comrades. He fired his weapon effectively and silenced much of

Report of International President



by Paul Hall

Hearings are currently being held by the House Subcommittee on Labor on widespread abuse of workers in non-union shops. They are once again offering public proof that just because laws are on the books there is no assurance that big business will feel compelled to abide by them.

Not only can we in the trade union movement never afford the luxury of taking for granted that fair labor laws necessarily mean fair labor practices, the unorganized average citizen cannot sit smugly back either. Directly or indirectly every American is effected by the continuing struggle against the injustices imposed by many segments of management.

Many years ago the Wagner act achieved a historic breakthrough by legalizing collective bargaining and providing for union representation elections under the supervision of the National Labor Relations Board. Many companies never accepted the provisions set forth by the act and have spent the ensuing years using every trick in the book to get around it and subsequent laws which protected an employee's collective bargaining rights.

The fact remains that the basic right of all workers in America is guaranteed by the law of the land. Yet in this supposedly more enlightened year of 1967, it takes Congressional hearings to uncover the fact that employers are still blatantly ignoring the law to an extent that one member of the subcommittee referred to the situation as like "something out of Alice in Wonderland" and commented that "even union people wouldn't believe this is still happening" unless they read the testimony.

Well, we in the AFL-CIO believe it's happening and are all too well aware that labor-management relations in this country are like a nightmare to employees in some areas, particularly in the southern states and rural sections.

Victimized employees have kept up a steady stream of testimony before the subcommittee which centers on the same general theme: the workers "want a union but the company says no." These people are threatened, intimidated and often fired without cause if they even try to organize—the law notwithstanding. The companies involved defy the law and have thus far succeeded largely in getting away with it. Corporate bosses such as Robert T. Stevens, president of the second largest textile company in the nation, J. P. Stevens & Co., shun requests to appear at hearings and stall in the face of federal orders to reinstate employees illegally fired.

J. P. Stevens' campaign against unionization is typical. Representative elections have been held in its plants, during a year-long effort by the Textile Workers to organize its employees, but they have been systematically sabotaged by the company through harassment and mass firings of more than 500 for union sympathies. The NLRB has ruled that the company employed spies and other illegal means to upset the elections and has specifically ordered the rehiring of 107 employees—with full back pay, plus interest, dating from the time of their dismissal.

With the vast amounts of money and high-priced legal talent at its command, management's answer to such rulings is to appeal them to the highest courts. Meanwhile, the workers involved are kept without jobs or money to feed and clothe their families while the company continues to thrive.

In the case of companies like J. P. Stevens, who derive a high proportion of their wealth from profits off government contracts, such a condition is even more deplorable. To at least some degree, it puts taxpaying employees in the position of financing company actions against themselves and their fellow workers.

There can be no justification for the government to continue their contract with J. P. Stevens. This nation recently tightened its laws against discrimination in employment by denying government contracts to any company who is found to be denying employment to any person because of their race or nationality.

It would appear that the government does condone employment discrimination when it applies to a worker who has been denied his rights because of union activity.

Equal justice for all working Americans can be achieved only through a strong labor union movement supported by all workers in every way possible. Earlier this month we celebrated Union Label Week—an important annual reminder for all citizens to buy only goods and services bearing the union label 52 weeks a year. By doing this we not only help and encourage those who actively support organized labor but can put damaging pressure on companies who think workers are second-class citizens to be exploited.

Unfortunately, there are many Americans—even some otherwise militant union members—who shop indiscriminately or forget to look for the union label. They are perhaps unaware that they are only hurting themselves by giving any help at all to companies sworn to fight unions to the last breath. Remember, just as in the case of thousands who stay away from poll booths on election day because they think their one vote won't get a candidate elected, the indifference of individuals can cause a great deal of harm in other areas as well.

Puerto Rico SIU Inks 3-Yr. Pact With Texaco Co.

SAN JUAN, P.R.—Following several months of negotiations, The SIU of Puerto Rico recently signed a new three-year contract with Texaco Puerto Rico, Inc.

The pact provides the Texaco employees with pay raises of \$15.40 a month during the first year, \$14 per month the second year and \$15 monthly in the third year.

Also included is an increase in company medical plan contributions from the old \$15 a month to \$4 weekly for each employee who chooses the SIU plan, and up to the same amount for those who choose other plans.

Signing the contract for the Union were SIU negotiator Salvador Coll and general delegate Rafael Hernandez.

The agreement with Texaco was the second gained by SIU of Puerto Rico in recent weeks.

Four More Seafarers Upgraded To Engineers; Total Now 177



Curry

Deck

Zohar

McDavitt

With the graduation of four more Seafarers from the jointly-sponsored SIU-MEBA District 2 School of Marine, Engineering, the total number of Seafarers who have upgraded to their engineer's license reached 177.

Seafarer Charles Longworth Curry of Corona, New York, earned his temporary third assistant license August 25, upgrading himself from a previous rating of FOWT. The 30-year old Seafarer last sailed early this year on the Jefferson City Victory.

Seafarer Phillip Arthur Deck, 40, graduated as a third assistant engineer, having passed the United States Coast Guard Exam on August 30. Though born in Detroit, Michigan, he makes his home in Florissant, Mo. Brother Deck's most recent voyage was on the Achilles. His previous rating was FOWT.

Formerly a resident of San-turce, P.R. newly-licensed Temporary third assistant engineer Frank Zohar is currently making his home in New York City. After completing a voyage early this year on the Detroit as a chief electrician, Brother Zohar, 40, entered the SIU-MEBA District 2 Engineering School for upgrading. He received his license from the U.S. Coast Guard on August 30.

Robert Lee McDavitt, 41, earned his second assistant Engineer's license from the school on September 5. This upgrades him from the rating of pumpman, which is the rating he sailed with during his most recent voyage on the Fort Hoskins. Brother McDavitt is a native of McComb, Mississippi.

As a result of the reciprocal agreement between MEBA District 2 and the SIU unlicensed SIU men receive full credit and complete protection for all of their accumulated pension and welfare credits. While sailing as engineers, they will also receive pension and welfare credits. As a result, upon reaching retirement eligibility their pension will be paid based on combined time.

MEBA District 2 has waived its \$1,000 initiation fee for all men who begin sailing as licensed engineers under the joint program during the period of the Vietnam crisis.

The joint venture, between SIU and MEBA District 2, was created to help fill the increasing shortage of licensed marine engineers on American-flag ships, which results in large part from the demands imposed on the U.S. shipping industry by the war in Vietnam. The upgrading program of the school is open to any members of the engine department over 19 years old who have 18 months of Q.M.E.D. watch standing time in the engine department, plus six month's experience as a wiper or the equivalent. Further information about the School and application procedures can be obtained at any SIU hall, or by writing to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York, 11232. The phone number is (212)—HL 9-6600.

President Signs Into Law Maritime Authorization Bill

WASHINGTON—President Johnson last week signed the Maritime Authorization bill into law. The new law, this year's first major piece of maritime legislation, calls for specific Congressional authorization of future maritime funds.

The Administration had been against the bill (HR-158) from the beginning but finally bowed in face of the strong support for the measure both in the industry and Congress, particularly in the House.

Representative Edward A. Garmatz (D-Md.) chairman of the House Merchant Marine and Fisheries Committee who originally introduced the bill, said the annual Congressional review of merchant marine needs the law provides will be "one of the keys to revitalizing our maritime industry." He added that he considers the measure "the most important piece of legislation to come before our committee for years."

Great importance has been attached to the measure by representatives of maritime labor as well as management because it puts the Maritime Administration on a par with the Coast Guard, the Atomic Energy Commission, the National

Aeronautics and Space Administration and certain activities of the Defense Department which were already subject to Congressional authorizing procedures.

The new law requires that Congress authorize all maritime programs before actual funds are voted on. Included are government spending for the acquisition, construction or reconstruction of vessels; construction subsidies and payments for national defense features; operating subsidies; research and development programs; maintenance of the reserve fleet; federal and state maritime training and operation of the revolving fund.

Maritime administration costs and salaries will not come under the authorization process, nor will war-risk insurance and federal ship mortgage funds.

Although the bill was introduced in the House, the Senate did not amend it and passed it with only brief hearings and no floor debate.

MTD Board Plans Drive to Win Sound U.S. Policy on Maritime

NEW YORK—The Executive Board of the AFL-CIO Maritime Trades Department took firm action at meetings here last week in support of greater protection for the job security and working conditions of American workers.

The Board met September 7 and 8, prior to the meeting of the AFL-CIO Executive Council last Monday, and dealt with issues ranging from the need for a sound maritime policy to aid for the U.S. fishing industry and domestic shipbuilding.

Calling for adoption of the MTD's 20-point maritime program, the Board urged all state and local central bodies affiliated with the AFL-CIO to organize an effective membership and community drive for Congressional support to this end.

In reaffirming MTD support of shipyard workers in their opposition to "any foreign building provisions in a future maritime program," the board urged all affiliated unions "to redouble their efforts to exert effective political and legislative efforts to insure that (the) "build-abroad" philosophy does not become national policy."

Another resolution related to foreign shipbuilding cited the 1,129 tankers and other bulk cargo carriers built abroad by American corporations, "chiefly by the oil companies," since 1950.

Recommendations for putting the American fishing industry on a more competitive basis with the more modern fishing fleets of foreign nations were also made. Noting that Russia, in 1965—with its large ocean-going trawlers and factory ships—had a catch 3.3 million tons greater than this country, the MTD called upon the U.S. government to enact a modernization program to solve the "plight of the United States fishing industry and those who rely upon the products of the sea in earning their livelihood." In addition to expansion of research and conservation efforts, the MTD's chief demand was for the "institution of a system of tax incentives" for "vessel construction and modernization."

The threat posed by the overall buildup of the Russian merchant marine, and the continuing decline of America's, gave the Executive Board cause for alarm. It called for all affiliated international unions to publicize the facts and spread the warning in addition to an urgent plea that Congress "immediately meet this challenge by passing legislation calling for a crash program to build the necessary ships so vitally needed by our merchant fleet."

Other matters of concern to maritime and the trade union movement on which the Board adopted resolutions included:

Cargo Preference — Continued support for cargo preference laws was urged and a demand made for "future cargo compensation for U.S. flag vessels which are presently responding to the Vietnam emergency." The Agriculture Department was scored for "promoting the use of foreign-flag vessels" in delivery of its cargoes "without provision being made" to protect U.S. ships in the future. "As a result, thousands of tons of agricultural commodi-

ties are lost to" American shippers.

Import tariffs — Tariff reductions on some 60 thousand commodities imported into this country will go into effect next January 1, according to agreement under the Kennedy Round negotiations by member nations of the General Agreement on Tariffs and Trades (GATT). Within five years, the reduction of duty on many of these items will reach 50 per cent and adversely affect American industry and its higher-paid workers. Although the MTD has favored increased trade, it condemned the influx of cheaply made foreign goods which, under drastic duty cuts, will provide unfair competition for American industry. The Board called upon Congress to incorporate "meaningful reciprocal arrangements" protecting job opportunities and standards of American workers in any agreement it approves.

Maritime training — Revision and expansion by the government of U.S. Merchant Marine Academies to include facilities for graduate studies in the advanced technology of nuclear power, shipping operations, etc., and more research facilities were urged by the MTD Executive Board.

Compulsory arbitration — The Board deplored the government's interference in the continuing railroad dispute and condemned any imposition of compulsory arbitration in the dispute. The resolution said in part that the MTD "stands behind the shopcraft unions involved" and "fully intends to as-

sist these unions in every possible way . . . in their efforts to preserve their collective bargaining rights."

Independent MARAD — Creation of an independent and flexible Maritime Administration "which is able to report and recommend programs to the highest echelon of our government." was fully supported and passage of House Bill 159 called for.

Balance of payments — The MTD requested the Administration to do all possible to stop the increase in the balance of payments deficit and called for a strong American-built and manned merchant marine as one of the steps necessary to achieve this goal.

Bulk carrier construction—Immediate adoption by the government of a program to build bulk vessels was urged without waiting for determination of an overall maritime policy. Otherwise, the Board stated, the U.S. "will abdicate carriage of a huge portion of its foreign commerce."

Defense appropriations — All MTD affiliates were urged to contact all members of Congress to insure passage of House Bill 10738 which includes a provision "that none of the funds herein provided (for defense appropriations) shall be used for the construction of any naval vessels in foreign shipyards." Building naval vessels abroad would expose classified equipment and material to the world, "thus endangering the security of our nation," the Executive Board said.

U.S. Sinks to Fifth Place In World Tanker Fleet

The United States merchant marine has slipped still another notch in the world's shipping figures by falling to fifth place, behind Japan, as a tanker-owning nation.

According to its 25th annual tanker study, the Sun Oil Company found that by the end of 1966 the Japanese had 8.9 million dead-weight tons of tankers while the U.S. had only 8.5 million.

Although Japan had only 185 tankers in her fleet at the beginning of this year and the United States had 387, the average weight of the newer Japanese vessels was 48,400 deadweight tons compared with America's average of 22,100. The figure for the U.S. also showed 23 fewer tankers than in 1966 and a drop of 200,000 tons in carrying capacity.

The drop from fourth place in tanker tonnage follows the downward trend suffered in recent years by the U.S. merchant marine which has also fallen off sharply in dry cargo shipping and ship construction.

Liberia is the leading tanker power, according to the Sun Oil survey, with 22.6 million dead-

weight tons in 595 vessels. In second place is Norway with 15.3 million tons and Great Britain is third with 12.3 million tons.

The Liberian tanker leadership can be attributed to the large number of vessels owned by U.S. companies, which have been transferred to the Liberian registry to escape U.S. manning and safety standards as well as to avoid paying taxes to the U.S. government.

The study also found a sizeable increase in Russian tonnage. The Soviet Union had 232 tankers for a total of 3.8 million tons at the beginning of this year compared with 196 vessels of 3.2 million tons at the start of 1966.

A slight increase in the total world tanker fleet was noted with a 3,524 ships of at least 2,000 gross tons in 1967 compared with 3,436 the year before. Carrying capacity was up from 93.1 million to 102.9 million tons.

Still Fit to Go 10



Chairman Emile Bruneau of Louisiana Athletic Commission (left) cuts cake with ex-boxing champs (l-r) Pete Herman, Jimmy Perrin and Tony Zale at special dinner in New Orleans SIU hall. Zale was world Middleweight king, Herman a former world Bantamweight champ and Perrin held Southern Featherweight crown. Trio came from Midwest.

Canadian Fish 'Dumping' Charged By SIUNA Atlantic Fishermen

NEW BEDFORD—The recent "dumping" charges leveled against Canadian fish exporters by James Ackert, president of the SIUNA-affiliated Atlantic Fishermen's Union, have prompted the Treasury Department's Bureau of Customs to launch an inquiry into fish imports from Eastern Canadian provinces.

Ackert's "dumping" charges, set forth in a letter to the United States Commissioner for Customs in Washington, noted that such fish products as frozen cod fillets, exported from Canada to the United States in tremendous quantities, are being sold at less than fair market value here contrary to the Federal Antidumping Act of 1921.

Under the provisions of the Antidumping Act, merchandise is considered to be sold at less than fair value when the net, f.o.b. price for exportation to the United States is less than the

net, f.o.b. price to purchasers in the home market of the exporting country, after due allowance is made for differences in quantity and circumstances of sale.

A reply to AFU President Ackert, from the office of U. S. Commissioner of customs, Lester D. Johnson, said that on the basis of the results of a summary investigation, the Bureau of Customs is instituting a further, more extensive inquiry into the subject of fish imports from such Canadian provinces as Nova Scotia, Newfoundland and Ontario.

Ackert noted that "It is a rare occasion when a domestic industry is found to be justified in filing such a charge."

Meany Urges Nation to Face Up To Problems of Cities' Ghettos

WASHINGTON—Riots in slums and ghettos made the past summer a "long sad" one, but the "tragedy" is that we still only talk about resolving the crises of our cities, AFL-CIO President George Meany stressed in a Labor Day radio address.

Meany said that all Americans must share the blame "for tolerating the slums which breed diseases and crime, helplessness and anger," and the responsibility for not helping solve urban problems that plague the nation.

"But," he added, "let us not hesitate to place the greatest burden of responsibility where it belongs, upon the Congress of the United States. It is the Congress that has failed in its responsibility—failed miserably."

Meany spoke over the National Broadcasting Co. radio network. Other Labor Day radio addresses, over other radio networks, were delivered by AFL-CIO Vice Presidents I. W. Abel, Joseph A. Beirne and Paul Hall.

Congress was criticized by Meany for its failure so far to enact any of 23 programs affecting urban problems which Pres. Johnson proposed in January. They include proposals for jobs, housing, urban renewal, education, civil rights, model cities programs and mass transit.

If these measures had been passed six months ago, "there might not be a crisis today," Meany observed.

"Most of these measures," he said, "have been suggested, urged, demanded by the AFL-CIO, not for months but for years."

"By far the greatest immediate need is for jobs," Meany said. He urged passage of a bill introduced by Rep. James G. O'Hara (D-Mich.) and 76 other members of the House to provide a million new jobs in a year through \$4 billion in grants to federal, state and local government agencies, as well as non-profit groups.

The legislation would give "meaning and substance" to the "landmark" Employment Act of 1946 which called for a full-employment economy, Meany said. "It would start," he said, "where the task must start—by providing decent jobs for Americans

who want them and need them, it would put these people to work doing some of the things left undone in America."

Meany pointed out that the grants, permitted by O'Hara would create jobs in urban improvement, education, hospitals, reforestation and many other areas of the economy where jobs are needed and where they "do not now exist."

He also called for improvements in social security—"far greater improvements" than those approved by the House—and a tax increase more "equitable" than proposed by the Administration.

He emphasized that it is "disastrous in principle and false in fact" to argue that domestic progress must be sacrificed to the war in Viet Nam. "It is disastrous in principle because America cannot truly stand for the security of free people abroad if it fails to provide true security for its people at home. It is false in fact because the resources of this nation, the richest and most powerful the world has ever seen, are ample for both tasks."

Meany concluded that there is still time for Congress to pass the vital legislation proposed by the President and he urged workers to appeal to their Congressmen for action.

Abel, president of the Steelworkers, who spoke over the Columbia Broadcasting System, also underscored the importance of solving urban problems and ending "the literal imprisonment of millions of Americans in the nation's ghettos."

He emphasized the need for jobs, job training and education. "Our economy," he noted, "is producing more jobs, but the lack of education and training make it impossible to match the jobless of the slums with the new jobs being created."

In addition to pressing Congress for strengthened manpower and training programs, labor is

developing job training programs of its own in cooperation with industry and government under the existing Manpower Development & Training Act, Abel noted.

He cited the example of a new program begun by the Steelworkers in cooperation with steel companies and the government that will teach new skills to some 1,600 unskilled and untrained workers.

Beirne, president of the Communications Workers, told his listeners on the American Broadcasting Co. network that labor today is "infinitely more interconnected and inter-twined in society" than it was when the first Labor Day parade was held back in 1882.

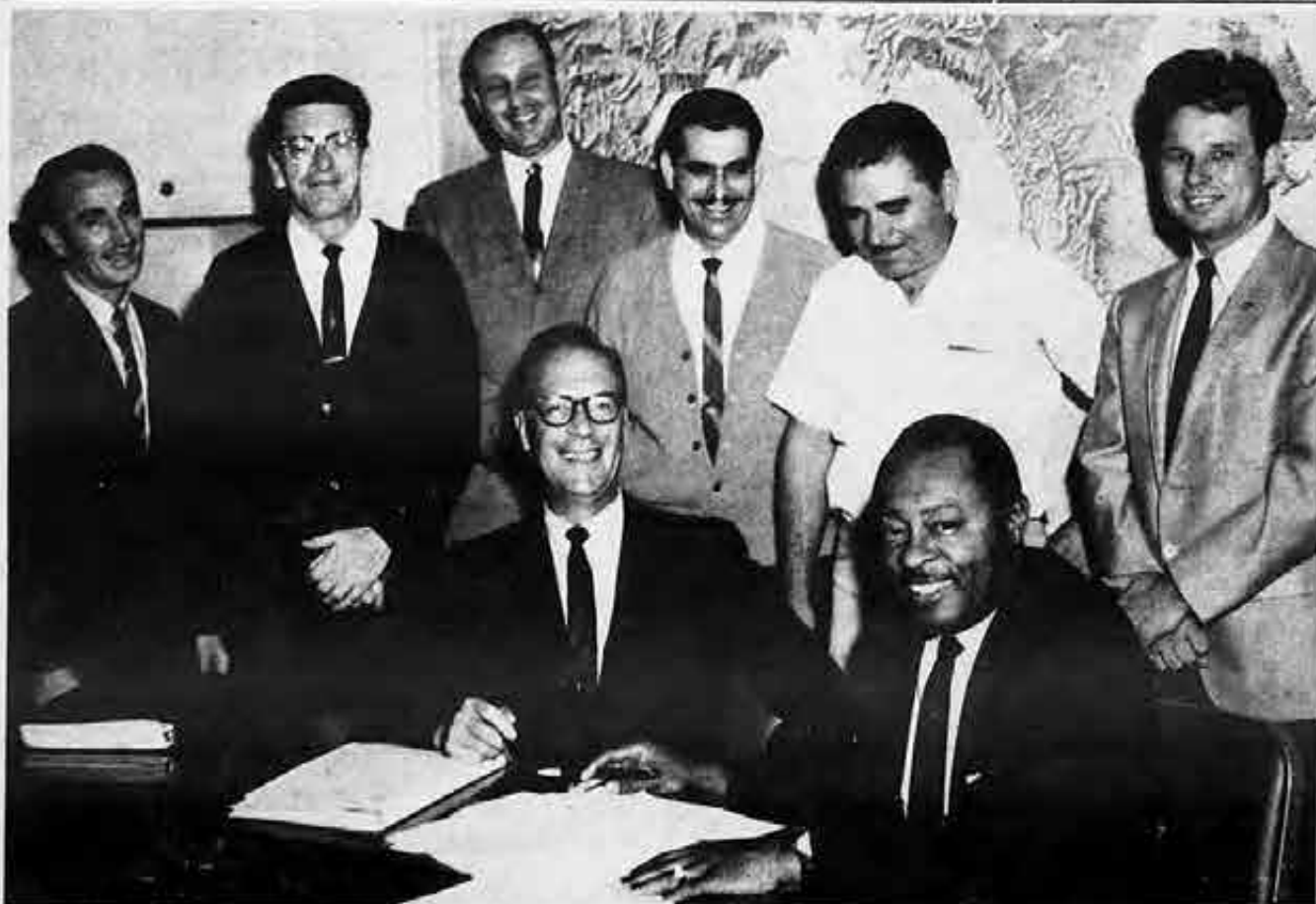
He ticked off labor's interest in eliminating slums, securing "equality" education, improving communications, getting a fair tax system, protecting natural resources and helping the less fortunate areas of the world.

"The fact is that there is only one substantial private organization in the United States whose primary dedication is to the widest and best interests of all the American people"—and that organization is the labor movement, Beirne asserted.

Ending poverty, keeping pace with technology and applying its benefits fairly, "building a society of unlimited opportunity and boundless horizons"—these are the present goals of American labor, Beirne concluded.

Hall, who is president of the SIU and the AFL-CIO Maritime Trades Department, pointed to the important role maritime workers play in maintaining a life-line to U.S. forces in Viet Nam. He spoke over the Mutual Broadcasting Co.

The "unhappy fact" is that the nation was caught short with an inadequate merchant fleet when the Viet Nam war was intensified, and the fleet is still being neglected, Hall declared.



CWU President, Steve Edney (right) and AL M. Lether, Manager of Quaker Oats Cannery at Wilmington, Calif., sign new three-year contract which provides 'historic' new gains for CWU members. Present at the signing were (l-r) standing: D. Zwolle, F. Hermosillo, CWU business agents; J. Perez, CWU negotiator; G. Hayes, Quaker Oats Cannery; R. Hall and J. Upright, CWU representatives.

SIUNA West Coast Cannery Union Signs New Pact at Quaker Oats

WILMINGTON, Calif.—A new three-year contract, hailed as "the best the Cannery Workers Union of the Pacific ever negotiated," by Steve Edney, president of the SIUNA-affiliated cannery union, has been signed with the Quaker Oats Company.

The new contract, covering pet-food canners in the Quaker Oats plant here, was signed after three months of negotiations. It runs from September 1, 1967 to September 1, 1970.

Under the contract, a majority of the plant's workers will receive a 30-cent hourly wage increase, all maintenance workers will receive a 37½-cent wage increase, and maintenance journeymen will receive a 45-cent increase in wages. A shift differential wage scale is also included in the new contract.

The new pact includes an improved medical plan which provides workers with a year of free hospitalization on a non-contribu-

tory basis. Under certain conditions, a worker's dependents may also be covered.

Another unique aspect of the contract is delegation of authority to Cannery Union negotiators to decide which of Quaker's three pension plans is most beneficial in each individual case.

Sick leave is provided for at the rate of five days per year, beginning with the second year of the contract, and an increased vacation schedule was also negotiated by the Union.

Cannery Workers Union President Edney said that the new pact provides important major gains for the SIUNA-affiliated employees at the Quaker Oats plant.

Quick Action by Lifeboat Crew Saves Shipmate Aboard Warrior



Shown above are men of S.S. Warrior who participated in sea rescue. Standing are (l-r) Nick Tyll, wiper; Chuck Custer, messman; Augustin Castelo, oiler; George Adamisin, AB; Leo Rice, AB; and Bill Seisfield, OS. Kneeling (l-r): Vic Caraballo, bedroom utility; James Courtney, the Chief Mate; and Jack Caskey, messman.

PANAMA CITY—Fast action and fine teamwork by both crew and officers of the SIU-contracted Warrior recently saved the life of Seafarer Donald Cosma who fell over the side into shark-infested waters off the Panama coast.

As the "man overboard" call was sounded, Captain Wayne Waldo immediately ordered a 180-degree turn while all crew members mustered to their stations and readied the Number 2 lifeboat which was launched almost as quickly as Cosma was sighted in the water.

At the risk of their own lives, the nine men who manned the lifeboat pulled the floundering OS from the sea just 26 minutes after he had gone overboard. Many sharks were seen following the boat as it proceeded back to the Warrior.

Captain Waldo later expressed great pride in the crew who participated in the rescue, two of whom were first trippers.

The men in the lifeboat were messmen Chuck Custer and Jack Gaskey; Augustin Castelo, oiler; Nicholas N. Tyll, wiper; Victor Caraballo, bed room util.; William Seisfield, OS; George Adamisin and Leo Rice, both AB's; and Chief Mate James Courtney.

Within exactly one hour of the beginning of the incident, the Warrior was back on course to Panama, where Brother Cosma was removed to hospital for a checkup.

SIU-Contracted Sea Pioneer Escapes Explosive Situation

BEAUMONT, Texas—The SIU-contracted supertanker Sea Pioneer (Victory) gave this port a nervous time of it a couple of weeks ago when a leak in a tank bulkhead flooded the engine room with diesel fuel and threatened an explosion with 225,000 barrels of jet fuel and diesel oil aboard.

The ship's crew was quickly evacuated and the dock area around the No. 4 berth was cleared. Just minutes after diesel fuel seepage was discovered in the boiler compartments, boiler fires were extinguished and all electric power on the vessel was cut.

Later in the evening two tugs from the Picton Towing Co., and two from the Sabine Towing Co.—all contracted to the SIU-affiliated Inland Boatmen's Union—were carefully easing the giant T5 tanker down the Neches River to an old Texaco slip opposite Port Neches. Only a Coast Guard officer and a Sabine pilot made the dangerous down-channel journey aboard the Sea Pioneer, which had to be steered manually.

All shipping traffic from Beaumont to Sabine Pass was stopped as were coastwise barge movements on the Intercoastal Canal between the Neches River junc-

tion and along the Port Arthur Ship Channel.

Before the vessel was moved, firemen from two engine companies of the Beaumont Fire Department poured 3,000 gallons of water into her engine and pump rooms and topped it off with 65 gallons of foam from a generator truck to minimize the danger of explosion in transit.

The Sea Pioneer had taken a violent shaking up from the explosion of a Cities Service refinery in Lake Charles earlier in the week. Concussion from the blast slammed the ship into the wharves where it was tied up and many Seafarers were thrown from their bunks. Three days later the tanker had arrived here to take on dry cargo and deck freight before proceeding to Bethlehem Shipyard for inspection and any needed repairs.

Cargo already aboard the supertanker—175,000 barrels of Jet P4 fuel and 50,000 barrels of diesel fuel—was reportedly consigned to Vietnam.

Six More Seafarer Veterans Join Growing SIU Pension List



The names of six additional Seafarers has been added to the list of SIU men enjoying their retirement years on an SIU pension. The latest additions to the growing pension list are, John Schmidt, Claude Hayes, Wilton McNiel, William Lewis, James George and Toomas Laarents.

John Schmidt joined the SIU in Chicago and sailed as an oiler. A resident of Chicago, Schmidt was employed by Dunbar and Sullivan Dredging Co. He served in the Army during World War II. Schmidt is a widower.

Claude Hayes was a bosun and last shipped on the Alcoa Voyager. Born in the British West Indies, he now lives in Mobile. Hayes joined the Union in Mobile.

Wilton McNiel joined the SIU in Mobile. He was born in Alabama and is a resident of Stockton, Ala. McNiel sailed as a bosun and his last ship was the Halcyon Panther. McNiel served in the Army during World War II.

William Lewis joined the Union in New York and sailed in the engine and deck departments for over 20 years. Born in New York, he still lives in that city. His last ship was the Azalea City.

James George sailed as deck engineer since joining the SIU in New Orleans, where he lives with his wife, Wilhemina. A native Californian, George's last ship was the Antinous.

Toomas Laarents sailed as an AB and joined the Union in New Orleans. He was born in Estonia and resides in Baltimore, with his wife, Mary. Laarents' last ship was the Steel King.

The Atlantic Coast



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

In only one year from now, the nation will elect a new President, a new House of Representatives, and a third of the U.S. Senate. Now is the time for organized labor to start marshalling our support behind those candidates favorable to our cause. I urge all Seafarers to join the SIU and the AFL-CIO in the fight for the election of all candidates who support the

aims of organized labor. Talk to your friends about the issues, about those candidates and elected men who are strong supporters of labor and an upgraded U.S. merchant fleet. Contribute your dollars to COPE (the AFL-CIO's Political Action Department), c/o AFL-CIO, 815 16th Street, Washington, D.C. 20006, or to SPAD (the Seafarers Political Activity Department), c/o Seafarers International Union, 675 4th Avenue, Brooklyn, New York 11232.

Boston

After finishing a trip on the R/V Conrad, John Wallack is back home, spending a little time to get re-acquainted with his family and friends before shipping out again. Brother Wallack has been in the SIU for 20 years.

Henry "Hank" Martin, a 25-year man in the SIU, is presently in drydock. He'll be raring to go as soon as his doctor gives the word. His last ship was the Alice Brown, where he shipped as a cook.

Munroe Hall, also in the SIU for a quarter-century, is ready to go and will grab the first cook's job to be put on the board. The Eagle Voyager was his last ship, on which he sailed as a 3rd cook.

Norfolk

Thomas Gower, 15 years in the SIU, just signed off after four MSTs trips, his last one being on the Robin Trent as oiler. After a short vacation, he wants to catch a trip to Vietnam.

Cecil Jeannett, an SIU member for 20 years, is on the beach now. In the meantime, he is looking for a short trip to Europe as bosun. He last sailed as bosun on the Ocean Ulla.

Charlie Phelps, who was dry-docked for awhile, has just received his FFD. A Brother for 15 years, he is looking for an oiler's job to Northern Europe.

Shipping here has been excellent and the outlook for the future is very good. There were six pay-offs, six sign-ons, and one ship in transit, with no laid-up vessels.

Baltimore

William Brightwell, though unfit for duty now, will take any job in the steward department as soon as he is able. He has been in the SIU 23 years and has seen many gains in membership benefits since he first started.

Red Clough, just off the Jasmima, visited the hall to say hello to his old shipmates. Next stop: a much-needed vacation at home.

Russell Henry has sailed on SIU ships for the past 16 years. His last trip was on the Seatrain Maine to Vietnam, and he is now taking a short vacation. He plans to head for Vietnam again after resting up.

Puerto Rico

Connecticut became the 44th state to sign an agreement with Puerto Rico to honor unemployment insurance claims made from the island by persons who worked in the state but have to return to Puerto Rico for involuntary reasons.

The Steel Chemist stopped in San Juan en route to Honolulu to pick up part of the plant machinery for one of the sugar companies here in Puerto Rico. On board were such old-timers as James Keno and Stanley Swetska.

Jose Lopez recently shipped as a FWT and Frank Mateo took an AB's slot.

Philadelphia

Ready and raring to go, John Smith will take the first wiper's job that hits the board. His last job was on the Globe Carrier.

Thomas Martinez has been with the Union over 20 years and sails in the black gang. Tom's last ship was the Potomac.

Fish Import Curb Urged In House Bill

WASHINGTON—A bill, placing a quota on imports of ground fish, has been introduced in the House of Representatives jointly by Congressmen Hastings Keith (R.-Mass.), Wendell Wyatt (R.-Ore.), and Al Ullman (D.-Ore.). Keith explained that this legislation is vital, since "the American ground fishing industry is being choked to death by foreign imports."

The by-partisan legislation stipulates that the total number of pounds of ground fish products imported each year shall not be more than the average number of pounds imported for the years 1963 and 1964. Fish blocks, portions, fillets, and steaks of all ground fish except tuna, sea herring, and smelt, are covered by the proposed quota.

Keith noted the vast decline of the American-produced portion of the ground fish market during the last 16 years: "Our percentage of the national ground fish market has declined from 62.9% in 1951 to, where at the present time, United States fishermen provide only 19.2% of the ground fish produced in this country. All the rest is foreign imports."

The Massachusetts Congressman further noted that the proposed legislation would reserve a larger portion of the domestic market to New Bedford's fishing industry, which relies a great deal on ground fish, and would aid the healthy growth of the domestic industry as a whole.

The Gulf Coast



by Lindsey Williams, Vice-President, Gulf Area

The West Gulf Ports Council held its annual Pre-Labor Day Dinner-Dance in Houston recently. There were over 500 people in attendance, including representatives from the Sabine area, Galveston, Brownsville, South Carolina, Jacksonville, Florida, and New Orleans.

The key speaker was U.S. Congressman Bob Eckhardt, 8th District of Texas. Other speakers were: Councilman Frank O. Mancuso, representing the City of Houston; Anthony Scotto, Vice-President, ILA, Brooklyn, and President of the New York Port Maritime Council of the MTD, (AFL-CIO); Peter M. McGavin, Executive Secretary-Treasurer, Maritime Trades Department, (AFL-CIO); Roy R. Evans, Secretary-Treasurer, Texas AFL-CIO and Representative Jim Clark, State Representative of Harris County.

Senator John Tower (R.-Texas) had been scheduled to attend the function but was detained by other duties. In a telegram sent to the Council expressing his regret, Tower pledged continuing support for MTD policies: "I have long been interested in the affairs of the maritime industry, knowing of the worsening plight of this most important part of our economy. I introduced a joint resolution into (the) Senate calling for the establishment of a blue ribbon committee to investigate this situation and to come up with some concrete proposals as to how it can be solved.

"One alarming thing to me is the ever increasing reliance of the United States on foreign flag vessels to carry our cargo abroad, totaling more than 90 percent. The Soviet Union is building a huge fleet far larger than they need for their own trade. They are seemingly preparing this vast fleet to use as an instrument of international policy; they would then be able to greatly disrupt the economic basis of ocean service upon which we vitally depend. We must not allow this to occur."

The Greater New Orleans, AFL-CIO, Maritime Trades Department Council of Greater New Orleans and Vicinity's Pre-Labor Day Celebration was also a huge success, with more than 600 people in attendance.

The Maritime Trades Department of Greater New Orleans and Vicinity increased its affiliates, within the past month, with the acceptance of the following Unions into the Council: Brewery Workers of America, Local Number 165; American Radio Association; and Glass, Bottle Blowers of the United States and Canada, Local Number 184.

New Orleans

Now on the beach, Chadbourne (Chad) Galt, was on the New Yorker on the New Orleans to Puerto Rico run. He had been waiting for the M/V Sacal Borincano, but the ship had to go into drydock for repair.

William (Bill) Tillman last sailed on the City of Alma. He made one trip on her to Vietnam, but had to get off due to sickness in the family. Bill found it a good ship and a good crew, and would like to have stayed on her. Now he is waiting for a short run on the Malden Creek or the Claiborne to Puerto Rico so that he can be close to home. He sails as Bosum and AB.

Velkko (Vic) Pollanen, whose last ship was the Del Rio, said that he likes a ship that is on a regular run so he can homestead for a spell. After he got off the Del Rio, he went on a vacation with his wife and niece to North Europe, where he visited his family in Finland. Vic ships in the deck dept.

Norman (Pat) Ragas, after two trips on the Yellowstone as steward, is back on the beach. He plans to take a short vacation and then look for another steward's slot. He isn't particular about the run or the ship.

Mobile

F. A. Pehler last sailed about six months on the Ocean Anna. Married, he makes his home in Mobile with his wife and family. He's been shipping from the Gulf area for the last 20 years, and sails in all deck ratings from AB to Bosun.



Ragas

Ferriera

Raymond Ferriera is currently registered in the deck department. He last spent around three months on the Whitehall. Married, he makes his home in Mobile with his wife. He has been shipping as bosun for the last 25 years.

Currently registered in the engine department, Francis E. Thompson was last with the Hastings on a fast trip to Vietnam. He has been with the SIU from the beginning, and ships from the Gulf area most of the time in various engine ratings. He makes his home in Mobile.

Bevelon D. Locke is presently registered in the engine department. He was last out on the Claiborne as an electrician for seven months on the Puerto Rican run. Making his home in Mobile with his family, he has been shipping from the Gulf area for many years, mostly as chief electrician.

John R. Tilley was on the Fanwood but said to get off due to the recent death of his wife in Pensacola, Fla. John has been shipping in various steward ratings over the past 20 years. He makes his home in Pensacola.

In general, shipping at Mobile has been fair, with few men on the beach and no laid-up ships.

Houston

We all send our best wishes for a quick recovery to retired SIU Brother H. E. Rhodes, who's now drydocked.

T. Jones, recently off the Western Clipper, is back looking for a chief pumpman's job.

In transit were the following ships: Globe Explorer, Trans Juron, Jasmina, and Ocean Pioneer.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Aug. 25 to Sept. 7, 1967

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	8	1	1	3	0	24	3
New York	56	30	37	23	8	274	118
Philadelphia	13	6	5	1	3	26	9
Baltimore	20	20	12	14	8	104	53
Norfolk	13	3	10	2	7	24	20
Jacksonville	9	6	3	1	1	21	10
Tampa	2	2	4	2	1	11	9
Mobile	14	20	5	6	2	70	46
New Orleans	36	32	22	22	3	135	90
Houston	49	29	23	26	5	115	113
Wilmington	14	4	10	8	13	26	0
San Francisco	46	25	68	36	58	46	4
Seattle	26	9	12	10	19	54	3
Totals	306	187	212	154	128	930	478

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	1	2	1	4	6	2
New York	57	48	34	32	18	156	110
Philadelphia	4	1	3	1	3	18	12
Baltimore	13	17	15	11	9	51	43
Norfolk	11	0	10	3	7	20	17
Jacksonville	6	10	1	7	0	10	10
Tampa	6	5	2	4	0	3	2
Mobile	12	23	2	5	3	47	26
New Orleans	25	34	28	17	6	107	108
Houston	39	30	18	27	2	111	87
Wilmington	5	9	7	9	13	17	2
San Francisco	71	43	48	52	72	43	3
Seattle	14	12	15	10	13	22	12
Totals	265	233	185	179	150	611	434

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	7	1	3	1	2	13	2
New York	15	15	23	11	3	161	46
Philadelphia	4	2	1	1	1	13	10
Baltimore	20	7	19	8	9	78	47
Norfolk	3	8	2	3	0	11	7
Jacksonville	5	4	0	2	4	12	3
Tampa	4	0	0	1	0	5	3
Mobile	16	12	4	4	3	40	25
New Orleans	26	26	19	16	9	117	94
Houston	21	10	16	8	2	70	48
Wilmington	1	5	9	7	7	9	1
San Francisco	42	41	50	30	76	54	7
Seattle	20	13	14	7	7	34	10
Totals	184	144	160	99	123	617	303

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margollus

New instant food products are coming on the market faster than this column can digest them. Not that there's much to digest, since some of the ingredients are artificial. But the price is hard to swallow.

Ordinary milk is expensive enough for working families this year. It's typically 26 to 30 cents a quart depending on where you live and where you buy your milk, and even more in some areas.

But now food processors have learned how to package inexpensive milk powder, add flavoring and a few synthetic vitamins, in some cases, thickeners, and sell these products at high prices as "Instant Breakfast," "Diet Milk," "Carnation Slender," "Great Shakes," and of course, our old friends Metrecal and Sego.

The "instant breakfasts" and "diet milks" can be even more expensive for what you get. What you do get is shown in the list of ingredients on the package. In the case of one brand of "diet milk" selling for 89 cents for five one-pint envelopes, you are getting the equivalent of 20 cents worth of dry skim milk with added vitamins and flavoring. You can reconstitute ordinary dry nonfat milk powder by mixing with water, for only 4 cents a pint compared to 18 cents a pint for "Diet Milk."

Similarly, one of the leading brands of "instant breakfast"—a dry powder you mix with whole milk—again is merely nonfat dry milk, sugar, thickeners, egg yolk solids, artificial flavor and added vitamins. In fact, if you buy some of the flavored varieties, you actually get sugar as the leading ingredient.

For this combination you pay at the rate of \$1.10 to \$1.65 a pound. That's what a box of six envelopes weighing 7.2 ounces comes to, at the 59 to 75 cents charged by various stores.

The claim is that the "Instant Breakfast" powder

makes milk a meal. But you get more protein—the expensive nutrient—in a breakfast of a glass of reconstituted non-fat milk, one egg and a slice or two of bread, at a cost of 8 to 9 cents, than in "Instant Breakfast" with the added milk at a cost of 18 cents.

You can be fooled by some of the nomenclature of ingredients if you aren't sharp. "Carnation Instant Breakfast" lists as one of its main ingredients "sucrose." That, of course, is merely the chemical name for ordinary sugar.

Similarly in "Great Shakes," a chocolate-flavored mix which you mix with milk, the leading ingredient is sugar, followed by malted milk, cocoa and various thickeners and flavorings.

You can also buy already-prepared milk shakes (By Mr. Borden) for your kids. At 17 cents for 10 ounces, this comes to 53 cents a quart for milk, with added sugar, thickeners and artificial flavor.

You even have to consider what you are really getting when you pay an extra or premium price for "richer" or "extra rich" milks. Mary Gullberg, home economist at the Berkeley, California Co-ops, points out that small differences in milk, the amount of butterfat or even in the protein value often are not nutritionally significant.

You can't get away from the fact that ordinary nonfat milk powder, at a cost of 8 to 10 cents a quart when reconstituted is probably the single best buy to use as a basis for flavored milk drinks for children, and "diet milk" for yourself. It's also a simple, inexpensive way to add protein value to regular milk; soups, baked desserts; cakes and cookies; meat patties and loaf, casseroles and other dishes.

Margarine, too, which began as a low-cost alternative, now can cost almost as much as butter merely with variations in ingredients and texture.

Six Rail Shopcraft Unions Propose Wage Dispute Terms

WASHINGTON—Six shopcraft unions told a special presidential board that they are willing to settle their long wage dispute with the nation's railroads on terms that are "reasonable, equitable and in the public interest."

The description was given to their settlement proposal in a brief filed with the five-member board during three days of hearings into the dispute. The carriers also submitted a brief and a settlement offer.

The unions, representing 137,000 workers, called for a two-year contract with a 6.5 per cent general increase the first year and five per cent the second, plus two annual raises of 12.5 cents each for all skilled workers.

The railroads proposed a 6 per cent basic wage increase over 18 months. They offered only a single five-cent skill adjustment and hinged it on acceptance of a "job evaluation" study.

An earlier panel, headed by Judge Charles Fahy, had recommended an 18-month pact with a 6 per cent general wage boost and three five-cent skill increases. It rejected the idea of a "job evaluation" study.

The presidential board, created by Congress in July and headed by Senator Wayne Morse (D-Ore.), is to hand down its settlement recommendations by Sept. 15. These recommendations, unless the parties reach an agreement on their own, will become binding Oct. 15.

The unions' case, as presented in the brief and by Vice President Thomas Ramsey of the International Brotherhood of Electrical Workers, shopcrafts' spokesman stressed that:

A two-year wage contract, rather than one extending for 18 months, would be better to encourage "a period of stability in the railroad industry."

"On the basis of an increase in the cost of living and an increase in productivity" the unions' proposal is fully justified.

The unions asserted that a climb in living costs has more than wiped out the shopmen's last pay hike, in January, 1966; and that productivity on railroads has increased an average of 7 per cent a year, compared to a 3.5 per cent annual rise in industry as a whole.

The unions said their wage proposal actually is less than would be justified under a "catch-up" formula reflecting the full impact of changes in prices and wage adjustments for comparable work in other industries.

The shopcrafts advanced wage figures showing a "tremendous gap" between wages of skilled shopmen and those of comparable skilled workers in other industries. Ramsey said that "the rates of railroad journeymen and mechanics are generally from 50 cents to \$1.50 an hour under the rates paid to similar employees in other industries."

Unions involved in the dispute in addition to IBEW are Railway Carmen, Machinists, Boilermakers, Sheet Metal Workers and Firemen & Oilers. They bargain jointly through the AFL-CIO Railway Employees Dept.

LABOR ROUND-UP

The AFL-CIO Kentucky Building Trades Council has called on state officials for strict enforcement of the prevailing wage law here. State AFL-CIO Executive Secretary Sam Ezelle strongly criticized the State Labor Commission for its handling of state labor laws and charged that experienced labor experts were being relegated to minor desk jobs.

President Johnson's War on Poverty got strong endorsement from the Montana State AFL-CIO eleventh convention here. Also praising the Job Corps, a resolution declared that "the salvaging of even a small percentage of delinquent boys; the education of them to take their place in the communities as responsible citizens, is worth all the money spent on the entire program."

Al Bilik, formerly Cincinnati area Labor Council president and now executive secretary of the Hamilton County Democratic Party, is withdrawing as a candidate for next November's City Council elections. He is leaving his party post in order to become director of the Ohio Council of the State, County and Municipal Workers.

The Operative Plasterers and Cement Masons International Association is cooperating with the U.S. Office of Education in an

18-month program in 34 states to provide 1,500 men with classroom and on-the-job training. Some 500 unemployed men will be given a six-month course in an apprentice program while 1,000 men now working as plasterers and cement masons will have their skills upgraded.

Cesar Chavez, director of the AFL-CIO's United Farm Workers Organizing Committee, has charged that migrating Mexican "green card" holders are being used illegally as strikebreakers in the Central Valley. Chavez has called on the U.S. Department of Labor to stop this illegal use of the immigrants.

Two veteran organizers in the South are retiring. They are AFL-CIO Regional Director Charles H. Gillman who served 30 years in the labor movement, and Carey Haigler, assistant director of the North Carolina, South Carolina and Tennessee region for the past three years.

President William Peitler of the Marble, Slate and Stone Polishers has been re-elected at the union's convention here. Nine incumbent vice presidents also were re-elected, while Michael Hogan was elected to fill the tenth post left vacant by the death of William McIntyre on August 13.

Squeeze Play!



A further blow has been dealt to the American merchant marine and to the international prestige of the United States itself with the rise by Japan to the fourth-ranking spot in tanker carrying capacity—previously held by this nation since 1961.

This is just one more evidence of defeat by default. Every time a new set of statistics is released on any phase of world maritime activity, the persistent indifference and stalling on the subject by the White House becomes more obvious.

While the rest of the world registers steady—and often startling—progress in shipping tonnage, the United States either shows a decline or reactivates some more old tubs from the mothball fleet as a move to lessen the scope of our inadequacies. This, instead of getting on with the urgent need for fast, modern American vessels.

We are sure that no one—anywhere—can really believe that the United States would be incapable of regaining its former role of supremacy in world shipping if the hands of its maritime industry were not tied by the indifference of Administration bureaucrats.

Twenty years ago our ships did dominate the seas—and the fleets of Japan, Russia and Germany were a shambles. As recently as ten years ago, we were still on top in tanker capacity. Now, however, Japan has already passed us in tanker capacity and Russia, West Germany and others are gaining on the U.S. in all areas of shipping at a pace much too fast for comfort.

And why are these nations—some of whom made use of American aid to start off their massive shipbuilding programs—so anxious for sea strength? Because their governments are not blind to the fact that a self-sufficient merchant marine must always play a vital role in the survival of any country, and they are doing everything they can to see to it that they acquire, and keep, such a merchant marine.

The United States is not losing the world maritime race. Far from it! The United States isn't even in the race. The sad, simple truth of the matter is that the Executive Branch of the United States government—alone among all large nations of the world—has chosen to deliberately scratch America's strong starting-gate position in the race for more than 15 years.

If the continuing Vietnam conflict and the necessity of diverting more and more of our meager merchant fleet from commercial shipping to the Southeast Asia sealift didn't open the eyes of the administration to how desperate our maritime situation had become, surely the recent Mid-east war and resultant closing of the Suez Canal points up the potentially dangerous position this country could be in because of inferior maritime strength.

Fortunately, the United States is not dependent on the Arab nations for petroleum and petroleum products but if we were and an embargo against us was ever imposed by countries controlling tankers and other vessels used in our foreign trade we would not have enough ships of our own to fall back on.

Only an insignificant fraction of the oil America does import is currently carried in American-flag tankers. All the rest moves either in foreign-flag ships or under runaway flags the defense department claims to have under what it calls "effective control." It is folly to believe that this so-called "effective control" could not dissolve overnight at the whim of foreign powers. This applies not only to oil but to any other dry cargo this country imports as well.

In this unsettled world of shifting international alliances, the only possible way for any country to insure that its needs will be filled without interruption is to have sufficient ships—under its own flag and manned by its own citizens—to fill those needs.

House Agriculture Committee OK's New Meat Inspection Measure

WASHINGTON—The House Agriculture Committee has approved a meat inspection bill that closes some of the loopholes in the antiquated 60 year old law, but organized labor is fighting to make the measure a whole lot stronger.

The committee bill authorizes a 50-50 matching program by the federal government and the states to help finance both inspection activities and inspector training costs.

What it fails to do is to place the whole meat inspection program under federal direction and federal control which is what the AFL-CIO has long asked.

The new legislation proposed by the House Committee would "modernize" the old 1906 Meat Inspection Act, which gives the federal government inspection authority over meat in interstate commerce. It does not, however, give the federal government inspection authority over meat in intrastate commerce where it is now desperately needed even in the states that have inspection codes of their own.

Arnold Mayer, Legislative Representative of the Meat Cutters and Butcher Workmen, in testimony before the House Agriculture Committee, has stressed the high importance of a greatly strengthened law with basic authority centered in the federal government.

Mayer noted that some 85 per cent of meat slaughtered in the United States is inspected by the federal government now, but that the remaining 15 per cent plus 25 per cent of processed meat constitute the real problem.

He declared that cattle which could not pass federal inspection are sent to uninspected plants—cattle that fit into the 4 D's classification—dead, dying, disabled and diseased. These go into state commerce where the consumer more often than not is unprotected.

"We firmly believe," he said, "that all of the industry must be brought under inspection—and under inspection which operates with approximately the same rules in California as in Texas, and in New York as in Minnesota and in

Colorado as in Connecticut."

Mayer said that the Committee bill provides new authority over fat renderers, transportation, meat brokers, animal food manufacturers and wholesalers and would permit federal inspection of plants, but that it stops at the crucial point—federal inspection for virtually all meat.

AFL-CIO Education Director Outlines Program

Effective Member Education Program Cited as Essential to Union Growth

MONTREAL—An effective trade union movement must develop an education program designed to strengthen the individual union as well as strengthening the movement as a whole, AFL-CIO Education Director Walter G. Davis told an international conference here.

Speaking at the first world conference on trade union education sponsored by the International Confederation of Free Trade Unions, Davis spelled out the fundamentals of programs

that will achieve these objectives.

A strong, effective union in the United States, he told the 200 delegates from over 50 countries, requires a national leadership attuned to all of the important social, political and economic matters affecting the union and the industry to which it is related and an aggressive organizing program.

Tied to these, he added, is the need for an effective new member program, on-going staff training, an adequately trained education division, effective two-way communication between the national union and its locals. The union must participate fully in shaping policy at all levels and develop also a program review to update tactics and strategy in reaching its goals.

Davis noted that in the U.S. an educational objective is to promote the expansion of university labor centers, particularly in the South. "It is ironic, he said, 'for us to find state universities, supported by the workers' tax dollars, providing services for business and management while refusing to provide comparable services for the labor movement.'"

He told the conference that a labor college is under consideration by the AFL-CIO, but there is no intention of replacing the university "with our own" for those universities which have concerned themselves with training of workers "are making a valuable contribution."

In terms of education designed to strengthen the entire movement, Davis pointed out that American unions today are "issue minded in terms of local and national political issues, administrative policies of government agencies, economic policy, etc."

These areas are important to any education effort from weekend institutes to summer schools and conferences, he said.

Summing up the conference, Herbert A. Tulatz, assistant general secretary of the ICFTU, termed it a "turning point for the tradition-bound labor movement" and the beginning of a "re-thinking of aims and methods by which the union movement could contribute towards the educational needs of their communities."

The conference participants divided into five working groups and their reports, adopted by the conference, reflected a consensus that labor movements must participate more in the total community.

There were recommendations for greater coordination of activities of free trade union movements with the ILO and UNESCO as well as within the ICFTU and the trade secretariats. Free and equal education regardless of financial conditions or social status, integration of vocational education into the general education system, leave for workers participating in trade union courses and guidelines for the operations of labor colleges, were among the recommendations.

Vietnam Ship 'Logjam' Aided By New Port of 'Newport'



Extensive construction operations were under way for Newport's Wharf No. 1 in December, 1966. As piles were being driven down, prefab steel warehouses went up on concrete dock.

A new major port, dubbed Newport, and expected to unravel the "logjam" of ships in South Vietnam's two main ports, has been completed and put into operation two miles from Saigon.

Newport is expected to speed up the lengthy "turn-around time" of ships so that all loading, unloading, repairing, and other processes can be done rapidly. At the same time, Newport will expedite the strengthening of the U.S. fighting forces in Vietnam.

Before Newport was officially opened on July 10, 1967, after two years of construction, there were only two ports available to handle the enormous volume of cargo required to fight the war. The harbors—Cam Ranh Bay, with three deep-draft berths, and Saigon, with six deep-draft berths—were overloaded with ships. Turn-around time was 30-40 days.

In contrast, Newport covers a 100-acre site, has a 1,300 foot concrete barge wharf, an LCU ramp area, two LST ramps and slips, four 600-foot concrete wharves, eight transit sheds totaling 192,000 square-feet, a 29,400 square-foot repair and maintenance shop, and a helicopter pad. Soon to be completed are a 1,500 kilowatt power-house, a 700-man messhall, and a 30,000 square-foot operations building. At present, Newport has an unloading capacity of 6,000 tons per day. It can accommodate simultaneously two LCM's at a ramp, seven barges at a concrete wharf, two LST's at a slip, and four ocean-going vessels with one at each 600-foot concrete wharf.

Though there were difficulties involved in the port's construction, such as the need for massive importing from other areas of sand for the river bed, they were outweighed by the port's strategic importance. It is close to the Bien Hoa highway and bridge, which facilitate movement of supplies to the troops. And because none of its cargoes have to travel by truck through Saigon's narrow streets, which is a major hindrance to the Saigon port's operations, increased materiel flow is expedited.

The U.S. Commander in Vietnam, General William Westmoreland, recently visited Newport. He noted that not only will Newport and other facilities under construction in the country help the war effort, but they will also provide for a stronger Vietnam economy. He said, "Every stage in the buildup of our armed forces here has required a corresponding buildup of the facilities to support them. This has involved the construction of entire harbors to get the goods of war into this country, logistical depots to store them, and airfields and roads to use them. But we are not only building to help the Vietnamese people thwart aggression. Many of the harbors, hospitals, roads and support facilities we're building here will last many years beyond the present conflict. When peace is restored, these facilities will be turned over to the Vietnamese. So, in a very real sense, we're building for peace in Vietnam."

Six C-4 Troopships Allocated To Three SIU-Contracted Companies

WASHINGTON—Three SIU-contracted companies, Sea-Land Service, Inc., Waterman Steamship Corp., and Columbia Steamship Co., have acquired a total of six C-4 troopships for conversion to commercial service.

In announcing allocation of the vessels under the Ship Exchange Program, Acting Maritime Administrator J. W. Gulick said "We are pleased with the productivity of the design of the proposed conversion." He added that "when completed, these ships should greatly improve the service available to U.S. shippers in several important trades."

Waterman will convert the General A. W. Brewster and the General C. H. Muir to dry cargo ships for use in its foreign and domestic trade routes.

The Generals B. E. Aultman, M. N. Patrick and H. B. Freeman will be converted by Sea-Land into containerhips with a capacity of approximately 325 containers each 35 feet long. The vessels are to be used in the company's Puerto Rico service.

Columbia Steamship plans to convert one ship for service in the Gulf/Far East trade and return to the Pacific Northwest via Malaysia, Indonesia and the Philippines.

The C-4's were among ten such ships released from priority status

in the Reserve Fleet by the Navy Department and notice was published last May of their availability for trade out under the Ship Exchange Program. They had been previously withheld from a group of 25 C-4's offered under the program in June 1966 until the MSTs decided whether or not to convert them to containerhips for use in Vietnam. The other 15 vessels were released for commercial service by the Navy last April.

Three other SIU-contracted companies, Merrimac Transport, Victory Transport and Hudson Waterways were recently allocated one ship each under the Ship Exchange Program.

Allocations of ships from the Reserve Fleet are made to unsubsidized companies based on the productivity of the conversions proposed by the companies and the capabilities of the applicants.

Ship exchange contracts must be entered into with 90 days of allocation and the conversions must be completed within 12 months thereafter unless the Maritime Administration grants additional time for good cause.

SEAFARERS LOG

Sept. 15, 1967 • Vol. XXIX, No. 19

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and Inland Waters District,
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ANNUAL REPORT

For the fiscal year ended March 31, 1967
GREAT LAKES TUG AND DREDGE PENSION FUND
 275 20th Street, Brooklyn, New York 11215

to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

The data contained herein is for the purpose of providing general information as to the condition and affairs of the fund. The presentation is necessarily abbreviated. For a more comprehensive treatment, refer to the Annual Statement, copies of which may be inspected at the office of the fund, or at the New York Insurance Department, 55 John Street, New York, New York 10038.

CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

1. Contributions:		
(a) Employer	\$110,035.42	
(b) Employee	71,025.73	
(c) Other (Specify)	—0—	
(d) Total Contributions		\$ 181,061.15
2. Dividends and Experience Ratings Refunds from Insurance Companies		—0—
3. Investment Income:		
(a) Interest	19,603.61	
(b) Dividends	22,122.31	
(c) Rents	—0—	
(d) Other (Specify)	—0—	
(e) Total Income from Investments		41,725.92
4. Profit on disposal of investments		6,716.81
5. Increase by adjustment in asset values of investments		—0—
6. Other Additions: (Itemize)		
(a)	—0—	
(b)	—0—	
(c) Total Other Additions		—0—
7. Total Additions		<u>229,503.88</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		—0—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		21,217.34
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants		—0—
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		—0—
12. Administrative Expenses:		
(a) Salaries	9,551.76	
(b) Allowances, Expenses, etc.	1,817.09	
(c) Taxes	444.17	
(d) Fees and Commissions	6,078.46	
(e) Rent	1,246.86	
(f) Insurance Premiums	27.74	
(g) Fidelity Bond Premiums	56.00	
(h) Other Administrative Expenses (Specify) Schedule attached	4,582.39	
(i) Total Administrative Expenses		23,804.47
13. Loss on disposal of investments		—0—
14. Decrease by adjustment in asset values of investments		6,318.03
15. Other Deductions: (Itemize)		
(a)	—0—	
(b)	—0—	
(c) Total Other Deductions		—0—
16. Total Deductions		<u>51,339.84</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits) at Beginning of Year		841,233.50
18. Total Additions During Year (Item 7)	229,503.88	
19. Total Deductions During Year (Item 16)	51,339.84	
20. Total Net Increase (Decrease)		178,164.04
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		<u>1,019,397.54</u>

STATEMENT OF ASSETS AND LIABILITIES

ASSETS

1. Cash	\$5,578.50
2. Receivables:	
(a) Contributions:	
(1) Employer	—0—
(2) Other (Specify)	—0—
(b) Dividends or Experience Rating Refunds	—0—
(c) Other (Specify) Accrued interest paid on bonds purchased	294.59
3. Investments: (Other than Real Estate)	
(a) Banks Deposits At Interest and Deposits or Shares in Savings and Loan Associations	—0—
(b) Stocks:	

(1) Preferred	\$ 68,567.17
(2) Common	441,710.78
(c) Bonds and Debentures:	
(1) Government Obligations	
(a) Federal	44,760.84
(b) State and Municipal	—0—
(2) Foreign Government Obligations	—0—
(3) Non-Government Obligations	459,807.50
(d) Common Trusts:	
(1) (Identify)	—0—
(2) (Identify)	—0—
(e) Subsidiary Organizations	
(Identify and Indicate Percentage of Ownership by this plan in the subsidiary)	—0—
(1)	% —0—
(2)	% —0—
4. Real Estate Loans and Mortgages	—0—
5. Loans and Notes Receivable: (Other than Real Estate)	
(a) Secured	—0—
(b) Unsecured	—0—
6. Real Estate:	
(a) Operated	—0—
(b) Other Real Estate	—0—
7. Other Assets:	
(a) Accrued Income	—0—
(b) Prepaid Expenses	—0—
(c) Other (Specify)	—0—
8. Total Assets	<u>1,020,719.38</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	—0—
10. Unpaid Claims (Not Covered by Insurance)	—0—
11. Accounts Payable	1,321.84
12. Accrued Expenses	—0—
13. Other Liabilities (Specify)	—0—
14. Reserve for Future Benefits (Fund Balance)	1,019,397.54
15. Total Liabilities and Reserves	<u>1,020,719.38</u>

GREAT LAKES TUG AND DREDGE PENSION FUND ATTACHMENT TO THE ANNUAL REPORT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

Year ended March 31, 1967

Deductions from Fund Balance

Item 12(h) — Other Administrative Expenses	
Stationery supplies and printing	\$1,917.40
Postage, express and freight	7.83
Telephone and telegraph	237.73
Equipment rental	740.01
Employee benefits	453.53
Miscellaneous	147.22
Repairs and maintenance	101.05
Tabulating service	757.77
Microfilming	8.94
Dues and subscriptions	19.64
Miscellaneous trustees' meetings expense	191.27
	<u>\$4,582.39</u>

ANNUAL REPORT OF THE

Great Lakes Tug and Dredge Pension Fund

STATE OF New York
 COUNTY OF Kings ss.

Trustees of the Fund and.....
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:

Edward Hooper

Employee trustee:

August H. Wolf

Others (Indicate titles):

Lakes Seafarer Receives Pension



Alex Dolsen (right) joins the ranks of SIU pensioners as he receives his first monthly pension check from SIU Welfare Representative Dick Hollingsworth (center) in Detroit. Dolsen receives his first check as IBU Regional Director Robert Jones (left) looks on.

The Pacific Coast

by Frank Drozak, West Coast Representative



About 150 union pickets, bi-lingual placards on high, marched through the narrow streets of San Francisco's world-famous Chinatown last week to "declare a war on poverty."

The trade unionists gathered in Portsmouth Square to kick off the first major union organizing drive in Chinatown's long history.

The city's top AFL-CIO leaders pledged "a fight to the finish against substandard wages and conditions." The IGWU has asserted that the women at the garment factories make 70 cents an hour at the most, in violation of laws requiring pay of at least \$1.40 per hour, and work beyond the legal eight-hour-a-day limit. The SIU is active in this campaign, and is giving its strongest support to the IGWU relative to this organizing drive.

The SIUNA-affiliated Military Sea Transport Union last week won formal recognition to represent the members of the San Francisco Public Health Service Hospital.

San Francisco

Shipping is booming here, and Oilers, FWT's, as well as AB's, can find work. We paid off and signed on the following ships during the last period: **Young America, Pan Oceanic Faith, Free America, Minot Victory, Seamar, Steel Apprentice, Lynn Victory, Halcyon Tiger, Council Groves, Pecos, Joplin Victory, Penmar, Beaver Victory, Elizabethport, Seatrain Carolina, Lucille Bloomfield, and Margaret Brown.** Ships in transit are the **Fairport and Depauw Victory.**

Brother **Daniel O'Connor** from Lansdowne, Pa., is waiting for an oiler's job to hit the board, and when it does, he'll be aboard a ship within a matter of hours.

Brother **W. J. Mitchell** is just back from a month's vacation in his home town of Houston, Texas. He has been an active SIU member for years, and ships as an electrician.

Oscar Stevens, who hails from Mobile, Ala., just took the bosun's job for a one-year trip on the **Trans-Eastern** to the Far East. Brother Stevens has been in the SIU since its inception.

Seattle

The **Seatrain Puerto Rico**, the **Anchorage**, and the **Steel Flyer** were paid off in this period. The **Hastings, Halaula Victory**, and

Anchorage were signed on, and the **Penmar, Los Angeles, Marymar, and Herminia** were in transit. While shipping has been very good in the last few weeks, it looks as though it will slacken a bit in the next few weeks. However, the presently laid-up **Steel Apprentice** is expected to crew up next week.

Clyde Miller, who has 20 years as an SIU member, is now fit for duty after having served several months in a marine hospital. He last served on the **Cosmos Mariner** as bosun.

Al Smith, a Seafarer since 1939, has retired after his last voyage on the **Seattle** where he served 20 months as bosun. His many friends will miss Smitty on the ships, but they will probably see him frequently around the union hall, where he intends to remain active in union affairs.

Gus Skendelas, a 20-year SIU member, having completed his assignment as steward on the **Sagamore Hills**, is taking a short rest before shipping out again.

Wilmington

In the past few weeks there were pay-offs on the **Lucille Bloomfield, Seatrain Maine, Seatrain Texas, Margaret Brown, and Steel Artisan.** Eight ships were through in transit. Shipping is still booming here for rated men in all departments, and the outlook is for continued good shipping.

Mike Ohannesian is back in town after a short trip on the **Seatrain Puerto Rico**, where he served as an AB.

Don Bartlett re-registered here after a long trip as bosun on the **Longview Victory.** He'll be looking for a ship after a short vacation with his grandchildren.

Curley Lyles is on the beach here looking for a steward's slot. He was last on the **Express Virginia.**

Edgar Mitchell is planning a short vacation on the beach after getting off the **Steel Artisan.** He ships FWT and won't have any trouble when ready to go.

N.L.R.B. Again Raps J. P. Stevens For Violating Employees' Rights

The National Labor Relations Board hit J. P. Stevens & Co. with two more orders to reinstate and give back pay to employees it fired illegally to smash their union, the Textile Workers Union of America.

In two unanimous decisions the NLRB added the names of 18 more firing victims to the list of 89 whom the nation's second largest textile chain must reinstate.

But Stevens—a major government contractor—continues to resist two previous findings and delays of 18 months and more are still in prospect as management takes the cases through court appeals.

In the latest rulings, the board upheld Trial Examiner Boyd Leedom's landmark decision of last Jan. 31 and Examiner Thomas A. Ricci's finding of Mar. 23 that Stevens management violated the labor law repeatedly and deliberately to thwart TWUA's 1963-66 Carolina organizing campaigns.

AFL-CIO Director of Organization William L. Kircher said of the findings—the fourth in 17 months against Stevens—that they demonstrate once again that a rich corporation can commit "economic mayhem" against its workers "and not only get by with it, but continue to get fat contracts" from the U.S.

Former NLRB Chairman

Leedom was NLRB chairman in the Republican Administration of former President Eisenhower, when Stevens President Robert T. Stevens was secretary of the Army. Leedom's decision scored management not only for repeatedly violating employee rights, but also for setting policies that he said led many company supervisors to lie on the witness stand. Upholding his findings in the main, the board noted Leedom's opinion:

"I have the inescapable . . . conviction . . . that many of the witnesses called by (management) testified as they did pursuant to a policy, made at a higher level of management than theirs, to defeat this union's organizational effort . . . at the cost, if necessary, of committing unfair labor practices and then denying the unlawful acts."

The witnesses followed a pattern, Leedom observed, of believing they were engaged in a crusade "to overcome a common enemy," unionism, and "so either believing or rationalizing that their position is just, they engage in the common error of fighting real or pretended 'evil' with evil."

Leedom had ordered reinstatement with backpay for 13 unlawfully fired employees. The board added names of two more workers and dismissed the complaint as to seven others. Also it sustained union objections to company conduct in an election held Mar. 9, 1966, at the Dunnean plant of Stevens in Greenville, S.C., and ordered a new vote when the NLRB regional director deems the atmosphere conducive to a fair election.

The board denied special remedies sought for the first time by the TWUA—to give the unions access to Stevens parking lots and equal time to reply to company

antiunion speeches, both for a one-year period, and to conduct any election for the next five years off Stevens premises.

The NLRB also turned down the union's request, made in previous cases, that management be ordered to bargain with the union because its illegal conduct made a fair election impossible.

But the board did agree that Stevens should read the NLRB notice to assembled employees, or permit an NLRB agent to do so; mail copies of the notice to employees of all its North Carolina and South Carolina plants; and give the TWUA access to plant bulletin boards for one year.

The case heard by Leedom involved Stevens plants in Greenville, S.C., and Roanoke Rapids, N.C. Ricci held hearings involving discharges at those two plants and one in Rock Hill, S.C. He ruled that three union members had been fired on phony grounds and

ordered reinstatement with full compensation for lost pay since August 1966.

In both cases the NLRB used the new simplified notice form. It states that "after a trial at which all sides had the chance to give evidence, the NLRB found that we, J. P. Stevens & Co., Inc., violated the National Labor Relations Act and ordered us to post this notice to inform our employees of their rights."

The notices conclude: "We will give back to these employees their jobs and seniority, and we'll make up the pay they lost and also pay them 6 per cent interest."

Employees of Stevens and other firms recently testified before a House Labor subcommittee on the illegal acts of management. Two employees of a New Orleans firm—J. H. Rutter-Rex Co.—said they have waited 12 years for reinstatement and backpay ordered by the board and a court.

Soviet Maritime Union Official Predicts Rapid Fleet Expansion

Not only has the Soviet Union risen from 12th to sixth place—just behind the United States—among the shipping nations of the world since 1959, but it is confident of a further maritime transport increase of 180 per cent by the end of its current five year plan in 1970, a Russian labor leader declared recently.

G. Sayenko, president of the Central Council of Sea and River Transport Worker's Union of the USSR, wrote of his nation's maritime progress in the July Quarterly Review of the Trade Union International of Transport, Port and Fishery Workers, published in Prague. He predicted that the Soviet fleet will continue to "grow at a rapid rate over the coming years."

Recalling that World War II had caused serious damage to Russia's fleet and left her major ports in near total destruction, Sayenko said that "even 10 years after the end of the war our fleet had only some 150 ocean-going ships," but today the Soviet Union "has over 1,300 ships totaling about 7 million tons."

"The creation of a powerful modern fleet is a great victory for our country which has put an end to the political and economic dependence of our country in the field of maritime transport," the Russian unionist continued.

"The transport of exports or imports sold or bought on condition that they can be transported by the Soviet partner can be fully handled by Soviet shipping. The carriage of freight by foreign ships takes place, generally speaking, when Soviet ships can be used more rationally to carry goods for foreign owners, and not because of lack of shipping."

Although Sayenko's article dwells at some length on the Communist line and the so-called "bright future" of the Russian system, it does show clearly the full support given by the Soviet government to all phases of its merchant marine and the determination of that government to eventually dominate the seas.

Sayenko points to Russian efforts toward making life at sea more attractive to crew members by building modern ships with all the latest facilities for their safety and comfort—including air conditioning, one or two-berth cabins, rest rooms, libraries, etc.

He backs his claim that the Soviet fleet is manned by highly qualified crews by listing government-backed maritime training institutions: "There are four high schools, 12 nautical secondary schools and two technical schools for further training of seamen—and they have many facilities for continuing their studies by correspondence courses."

While Russian wages and living standards cannot be compared with those enjoyed by Americans, Sayenko gives an interesting insight into the favored status of maritime workers within the framework of the Soviet system.

"From 1959 to 1965 seaman's wages rose by 33 per cent, and those of port workers by 24 per cent," he said. During the same years "investments in house building and cultural facilities for maritime transport workers amounted to more than 240 million rubles (and) more than 80,000 maritime transport workers' families received new flats."

SIU Patrolmen Service Lakes Ship



SIU Lakes District patrolman George Telegrades and Scottie Aubuson service the SIU-contracted ship, Reiss Brothers. The tanker was one of several ships being serviced in Detroit during July.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Negotiations with the Ann Arbor Railroad have finally been completed and the contract has been ratified by SIU crewmembers who work aboard the three car ferries that service the port of Frankfort and the Wisconsin shore line. The total money package, including 74 cents a day in welfare and pension contributions, ranges from 29¼ cents per hour for wheelmen and oilers, down to 24¼ cents per hour for entry ratings. The wage increase is retroactive as of January 1, 1967.

The SIU Great Lakes District scored a major victory recently when the Ohio Industry and Labor Committee, by a 9 to 3 vote, approved the unemployment bill for seamen. House Bill No. 427 now goes before the House Rules Committee, which has the authority to clear the bill for a House vote. This is the first time an unemployment bill for Ohio seamen has ever been approved by a committee. We urge all SIU members and their families to continue to write to the Ohio legislators asking final support of this bill.

Detroit

We recently paid off the **Beatrice Victory** after a four-month voyage and we are happy to report that this was a smooth payoff. In addition, the **Delaware** paid off on coastwise articles. The **Beatrice Victory** sailed last week and we hope to have the **Delaware** on its way soon. Both vessels are carrying military cargo to Vietnam. Some of the old-timers who shipped aboard these vessels are **Joe Rollins**, night cook and baker, **Bill Cowan**, chief cook, **Hubert Karns**, steward, and **Harold Pilkey**, bridgeman.

Cleveland

Although things have slowed down, shipping has been going at a steady pace, with all book men in this area working.

As of this date, we are still waiting for word from the NLRB as to the start of the Pickands-Mather election.

Smooth sailing to all.

Chicago

Shipping has been steady this period, with calls for rated jobs taking priority. We have managed to fill the majority of them, and

together with shipboard promotions, all of the vessels have been sailing with a full complement.

We regret that old-timer **Martin Dahl** recently passed away after a short illness. Martin was an IBU member and at 74 retired after racking up some 45 years of tugging and dredging.

Our new building in Chicago, located at 1306 South Michigan Avenue, is almost completed. The clinic has had all the finishing touches done and the grand opening will be announced in the near future.

Our taxi-driver affiliate, DUOC 777, has already moved into the second floor and is now operating at the new address.

Duluth

Shipping in Duluth is very slow, but should pick up with the fitting-out of the **James Ferris**, which was laid up for a week.

Ken Lund just shipped on the **Trans-Eastern** as cook and baker. He is flying to Japan to catch that ship.

The grain strike has gone into its fifteenth day with no settlement in sight. There is a meeting scheduled for this week.

Alpena

Shipping in the port of Alpena has kept a steady pace. It is still very difficult to fill rated jobs.

We have **Otto Zarske**, porter, on the beach waiting for that special ship. Hope you won't have to wait too long, Otto.

Buffalo

Because of the grain strike in Duluth, this port has not had many vessels down this way for the past week or so.

On the local scene, the grain elevator local is still negotiating with Cargill Elevator and has not agreed to a settlement. However, there is no indication at this time that there will be a strike.

AFL-CIO Fully Behind U.S. Effort In Vietnam, Wurf Tells British TUC

BRIGHTON, England—The AFL-CIO "stands four square" behind the United States effort to defend freedom in South Vietnam, President Jerry Wurf of the State, County & Municipal Employees told the British Trade Union Congress here.

Wurf, an AFL-CIO fraternal delegate to the annual TUC meeting, also emphasized that America has no economic, political, or territorial designs in Vietnam or anywhere in Southeast Asia, and "has welcomed every move for ending the war through negotiations."

President William J. Pachler of the Utility Workers — Wurf's fellow fraternal delegate — reported on U.S. labor's continuing push for economic and social progress in our "highly urbanized, high-industrialized and technologically-advanced society."

Pachler particularly stressed labor's determination to advance equality, end racial discrimination, reduce poverty and rehabilitate and rebuild the nation's slums.

In discussing U.S. policy on Vietnam, Wurf quoted a recent address by the Socialist Prime Minister of Singapore, Lee Kuan Yew, whom he described as an "authentic voice of the Asian peoples."

In a speech at Singapore University, Yew said "A United States withdrawal would greatly hurt the small and middle fishes in Asia. . . . I don't believe that the U.S. can withdraw from Vietnam early or in haste. . . . If South Vietnam is erased from the globe, what would be the fate of Laos and other friendly nations in Southeast Asia?"

"Every day hundreds . . . die on the battlefield. For what? Just to defend Vietnam. No, also to prevent another Vietnam."

Wurf said that the "shortcomings" of the United Nations, as illustrated by the recent Middle East crisis, should not cause despair but should spur a more determined effort "to build the UN into an effective instrument for preserving peace and promoting human rights and freedom."

Norfolk Tugmen Ink New Pacts

NORFOLK — A new contract has been signed by the SIU Inland Boatmen's Union here with Curtis Bay Towing and McAllister Bros. which calls for a substantial wage hike, additional holiday and vacation time, and increased holiday pay.

The new contract, which was recently ratified by the membership, provides for an additional three holidays, double-time-and-a-half pay on all holidays worked, 27 instead of the previous 21 days of vacation, and a 21 cent-per-hour salary increase over a two-year period. The newly-negotiated pact will further expire simultaneously with the contracts in effect at Philadelphia and Baltimore.

The 125 IBU members affected by the agreement man the 15 commercial tugs operated by the Curtis Bay and McAllister companies. These companies provide all commercial tug service in the area.

"As free workers," Wurf declared, "you and we know that there can be no just or enduring peace as long as millions are in poverty or denied their individual dignity and human and national freedom."

He described "bread, peace and freedom" as the ideal that "cements" the AFL-CIO, the TUC and other free labor movements in cooperation. He pledged that American labor "will spare no effort to strengthen the free trade union partnership of workers of every race, creed, color and continent."

Wurf scored France's General De Gaulle for his "hostile" attitude toward the U.S. and Britain. He also deplored DeGaulle's effort to blame Israel for the Mid-east war and his intervention in the affairs of Canada.

"He does not speak for the French people when he follows a policy of rewarding their enemies and punishing their friends," Wurf suggested.

Pachler said that progress has been made in the U.S. toward eliminating discrimination and poverty even though there "remains a very long way to go." The AFL-CIO, he added, is

strongly supporting programs "to keep us moving still further along."

He cited legislation enacted to assure equal employment, public accommodations, financial aid to schools and job training as examples of progress to benefit Negroes.

"But we must do more," Pachler continued. "And in the view of the AFL-CIO that means stepping up public investment to create more jobs, to improve our education systems, and to build more and better housing."

Pachler hit out at Stokely Carmichael, the self-styled Negro leader "who carried his message of violence to your shores just a few months ago."

Describing Carmichael as one who "offers no solution, no remedy and no program except one that preaches hate and destruction," Pachler added:

"Fortunately, despite the impression he tries to create, he represents few people, and he represents none at all who are sincerely concerned—as is the labor movement—with creating a society in which a man's position depends on his abilities and talent and not his color."

New Plastic Bubble Technique Raises 3,000 Ton Vessel

A 3,080-ton Danish merchant ship was recently salvaged from 114 feet of freezing Greenland water by means of air-filled plastic bubbles no larger than a pea.

The new technique, developed by Danish engineers, makes use of polystyrene which is boiled to form the small bubbles. The bubbles are then pumped through a hose into the hull of a sunken vessel.

Last April, the **Martin S.**, broke her moorings and settled in the 32-degree water of Sukkertoppen Harbor, West Greenland, with a hole in her bow.

Because of the temperature and depth of the water, divers could not have worked on raising the vessel for more than 30 minutes at a time. For this reason and also because bad weather was likely to set in by the end of August, time-consuming conventional methods of salvage were ruled out in favor of the bubble method.

In mid-May, nine divers began strengthening hatch covers and decks on three of the ship's holds to counteract the upward pressure that would be exerted on the undersides of the decks when the bubbles were introduced. After this was completed, holes were burned into the sides of the vessel to admit the hoses and the bubble pumping was begun.

The three holds had received their quota of plastic bubbles by the middle of June and in early July two salvage ships were able to raise the 290-foot motor vessel three feet off the bottom with their lifting gear. Pumping was then continued until about 90

per cent of the ship's weight was supported by the bubbles and the salvage boats were able to bring her to the surface. The **Martin S.** was then towed to Nakskov, Denmark, for repairs.

A spokesman for the salvage company said the plastic bubbles are not likely to replace usual salvage methods but will be reserved for special cases in which the wreck is too deep for divers to seal off all compartments. With the bubbles, only large hull openings need be closed to keep them inside.

New USPHS Clinic In Davenport, Iowa

A Public Health Service Outpatient Clinic for seamen has been established in the Davenport, Iowa area. It will serve the medical needs of seamen living in the area as well as maritime personnel working on commercial vessels traversing the Mississippi River.

The Clinic was established by the Medical Officer in Charge of the Chicago Public Health Service Outpatient Clinic, who visited Davenport to study the situation. He then recommended the forming of the Clinic.

The Medical Officer in Charge of the new Clinic is Dr. M. C. McCabe. The office is located at 430 W. 35th Street, Davenport, Iowa.

'Riviera East' Untouched by War, SIU Veteran of Vietnam Run Reports

"Vung Tau is a touch of the unreal, a sanctuary inside a trembling countryside. No wonder the GI's call it 'Riviera East,' Seafarer James 'Pat' Conley, reported in a recent letter to the Log. Conley is a veteran of the Vietnam run, having made six trips and logging 420 days of sea time. Conley was a member of the deck department aboard the Vantage Progress when he wrote of his experiences in Vung Tau.

It is probably the only seashore resort untouched by the war, Conley reported. Because of its lack of napalm bombs and terrorists, the scene resembles Vietnam in the "gold rush days." The population has doubled, from 30,000 to more than 70,000. Numerous refugee camps and villages have sprung up.

The town gets its electricity from two American ships but as Vung Tau continues to grow, the generators are continually overloaded. Food can be a problem for these people, just as it is in most of this unfortunate country. Peasants fight to be first in line for garbage disposed of from GI meals.

For the most part, life is pleasant here, as pleasant as anywhere in Vietnam. For this reason, the military purposely kept the town carefree because "it wanted one place where there is respite from war," Conley pointed out in his letter.

Vung Tau is at the tip of a trumpet-shaped peninsula that juts into the China Sea. The town is bounded by water on three sides. Some 10,000 allied troops are in the area, and Conley has heard that Viet Cong also vacation here, swimming and soaking up sun next to soldiers they may have been fighting only a few days before.

War Not Far Off

Although shelling can be heard there is little talk of war. One would even find it difficult to think of war in this setting. "An emperor's villa overlooks the tiny harbor. Other once-opulent villas, built by the French, dot the town," Conley reported. Some of these homes, with such names as Chalet Liza, Villa Blanche, Villa Poche make it hard to forget the heavy French influence still found in Vietnam. Conley explained that most of the homes are built into the hillsides, with stone steps cut into cliffs. A winding, bumpy road clings to the waterfront.

Streets are lined with almond trees and pink benches. The town's beaches were developed by the French, homesick for the Riviera. They called it Cap St. Jacques. Vietnamese were discriminated against, some allowed to walk only the streets but not the beach. Some of the richer families uphold the luxury tradition, Conley said.

Guests of the mayor can expect five courses of choice French cuisine, each with carefully selected wine. A bottle of Algerian wine costs \$6 to \$10. Conley said that most of the wine is considered mediocre in quality.

Vung Tau offers 200 bars with 2,000 bar girls to attend to cus-

tomers. Open bars are side by side, many built within the last 18 months. Sloe-eyed, raven-haired Vietnamese girls with miniskirts and eye shadow make Vung Tau heaven for the GI with a three day pass.

"The bars are meant for the GI. They have such names as Esquire, Detroit, Playboy, James Bond 007," Conley related. Some of them feature black jack, poker and roulette, with girls spinning the wheels "like pros right out of Las Vegas." The night curfew, strictly enforced elsewhere, is virtually ignored here, with bars hopping until 6 a.m.

The GI's and local Vietnamese don't have the area to themselves, by any means. Vietnamese from Saigon, French businessmen, secretaries from 22 embassies, sea-

men, government figures, and Premier Ky and Chief of State Van Thieu are attracted to the area, along with some long-haired beatniks.

They come by car along the relatively safe highway, helicopter and motor scooter, to sit in the sun, swim and water ski. "It could be Southern Italy, the Oregon coast or the Caribbean. Vung Tau is a touch of the unreal to all who have traveled this war-torn land," Conley said.

Somewhere there's war, the Seafarer reflected, but here you can listen to a Strauss waltz, dance on a rooftop lined with palm trees and forget. Conley will take some time off from the Vietnam run for awhile. "It's time to get out the old rocking chair for a few weeks of relaxation," he said.



Conley

GEAR BEING HELD

Gear is being held for the Seafarers listed below at Pier 39, San Francisco, Calif. These men are asked to claim their gear at the earliest possible moment.

Name	Vessel
James Ackerman	Steel Fabricator
John C. Barnett	Steel Architect
H. L. Bremlett	No vessel indicated
David Caldwell	Steel Flyer
Joseph Carr	Steel Worker
Ted Clay	Steel Recorder
Jose Colon	No vessel indicated
Connie L. Eaves	No vessel indicated
Harry H. Harper	No vessel indicated
C. Hudson	No vessel indicated
Harry King	No vessel indicated
Donald O'Brien	Steel Recorder
Warren Owens	No vessel indicated
Albert Schwartz	Steel Worker
Howard Wright	Steel Maker

Entry Rating Lifeboat Class No. 11



Members of the eleventh graduating class of the SIU's Entry Rating Training Program are gathered together after having qualified for their lifeboat tickets. Seated (l-r) are: C. Gonzales, S. Lowe, S. Roberts, C. Johnson, S. Todordowski, C. Bohnsen and S. Gotler. In the second row are: P. McGaharn, instructor, R. Stalls, H. Fleckenstein, O. Flite, L. Voight, J. Baason, T. Reno and senior instructor Arni Bjornsson. Shown in the third row are: P. Willson, J. West, R. Scott, J. White, C. Myzwiniski, J. Curren, and W. Bell.

Big Improvement In Shipboard Chow

To the Editor:

I read with much interest your full-page article, "Danger on the Dinner Table," in the September 1, 1967, issue of the Log. The miserable and hazardous state of the meat industry, while it shocked most people in the early part of the twentieth century, was no surprise to seafarers of that day. Food aboard ship was normally kept in horrid, unsanitary condition, and the crews had no choice but to eat it or starve. One of the reasons was that the shipping companies were only out to make money, and to get their cargoes through as cheaply as possible; the crew didn't seem to count. Until maritime unions came along, it was impossible to collectively pressure the companies for better conditions. Now, with the work of the maritime unions, we can be thankful that food on ship is prepared not only well but also under healthful conditions. In fact, I think we seamen eat better than most people.

Tim Franklin

Oblivion is Port Of No Return

To the Editor:

Your paper seems to give the impression that some government agencies such as MARAD are somewhat soft in the head! I mean, just because the American merchant marine is floating to oblivion, I can't see why this is any reason to worry; I, for one, have never been to this place Oblivion, and I think it might be nice to visit a new place for a change. It must be a pretty small port to pull into, though, because Transportation Secretary Boyd apparently plans to float the whole maritime fleet there. And there is another thing to be said in praise of the permanent vacation for the maritime fleet. If we all pull out and drift off into the red sunset, we won't pose a threat to other countries which are building their merchant fleets in preparation for supporting their nations' economies or military security, such as the Soviet Union. The sunset may indeed be Red, but we won't have to worry about a war or suppression, no sir! Because we'd all be away on a permanent vacation somewhere.

Louis Kinney

LETTERS To The Editor

Grateful to Union For Welfare Aid

To the Editor:

My husband, who was on the SIU pension died in July. Without delay, I have received the settlement.

I want to thank those people who are responsible, for their immediate attention to settling this. No one but those in a position similar to mine, can fully appreciate my gratitude for the help such a 'Godsend' can bring.

Also, your Union pension made life much easier for my husband and me.

I am very grateful.

Respectfully,
Christine Garibaldi

Needs Information On WW II Convoy

To the Editor:

I wonder if I might ask your kind cooperation to make it known in the "Seafarer's Log" that I am searching for survivors of a World War II convoy to Russia?

I am engaged in researching for a book I am writing about the ill-fated convoy P.Q. 17 of June/July 1942 on which I myself served (escort vessel).

Many of the merchant ships in this convoy were of course American—Liberty ships and others—and a very considerable number of American seamen were involved. For some, as I well remember, it was their very first time at sea.

I would be very interested indeed to hear from any American veterans of convoy P.Q. 17.

Yours sincerely,

Paul Lund (ex-R.N.V.P.)
6 Spath Walk, Grove Lane
Cheshire, England.
(Phone: Bramhall 2957).

U.S. Should Claim Lend-Lease Ships

To the Editor:

I recently learned of a startling fact: that a number of American-owned ships that were lent to Russia in 1942, for defense against the Germans and Japanese, are now being used by the U.S.S.R. to supply North Vietnam with military materiel. Whether I agree with U.S. policy in Vietnam is not the question; it is the idiocy of the U.S. supplying ships that are being used against it. Why is it that, even though the lend-lease agreement has been cancelled for years, the U.S. has not bothered to reclaim its rightful property? This sort of issue is nothing to fool around with; in the Vietnam war, lives stand in the balance. Congressman Thomas R. Pelley (R-Wash.), who recently uncovered these facts and, together with Senator Clifford P. Hansen (R-Wyoming), exposed them in Congress, even found that some of these ships were actively used by Russia in the Korean conflict and in the 1962 Cuban Missile Crisis.

V. Verdegas

Can't See Why U.S. Neglects Shipping

To the Editor:

I do not see why the government continues to neglect your industry the way that it does. Your contribution to the nation's defense has been constant and most people do not realize the tremendous risks that a seaman takes during time of war.

I am not in the habit of writing letters to my Congressman about matters that need attention. However, I feel so strongly about the maritime decline that I am planning to tell my congressman to support the drive to build up the American merchant marine.

Harry Weems

Adrift With Broken Shaft, Seafarers Angle For Sharks

"There we were, 100 miles North of the Hawaiian Islands and 1600 miles West of San Francisco. The propeller shaft was broken and we had nothing to do but drift and angle for sharks." William Aycock, ship's delegate on the Overseas Rose recently told the Log.

"We were enroute from Vietnam to Long Beach, Calif.," Aycock stated, when "with a snap and a groan, the shaft let go." Seafarers were notified by the vessel's owners, Maritime Overseas, that a tug was on the way to take them into port. "But it would take some time before it could arrive," Aycock said.

The crewmembers decided to spend some of their spare time sharkfishing. No regular tackle was available, Aycock explained, but meat hooks are always on hand "so we filed and rigged until we were satisfied. Then, with heaving lines and meat scraps provided by our good steward, Stan Schuyler, we wet our lines and waited."

It didn't take long before a long grey line of sharks started to approach the ship. Lawrence Tefft, one of our fine cooks, Charles Phillips, and Jay Beavers, of the deck department were among the first to land their catch. All available hands put out some muscle to bring them in. When the sharks were safely aboard the dangerous teeth were cut out and hung up to

dry. Everybody then assisted in washing the shark stink off the deck, Aycock said.

"We didn't mind drifting because the weather was good. It's a good thing we weren't in the one-hundred degree zone," Aycock emphasized.

Finally, after a long, weary wait the tug Mauno Loa arrived and took the Overseas Rose in tow. "The tug did seven knots," Brother Aycock said and about four days later we started loosening the screw. Bosun George Hayes, Karl Karlser and Charles Phillips finally got it secured after working eight long hard hours. There was a lot of broken wire and chain lying around when the ship came in for repairs."

The Overseas Rose arrived in San Francisco and Aycock reported a payoff "without too many beefs" and after the payoff the Seafarers aboard the ship "scattered to the four winds, meeting again on other ships and in SIU halls, but never again will the same crew assemble on an SIU ship."

"Maybe that's a good thing," Aycock concluded, "as there are still a lot of good guys in the SIU with whom we have never sailed."

Seafarer Aycock is a 10-year SIU veteran and hails from Georgia. He joined the union in New York and sails as a Bosun.

SIU ARRIVALS

Jacqueline Knox, born March 6, 1967, to the Howard C. Knoxs, New York, New York.

Gregoria Vargas, born July 23, 1967, to the Ramon Vargas, Paya Pone, Puerto Rico.

Kimberly Kaye McMillian, born April 21, 1967, to the Dave McMillians, Uriah, Alabama.

William Stowe, born June 14, 1967, to the William M. Stowes, Hatteras, North Carolina.

John Michael Broxson, born July 3, 1967, to the Lowell T. Broxsons, Vidor, Texas.

Keith Anthony Strifolino, born July 19, 1967, to the Anthony Strifolinos, Bayonne, New Jersey.

Dean Lillie, born October 14, 1967, to the Harold E. Lillies, Honor, Michigan.

Benjamin Pierce, born July 5, 1967, to the Benjamin P. Pierces, Lucedale, Mississippi.

Theodore Davis, born August 16, 1967, to the James W. Davis, Fitzgerald, Georgia.

Kelly Joseph Doyle, born December 6, 1966, to the Thomas DoYLES, New Orleans, La.

William Lesage, born July 26, 1967, to the William Lesages, Luna Pier, Michigan.

Shawn Fruge, born August 14, 1967, to the Joseph B. Fruges, Lake Charles, Louisiana.

Robert Wondolowski, born July 28, 1967, to the Thomas P. Wondolowskis, Jersey City, New Jersey.

John Joseph Dennis, born June 1, 1967, to the Carl V. Dennis, Maringouin, Louisiana.

Dennis E. Hansen, born March 16, 1967, to the Hans Hansens, Dania, Florida.

From the Ships at Sea

A very smooth payoff and sign-on occurred in Yokahama, meeting secretary W. Starke reports from the Mount Vernon Victory (Victory). E. B. Hardcastle, meeting chairman, wrote that a repair sheet was drawn up with work to begin when the vessel reaches Subic-Bay. The ship's fund has \$26

according to treasurer Walter Orr. Seafarer Hardcastle, who also serves as ship's delegate, was re-elected to that post and Brother Orr will continue as treasurer for the remainder of the voyage. The

Captain will make an attempt to obtain a slop chest through the Navy in Subic Bay. Seafarers have been reminded by the chief cook to make every effort to be on time for meals.

Seafarers on the Fairisle (Pan Oceanic) got their new fans at the last minute, meeting secretary Ira Brown reports. The gangway was raised and the ship was set to leave when they arrived, Brown writes.

C. Loper, who was acting ship's delegate, was elected to the job unanimously, according to J. S. McRae, meeting chairman. A total of \$22 is in the ship's treasury. The previous ship's delegate forgot to pick up his money for radiograms sent to union headquarters, so that the money is being put back into the fund. All department heads reported smooth sailing with no complaints.

Meeting Secretary W. E. Morse reports from the Barre Victory (Delta) that Clarence E. Rooney was elected ship's delegate. V. Bunnell suggested that the ice machine should be moved to a more suitable place. Meeting chairman J. Moss reported that the steward department did a fine job and prepared some tasty dishes. No beefs were reported and department delegates reported everything OK. The black gang needs some new fans for the foc'sle. A request was made by some crew members that there should be new hot water urns for each pantry.

When the Connecticut (Oriental Exporters) arrives in Alaska to pick up a cargo of crude oil, it will be the first trip to this state for the majority of the Seafarer. Harry Dengate, meeting chairman reported to the Log. New fans were installed and most of the foc'sles were painted, Tom Walsh, meeting secretary, reported. A balance of \$33.75

was reported in the fund. Seafarers requested a supply of American cigarettes for the next voyage and were disappointed that none were available in Sasebo. No beefs or disputed overtime reported.

Bill Pittman told his fellow Seafarers on the Del Sud (Delta) that the movie fund totals \$555 and the ship's fund is up to \$384. V. Guest was elected deck delegate and Alfred De Agro was named to serve as engine delegate. Also serving are V. Cali, topside delegate and H. Spiegel, galley delegate. M. Dunn, meeting secretary noted that the hours of 6 a.m. to 10 p.m. were set for the use of the washing machine. Seafarers were reminded not to remove chairs from the mess hall for any reason, I. W. Griggus, meeting chairman reported. J. Whited made a motion that payoffs should not be delayed if the ship is cleared.

IBERVILLE (Waterman), August 6—Chairman, Harold Loll; Secretary, William G. Laird. \$6.50 in ship's fund. Several beefs in engine department. Motion made that men with 20 years membership in SIU be required to retire regardless of age, or men with 15 years sea time.

DEL ORO (Delta), June 30—Chairman, W. T. Briggs; Secretary, W. H. Simmons. \$31.08 in ship's fund. Ship's delegate commended crew for making this a fine trip. Everything is running smoothly. Steward thanked all hands for their cooperation. Vote of thanks to the steward department for a job well done.

CONNECTICUT (Oriental Exporters), August 25—Chairman, Harry A. Dengate. Secretary, Tom Walsh. \$38.75 in ship's fund. Motion was made to have headquarters contact Yokohama hall to find out reason why bonded cigarettes are not available in Sasebo, or to arrange for supply for ship's shuttling. Safety lights should be put aboard for tank cleaning before ship makes next voyage.

DEL SUD (Delta), August 12—Chairman, I. W. Griggus; Secretary, M. Dunn. \$348 in ship's fund and \$555.00 in the movie fund. Motion was made that headquarters find out why payoff should be held up when ship is cleared, and that OT apply after 30 minutes from posted payoff time.

PRINCETON VICTORY (Columbia), August 20—Chairman, Arthur C. Clark; Secretary, Ray Souza. Deck delegate reported that he has a very good deck crew aboard. General discussion held for the new members regarding living aboard ship.

FAIRISLE (Pan Oceanic Tankers), September 2—Chairman, J. S. McRae; Secretary, Ira C. Brown. \$22.00 in ship's fund. Brother Collie Loper was elected to serve as ship's delegate. Everything is running smoothly with no beefs and no disputed OT.

MT. VERNON VICTORY (Victory Carriers), August 6—Chairman, E. B. Hardcastle; Secretary, W. Stark. Had a very smooth payoff and sign on in Yokohama. No beefs and no disputed OT was reported by department delegates. \$26.00 in ship's fund. Brother Hardcastle will continue as ship's delegate. Captain will try to get aloft chest through the Navy in Subic Bay.

Richard Buie was elected ship's delegate at the recent meeting of the East Point Victory (Hudson Waterways). A question was brought up about possible advance pay, and it was decided that the Captain should see about issuing a draw in Yokahama against the bonus time in Cam Ranh Bay. Some repair work was done on the bunks. Deck delegate Robert Smith reported "no beefs and plenty of overtime." Engine and steward delegates W. S. Daniel and Albert Brown agreed that everything was going smoothly. The payoff is expected in San Francisco in early October.



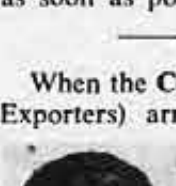
Buie

Meeting chairman Howard Reagan did a fine job filling in as deck delegate, ship's secretary and meeting secretary in addition to ship's delegate on the Raymond Reiss (Reiss Steamship Co.). Crew members will try and elect men to these jobs as soon as possible. Steward department delegate Ray Anderson asked the crew to make sure they scrape their plates clean before putting them into the sink. This will keep the drains from clogging, he said. Some radiators were defective and the chief engineer promised to see to this problem as soon as possible.



Reagan

When the Connecticut (Oriental Exporters) arrives in Alaska to pick up a cargo of crude oil, it will be the first trip to this state for the majority of the Seafarer. Harry Dengate, meeting chairman reported to the Log. New fans were installed and most of the foc'sles were painted, Tom Walsh, meeting secretary, reported. A balance of \$33.75



Dengate

Richard Crosbie (left) is presented with a Third Assistant Engineer's License by the SIU Headquarters Representative, Bill Hall. Crosbie attended joint SIU-MEBA District 2 school in New York.



Richard Crosbie (left) is presented with a Third Assistant Engineer's License by the SIU Headquarters Representative, Bill Hall. Crosbie attended joint SIU-MEBA District 2 school in New York.

DIGEST of SIU SHIP MEETINGS

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

Viet Run Gives Seafarer Opportunity To Visit Son Serving in U.S. Army

For most parents who have a son fighting in Vietnam, the only means of communication with a loved one is through the writing of letters. Seafarer David Holobaugh plans to bridge this communications gap by signing on an SIU ship bound for Vietnam where his son is serving in the U.S. Army.

Six months ago, his younger son, Lieutenant David B. Holobaugh, Jr., joined the American forces in Vietnam as a Ranger Pilot in the Army's new First Air Cavalry. Piloting a jet-helicopter, the "Huey," his job is to be the first to cover areas before troops arrive, to find enemy activity and report "anything that moves." This means that his chopper is the first target of enemy fire, and the most vulnerable. With a crew of only a pilot, two gunners, and an observer, it would have little defense if it were shot down.



Holobaugh

And it was. Twice. The first time, while sweeping through the battle-torn Song Re Valley in South Vietnam, the Huey was suddenly under attack. Ground-

to-air fire blitzed the sky. Brother Holobaugh reports that the enemy, who were "dug in" in permanent bunkers that riddled the area like rabbit-burrows, "shot up the ship, but it managed to limp home to base forty miles south of Song Re Valley."

Then came August 7, 1967. Lt. Holobaugh was over the valley again, carefully seeking out the enemy. The air burst with the staccato of gunfire and the sound of shots zipping by. The copter, even with its maneuverability and thrusting jet engines, swallowed chunks of metal. It crashed to the ground, "shot to hell." Pilot Holobaugh made a quick status report by radio, and the crew took cover. They waited. In fifteen minutes, troop-carrying choppers zoomed in. Infantrymen poured out, guns ready. They secured the injured chopper while its crew clambered safely aboard a waiting copter. Now the gunfire was getting thick. The enemy sniped and the troops fired back. In the ensuing battle, seven of eleven enemy bunkers were knocked out. As Lt. Holobaugh and his men were headed out, the other four bunkers were "still receiving fire" and had suffered "underestimated damage."

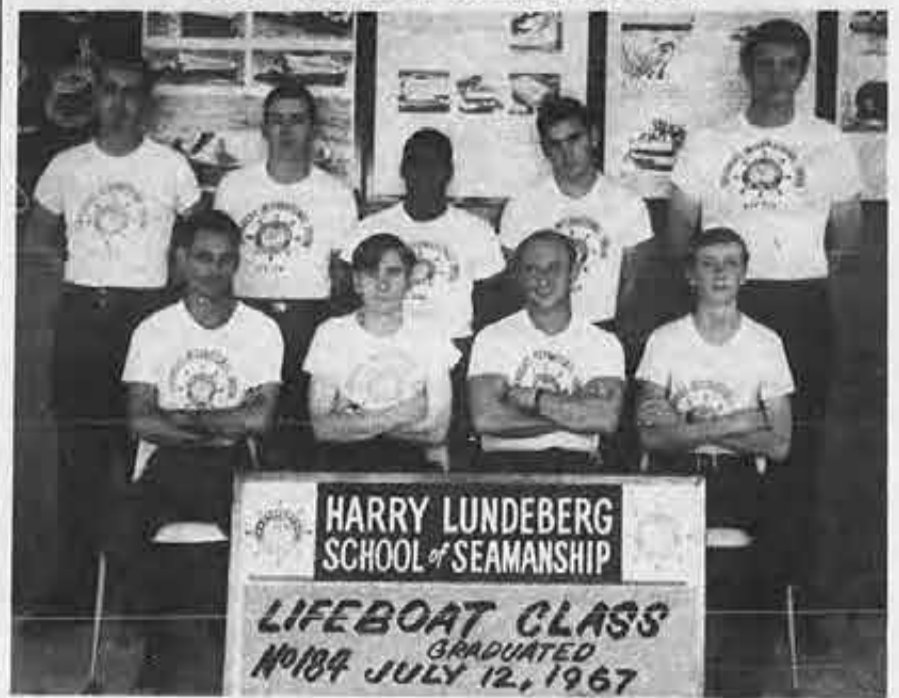
The Lieutenant knew he would probably be under attack many more times in Song Re Valley; his father explains that the enemy "had permanent bunkers everywhere," throughout the area; "The Viet Cong were figuring to hold it."

Brother Holobaugh, who started shipping for the SIU in the steward department 20 years ago, will bring some welcome news to his son—a baby boy, born to his wife in the last week of August. He has another boy, 2½ years old.

Brother Holobaugh's idea to ship out to see his son is quite an ambitious project. His eagerness to go through with the venture shows in his answer to what particular type of ship he wants to go by: "I'll take anything they got." He does, however, have one complaint about today's seafaring in comparison to his earlier days at sea. Back in the Second World War, a crewman would be alert "all the time," have to wear clothing to sleep and be ready for any action. Brother Holobaugh was in the midst of much action then, sailing on runs to Mediterranean area and the Middle East. Now, there is less danger but, he laments, more tedium, with the crew wanting you to keep "giving 'em ice-water all the time," and so on.

Seafarer Holobaugh and his wife Margaret live in Dayton, Ohio, and have three children: Lt. David B. Holobaugh, Jr., 24, Dwight Lee Holobaugh, 22, a member of the Arms Reserve who recently served in the Dominican Republic with the 82nd Airborne Division of the U.S. Army; and daughter Bernadette Holobaugh, a sophomore at Palm Beach Junior College in Florida.

SIU Lifeboat Class No. 184



Having earned their Coast Guard lifeboat endorsements, the members of the 184th Lifeboat School class of the Harry Lundeberg School of Seamanship have met a requirement for their AB tickets. Seated (l-r) are Trinidad Sanchez, James Lewis, James Meilinger, and Oscar Reeks. Backing them up are: Paul McGaharn, instructor, John Noble, Juan Guaris, James Hurst and instructor Arni Bjornsson.

FINAL DEPARTURES

Marshall Johnson, 47: A heart ailment claimed Brother Johnson at the USPHS Hospital in Seattle. He was born in Texas and made his home in Burlingame, Calif. A steward, Brother Johnson's last ship was the Ames Victory.



He joined the union in the port of San Francisco. Surviving is his wife, Carol. Burial took place in Hayward, Calif.

Voldemar Pold, 57: A liver ailment claimed the life of Brother Pold on August 3 in Baltimore. He was a native of Estonia and made his home in Baltimore where he joined the SIU. A member of the Union for over 20 years, Brother



Pold sailed as a FOWT. His last ship was the Wilmar. Burial took place in the Moreland Memorial Park Cemetery, Baltimore.

Minot Victory Crew Praised By Captain

Chief Officer G. M. Keymer of the Minot Victory recently praised Seafarer's in the deck department for the "excellent seamanship" they displayed when the ship ran aground on North Reef of the Parcel Islands in the South China Sea.

Boatswain Malcom Woods was in charge of the group, which included AB's James Grinnel, H. Hall, Billy Scott, J. Stokes, John Higgins, and Glen Wells; deck maintenance, Chester Just; and ordinary seamen, M. Thomas, D. Farnsworth and Thomas Reim.

Navy salvage crews arrived on the scene and the Seafarers aided in the removal of the vessel's cargo. A total of 39 tons of cargo were lifted onto a barge in an open seaway by utilizing a lighter.

"Anchors were brought from the bow to a position off number three hatch to aid in freeing the vessel or checking it as she was pulled off by the tugs and the beaching gear that the Navy had rigged out," Keymer wrote in a letter of commendation to the Union. When the tugs finally got the Minot Victory out of her predicament, six days had elapsed. The vessel's damage was not extensive and no injuries were reported.

The Minot Victory was carrying general cargo and vehicle for the Army on the Vietnam run. The ship paid off in San Francisco on June 20.

It was "a pleasure and a credit to the Seafarers Union to have aboard such men as these," Keymer wrote. They were all good Seafarers and on the ball. "They were a credit to the union and the American Merchant Marine. Keep em Sailing," Chief Officer Keymer concluded.

PERSONALS

John Richburg

George Forte would appreciate it if you would contact him. His address is 4517 Surf Avenue, Brooklyn, N. Y. 11224.

Miguel Antonio Torres Rodriguez

We have received an urgent request that you contact Yvonne M. Fraticelli at Loiza St. #1863, Apt. #2, Santurce, Puerto Rico 00911.

Angelo Arnone

Please contact Phyllis Maney (c/o Kay Mashburn, Route #3, Hayesville, North Carolina) in regards to a very important matter.

Charles "Ted" Green

Please get in touch with your wife, at 1822 Silver Street, Jacksonville, Fla., 32206.

Robert J. Pridaux

Please contact the Officer in Charge, Marine Inspection, Department of Transportation, United States Coast Guard, P.O. Box 191, Savannah, Ga. 31402, concerning the disposition of personal property.

Donald O'Leary

Please get in touch with William W. Smith, at 323-86th Street, Brooklyn, N.Y. The Log apologizes for having given an incorrect address in a previous issue.

Dennis J. Neville

Unclaimed wages are being held for you from your voyage on the Pecos. Please get in touch with Pecos Transport, Inc., William Feris, Paymaster, Oriental Exporters, Inc., Ship Management Division, Empire State Building, Suite 6801, N. Y., N. Y. 10001.

The family of Buford C. Jones wishes to inform all his friends and shipmates that he passed away August 8, 1967.

William R. King

Please contact your attorney, John Kuttas, as soon as you can. You may reach him at his New York office, 150 Broadway, Suite 1515, or phone 212-WO-2-4187 or 212-WO-2-4124.

Claude W. Pricheff

Please contact your brother Harvey in Alberta, Virginia, by phoning 703-676-5560.

Joseph Dave Forchia

Please get in touch with your wife, Evelyn, at 2718 Annette Street, New Orleans, La. 70119.

Irving H. Bickford

Please contact your mother at 1163 Sierra Avenue, San Jose, California 95126.



John Flanagan, 66: Brother Flanagan died at the USPHS Hospital in San Francisco on July 5. He had been a resident of San Pedro, Calif., at the time of his death. A native of New Hampshire, he joined the Union in Boston. Flanagan sailed as FOWT and his last ship was the Hercules Victory. He is survived by his wife, Caroline. The body was cremated at the Olivet Cemetery, Colma, Calif.



George Little, 55: Brother Little died on June 30 in St. Joseph Hospital, Houston, Texas. He was a native of Virginia and resided in Hitchcock, Texas. Little joined the Union in Baltimore and held the rating of carpenter in the deck department. He last sailed on the Del Mundo. The Seafarer was buried in Grace Memorial Park, Galveston, Texas.



Minnie Jacobs, 62: Mrs. Jacobs died August 10, in USPHS Hospital, Baltimore. A native of Italy, she joined the SIU in Baltimore and sailed with the SIU Inland Boatmen's Union. She was a waitress on the Port Welcome Cruise ships in Baltimore. Mrs. Jacobs was a widow. Surviving is a daughter, Iris Miles of Baltimore. The burial was in the Cedar Hills Cemetery, Glen Burnie, Maryland.



Martin Dahl, 78: Heart failure caused the death of Brother Dahl, an SIU pensioner, in Physicians and Surgeons Hospital, Los Angeles, Calif. Dahl was born in Norway and had previously resided in Chicago. He joined the Union in that port and sailed in the SIU's Great Lakes District. A deckhand, he was last employed by Merritt Chapman and Scott Corp. Surviving is his wife, Signe, of Bull Head, Arizona. Burial was in Los Angeles.

UNFAIR TO LABOR

DO NOT BUY

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

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

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1030, 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 sheet 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.

OVERSEAS DINNY (Maritime Overseas), July 29—Chairman, Jesse S. Lewis; Secretary, Edwin L. Brown. Brother Ernest C. Anderson resigned as ship's delegate and Brother Gideon A. Allen was elected to serve in his place. No beefs were reported by department delegates. It was requested that a more adequate slop chest be put aboard.

ALBION VICTORY (Bulk Transport), July 15—Chairman, Frank Natale; Secretary, B. M. Savage. Disputed OT in all departments to be taken up with boarding patrolman. \$11.90 in ship's fund. Discussion about stores. Crew would like to know if this ship was stored for 5 months as they were told, and why the Captain cut the steward's supply in Manila.

DIGEST of SIU SHIP MEETINGS

WALTER RICE (Reynolds Metals), August 11—Chairman, Pete Scroggins; Secretary, Frank Urbina. Repair lists were turned in. Department delegates reported no beefs and no disputed OT. Vote of thanks was extended to the entire steward department for a job well done.

TRANSONTARIO (Hudson Waterways), August 8—Chairman, Kazimerse Lynch; Secretary, Richard Drunkle. Brother Richard Drunkle was elected to serve as ship's delegate. No beefs and no disputed OT reported.

EAST POINT VICTORY (Hudson Waterways) August 13—Chairman H. B. Caulman; Secretary, F. Hall. No beefs reported by department delegates. Captain will see about issuing a draw in Yokohama against the bonus time in Cam Ranh Bay. Brother Richard Buie was elected to serve as ship's delegate.

DEL ALBA (Delta), August 6—Chairman, Donald C. Nelson; Secretary, Everett Crawford. Ship's delegate reported that everything is running smoothly. Brother Donald G. Nelson was elected to serve as new ship's delegate.

SAN JUAN (Sea-Land), August 13—Chairman, Harold L. Rapp; Secretary, G. P. Thlu. \$1.50 in ship's fund. One man missed ship in Naha. Ship's delegate reported that everything is going along smoothly with no beefs or disputed OT. It was suggested that more canned fresh milk be put on board. Vote of thanks was extended to the steward department for a job well done.

TRANSORLEANS (Hudson Waterways), July 30—Chairman, William S. Montgomery; Secretary, William S. Montgomery. Ship's delegate reported that the ship sailed short an AB and an oiler. Three men were hospitalized and sent home. Disputed OT in deck and engine departments to be taken up with boarding patrolman. Excellent steward department.

SOUTHWESTERN VICTORY (Delta), August 13—Chairman, Joe E. Lujan; Secretary, Richard Stewart. Brother William Beadles was elected to serve as new ship's delegate. No beefs and no disputed OT was reported by department delegates. Crew of previous voyage left ship in bad shape. They didn't strip their bunks or clean their rooms.

LONG BEACH (Sea-Land), August 13—Chairman, F. T. Dicarlio; Secretary, W. Christiansen. No beefs were reported by department delegates. Some disputed OT in deck department.

STEEL MAKER (Isthmian), August 6—Chairman, E. S. Harris; Secretary, Vasser Szymanski. Two men failed to join ship before she sailed from New York. Brother E. S. Harris was elected to serve as ship's delegate. All is running smoothly in each of the departments. \$9.45 in ship's fund.

TRANSPACIFIC (Hudson Waterways), August 20—Chairman, O. R. Frezza; Secretary, J. Crivello. Ship's delegate reported that everything is running smoothly with fine cooperation from all departments. \$10.20 in ship's fund. Few hours disputed OT in deck department. Ship's delegate is doing a good job in keeping everyone happy. Vote of thanks was extended to the steward department for the fine chow.

WESTERN COMET (Western Agency), August 26—Chairman, C. K. Bowles; Secretary, J. A. Stevens. No beefs were reported by department delegates.

GLOBE CARRIER (Maritime Overseas), August 19—Chairman, Nicholas Hatgimiosis; Secretary, Joseph J. Wolan. One man missed ship in Rotterdam and one man was hospitalized in Rotterdam. Some disputed OT in engine department. Vote of thanks to the ship's delegate for a job well done.

COLUMBIA VICTORY (Columbia), August 10—Chairman Sam F. Drury; Secretary M. E. Greenwald. Brother William Delappe was elected to serve as ship's delegate. Good crew aboard. Every one is working together. No beefs were reported by department delegates. Ice machine is not in very good working condition, but thanks to Sam, the chief electrician, who has been working every day trying to get enough ice to keep drinks and food cool.

STEEL SCIENTIST (Isthmian), August 13—Chairman, Jack Nelson, Jr.; Secretary, Florencio S. Omega. Brother John Fanoli was elected to serve as ship's delegate. \$19.14 in ship's fund. No beefs and no disputed OT was reported by department delegates.

BARRE VICTORY (Delta), August 18—Chairman, J. Moss; Secretary, W. E. Morse. Brother Clarence Rooney was elected to serve as ship's delegate. No beefs were reported by department delegates. Motion was made that all widows and dependents of retired brothers continue to draw pension after their death, and said pension be raised to \$300.00 per month in order to meet the increased cost of living. Pension to be stopped after widow remarries or dependents become of age.

ALCOA VOYAGER (Alcoa), August 20—Chairman, F. Russo; Secretary, M. P. Cox. Few hours disputed OT in deck department. \$32.00 in ship's fund. Brother H. Baron was elected to serve as ship's delegate. Suggestion made that delegates receive more cooperation from crewmembers.

NEVA WEST (States Marine), September 2—Chairman, J. Marshall; Secretary, James Stewart. \$4.91 in ship's fund. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. There is a shortage of essential items in slop chest. It was suggested that Headquarters contact Frank Boyne in Yokohama asking him to board ship in Japan and consult with the captain concerning this important matter.

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

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

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

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

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

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

Schedule of Membership Meetings

SIU-AGLIWD Meetings
New Orleans Oct. 10—2:30 p.m.
Mobile Oct. 11—2:30 p.m.
Wilmington Oct. 16—2:00 p.m.
San Francisco

Oct. 18—2:00 p.m.
Seattle Oct. 20—2:00 p.m.
New York Oct. 20—2:30 p.m.
Philadelphia Oct. 2—2:30 p.m.
Baltimore . . . Oct. 4—2:30 p.m.
Detroit Oct. 13—2:30 p.m.
Houston Oct. 9—2:30 p.m.

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

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

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

Railway Marine Region
Philadelphia
Oct. 10—10 a.m. & 8 p.m.
Baltimore
Oct. 11—10 a.m. & 8 p.m.
*Norfolk
Oct. 12—10 a.m. & 8 p.m.
Jersey City
Sept. 9—10 a.m. & 8 p.m.

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

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

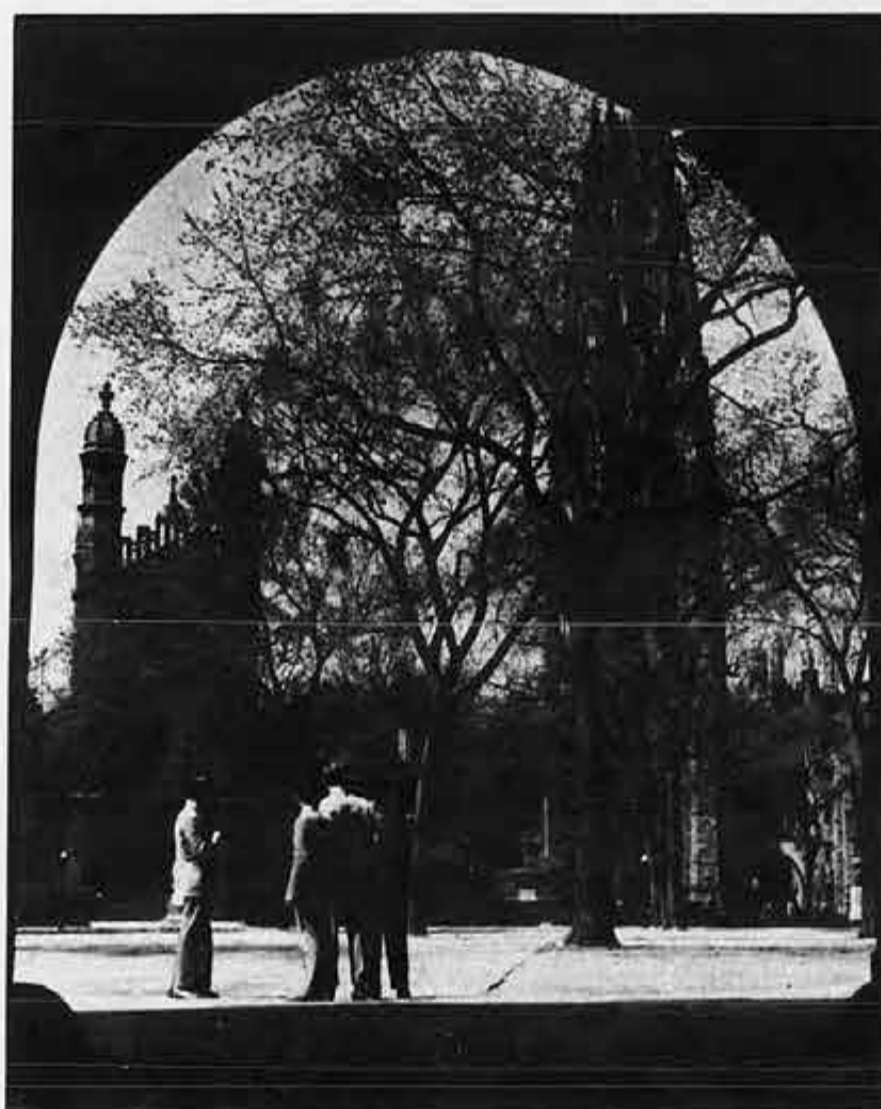
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Inland Boatmen's Union
United Industrial Workers

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1968 SEAFARERS SCHOLARSHIPS

Apply Now!



The time has come again to make application for the five annual SIU College Scholarships to be awarded in 1968. Each grant is worth \$6,000 over a four-year period of study.

In order to qualify for the awards, Seafarers must have accumulated a minimum of three years seetime on ships contracted to the SIU. Children of members who fulfill the requirements are eligible as well.

Selection of scholarship winners, made by a panel of leading university educators and administrators, is determined on the basis of high school records and the score attained on College Entrance Examination Board tests.

The first of this year's College Entrance Board tests will be given throughout the country on November 4, 1967. They are scheduled again on December 2, 1967 and January 13, 1968. A final opportunity for testing will be offered on March 2, 1968.

Arrangements to take the CEEB test should be made promptly. To do this, Seafarers or their children who are interested in applying for the SIU Scholarships should write as soon as possible to: College Entrance Examination Board, Box 592, at Princeton, New Jersey or at Box 1025, Berkeley, California.

Application for the SIU College Scholarships must then be made to: SIU Scholarships, 675 Fourth Avenue, Brooklyn, N.Y. 11232, or at any SIU Hall.

Winners of SIU scholarship awards may pursue any course of study they choose and attend any accredited college. The selection of winners for 1968 will be made in May.

Since the inception of the SIU Scholarship program in 1952, awards have been made to 24 Seafarers and to the children of 49 Seafarers.