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*SIU-Contracted Robin Hood
Loads Military Cargo for Vietnam Run*

Garmatz Committee Battles to Save Modified Maritime Upgrading Bill

WASHINGTON—Despite numerous setbacks, the House Merchant Marine and Fisheries Committee has launched a last-ditch effort to have its modified maritime upgrading bill passed by Congress. As both houses were working toward adjournment before the presidential conventions next month, special consideration of the measure was being sought from the House leadership.

The bill (H.R. 13940) had been stripped of a proposal to allot \$300 million annually for the construction of additional ships because of government demands that all programs requiring an outlay of new funds be sidetracked in the interest of federal economy.

However, one major original provision, approved unanimously by the committee, remains in the bill and places unsubsidized operators—including fishing vessel operators—on an approximately equal basis with subsidized operators as to tax-deferred deposits of earnings which would be used for the construction of new ships.

Committee Chairman Edward A. Garmatz (D-Md.) said he felt this proposal, along with five other recommendations, is important enough to merit adoption of the bill by Congress.

Hall Testifies

SIU President Paul Hall, during testimony at the committee's recent hearings on H.R. 13940, stressed the importance of granting unsubsidized operators the same privilege subsidized lines possess, regarding tax-deferred reserve funds for the building of new vessels, if a "fair and equitable" merchant marine program was to be adopted.

Garmatz in his report to the full House urged passage of the measure which seeks to amend the Merchant Marine Act of 1936 with a view to modernizing certain provisions of the act and thereby provide incentives for upgrading the American-flag merchant marine.

However, the House Rules Committee declined—in the interest of speeding adjournment—to clear the amended bill for consideration by the full House. The committee stated that the deadline had been passed for submit-

ting new measures for a vote and "deferred" the bill.

Garmatz then appealed directly to the Democratic leadership in the House, and to the Speaker, to have H.R. 13940 placed on the "consent" calendar so that it could be brought up for a vote.

There was no immediate indication whether Garmatz's appeal would succeed since normally only non-controversial legislation is placed on this calendar.

Summarizes Position

In his report to the full House, Garmatz recalled the background of the bill stating:

"H.R. 13940 as hereby revised is based upon the 17 days of comprehensive hearings held by your committee during April and May, during which extensive testimony was received from, and suggestions made by, all segments of the maritime industry, both labor and management. A number of important provisions in the original bill and suggestions made by witnesses were considered. However, in view of the current fiscal strains affecting the operations of all Government programs and the national economy generally, it was felt that recommendations for legislation in the remainder of this session should be limited to those items which would have the least financial impact on the Government under current conditions and yet would result in constructive steps toward correcting existing deficiencies in the merchant marine. Accordingly, it was felt that while there are a number of

areas in which action is desirable, it would be best to defer their consideration at this time. . . ."

Besides the tax-deferred reserve funds, H.R. 13940 also would:

- Amend the construction-differential provisions of existing law with a view of reducing the Government's slow-moving handling of plans and specifications in the construction of new ships.

- Eliminate the requirement that construction-differential subsidy be determined on a ship-by-ship or contract-by-contract basis and substitute a requirement that construction-differential subsidy be determined according to types of vessels.

- Provide that an operator may elect to contract directly with a shipyard after obtaining competitive bids and have the Government pay the shipbuilding subsidy directly to the shipyard.

- Authorize trade-in of vessels whenever the Secretary of Commerce determines such to be in the national interest, except that in the next five years such vessels should be 12 years old, rather than the present 17-year minimum.

- Allow capital reserve funds of subsidized operators to be used for purchase of ship-systems barges as is presently allowed for ship-systems containers.

Originally, the bill called generally for a five-year \$300-million-a-year program to subsidize construction of 35 to 40 ships annually in U.S. shipyards, among other proposals.

House Extends 55% Ceiling On Ship Construction Subsidy

WASHINGTON—A bill to continue for two more years the present 55 percent ceiling on construction-differential subsidy, paid by the U.S. Government for the building of new ships in American shipyards, has been passed by the House to help keep American-flag operators on a parity with foreign competitors.

Sent to the Senate by voice vote, the bill extends the subsidy until June 30, 1970. It also includes a 60 percent subsidy for reconditioning and reconstructing passenger ships.

Since 1960 Congress has been passing bills to raise the subsidy, set at 50 percent by the Merchant Marine Act of 1936, to 55 percent because of increasing U.S. costs in comparison with prices abroad. But this year for the first time, the Department of Commerce failed to endorse the bill.

Representative Edward A. Garmatz, (D-Md.) chairman of the House Merchant Marine and Fisheries Committee, who sponsored the bill said the Commerce Department, in its report on the proposed legislation, implied that Congress should act instead on a draft bill, submitted May 20, 1968, containing proposals by Transportation Secretary Alan S. Boyd for a new maritime program.

Boyd's plan has been bitterly attacked by leaders in Congress and officials of maritime, labor and management who point out that it would bring ruin to the U.S. Merchant Marine. One of its provisions calls for the construction of U.S.-flag vessels in foreign shipyards.

In his report to the House on the bill (H.R. 17524) Garmatz had indicated his committee's dissatisfaction with Boyd's program and said it "involves a number of untried concepts which are in the opinion of your committee unrealistic and, in fact, destructive of the objectives of our national maritime policy."

"The enactment of this legislation is essential to the consideration of the current long-range ship replacement program of American-flag operators," Garmatz continued. "Lacking adequate Government support in this program to keep the American operator on a parity with his foreign competitor could seriously impair the orderly replacement of aging American-flag vessels. Accordingly, your committee unanimously reports this bill and urges its prompt enactment."

Report of International President



by Paul Hall

The danger of relying on 'effective control' and foreign flag ships as a substitute for U.S. flag ships in time of emergency was illustrated once again when a foreign crew recently held up the delivery of MSTC cargoes to our troops in South Korea.

The incident involved the Greek-owned, but British-registered, vessel *Avis Ornis* which was delayed for more than 24 hours last month when the 32 members of its Pakistani crew refused to sail to South Korea with the explanation that they were sailing into dangerous waters and that in any case, their country enjoyed friendly relations with Communist China.

This is not the first time that a foreign crew carrying MSTC cargoes has balked at carrying vitally needed supplies to our troops in Southeast Asia.

The American public would be greatly shocked if they discovered that vital materials needed for our defense effort in South Vietnam were, for instance, being produced by other than U.S. companies.

Of course, this is not so, but I am certain that they would be equally shocked if they found out that the day may not be far off when the fate of our fighting men may depend on the whims of a foreign-flag crew who just may decide not to sail a vessel loaded with vital military supplies.

It is hard to reconcile the policy of a government which would never allow itself to be dependent on foreign companies for its defense production, and at the same time would allow itself to become dependent on foreign flag ships for their transportation.

This policy of maritime neglect, becomes increasingly ominous as our active merchant fleet continues on the road to complete obsolescence. In addition, the U.S. reserve fleet will in a short time be a subject for historians and will no longer serve the purposes of government bureaucrats who cite reserve fleet tonnage statistics as proof of the healthy state of the U.S. fleet.

However, the unfortunate truth is that if the storm warnings which signal the decline of the U.S. fleet are not heeded, we will become completely reliant on foreign-flag ships and 'effective control' vessels to carry our commercial and defense cargoes.

In the case of 'effective control' the Defense Department appears to believe that they can readily call on these vessels in time of need.

However, it is significant that the Panamanian Government issued a decree last month which allows all ships sailing under that nation's flag to call at all Communist countries including Cuba, North Vietnam, North Korea and Red China. Panama serves as one of the largest runaway-flag havens for U.S. shipowners.

This new decree may put the Defense Department in the position of depending on vessels docked in North Vietnam for instant recall in case of a national emergency.

We need not cite again the tremendous contribution that the U.S. fleet has made in both World Wars and in the Korean and Vietnam conflicts. It is a matter of record.

We can recall no incident where a U.S. seaman refused to sail to any area because he found it to be a 'dangerous area.' He has continued to do his part during times of peace and war.

It is a slap in the face to the American seaman for his Government to now tell him that they are entrusting the security of our nation to foreign seamen who have no allegiance to this country and who are controlled by the fluctuating foreign policies of their own homelands.

A Visit to SIU Headquarters



Seafarer and Mrs. Rosario S. Presto and their daughter, Barbara Ann, visited the New York hall recently while a LOG photographer was on hand. Brother Presto is a member of the deck department.

New York City Bars Purchase Of Calif. Grapes

NEW YORK—The nation's largest city has joined labor's boycott of California grapes.

New York's Deputy Mayor Timothy W. Costello announced that the city's purchasing department won't buy California grapes for the duration of the strike by the AFL-CIO United Farm Workers Organizing Committee.

The city buys about 15 tons of grapes a year for hospitals and prisons and Costello said he hoped the decision to support the boycott will encourage all New Yorkers to do likewise. He said about one-fifth of all California grapes are sold in the New York area.

Commissioner of Purchase Marvin Gersten said New York will continue to buy grapes elsewhere and he suggested that shoppers urge their grocers to drop California grapes and substitute grapes from other states.

On the Way Up



Seafarer Bob Thoreson (left), after taking advantage of SIU upgrading program, recently received oiler's endorsement from Jackie Hall, SIU Duluth Port Agent. Bob was anxious to ship in new rating.

U.S. Delegate George Weaver Head of ILO Governing Body

GENEVA—George L. P. Weaver, Assistant U. S. Secretary of Labor for International Affairs, has been elected chairman of the International Labor Organization's Governing Body for a one-year term.

Weaver, one-time special assistant to the president of the Electrical, Radio and Machine Workers, won the unanimous vote of the executive council's 48 government, worker and employer delegates.

His election was hailed by Jean Moeri, veteran Swiss spokesman of the council's worker members, as proof that a trade unionist could become a "government official, a statesman and a chairman of the ILO Governing Body."

Pierre Waline, French leader of the employer delegates, said that Weaver, a 56-year-old Negro, symbolized the "ability of the great American nation to assure equal opportunity for its citizens irrespective of their racial origin."

Before handing over the gavel, Robert Ago of Italy, the outgoing chairman, praised Weaver for the confidence he had inspired in America's ability to solve successfully its racial and other problems when addressing the just-conducted annual conference of the 118-nation ILO.

Faith Shared

By electing Weaver chairman, Ago said, "we want to show that we share your faith and ideals."

At its one-day session here the council responded promptly to a call from the conference by deciding to address an appeal to governments to free "all trade unionists under arrest or sentence because of trade union activities."

The call was in a resolution on human rights that had been submitted to the conference by members of International Confederation of Free Trade Unions affiliates. The resolution requested all ILO member states to "cooperate fully" in strengthening the organization on activities in regard to "human-rights and to freedom of association."

Concluding the conference's general debate, ILO Director General David A. Morse promised that he would soon propose a comprehensive program designed to "inject into every field of the ILO's activity an ever greater awareness of the need to promote human rights."

When urging further action by governments, the ILO official de-

nounced what he called the "glaring gap" to be found throughout the world between promises to protect these rights and actual practices.

In the final days of the three-week session the conference approved preliminary drafts of new international standards on sickness insurance and labor inspection in agriculture.

During the brief session that traditionally follows the major annual meeting the Governing Body elected U. S. Worker Delegate Rudolph Faupl as the working member of its delegation at the ILO European Regional Conference in Geneva next December.

House Armed Services Unit Vetoes Plan to Build FDLs

WASHINGTON—The House Armed Services Committee has voted to scrap plans by the Defense Department to construct four Fast Deployment Logistic ships at a cost of \$183.6 million during fiscal 1969.

It was the second successive year that the FDL program, strongly opposed by the SIU and other representatives of maritime labor and management, failed to clear Congress.

A pet project of former Defense Secretary Robert S. McNamara, the FDL program had been criticized as a "wasteful boondoggle," due to fact that a strong U.S. merchant fleet could fulfill their purpose as defense supply ships, in addition to carrying commercial cargoes.

These vessels, costing almost \$50 million each, are designed to serve as floating military supply depots and would be moored at various stations throughout the world, ready to move in and support American troops wherever they might be sent.

Wanted 30 to 40 FDLs

McNamara insisted they would provide an important line of supply in the event there were new Vietnam-type engagements and he waged a strenuous battle to have the FDL program adopted by Congress. McNamara eventually hoped to have at least 30 to 40 of the vessels built.

Senate-House Conferees Authorize \$200 Million to Build New Ships

WASHINGTON—Agreement was reached last week by a Senate-House conference committee to authorize \$200 million for the construction of new merchant ships in fiscal 1969, plus an additional sum of \$10.9 million for maritime research and development, in the hope that sufficient funds will be made available next year to begin the long overdue revitalization of the American Merchant Marine.

Senator Warren G. Magnuson (D-Wash.), Commerce Committee chairman and leader of the Senate conferees, was expected to make an early plea to the full Senate—which must act first on the joint recommendation—urging acceptance of the compromise figure.

Actual Congressional appropriations for maritime have been held up thus far because of the divergent views on the amount of money to be allocated for ship construction subsidies. However, since compromise reports usually take priority it is expected that consideration of the re-worked measure will be expedited by both the Senate and the House. Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, was leader of the House conferees during the deliberations.

Acceptance by the conferees of the \$200 million figure for subsidized construction of new ships was close to the higher amount of \$237 million originally authorized by the House. The Senate approved only \$119.8 million—the same sum requested by the Administration.

Research Figure Higher

On the question of research and development funds, the House had sought \$11 million which was

later reduced to \$6.7 million by the Senate—much less than the \$10,960,000 worked out in the conference.

Results of the conference have revived the hopes of supporters in Congress and leaders of maritime labor and management that a substantial financial allotment will finally be approved as a means of upgrading the fast-depreciating U.S.-flag merchant fleet. A month ago, the outlook was anything but bright after the Senate, bowing to extreme pressure exerted upon all legislators for budget cuts, slashed the recommendation of its own Commerce Committee from \$237 million for new vessels to \$119.8 million, with the knowledge that the Administration intended to spend only \$19 million of this amount in fiscal 1969.

The pressure for economy came after leaders of the tax committees in both houses refused to ap-

prove the Administration's much-sought 10 percent income tax surcharge bill unless \$6 billion was sliced from the federal budget.

In the final vote on the amended authorization bill, Senator Magnuson, along with Senator Daniel B. Brewster (D-Md.), cast a negative vote to register disappointment over the stripping of maritime funds.

Both Magnuson and Representative Garmatz have been waging a continuous fight throughout this congressional session to obtain sufficient funds from Congress to begin replacing the aging vessels of the merchant fleet with modern, efficient ships.

Their respective merchant marine committees have persistently fought back every attempt to reduce the budget recommendations for MARAD until the demands for overall budget cuts followed pressure for the passage of the tax surcharge bill.

Nominations Open for 45 SIU Elective Offices

NEW YORK—Nominations for a total of 45 elective posts, one of the largest number of positions ever to be placed on an SIU ballot, opened July 15 and will continue through August 15.

In the last election, 64 Seafarers competed for the 45 posts on the ballot.

The number of posts to be filled and their distribution was approved by the membership at meetings in headquarters and in all ports during June following presentation of the president's pre-balloting report and recommendations.

This report was presented at all July meetings along with a separate report to the membership on voting procedures by the secretary-treasurer.

Both these reports were also carried previously in the May 24, 1968, issue of the LOG.

Under the SIU constitution, candidates will be elected to posts in the seven constitutional ports and headquarters. Other ports maintained by the SIU, which are not specified in the constitution, will continue to operate but will be serviced by joint patrolmen assigned from a constitutional port.

Under the constitution, any member may submit his name or be nominated by others as a candidate for office provided he has at least three years of seafaring in an unlicensed capacity, at least four months of which must be between January 1 and the time of his nomination; has been a full member of the Union in good standing for three years prior to his nomination; is a U.S. citizen, and has completed a certificate that he is not now, or has not been for the last five years a member of the Communist Party or convicted of a felony.

The necessary documents setting forth each candidate's qualifications should be delivered to the office of the secretary-treasurer or

sent to the credentials committee in care of the secretary-treasurer at headquarters, no earlier than July 15 and not later than August 15.

A rank-and-file credentials committee will be elected at the headquarters meeting on August 5 to check the qualifications of all nominees. Voting will commence November 4 and will continue through December 31.

House Unit OK's 12-Mile Zone On Fishing Rights

WASHINGTON—A bill that would prohibit fishing by foreign vessels in the 12-mile zone off the United States, instead of the present three-mile-limit, has been reported favorably by the House Merchant Marine and Fisheries Committee for House passage.

Introduced by Representative Thomas M. Pelly (R-Wash.), the bill would also bar such foreign fishing operations on the Continental Shelf. It had earlier been reported out by the House Subcommittee on Fisheries and Wildlife Conservation with strong recommendation for passage.

Pelly's measure also would ban any support activity for foreign fishing fleets inside the 12-mile zone—including transferring fish or fuel.

"This is a conservation matter, vital to protect our coastal fisheries and afford our American fishermen some protection against the invasion of foreign fishing vessels," Pelly said.

Upgraded Engineers' Total Hits 262 As Six Seafarers Obtain Licenses

Six additional Seafarers have received their engineer's licenses after passing Coast Guard examinations following the course of study at the SIU-MEBA District 2 School of Marine Engineering. This brings the total of men who have upgraded and become licensed engineers through the school to 262.

Three of the graduates—George Rival, Lawrence Geldart, and Frank Keller—are new second assistant engineers, and the other three—Dennis Roberts,



Rival Geldart

Donn Gordon, and George Georgoussis—are new temporary third assistant engineers.

Seafarer Rival, who just passed his 48th birthday, is a native of New Jersey and makes his home in Philadelphia. He joined the SIU in 1958 and has been sailing as FOWT. He last sailed on the Western Hunter in the latter part of 1967. A veteran of the Navy, he sailed in that branch for five years before being discharged.

Born in 1935, Lawrence Geldart is a native of Roxbury, Massachusetts, and makes his home in New Hampshire. He last sailed in late 1967. Brother Geldart served with the Navy for four years until his discharge in 1959. After joining the SIU in 1960, he completed the course of training at the Harry Lundeberg School of Seamanship.

Brother Frank Keller, who has been sailing in the engine department with the rating of machinist, FWT, and oiler, is a native of Newark, New Jersey. He joined the SIU in 1944. A veteran, he served with the U. S. military forces from 1948 to 1950. Brother Keller last shipped as machinist.

Seafarer Dennis Roberts, a 27-year-old native of Baltimore, joined the SIU in 1962 and has sailed with a wiper rating in the

engine department. He just finished a voyage this January on the SIU-contracted Steel Vendor. Having completed his training at the engineering school, Roberts is now a temporary third assistant engineer.

Donn C. Gordon, a native of Panorama, Iowa, joined the SIU in 1964 and has been shipping out as fireman and oiler in the engine department. Twenty-nine years old, Brother Gordon is a new temporary third assistant engineer.

George Georgoussis, also a new temporary third assistant engineer,



Gordon Georgoussis

months of Q.M.E.D. watchstanding time in the engine department, plus six months experience as wiper or the equivalent.

Those who qualify and wish to enroll in the School of Marine Engineering can obtain additional information and apply for the course at any SIU hall, or they can write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is 212-Hyacinth 9-6600.

joined the Union two years ago at the age of 34, and sailed as a FOWT in the engine department. A native of Athens, Greece,

Brother Georgoussis makes his home in New York City.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are at least 19 years of age and have 18

Pay \$50,000 Owed to Employees; Lower Rents, Judge Orders Grower

CLARKSDALE, Miss.—A federal judge recently ordered a wealthy Mississippi plantation owner to pay 200 Negro laborers a total of \$50,000 in back wages and stop overcharging them for the shacks in which they once lived rent-free.

The Labor Department suit to recover back wages was the first brought on behalf of farm workers since they came under the Fair Labor Standards Act a year and a half ago.

It was filed against Joseph Roy Flowers, owner of 16,000 acres of Mississippi delta land. About 12,000 acres are planted in cotton and soybeans. For the acres he does not plant, Flowers receives more than \$210,000 a year in federal payments.

The Labor Department suit—which was not contested—charged that Flowers sought to nullify the raises he had to give his field workers when the \$1-an-hour minimum wage went into effect in 1967 by imposing exorbitant rent charges and other fees.

The farm worker minimum, which applies only to farms using large numbers of workers, moved up to \$1.15 an hour last February and will reach a final step of \$1.30 in February 1969.

Flowers imposed charges of up to \$70 a month for wooden shacks after the minimum wage took effect, and required payments of more than \$150 a year for wood for heating and \$3 for sacks used in picking cotton.

With the help of Federal Housing Authority appraisers, the Labor Department and Flowers agreed on a \$5-a-month rental, including fuel wood, as a reasonable charge for the shacks.

U. S. District Judge William C. Keady also permanently enjoined Flowers from violating the law's minimum wage, overtime pay, rec-

ord keeping or child-labor provisions.

About 15 of Flowers' non-agricultural workers were found to be covered by the general wage-hour law and must be paid at least \$1.60 an hour with overtime rates after 40 hours.

Converted C-4 Added to Fleet By Sea-Land

Work on the conversion of the Newark from a troopship into a trailership has been completed at the Galveston, Texas, Division of Todd Shipyards Corporation and the vessel has sailed to Elizabeth, N. J., for delivery to the SIU-contracted Sea-Land Service, Inc.

The ship is the fifth trailership conversion done by Todd's Galveston yard for Sea-Land in three years. Another vessel, the Boston, presently is undergoing a similar transformation and will be ready for delivery shortly.

Originally built in 1945 for military service as a C-4 troopship and named the Gen. H. B. Freeman, the vessel served during World War II as well as in post-war operations for the Military Sea Transport Service.

Deactivated in 1957, the vessel was placed in lay-up status in the Olympia Reserve Fleet in the State of Washington. Sea-Land received authorization to purchase her from the government the ship in December, 1967.

The Atlantic Coast



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

It is discouraging to note that the House of Representatives has taken a different view from the Senate on the urgency for a strong law to put an end to the increasing number of tragic gas pipeline explosions over recent years. The House—passed gas pipeline safety bill, much weaker than the one adopted by the Senate last

November, cuts the enforcement powers of the federal government and creates a loophole that would enable states to claim exemption from the law on the grounds its own laws meets federal standards. This bill offers no guarantee that the necessary protection for workers, as sought in labor-supported amendments, will be assured. It is up to all of us to continue the drive for stronger safety legislation on all safety problems, affecting workers and all citizens.

Philadelphia

Louis Barch is registered and looking for an AB's job on a ship heading coastwise.

Roy McCannon, a 20-year man, is registered for any good job in the steward department.

Charles Fritz will be shipping shortly. He recently sailed on the Wingless Victory where he had an engine utility slot.

Boston

Joseph Di Santo, 26 years a member of the SIU, reports that he is happy to be home with his family for a visit before shipping out again. He just recently got off the Battle Creek on which he sailed as chief electrician.

Remigius McDonald, whose last ship was the Sabine as bos'n, is planning to spend a few weeks at home with his family at the beaches, and then will be ready to ship out. "Midge" is a 20-year SIU man.

Edward Wright, messman, is spending a little vacation up in Maine with his children before shipping out. Twenty-seven years in the Union, Brother Wright's last ship was the Halycon Panther.

Baltimore

Oldtimer R. Rozpedowski, Oiler, a member of the SIU since the Beaver Street days, just paid off a Waterman ship on the West Coast. Brother Rozpedowski has sailed with Waterman ships on the coast for the last six or seven months but decided he needed a rest and came on here to take it. He says that he thinks the SIU is the best union in the industry.

David Pontes sails as AB. His last ship was the Calmar, and he is now looking for a Sea-Land

ship. A member of the SIU since 1947, Brother Pontes thinks the Union is great.

William Crawford has been sailing as chief cook and was last on the Penmar. At the moment he is waiting to get FFD but may have to have a heart operation. The SIU, says Brother Crawford, is "the best across the board." He has been with the Union since 1953.

Puerto Rico

The strike by members of the SIU Puerto Rico Division at San Juan Gas Company ended in June with substantial wage increases for the employees.

Resident Commissioner Santiago Polanco Abreu has stated that he favors public employees "forming or joining unions and



DiSanto Pontes

federations, or any other type of organization that will improve working conditions."

Bills providing salary increases for some 30,000 Commonwealth government employees were signed into law last month by Governor Sanchez.

Oldtimer Roberto Principe, just off the Fairland returning from Vietnam, had some harrowing stories for the boys around the hall about the various attacks made on his ship by the Viet Cong. Principe had high praise for the small river craft, manned by American and Vietnamese troops, who never failed to show up when needed.

Any ship looking for good cooks and bakers will find Angel Pedrosa and Bernie Baa on the beach, ready to ship.

It was a pleasure to see "Frenchy" Michelet on board the Portland as it stopped for a few hours in San Juan en route to New York and the Northern Europe run.

Cooling Off



Seafarers aboard the Monticello Victory have a splashing good time in the ship's pool. Seen enjoying themselves here are J. W. Scoggins and Dwight Sitta (forefront, left to right), and J. C. Weigel III and J. Harbert (rear, right to left). All are in steward department.

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Delta Uruguay Joins Fleet



The 522-foot cargoliner, Delta Uruguay, is the newest addition to the Delta Line Fleet. The vessel was built at the Ingalls Shipbuilding division of Litton Industries in Pascagoula, Mississippi. She is the fourth of five cargoliners Litton is building for Delta. The Delta Mexico will be launched later in the year.

DOT Would Overhaul Laws On Ship Sign-On Procedure

WASHINGTON—The Department of Transportation, which now embraces the Coast Guard, has come out with a proposal which seeks to facilitate the documentation of seamen.

The SIU has been in contact with the Coast Guard and other Government agencies, in connection with the DOT proposal, and has stressed the importance of the fact that any procedure involved in a possible new law should not infringe on the traditional rights of seamen.

In asking Congress for the new legislation on documentation procedures, Alan S. Boyd, Secretary of Transportation, declared that the several laws enacted between 1827 and 1940 should be replaced because they are outdated. The new bills would permit the Coast Guard to use modern techniques to maintain its records on seamen, he added.

In letters to the President of the Senate and the Speaker of the House, Boyd claimed:

"The primary source of information on American maritime manpower is gathered through the Coast Guard's issuance of identification documents to seamen, supplemented and updated by the shipboard and enlargement process. Accurate data capable of rapid retrieval and evaluation is vital to proper planning for national defense and for a healthy peacetime merchant marine. Unfortunately, the present statutory scheme, especially the form of 'Shipping Articles' prescribed for use on foreign voyages, does not lend itself to modern, efficient paperwork and record keeping...."

Current "signing-on and signing-off" procedures, Boyd stated, "are a cumbersome process which often requires several hours to complete." He said the Shipping

Articles form alone is a 12-part document that is 14 inches wide and 28 inches long.

New forms, if the proposed system is adopted, would be filled out automatically through the use of embossed photo-identification cards.

Nixon Assailed For Roles Given Milliken, Stevens

NEW YORK—President William Pollock of the Textile Workers Union of America assailed former Vice President Richard M. Nixon's appointment of Roger Milliken and Robert T. Stevens to a group of 51 "economic advisers" in his campaign for the presidency.

"If Mr. Nixon does indeed accept 'economic advice' from these men, it will be a sad day not only for textile workers but for all union workers in America," he said.

He noted that Milliken heads the Deering Milliken textile empire in the South which closed its Darlington, S.C., mill rather than tolerate unionism in the plant. That action was found illegal by the National Labor Relations Board in a ruling upheld by the 4th U.S. Circuit Court of Appeals.

Pollock pointed out that Stevens heads J. P. Stevens & Co., another textile giant, which has been found guilty by the NLRB on five separate occasions of illegal firings to keep unions out.

Propeller Club Head Raps Govt. Aides Who Promote Maritime 'Divisiveness'

WASHINGTON—A charge that "some Administration forces have appeared to promote divisiveness" within the maritime industry in recent years in order to gain leverage for administration maritime policies, has been made by Floyd Blaske, national president of the Propeller Club.

Blaske, in an address before the annual meeting of the Washington, D.C., Propeller Club, added that when these Administration goals fall short of achievement, "they have tried to place the blame on the shipping industry itself" for being divisive.

"As a result," Blaske declared, "I submit that some segments of management, labor and Congress now feel that they have been 'used'."

Blaske's remarks came after some Administration officials tried to minimize the importance of recent hearings of the House Merchant Marine and Fisheries Committee on proposed legislation to revitalize the American Merchant Marine. These officials said testimony of hearing witnesses showed the split in the maritime industry and pointed up the near impossibility of adopting a program to please all segments.

The national president of the Propeller Club conceded the fact that there are "differences" within the industry and added:

Differences Promote Ideas

"The answer is that differing and competitive points of view are vital because from them spring progressive ideas. It would seem the better course for government agencies to try to harness progressive values arising out of such divergent opinions for the good of the country, the industry itself and to its various segments—rather than to lodge excessive criticism.

"You are all well aware of the inadequate overall status of our American merchant marine and even worse—its prognosis for the future. We are actually approaching—if not already in—an emergency situation which could lead to potential disaster, militarily and economically! To provide sufficient supplies for a limited conflict such as Vietnam, we even now must rely to some extent on politically unreliable foreign-flag vessels and crews. The value of American shipping in reducing our international payments deficit and maintaining the value of our dollar is apparently underestimated."

Blaske also wondered if the Government gives due recognition to the country's dependence on the import of 60 to 100 vital strategic materials from foreign countries and the necessity of having them transported to the U.S. every day in peace and war.

Serious Questions

"Are we prepared to forfeit our obligation to support our allies through ocean shipping in time of emergency when foreign shipping may not be available?" asked Blaske. "Will our merchant marine be able to support and transport supplies for another Vietnam type of conflict? If not, are we prepared to write off maritime and military support of our allies around the world? Are we prepared to face the tremendous build up of the Soviet navy and merchant fleet?"

Blaske said in terms of current support for our merchant fleet,

the answer to these questions would seem to be "Yes" but you and I know the ultimate answer must be "No."

He said that inadequate Government programs to implement the Merchant Marine Act of 1936 have been partly responsible for our merchant fleet sinking to its present unenviable status. He added that U.S. Government programs of support continue to be a vital need to give the industry the chance to advance and emphasized that the Congress and the Executive Branch of Government must enact a fleet upgrading program if we are to remain an important maritime power.

Blaske further stated that our shipyards and ships must reap the full benefits of America's technological capabilities and that Government co-operation with indus-

try is essential in finding the way to maximize these benefits.

Speaking of the lack of sufficient research and development in the industry, Blaske said:

"To me, this is an area where the government can be truly and constructively helpful, but in my opinion it has not moved sufficiently in this area.

"If our government is going to take credit for this country's prosperity and advances, then it must share in some of the shortcomings including its own. There are important measures now before the Congress to strengthen our merchant marine. These are threatened with failure due to lack of Executive support and approval. I trust the Congress will find a way to overcome this shortcoming in our current national maritime situation."

New Pact Inked With Anaconda Signals End to Copper Strikes

CHICAGO—New and improved contracts with Anaconda Wire and Cable Co. have been ratified by members of four local unions of the International Brotherhood of Electrical Workers to wind up strikes of 60,000 copper workers nearly one year after they started.

Picket lines were disbanded and 1,700 IBEW members reported for work July 8 at wire plants in Marion, Ind., Muskegon, Mich., and Sycamore, Ill., and Watkinsonville, Ga.

The Marion walkout started July 15, 1967. The other plants were struck when their contracts expired on subsequent dates. All were involved in a nationwide strike of 26 unions coordinated by the AFL-CIO and its Industrial Union Department against 11 copper firms.

Chairman Michael D. Lucas of IBEW's joint negotiating committee credited worker solidarity for winning major strike objectives in 48-month agreements at the four plants. These included wage increases of 45-90 cents an hour; double pension benefit payments; uniform starting rates for male and female employees, and contract expiration dates with a spread of no more than 90 days.

Lucas said Anaconda agreed to reimburse the locals for employee insurance premiums they paid during the long strike—a total of more than \$300,000. He listed these other improvements:

Pensions Up

Pension payments for future retirees will be raised from \$2.50 a month per year of service, with a top of \$87.50 a month to \$5 a month times years of service—with no limitation on length of service, formerly 35 years. Benefits for past retirees will be raised \$1 per month for each year of employment.

Disability pensioners will get the full \$5 benefit with a minimum of \$100 a month, and no offset for social security benefits formerly deducted from retire-

ment and workmen's compensation payments.

The spouse of an employee who dies before retirement will get a 50 percent pension benefit for life if the employee had 10 years of service and was 55 years old or older.

For the Muskegon plant, the employer agreed to a "75-80" pension in the event of permanent plant closing in the future. The plan provides a full \$5 benefit if age and service total 75 at age 55, or 80 at any age.

Management agreed to triple company contributions for hospital and surgical benefits—formerly 8 to 15 cents an hour—and assumed all payments formerly made by employees.

All those on strike during their normal vacation period will get full vacation pay for 1967-68. Future vacations will be increased by up to 80 hours' pay.

The settlement includes immediate wage hikes ranging from 15 to 50 cents an hour, retroactive to contract expiration, plus increases of 15 to 25 cents a year effective now—and a final hike of 15 cents in the third contract year. Anaconda also agreed to withdraw a \$1 million lawsuit against the local unions and to drop all charges against strike leaders, the IBEW said.

The nationwide strike against the nonferrous metals industry began last July 15 after four big firms made one inadequate "take it or leave it" offer to the unions. It ended when each of the participating unions ratified offers from all the struck companies—made after President Johnson inter-

Vice President Humphrey Urges Urban 'Marshall Plan' for Cities

CLEVELAND—Vice President Hubert H. Humphrey renewed his call for a "Marshall Plan for the cities" to help meet the critical and growing needs of the nation's decaying urban areas.

In a speech to the City Club of Cleveland, Humphrey urged that the task of rebuilding the cities be undertaken with the same approach that helped the devastated nations of Europe rebuild themselves with Marshall Plan aid following World War II.

Acknowledging that he was talking "about billions of dollars," the Vice President proposed the creation of a "National Urban Development Bank" to be launched with federal funds but financed largely through private subscription. Unusual "risk" elements would be underwritten by the federal government.

Under the plan, a system of regional banks would finance development in specific urban areas, making and guaranteeing loans for inner-city and metropolitan-wide development.

Such a system, providing an assured source of funds, Humphrey suggested, "would facilitate and encourage long-range planning for metropolitan area development—planning now inhibited by the uncertainties of the annual appropriation process."

He declared that the cost of the program could be met from rising revenues produced by an ever-expanding economy and from a "fair share of the 'peace dividend' which can be ours" in negotiating

an honorable settlement of the Vietnam war.

The Vice President's Cleveland speech was one of a series of campaign addresses outlining his approach to domestic issues as he pressed his drive to win the Democratic nomination for President.

Earlier, in Denver, he set forth his views on educational needs, urging guaranteed schooling through college to the extent of each student's abilities.

In Bismarck, N. D., he pledged "a new and complete look" into the costs and quality of hospital service and medical treatment. "The most advanced nation in the world in science and medicine, he said, should also be 'the most advanced in caring for the health and lives of its own citizens.'"

While Humphrey was on the campaign trail, he picked up significant new support for his candidacy from one of the key aides to the late Senator Robert F. Kennedy.

Former Postmaster General Lawrence F. O'Brien, who had left his Cabinet post to work with the Kennedy campaign organization, announced his endorsement of the Vice President as the candidate best serving the Kennedy

"aspirations and ideals."

O'Brien recalled his long association with Humphrey in both the Johnson Administration and that of the late President John F. Kennedy. The Vice President, he said, "has been a fighter in the causes of peace and justice and a leader in the halls of government throughout his public career." O'Brien said he would be available to Humphrey "for whatever advice, counsel and assistance I can render to his campaign efforts."

In another development, United Democrats for Humphrey announced the formation of task forces composed of more than 60 scholars and experts to advise the Vice President on key domestic and international issues.

Experts from the labor field include AFL-CIO Research Director Nat Goldfinger; AFL-CIO Associate General Counsel Thomas E. Harris; Marvin Friedman, assistant AFL-CIO research director; Woodrow Ginsburg, research director for the AFL-CIO Industrial Union Department; Nelson Cruikshank, former AFL-CIO social security director; and Hyman H. Bookbinder, formerly an AFL-CIO legislative representative.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Shipping in the Port of Detroit has for the first time in a couple of years, actually slowed down somewhat but we don't expect this slack period to last very long.

Your secretary-treasurer recently attended the executive board meeting of the Wayne County AFL-CIO and was elected to serve on a committee to assist the

United Farm Workers. Sister Lupe Anguiano, representative of the UFWOC, was also at the meeting and gave a report on the grape workers and their three-year strike. We ask all unions and their members to help support the United Farm Workers by putting the word out not to buy Guimarra Farm Products of California. We are also asking the general public, large supermarkets, managerial employees not to sell or purchase Guimarra's products or grapes.

The Detroit-Wayne County MTD Port Council last month endorsed several candidates in the forthcoming elections. Those endorsed were William Cahalan, prosecuting attorney, Wayne County; Vincent Brennan, Judge, Court of Appeals, 1st District; Philip Gillis, Probate Judge, Wayne County.

The SIU-affiliated Automotive Salesmen's Association is still maintaining several picket lines at dealerships located throughout the Detroit area. Pickets are being supplied daily from this hall to all locations on strike.

Duluth

Bob Erickson, AB, has been on the beach for about two weeks and reports he has been doing some fishing in Lake Superior. He recently shipped aboard the Platt, Jr., and the Homer Stilbon.

Bob Thoreson has just received his oiler's endorsement with the help of the Duluth upgrading program. He should have no trouble in acquiring a job, as jobs for rated men are plentiful.

Al Smith, an oldtimer originally from Duluth, who is now on an SIU pension, stopped by to say hello. He lives in Seattle and sailed in the deck department. This is good fishing country, and Brother Smith hopes to go back with some "big ones."

Frankfort

Since the last report, the City of Green Bay has resumed a 20 & 8 schedule, which required 33 jobs, or job changes, in two days, making shipping good in this port. With additional summer help being placed on the vessels in the galley departments and members taking vacations, we have been keeping the Ann Arbor Company employees busy.

There was no progress in our talks with the Ann Arbor Company officials and we have asked for mediation.

Shipping on Lake freighters has been somewhat slow. However, book members do not have to wait long for jobs.

Buffalo

Shipping in this port is slow because of the lack of grain being shipped in. However, several ships are now enroute to Buffalo with grain cargoes or are loading grain which will be transported here, and this should ease the situation.

We have been advised that John Nielsen, a fireman off the R. E. Webster, and an oldtimer, was taken off the ship in Roger City because of illness. We have no report at this time as to his progress but we hope he will be FFD again soon.

Chicago

At a recent meeting with the Wisconsin & Michigan SS Company, which owns and operates the passenger ship Milwaukee Clipper, a keen interest in the Union's recruiting program was expressed by the operational manager in charge of crew personnel. He asked that he be allowed to participate in the program in order to be assured of summer employees for the three months that the clipper sails.



Smith

Elder

On the local level, the IBEW Local 134, affiliated with the Greater Chicago and Vicinity Port Council of the Maritime Trades Department, is still on strike against the phone company. Despite the many requests of Mayor Daley and other city officials, the company still refuses to sit with the Union for further discussions. The SIU-affiliated DUOC Local 777 of the Chicago Cab Drivers are also in tough negotiations. Both Yellow and Checker Cab Companies walked out of recent discussions. Should negotiations fail, DUOC 777 has unanimously voted to strike on August 16th.

Toledo

Activity has been slow in the port of Toledo with only a few members stopping by. Larry Wred is home on medical leave off the steamer Joseph Young, and Clarence Elder is now back aboard the J. F. Schoelkopf after his trip by helicopter to the Chicago hospital. Brother Elder is now known as "Flying Clarence."

Again, we urge SIU members and their families to use the facilities of the Union clinic.

Alpena

Shipping has picked up somewhat here this period.

The E. M. Ford (Huron Portland Cement Co.) departed July 8 after a two-week layup. The T. Crapo, another Huron Cement vessel, is now temporarily laid up.

We have porters Otto Zaraka and Gerard Burns stopping by the hall periodically, waiting for that special ship.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

June 28 to July 11, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	5	2	0	0	16	9
New York	77	58	42	30	22	176	133
Philadelphia	11	5	5	2	7	21	16
Baltimore	27	18	12	12	9	68	12
Norfolk	16	21	7	13	4	55	56
Jacksonville	13	4	6	7	4	16	6
Tampa	4	6	5	4	1	11	13
Mobile	30	15	15	13	2	74	14
New Orleans	31	33	28	29	19	149	113
Houston	52	29	16	14	8	159	97
Wilmington	20	15	13	15	10	27	0
San Francisco	83	71	50	52	36	105	90
Seattle	14	18	16	14	15	40	9
Totals	385	298	217	205	137	917	568

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	5	4	0	1	1	7	8
New York	36	68	22	15	17	112	103
Philadelphia	5	14	7	7	2	15	11
Baltimore	27	29	6	16	2	50	46
Norfolk	13	4	8	5	12	30	12
Jacksonville	11	5	2	6	11	7	10
Tampa	6	3	4	4	0	6	13
Mobile	19	21	18	17	9	57	34
New Orleans	34	58	31	37	9	90	127
Houston	43	30	13	21	5	117	101
Wilmington	8	10	3	8	15	14	1
San Francisco	74	70	57	44	19	99	47
Seattle	12	23	11	19	9	33	7
Totals	293	339	182	200	111	637	520

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	0	0	0	6	3
New York	31	13	25	12	22	148	69
Philadelphia	3	5	3	2	4	13	10
Baltimore	11	15	11	6	0	32	34
Norfolk	11	9	5	10	16	14	11
Jacksonville	6	8	4	6	0	7	5
Tampa	3	3	2	3	1	8	10
Mobile	23	22	11	13	0	77	60
New Orleans	31	26	30	22	4	117	85
Houston	30	31	10	10	2	120	63
Wilmington	13	11	8	6	6	17	0
San Francisco	112	66	48	44	17	119	58
Seattle	13	8	15	4	4	36	6
Totals	289	219	172	138	82	714	414

State Employees' Pay Rights Upheld by Supreme Court

WASHINGTON—The U. S. Supreme Court has upheld the extension of federal wage-hour standards to 1.7 million employees of state-operated schools and hospitals as a valid exercise of the government's power to regulate interstate commerce.

The high court, in a 6-to-2 decision, affirmed the ruling of a special three-judge federal court which rejected a challenge to the constitutionality of the 1966 amendments to the Fair Labor Standards Act.

The State of Maryland, joined by 27 other states and one school district, had urged the federal panel to declare the amendments unconstitutional as they applied to state employees and enjoin Labor Secretary W. Willard Wirtz from enforcing them.

Both the AFL-CIO and the State, County and Municipal Employees filed briefs with the Supreme Court and earlier with the special District Court in Baltimore supporting the government's position that the amendments are constitutional.

The 1966 amendments to the wage-hour law, among other things, extended protection to 9.1 million more workers including employees of schools, hospitals and bus lines, whether publicly or privately operated. Nearly 1.7 million workers at publicly owned schools and hospitals were covered.

The amendments set the minimum wage for the newly-covered workers initially at \$1 an hour effective February 1, 1967. This went to \$1.15 on February 1, 1968, and is scheduled to increase by steps to \$1.60 in 1971.

Overtime pay of time and one-half would be payable to the newly covered employees after 44 hours a week in the first year, 42 hours this year, and 40 hours next year.

The states made clear that their main concern was the requirement for payment of overtime. Maryland said this section of the law would cost it \$4.4 million in the first year alone. It had agreed with the Labor Department to keep complete records of pay and overtime pending resolution of its suit, however.

The Labor Department said there was an understanding that if the amendments were upheld, state workers would be paid retroactively any money due them under the FLSA formula.

The states first attacked the "enterprise" concept of the FLSA under which all employees of "an enterprise engaged in commerce or in the production of goods for commerce" are protected by the Act. The Supreme Court's majority opinion, delivered by Justice John M. Harlan, said that the constitutionality of the "enterprise concept" was settled in 1941 in *U.S. v. Darby* and that the ruling "is as rational now" as it was then.

Maryland and the other states also argued that Congress had no right, even acting under its commerce power, to interfere with "sovereign state functions."

It is clear, Harlan's opinion declared, "that the federal government, when acting within a delegated power, may override countervailing state interests whether these be described as 'governmental or proprietary' in character."

The court cited specific exemptions of classroom teachers and other professionals and said the states' claim that Congress was trying to tell them how to perform medical and educational functions "is not factually accurate."

The high court observed that "it is clear that labor conditions in schools and hospitals can affect commerce" and cited Maryland's admission that 87 percent of the \$8 million it spent on school supplies and equipment in 1965 went for direct interstate purchases.

LABOR ROUND-UP

John J. Pilch led the Progressive Party to a clean sweep of the top elective offices in the Typographical Union. Pilch was elected president by almost a 2-to-1 majority over Independent Party candidate C. Robert Powers of Los Angeles. Pilch, from Chicago, collected 50,087 votes to Powers' 26,868. The newly elected president had been serving as the ITU head since the death of former President Elmer Brown in February and was first vice president of the union almost 10 years. William R. Cloud was re-elected secretary-treasurer with a vote of 66,885. He was unopposed.

Some 275,000 apprentices—the largest number in 19 years—were in training at the start of this year. Programs registered with the Labor Department or state agencies accounted for 215,000 of the apprentices. Another 60,000 were in unregistered programs. Apprenticeship training programs have grown in six consecutive years since 1961 when there was a 15-year low of 155,600 registered with the Labor Department and state agencies.

Agreements have been signed for Apprenticeship Outreach programs with local building and construction trades councils in Oakland, Calif., and Salt Lake City. The California program will prepare 200 minority-group youths for apprentice openings in San Mateo, Santa Clara, Contra Costa and Marin Counties. A total of \$226,024 has been provided by the Labor Department for the program. The Utah program, with a federal grant of \$41,856, will prepare 30 minority-group youths for apprentice openings throughout the state.

The Retail Clerks announced that James T. Housewright has been elected president of RCIA in balloting conducted among the union's locals to choose a successor to President James A. Suffridge who is retiring.

Housewright defeated John T. Haletsky. Housewright, who had the endorsement of Suffridge, and Haletsky are both currently RCIA vice presidents. RCIA Secretary-Treasurer William W. Maguire was re-elected without opposition.



Once again, the Defense Department-sponsored Fast Deployment Logistic Ship Plan, which would establish floating military warehouses at various points around the world, has been dealt a solid rebuff by members of Congress.

The current turndown, this time by the House Armed Services Committee, would appear to serve notice on the advocates of the plan that the FDL's are not considered by Congress as an alternative to a strong, active U.S. merchant fleet.

This marks the second consecutive year that the Defense Department's proposal to build FDL's has failed to win Congressional approval. The FDL program has also been strongly opposed by the SIU and other representatives of maritime labor.

The FDL concept, which was a pet project of former Defense Secretary Robert F. McNamara, contains about the same degree of illogical reasoning as his previously-conceived vision of having mammoth aircraft displace the U.S. merchant marine as the transporters of men and material to hot spots around the globe.

The FDL and mammoth airborne transport concepts are a good indication of the type of thinking that many of our government officials are addicted to today.

The mammoth transport airlift concept was first broached by McNamara several years ago, and the intervening period has made it apparent that we still need a strong merchant marine to carry the goods.

This is made obvious by the fact that the U.S. government has depended on the U.S. merchant fleet for the carriage of 98 percent of Vietnam-bound cargoes, in addition to 66 percent of military personnel.

In addition to the physical limitations involved in loading thousands of trucks and tanks aboard aircraft, no one has yet figured out how to build a landing strip in an area solidly entrenched by the enemy.

As the Vietnam war progressed, less and less was heard from the Defense Department on the mammoth airborne transport concept, and more and more was heard on the need for breaking out over-age U.S. reserve fleet vessels to help bolster the dwindling ranks of the active U.S. merchant fleet.

After the enthusiasm for the mammoth transport supply concept died down, the Defense Department then introduced the Fast Deployment Logistic ship concept.

The function of the FDL's as described by the Defense Department, would be to serve as floating military supply depots, which would be anchored at various spots around the globe, and would move only when a defense situation warranted their use.

In view of the fact that the U.S. merchant marine has been fulfilling this defense function through two world wars, the Korean and Vietnam conflicts, and at the same time pumps dollars into the economy through its carriage of commercial cargoes, it is hard to understand why the Defense Department heralds the FDL's as a new and revolutionary concept in protecting our military flank.

In addition, it is hard to understand why anyone would be anxious to spend 50 million dollars apiece for vessels that would be permanently stationed for defense purposes, when a strong U.S. merchant fleet could supply both the nation's commercial and defense needs.

The great pity is that so much time is wasted in the debate of these useless programs. Nothing can be gained and the U.S. merchant marine and the nation will continue to suffer, if ill-advised programs such as the FDL continue to appear on Congressional agendas as substitutes for the U.S. merchant marine.

It should be clear by now that there is no substitute for the real thing.

AFL-CIO Seeks Sweeping New Plan To Check Escalating Medical Costs

WASHINGTON—Bold, new programs—including a National Health Insurance system—are needed for Americans to attain adequate health care at a reasonable cost, the AFL-CIO told Congress recently.

Detailed proposals for halting "the runaway escalation of medical costs" were set forth by AFL-CIO Social Security Director Bertrand Seidman before a Senate Government Operations subcommittee.

The subcommittee is holding hearings to spotlight the nation's health needs and how they can best be financed. Seidman's testimony raneed over three areas—the financing of health services, payment of physicians and hospitals and the organization of health service.

Soaring medical costs are a matter of great concern to unions. Seidman pointed out, because they have negotiated "more and more money" in the form of health insurance coverage for their members and their families.

While the aim is to improve and extend health benefits, he said, the unions are finding that medical costs rise so rapidly "the additional funds barely maintain existing benefit levels."

Enriches Doctors

Thus, he said, while union members "sacrifice" other issues to win improved health care services, they and employers are watching the additional money go to "simply enriching physicians and other providers of health care."

In calling for "early consideration by Congress" of a National Health Insurance system, Seidman said the AFL-CIO recommends that it be placed under social security and financed on a tripartite basis—workers, employer and government.

He stressed that such a system is the most important "long range" solution to the problem of assuring every citizen adequate health services—"a right that he should not be denied for any lack of funds."

The system, he said, "wouldn't cost us any more than we now pay for an inadequate, costly disorganized system, or non-system (of health care) with its many gaps."

"Under such a program all citizens would have equal access to health services and the 'one door' of entry into the health system for rich and poor alike would become a reality instead of a still distant goal."

Pending approval of a National Health Insurance System, the federal government should allocate "sizable resources for the development of comprehensive, group practice, prepayment plans (GPPPs)," Seidman testified.

He cited a study by the National Advisory Commission on Health Manpower that found pre-paid group practice plans have proved "to be the most effective system of providing savings over the prevailing fee-for-service solo practice."

Seidman recommended that:

- At least 10 percent of all federal expenditures for hospitals and other health facilities under the Hill-Burton law be earmarked for inpatient and outpatient facilities for new GPPPs.

- At least 10 percent of federal funds directed toward increasing the number of physicians be utilized to provide initial staffing for GPPPs.

- At least 10 percent of funds allocated for state and local health planning under the Partnership for Health program be earmarked for technical services related to actual planning and development of GPPPs.

While pursuing the two "long-range" objectives—development of an NHIS and expansion of group practice prepayment plans, Seidman urged the following "short-range" actions to "mitigate the worst features of our present non-system" of health care:

- Application of medicare to the disabled and as rapidly as possible to all social security beneficiaries.

- Extension of medicare coverage to additional health needs and services; elimination of its deductibles and coinsurance; merging of its hospitalization—extended care and physicians services parts; improvement of its administration; and steps to control fees paid to doctors under federal programs.

- Control of hospital costs by requiring hospitals under federal programs to be staffed by physicians subject to the director of the hospitals, as well as reimbursing them on a per capita basis.

- Restoration of medicaid to its original purpose of providing across-the-board health care for the needy and medically needy.

- Expansion of neighborhood health centers "to the maximum extent possible" so they will be "integrated into the mainstream of health care in the area."

- An end to "exploitation" of consumers by drug manufacturers by requiring them to be licensed by the Food & Drug Administration, giving FDA "adequate funds and staff" to police the law and test drugs and compelling generic prescription of all drugs.

Seidman concluded by appealing to the subcommittee "not to follow the usual path of compromise, piece-meal and inadequate measures . . . when we already know so much of what must be done."

Weak Gas Pipeline Safety Bill OK'd by House; Labor Objects

WASHINGTON—The House of Representatives has passed a drastically weakened version of the Senate's gas pipeline safety bill, rejecting a series of labor-supported amendments to strengthen the legislation.

The Senate bill, passed last November, gave the Secretary of Transportation power to set and enforce safety standards for all pipelines carrying natural gas—from the wells to the big transmission lines, from the transmission lines to the distribution points and the distribution lines running under city streets.

It would, in the Senate version, be the secretary's decision whether a state's program—including enforcement as well as standards—was good enough to justify an agreement ceding jurisdiction to a state regulatory agency.

The House bill widened exemption in the legislation, reduced penalties for violation, cut the federal government's enforcement

power and permitted a state to exempt itself by certifying that it met federal standards.

'Ghastly Toll'

Urging the House to strengthen the committee bill, AFL-CIO Legislative Director Andrew J. Bie-miller had written every congressman:

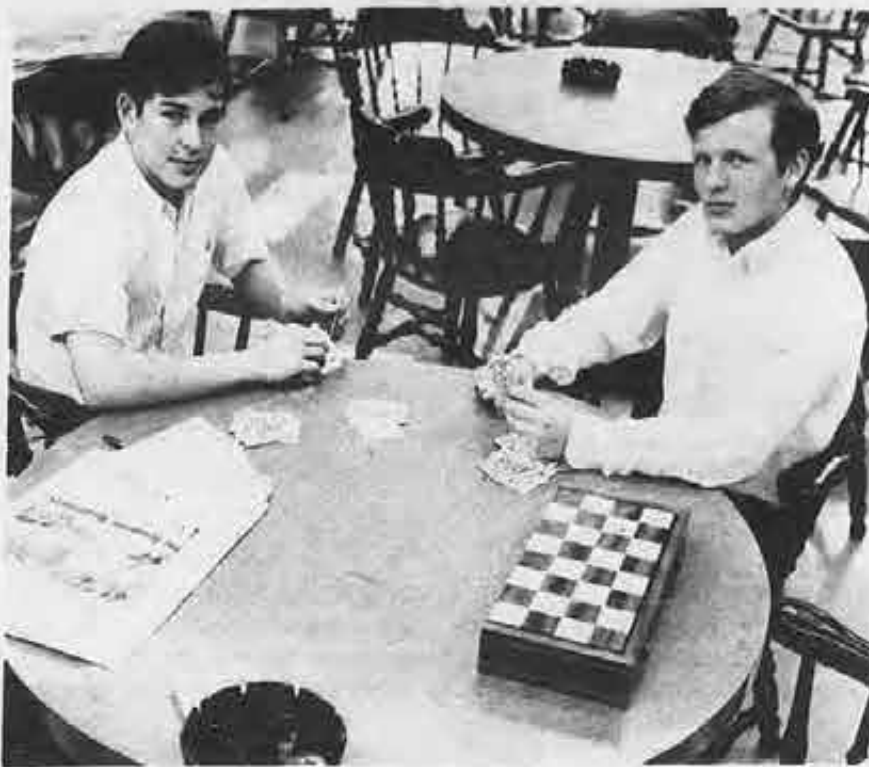
"Surely the ghastly toll of deaths and injuries from recent gas pipeline explosions is evidence enough that the Congress should take every step to enact meaningful legislation to protect workers and the public health and safety."

The Oil, Chemical and Atomic Workers had circulated a dramatic scrapbook of newspaper stories and pictures of pipeline explosions killing and maiming hundreds of people and destroying schools and homes.

On the key rollcall vote, the House insisted by a 247-125 margin on substituting its weaker committee bill for the Senate-passed version.

The one victory for supporters of a stronger bill was agreement in the debate that language in the committee bill left the Secretary of Transportation with power to order correction of potentially hazardous conditions in existing pipelines as well as in new installations.

A Battle of Aces



Seafarers Barry Fadem (left) and Bob Alba, both members of the steward department who sail as messmen, challenge each other in a good game of cards at the New York hall while waiting for a ship.

The Pacific Coast



by Frank Drozak, West Coast Representative

An intensive union voter registration effort is clearly essential to block the attempt by "a combine of conservative and reactionary forces" to sweep California in the general election this year. Thomas L. Pitt, Secretary-Treasurer of the California Labor Council for Political Education, and myself, have issued that warning to all central labor councils and COPE.

The days are rapidly dwindling between now and the Thursday, September 12, 1968, voter registration deadline. The issues before us are clear: Right-wing reactionary forces versus the liberally-oriented friends of labor.

Our first job is to forge the strongest and most effective registration and education drive ever created in the ranks of labor. The labor movement is the only large, liberally-oriented organization in the state capable of turning back the reactionary tide.

A combine of conservative and reactionary forces has spent at least ten years preparing for a sweep of the state, which they hope to effect in this election year.

We have called on all labor officials at the community level to unite and work as never before to register the unregistered membership of the trade union movement in California. As of now, there are only about 50 days left to do this job, including Saturdays and Sundays.

San Francisco

Shipping here continues to be very good.

Brother J. V. Dolan, who is certified as chief electrician and chief steward, has registered this time as chief electrician. He said he has "forsaken the galley for awhile."

Brother Martin Prisant made the Anniston Victory as chief electrician.

Seattle

We have paid off two ships, signed on two, and had four in transit since our last report.

Among several oldtimers with us is Mike Dikun who last sailed on the Topa Topa as oiler. Though he has been in drydock for awhile after he got off that ship, he's now ready to go. Mike is a 25-year member.

K. Hayes is taking a short vacation before shipping out again.

His last ship was the Lucille Bloomfield, on which he served as chief steward.

J. Crage last was on the Midlake as AB. Brother Crage plans on resting for awhile before going out again.

Shipping remained good during the last period. We expect a little slackening for the next two weeks, but ABs and FOWTs will have no trouble getting out.



Hayes Dolan

Wilmington

We had the Steel Apprentice, Afoundria and Oberlin Victory pay off. There were three sign-ons and five ships in transit. Shipping activity has been very good for all ratings in all departments. The outlook is for continued good shipping with several ships due in transit and at least three pay-offs scheduled.

Ed Parsley, a 22-year member who generally ships out of Houston, is in the Wilmington area now and waiting for a good tanker job as AB.

Bill Todd, a 12-year SIU man, was last aboard the Azalea City and is presently looking for a good steward's job.

WRITE TO THE LOG

Support AFL-CIO Farm Workers BOYCOTT California Grapes

THE GREAT LAKES DISASTER

Water pollution from industrial waste is an ever-increasing threat to the existence of the Great Lakes.

IF PRESENT trends are not reversed the ramrod pace of man's technologies will soon have spoiled several of the huge inland "seas" lying along the U.S.-Canadian border. Twelve-thousand years of natural development will be pushed aside as three of the five Great Lakes become the Great Dead Seas. Relentless in his pursuit of progress, man has begun to erase all traces of a progress far more intricate and vital to him than he believes.

As it has been with many of America's major waterways and beaches—and even the air which keeps us alive—the Great Lakes, too, now are confronted with ugly pollution that will wipe out what nature has so painstakingly created. And man will suffer.

Lake Erie has already been polluted and mistreated so badly that most of its valuable gamefish have been replaced by masses of dead fish that float along its 9,910-square-mile surface and wash up on shore. A malodorous, two-foot-thick layer of algae sometimes covers as much as 800 square miles of the lake. High bacterial counts have made swimming for pleasure an invitation to disease and have caused many beaches to close. Boating enthusiasts are reluctant to take their vessels out where industrial chemicals will cling to their hulls.

Experts agree that man's industrial abuse of the Great Lakes is choking them. Lake Erie—being closely followed by Lake Michigan and Lake Ontario—may soon become America's Dead Sea.

Unlike the famed Dead Sea in the Mediterranean area, however, America's unique version will be totally unproductive. Not even minerals will be present in them for mining. They will have only one distinctive characteristic, that of being a huge monument to a nation's neglect for nature's hard-wrought gifts.

Industries in the Great Lakes area have found it more expedient to dump their waste into the lakes rather than invest their efforts in proper disposal of these materials to preserve the wealth of the waters.

Lake Erie gets its full share of disregard. Detroit dumps in wastes from automotive, chemical, paper, and steel plants, as well as from petroleum refineries. Toledo throws in wastes from glass industries and more automotive, steel, and petroleum plants. Cleveland pours in acids, oils, cyanides, and phenols from automotive, chemical, and steel industries. Erie, Pa., adds pulp and paper wastes. Buffalo donates its portion of wastes from flour mills, chemical, portland cement, and more steel plants.

Agricultural areas, too, are guilty. They contribute refuse in the form of treated and untreated human sewage, fertilizers, insecticides, and weedkillers.

Even the increasingly foul air which many city-dwellers breathe threatens the water. Carbon monoxide, sulphur and other industrial air pollutants find their way to our waterways and help strangle them.

The unchecked deterioration of these Great Lakes is symbolic of the devastation that negligence is wreaking on most of America's waters. A report issued in July 1967 by the Interior Department's Federal Water Pollution Control Administration notes that by 1980, the amount of water required in the U.S. for municipal supplies, manufacturing, and agriculture will soar to 600 billion gallons daily. By the end of the century, the need will climb to one trillion gallons of water daily. Unless water is treated effectively for re-use on an ever increasing scale as the years go by, we are likely to find a dire shortage of fresh, clean water. By inaction, we will be setting before ourselves the ugly spectacle of polluted, malodorous, off-limits streams, rivers, lakes and bays, forbidden to swimmers and deadly to marine life.

And we will have to pay for it—through thirst, hunger, in family budgeting, and in anti-pollution expenditures measured in the billions of dollars. These latter are already costing the nation an estimated \$12 billion per year, and estimates for secondary anti-pollution water treatment for 80 percent of the population would place the cost at a minimum of \$20 billion annually by 1975.

Dr. Mary F. Arnold, of the School of Public Health of the University of California, recently pointed out:

"We will have to at least double the domestic requirements for water by 1984. For industrial use, at least 150 percent of current needs will be required and at least double the current requirements for agricultural use. In the near future the supply is not the problem. We are already seeing large-scale, long-term regional, interstate, intercountry, and even continental-wide planning getting under way. Water in the next few years will no longer be so freely used, and it will become increasingly costly. We may find that, within our lifetime, we ourselves will have separate distribution systems—separating our drinking water and waste disposal water. Just as milk is bought, our drinking and cooking water will probably be bought."

Evolution: Not So Simple

It took the mountainous glaciers and earth-splitting chill of the Ice Age to gouge out the holes that eventually filled with water and became known as the Great Lakes. Some of the waters began to nurture microscopic life, such as algae, when minerals began seeping in from the soil along the shores to nourish these crude forms of life. They sucked in hydrogen from the water, nitrogen and phosphorous from nitrate and phosphate salts, and carbon from carbon dioxide in the air.

Fish appeared in the area there sometime during the last 12,000 years. They thrived on the microscopic life which, in turn, developed on the decomposing remains of fish that would die. And a cycle of growth had begun.

Then, at the beginning of the 20th century things began to change. Up until 1900, valuable fish species in Lake Erie—sturgeon, whitefish, cisco, northern pike, walleye and blue pike—yielded crops of at

least one million pounds annually. But after that time, neglect and abuse of the waters caused a spiraling decline of these fish crops. The cisco catch, for example, had been averaging a huge 25 million pounds annually between 1885 and 1925. The very next year, it plunged to six million pounds, and has declined continually to the point where, in 1965, it totalled a mere 1,000 pounds.

Today, the size of the Lake Erie catch is about the same as it was in 1900, except that the valuable fish have been replaced by "rough fish," such as sheepshead, catfish, smelt, and carp, which are much less saleable or desirable. Consequently, the financial value of the catch has declined sharply.

Lake Michigan, also being stifled by pollution, is going the same way as Lake Erie. Valuable fish are dying and being crowded out by hardier but less desirable types of fish, so that the Lake Michigan fish crop that brought \$15,600,000 in the last decade brought only \$9,300,000 in 1963, and threatens to drop still further. Lake Ontario is undergoing a similarly disastrous transition.

Sewage: A Major Pollutant

Oxygen is vital to fish and other marine life. When untreated organic sewage is dumped into the waters, decay bacteria which decompose it absorb great quantities of oxygen and thereby cut down on the oxygen available to the marine life. In the case of Lake Erie, untreated organic waste pulls aside 180-million pounds of vital oxygen per year.

However, this alone does not account for the total oxygen deficit of the lake. In 1964, it was found that the oxygen deficit in the bottom region of the central basin alone was 270 million pounds.



This pile of dead fish is typical of scenes along lakes and rivers as chemical wastes and debris dumped in the water from factories take their toll.

Sewage—treated or untreated—is a major cause of this added deficit. Even though an effective sewage treatment plant can convert 90 percent of sewage into inorganic waste which should require no oxygen, and would—it was once incorrectly thought—flow out of the lakes into the oceans, the opposite is true. When the treated sewage enters the Great Lakes, much of it stays there and algae reconverts it all back into oxygen-hungry organic material, ready to suffocate valuable marine life and add further to pollution.

Rich farmland surrounding the Great Lakes is also inadvertently a danger. Between 10 and 25 percent of the chemical fertilizer applied on it runs off into the water and nourishes unwanted algae. Nitrogen that flows into Lake Erie from farmland accounts for an estimated 33 to 50 percent of the lakes nitrogen pollution. Farmland pollution does not stop there. The nitrogen and phosphate run-off also accumulates in dead algae which sinks to the bottom and remains there—forming a huge underwater cess-pool.

As Lake Erie dies, and Lakes Ontario and Michigan gasp for breath, the U.S. Government's National Research Council notes in a 1966 report that in two decades the anticipated oxygen-demand of the nation's municipal wastes will become equal to the entire summertime flow of America's rivers. Thereby hangs the crisis. With waste matter and other pollutants stealing all the available oxygen from these rivers, how can valuable marine life survive there?

What must be done to stop this dangerous chain of events?

A lot of pollution is due to foot-dragging on the part of municipal and state authorities. Unless these conditions are corrected on a local level it will be necessary for the federal government to act in enforcing standards as it has in other areas.



Once this quiet stream ran peacefully through the countryside and emptied into a pure lake. Today it carries with it the harmful wastes poured into it by industrial plants like the one shown here on its bank.

Get Out and Compete for Cargoes, Congressman Tells Subsidized Lines

WASHINGTON—The nation's 14 subsidized ship lines today were warned that they might lose \$200 million a year in federal assistance unless they "get into the open market and fight for the commercial cargo that moves to and from our shores."

Representative Thomas P. O'Neill, Jr. (D-Mass.) reminded the subsidized companies that they had been receiving financial help from the government for 32 years in order to keep them competitive with foreign-flag operators whose construction and operating costs are far below U.S. levels.

Instead of competing for commercial cargo, O'Neill said, the subsidized lines are turning more and more to the carriage of government-generated cargoes—foreign aid and military shipments.

"If the liners aren't going to compete for commercial cargo," the Congressman said at a meeting sponsored by the AFL-CIO Maritime Trades Department, "then why do we continue to subsidize them?"

"If they are so insistent on carrying government cargoes, why don't we just take away the operating subsidies, and let the liners exist solely on government cargo, the way the independent operators do?"

Cites 'Double Subsidy'

Giving the 14 liner companies subsidies to aid in the construction and operation of their vessels, and then allowing them to carry government cargoes "at preferential rates," amounts to the payment of a "double subsidy," O'Neill said.

"This government cargo should

be reserved for the independent operators—the ones who have no construction subsidies, and no operating subsidies, and who cannot compete with foreign ships for commercial cargoes," the Massachusetts Congressman said. "These are the operators who should be carrying foreign aid cargoes and military cargoes."

In addition to giving independent operators first crack at government cargoes, O'Neill recommended that they receive long-term charters from federal agencies, giving them the "added assurance of business" that will make possible expansion of their fleets entirely with private capital.

At another MTD meeting, Senator Stephen M. Young (D-Ohio) spoke along similar lines.

Used Unwisely

The Senator charged that federal subsidies "have not been used wisely or well," noting that the 14 shipping lines which receive assistance "so that they can compete with foreign-flag ships" are, instead, using the subsidies "to compete with other American ships for the carriage of government cargoes."

The Ohio Democrat said that "if the subsidized lines would concentrate on commercial cargoes, as they are supposed to do, and if government cargoes were reserved for the independent operators," this would stimulate greater U. S. carriage of imports and exports and would bring about an "up-surge of new ship construction . . . entirely with private capital."

Along with an end to the double subsidy, Young urged that independent operators be given long-term charters to carry government cargo, and that they be granted the same right now enjoyed by the subsidized lines to put profits in a tax-deferred fund for new ship construction. "This," he said, "would encourage private investment and would make it less necessary to consider the appropriation of huge federal sums for shipbuilding."

Turning to the problems of the Great Lakes fleet, Young said three steps were "essential to the restoration of American-flag shipping on the Lakes." He recommended:

- Earmarking \$8 million of each year's operating subsidies "to enable American-flag shipping to compete with foreign vessels in Great Lakes commerce."

- Allocating 25 percent of construction subsidy funds to build vessels "that will be physically able to use the St. Lawrence Seaway." He said most of the construction subsidy funds now go "for ships which are too wide to enter the Seaway."

- Allocating \$7.5 million of the Defense Department budget for the carriage of military cargo on the Great Lakes.

"None of these three proposals would involve any further appropriation of funds," the Senator said. "They would merely stipulate how existing monies should be used to help bring about the revival of our Great Lakes fleet, which has a potential for contributing much to our national and international economy."

Opposes 'User Tax'

Young expressed opposition to proposals to levy a "user tax" on towboats, and tugs using the nation's inland waterways, declaring that a proposed two-cents-a-gallon fuel tax would "violate the basic principles (of) free use of these waterways (and) would impair the usefulness of the waterways system."

He also called for Congressional action to forestall a proposed Interstate Commerce Commission ruling, scheduled to go into effect in 1969, which would "seriously restrict the mixing of cargoes on barge operations."

New, Low-Cost Research Craft Due Next March

WASHINGTON—A low-cost, lightweight undersea craft—to be called the Guppy—that will be used primarily for offshore oil exploration and oceanography research may make its first dive next March, officials of the Sun Shipbuilding and Dry Dock Company of Chester, Pa., told the Marine Technology Society Conference meeting here.

The new, highly maneuverable vehicle, which will be spherical and made of glass fiber and steel, would be tethered to a surface ship by an electric cable that supplies power to drive the motors. It would carry two men to depths of 2,000 feet for up to 48 hours.

Present submersible research craft are driven by battery power rather than by electricity supplied by a surface ship. In some instances, the weight of the batteries is almost 4,000 pounds, which is expected to be the complete weight of the Guppy.

In announcing detailed plans for the craft, William Watson, the project manager for Sun Shipbuilding said:

"A company today pays \$6,000 to \$10,000 to rent a submersible for just one day.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Hale Boggs, the Majority Whip of the House, will be honored at labor's annual Labor Day Celebration to be held this year on September 5th. Labor feels he should be honored at this function as he has sponsored and helped pass more beneficial legislation than any Louisiana Congressman presently in office.

Boggs, who faces Democratic opposition in the primary and a Republican opponent in the November election, is one of the greatest supporters of our maritime industry, which means so much to the nation. After Hurricane Betsy, which brought so much damage in this area, Boggs led the fight for up to \$1,800 forgiveness on Small Business Administration loans for individual rebuilding. While some were saying the Government would not help the people, he acted. At his insistence, SBA lowered or bypassed much red tape so that individuals, small business and industry could move fast in recovering from devastation caused by Hurricane Betsy.

In a sudden, surprise move, Representative Benny G. Christian, of Rayville, asked for a hearing on the so-called "Right-to-Work" bill, which he has sponsored.

In the past, when controversial bills are heard in any committee of either the House or Senate, proper advance notice is given to all parties concerned that a hearing will be held on the bill in question.

After brief testimony, and in the absence of news media because of the suddenness of Christian's move, the Labor and Industry Committee, by a 13-3 vote, killed this Right-to-Work measure.

This vote is certainly indicative of the value of Organized Labor's concerted efforts to make, our legislators aware of just how prejudicial and detrimental legislation of this type is to all of us!

New Orleans

Floyd Smith of the engine department was last out on the Alcoa Mariner for a six-month trip to East Pakistan and Vietnam. Brother Smith will square away some personal business and then "grab another job—any ship, any run."

Joe Kemp made a round-the-world trip on the Transharford as AB, and is now taking it easy camping, fishing, etc., up home in the Slidell area. He is looking forward to another Hudson Waterways ship and a good long trip.

J. L. Diosco last sailed on the Steel Scientist as Electrician on the Middle East run, and reports he had a good trip with plenty of overtime. It was a good ship and a good crew.

Last out on the Choctaw for about four months, Hubert Smith tells us that it was a good ship with a good crew. Now he is waiting for a Far East run.

Fred Duchman, hoping to take any steward department job on a Far East run after his vacation, last sailed on the Spitfire as night cook and baker.

Back on the beach after being seven and one-half months on the Duval, Seafarer Irby Keller says she was a good ship with a good crew. An FWT, he is now waiting for another liberty ship.

Jack Cheramie was last out on the Del Alba as bosun on a trip to Vietnam. Brother Cheramie is looking forward to a deck job, preferably to South America on another Delta Line ship.

Mobile

Horace S. Sikes, currently registered for a deck department job, has been ashore since December 1966 due to a leg injury but is now FFD and ready to go. He lives in Mobile with his family and has shipped from the Gulf



Sikes



Overstreet

area for most of the last 20 years.

John Turk is in after a good spell aboard the Maiden Creek on the ship's Puerto Rico run. He has shipped from this area for the last 20 years in all deck ratings.

Bernard F. Overstreet, currently registered in Group Two engine department, is here after a few trips to Puerto Rico aboard the Claiborne. Married, Brother Overstreet will be ready to ship again shortly after he gets in a little fishing. He has been shipping from the Gulf area for the last 20 years.

Frank Chavers last was out on the Del Sol as chief electrician. On that trip, which took the vessel to Vietnam, the Del Sol was hit by two Communist rockets while going up the river in Saigon. Married, Brother Chavers lives in Mobile with his wife and family.

Ellis B. "Coffee Joe" Gaines, as can be seen by his nickname alone, did a top job as chief cook on his recent trip to Vietnam aboard the Seatrain Louisiana. Currently registered Group One Steward Department, he has been with the SIU since its inception.

Clarence J. Nall last shipped out as steward aboard the Maiden Creek. Married, he makes his home in Mobile. Brother Nall has shipped from the Gulf area as a Steward since 1938, and has been a member of the Union since its inception.

In general, shipping is fair. There are no laid-up ships, and no one is in the hospital. Coming prospects are fair, with the Robin Locksley scheduled to pay off shortly.

Houston

Shipping still remains good here in all departments and from all indications it will remain good.

On the beach, we have Roy Curtiss, who showed up at the hall for a 3rd cook's job. H. B. Jeffcoat, registered in Group One Deck Department, is looking for a deck maintenance job on a voyage to India. Brother Jeffcoat is a 22-year man.

SIU WELFARE, VACATION PLANS

June 1—June 30, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	3,943	\$ 43,612.60
Death Benefits (Welfare)	30	56,262.37
Disability Benefits (Welfare) . . .	1,160	255,300.00
Maternity Benefits (Welfare) . . .	27	5,206.50
Dependent Benefits (Welfare) . . .	422	
(Average: \$202.76)		85,611.20
Optical Benefits (Welfare)	544	8,220.66
Out-Patient Benefits (Welfare) . . .	5,367	39,976.00
	11,493	494,189.33
Vacation Benefits	1,865	772,253.63
(Average: \$414.08)		
Total Welfare, Vacation Benefits Paid This Period . . .	13,358	\$1,266,442.96

Looking Over SIU Library



Jim McDermott picks out a good book to pass the time while waiting for the morning shipping call in New York hall recently. A member of the engine department, he joined the Union this year.

Action on 'Foreign Midbodies' Bill Deferred by House Rules Panel

WASHINGTON—The House Merchant Marine and Fisheries Committee has favorably reported a bill to prevent vessels, built or rebuilt outside the United States, or documented under foreign registry, from carrying military cargoes, but the House Rules Committee subsequently voted "to defer action" on the measure.

In an effort to save the bill (H.R. 163) so the full House can vote on it before the projected early August adjournment, Representative Edward A. Garmatz (D-Md.) chairman of the committee, sought permission from the House Speaker and the Democratic membership to have the measure placed on the "consent" calendar.

Garmatz had said earlier in his report on the bill that it had become necessary as a result of interpretation by the Military Sea Transportation Service that ships which had been built, rebuilt, or formerly documented abroad would be eligible to carry military cargo, and by interpretations of the Federal Maritime Administration that existing vessels rebuilt in the U.S.—but with major components of hull or superstructure which were built abroad—are eligible to carry preference cargoes.

The bill states specifically that all vessels, with foreign midbodies, shall be barred from carrying military cargoes until they have been documented under the laws of the United States for a period of three years. However, under an amendment added since the committee held hearings last April, any U.S. citizen who entered into a contract before June 12, 1968, to have a ship built or rebuilt abroad under existing law has until June 30, 1971, to redocument it in order that it will not be foreclosed by the proposed new law.

Garmatz said the cut-off date was included in the bill because there was general agreement among all witnesses at his committee's hearings that the proposed legislation should not be retroactive—and thus unfairly and adversely affect operators who had acted in good faith upon reliance of administrative interpretations of the law prior to the committee's action to close the loopholes in the U. S. Code.

In urging the House to pass the measure, Garmatz stated:

"Your committee believes that this is very desirable legislation and when enacted, by giving assurance to American-flag operators of American-built and rebuilt ships that they will not be faced with competition from vessels embodying lower, foreign capital costs, will encourage new construction and modernization in U. S. shipyards to augment the American-flag unsubsidized fleet. Your committee urges prompt enactment of this important measure."

Arthur Goldberg To Umpire Cloak Disputes

NEW YORK—Arthur J. Goldberg has returned to private practice as a lawyer after seven years in three of the nation's highest public offices. But he won't be far from the labor field in which he first made his reputation.

Goldberg has accepted the post of impartial chairman for the New York coat and suit industry, adjudicating any disputes that arise under the cloak industry's contract with the Ladies' Garment Workers.

The first impartial chairman—in the pioneering agreement 58 years ago—was Louis D. Brandeis, who later served with distinction on the Supreme Court.

Goldberg was a noted labor lawyer and special counsel for the AFL-CIO before becoming Secretary of Labor, then a U. S. Supreme Court justice, and for the past three years the U. S. ambassador to the United Nations.

He has joined a prominent New York law firm as a senior partner. The firm is now known as Paul, Weiss, Goldberg, Rifkind, Wharnton & Garrison.

Union Was Automatically Suspended:

AFL-CIO President Meany Confirms 'Formal' Disaffiliation of UAW

WASHINGTON—AFL-CIO President George Meany has acknowledged the "formal" disaffiliation of the United Auto Workers from the AFL-CIO, declaring that the union's "predetermined objective of withdrawal" stems from its "apparent unwillingness to live in constructive harmony" with the federation and its affiliates.

Meany's comments came in a letter dated July 10, 1968, replying to a July 1, 1968, letter from the top officers of the UAW which said that "to avoid any confusion or misunderstanding as to the status of the UAW with the AFL-CIO, you are hereby advised that the UAW formally disaffiliates from the AFL-CIO."

The federation president said he had no "sense of confusion or misunderstanding" as to the status of the UAW, in light of the "automatic, mandatory provision of the AFL-CIO Constitution" requiring the suspension of the UAW for nonpayment of per capita tax.

The officers of the UAW, Meany wrote, "can not have been in any real doubt as to the inevitable response of the AFL-CIO to the threats and ultimatums" that represented "a transparent attempt to set up the grounds and excuses to justify to your members" the objective of withdrawing from the federation.

"That objective," Meany added, "stemmed in turn from a condition for which the AFL-CIO has no remedy—your apparent unwillingness to live in constructive harmony within an organization in which the rights, the interests and the views of other unions and other personalities are given equal consideration with those of the UAW and its president."

UAW Leaders Sign Letter

The UAW letter, signed by Walter P. Reuther, president; Emil Mazey, secretary-treasurer; Leonard Woodcock and Pat Greathouse, vice presidents; said that instead of convening a special convention of the AFL-CIO, as requested by the May 1968 UAW convention, "you chose to suspend the UAW under a provision of the Constitution never invoked previously in the more than 60 years history of the American labor movement." The letter further termed the action of the AFL-CIO Executive Council "unprecedented."

The UAW convention had adopted a resolution declaring that it would not pay per capita to the AFL-CIO unless the federation would call a special convention to discuss changes in programs and policies and that the per capita funds would be set aside in a special escrow account until December 1968 unless a special convention was called.

Meany pointed out that the UAW letter failed to mention that the UAW convention resolution on a special convention "also contained a threat to withhold per capita tax unless your demands were granted," and that the convention request was tied to a "threat of withdrawal" from the federation.

As to the suspension for nonpayment of per capita, Meany declared:

"Within my memory, no affiliated organization, no matter how large and boastful of its financial resources, has ever succeeded in

coercing a decision of this federation by a threat, an ultimatum, or by that favorite ploy of the banker's mentality: raw financial pressure."

No New Precedent

The federation president emphasized, "I do not propose to preside over any departure from that precedent, so vital to the equal rights of all affiliates."

The letter noted that there are no precedents in the trade union movement for one affiliate engaging in a "running, long-distance barrage of criticism and demands upon its national center" while refusing to appear to press its complaints and justify its charges; for refusing for two years to appear at convention, General Board and Executive Council meetings and then suddenly demanding a special convention coupled with a threat to disaffiliate.

Meany's letter reviewed the various opportunities made available to the UAW to state its case, noting that the letter of "formal" disaffiliation was "sadly incomplete."

He cited Reuther's own recorded comments on abiding by majority rule in the trade union movement, and documented the long-held position of the trade union movement that threats to withhold per capita to secure a

certain decision can only be met by suspension of the affiliate.

Meany declared that the UAW letter inferred that the union has been refused an opportunity to air its views. Noting that this was "ironic," the federation president said:

"In the face of the clear and open channels for discussion and action presented to you by the AFL-CIO, the officers of the UAW have, by various subterfuges and pretexts, consistently evaded the opportunity and the obligation to bring their case before the democratic forums of the trade union movement."

The AFL-CIO Executive Council, on May 13, 1968, called for suspension of the UAW under the automatic provisions of the AFL-CIO Constitution in light of the union's decision to default on its per capita payments, termed by the council "an act tantamount to withdrawal."

Deadline Passed

When the deadline for the payments passed a few days later, Meany suspended the union in terms of the council's action, and notification was sent to all departments, state and local central bodies that the UAW was no longer permitted to continue membership in these bodies because of its suspension.

Clothing Drive for Grape Strikers Gaining Momentum in New York

NEW YORK—A truck loaded with clothes, fresh from the cleaners and donated to striking California grape workers by the Cleaners and Dyers Joint Board of the Clothing Workers, recently pulled up to the SIU hall in Brooklyn where the farm workers have been making their New York headquarters.

Soon, staff people and volunteers of the United Farm Workers Organizing Committee were cheerfully sorting the massive pile of garments for packing and shipment to striking grape pickers in California.

"This will cause some real excitement in Delano," smiled Candy Clark, chief UFWOC organizer in the New York office.

The clothes were part of the 12,000 high-quality used garments that have been shipped to the farm workers by the Clothing Workers.

More clothes are on the way. A campaign is on to collect nearly 40,000 garments for the grape pickers, said Jack Cohen, manager of the joint board.

The clothing, which includes all types of apparel for men, women and children, is coming from dry cleaning plants and small shops in New York and New Jersey who are under contract with the union.

By law, the firms can dispose of clothing that goes unclaimed after six months. Members of ACWA Locals 239 and 279 are handling the collections.

The UFWOC staff, which has been in the New York area since early this year to enlist consumer and retailer support for the nationwide boycott against the struck California-grown grapes, is handling the sorting and packing of the clothes.

The clothing drive was kicked off after an appeal by Dolores Huerta of the UFWOC at the ACWA convention in Miami Beach.

ACWA convention delegates voted to contribute about \$11,000 to the grape workers' strike fund. The union also has participated in extending the grape boycott and in other clothing and food campaigns for the strikers.

The New York UFWOC members—who are paid \$5 a week like the rest of the union's staff people—were particularly pleased by the ACWA clothes campaign.

They explained that the strikers in Delano and other California vineyards earned as little as 50 cents an hour before union organization. The strikers are in desperate need after three years of attempting to gain decent wages and working conditions under a union contract.

"This clothing will be a real boost for them," declared one of the UFWOC workers happily.

Seafarers Mingle With Celebrities At SIU Brother's New Orleans Club

Seafarers and fellow-seamen from around the world in search of an enjoyable evening in New Orleans frequent the La Marina night club in the French Quarter, owned by Seafarer Felix Valdes. Brother Valdes, known throughout the world as a friend of all seamen, also numbers many famous entertainers among his friends.

In fact, it's not uncommon that a visiting Seafarer will find himself sitting next to some celebrity who frequents La Marina, such as jazz clarinetist Pete Fountain.

Valdes, who first went to sea in 1928, from his native Florida, was shipping on the Florida out of Miami in 1942,



Valdes

when he "saw this corner and bought it." He originally had a partner, but the latter sold out and Valdes is now the sole owner of the club. Well-liked

by all seamen, Brother Valdes goes out of his way to provide a home-away-from home for them.

Upstairs, Brother Valdes provides rooms for some local Seafarers who are retired on SIU pensions. Many seamen use the club to pick up their mail. In addition to Seafarers, other seamen from South and Central America, Spain, Norway, Greece and a number of other countries are steady visitors. "I like to talk to seamen and do favors for them," Brother Valdes told the LOG.

The La Marina was originally three bars. After buying the first, Valdes eventually acquired the other two, closed in the front, and combined all three with one main

entrance. As one bar gets crowded, the second opens up, then when that fills up, the third is opened. On weekends, there is usually an overflow crowd.

Sinatra is Patron

Among the celebrities who have frequented the establishment are such notables as Frank Sinatra, Tennessee Williams, the late Linda Darnell, and actor Steve McQueen and the aforementioned Fountain. The late Ward Bond was also a regular when in New Orleans. Brother Valdes has fished for trout and redfish at Shell Beach in the New Orleans area with trumpet player Al Hirt.

Valdes remembers playwright Williams as one of his most enthusiastic customers. Once, the Pulitzer Prize-winning writer "came in three or four nights in a row," Valdes recalls. "At the end of his stay, he described the place as the greatest he ever saw." Felix remembers the playwright as "a very nice, happy-go-lucky fellow and a good spender."

Perhaps the most unique aspect of the place is the fact that no professional entertainment is provided. Instead, the guests make their own. "We have bongos and maracas and the customers make their own music," Valdes says, "and it's always kept the place lively. A patron will sometimes

play the bongos at one end of the bar, while another will answer him from the other end.

One of the big problems he noted, is in finding the right kind of people to employ, especially those who serve the public. You have to be nice to people, yet respectable, Valdes said. When a customer has one drink too many, Brother Valdes philosophy is that it's "better to talk to them than get tough."

Gets Youthful Crowd

"A lot of younger people are coming into my place now," he says. "College kids and Seafarers mingle together and everyone gets along fine." New Orleans has changed since Brother Valdes started to sail, but "the seamen still come in because they know me all over the world."

Located near Jackson Square, the St. Louis Cathedral, the outdoor art displays and hippies, the La Marina is in a colorful area. Valdes has had a number of articles written about him, especially in the South.

A native of Key West, Florida, he has sailed in the steward department and also in the engine department for awhile. He joined the SIU in the port of Miami in 1940. The 55-year-old Seafarer told the LOG:

"Sailing is a wonderful life and the Union is great."

Truth in Lending Seen A Blessing

To the Editor:

Congressional passage of the labor-backed "Truth in Lending" bill will do much to help the person seeking a loan be sure of exactly how much he will have to pay, and without being a financial Sherlock Holmes. At last it eliminates, by law, the opportunity for an unscrupulous money-lender to rattle off a mass of percents, figures, and ratios which leaves the borrower bewildered when he walks out with his loan and makes him feel as though he's been swindled when he comes around to realizing how much he really has to pay.

Efforts by concerned congressmen, administration officials and the AFL-CIO to get this consumer-protection law on the books has been long and arduous, but they have finally paid off. With this bill's passage, I believe we have taken a solid step forward toward more honest sales and lending practices which will once again give substantial assurance to the consumer that "you get what you pay for."

Sincerely,
Burt Quinter

Don't Stop Now On Grape Boycott

To the Editor:

The official support of the boycott against Giumarra-produced California grapes—announced this month by the New York City government—is a welcome sign. It shows that the farm workers and private citizens are not alone in their fight to obtain decent working conditions and wages for the grape pickers, and that Giumarra's high-handed tactics in attempting to keep the workers down has no place in today's world.

The New York boycott of California table grapes will affect most of those products, and that is why the issue has been pressed so strongly by the

for equal opportunity and individual working people should do all they can to help.

Many unions represent people who have known, and still remember what it is like not to have enough in the land of plenty. Coal miners are a good example and too many of them still live in abject poverty because their mines have run out.

It wasn't long ago that most seamen couldn't afford to live decently. When we travel today to certain other countries and see what poverty has done to them, we must make up our minds to make certain that the day comes when no American has to live that way.

Joe Tucker

Sees Laws Needed For All Foodstuffs

To the Editor:

The House passage of the Clean Poultry Bill is strong evidence that the Congress is further on the way toward waking up to the health needs of Americans and that the Federal Government will no longer tolerate the sale of diseased, filthy, and adulterated foods. This action is indeed welcome.

Admittedly, America remains one of the few nations in the world today in which a traveler need not beware of unsanitary water and find himself obliged to purchase purified, bottled drinking water in order to remain comfortably well. Also in America—for the most part—vegetables, fruits, etc., can be purchased at any supermarket with little worry about unhealthy conditions in the foods. Even the meats and poultry, for the most part, have been of better quality than in many areas of the world.

However, the fact remains that too large a percentage of American foods are less than healthy. The recently-passed Clean Meat Act was designed to prohibit the sale of meat products unfit for human consumption, and the Clean Poultry Act now seems well on the way to passage as well.

Along with these long-overdue actions in the interest of public health, Congress and state legislatures would also be wise to enact strong "fit-for-consumption" regulations to curb the pollution of our waters and to maintain a continuing check on the condition of all foods sold in the United States—once and for all—and maintain sound protection of the health of all Americans from unsanitary, adulterated, or below-par foods and beverages.

Sincerely,
Ronald Hoag

Urges Close Watch On Meat Packers

To the Editor:

Closing of 40 meat packing plants in the first six months of operation since the Clean Meat Act became effective is a timely reminder that the law was long overdue. Most of these plants shut down voluntarily when they were unable or unwilling to meet the new federal standards for meat inspection.

Now inspectors should make certain that all reluctant meat packers live up to the letter of the law or be forced out of business.

Tom Egan

Eight Additional Seafarers Added To Growing List of SIU Pensioners



Stambul

Garcia

Waas

Talbot

Schoenborn

Vista

The names of eight Seafarers have been added to the growing list of men collecting an SIU pension. The newcomers to the roster are Charles Stambul, James Talbot, Julian Vista, George Waas, Wilfred Schoenborn, Antonio Garcia, Harold Pancost and John Devine.

Charles Stambul sailed as chief electrician. A Seafarer for 21 years, he joined the Union in New York. Brother Stambul was born in that city and lives in Brooklyn with his wife, Ruth. His last vessel was the Rachel V.

James Talbot lives in Manistique, Michigan, with his wife, Rachel. He was born in Wisconsin and sailed as oiler. Brother Talbot joined the Union in Michigan in 1941. His last ship was the James Ferris.

Julian Vista joined the Union in 1939 in San Pedro, Calif. A native of the Philippines, he makes his home in Brooklyn. He served in the Army from 1911 to 1924. He has sailed as cook, fireman, oiler, deck engineer and pumpman. Brother Vista's last ship was the Steel Artisan.

Wilfred Schoenborn joined the Union in 1946 in the Port of New York. A native of Germany, he resides in Flushing, N.Y. He sailed as bosun and carpenter. Brother Schoenborn's last ship was the Fort Aleza.

Antonio Garcia joined the Union in 1938 in New Orleans. A cook and baker, his last ship was the Transyork. He was born in the Philippine Islands and lives with his wife, Eula, in Brooklyn.

George Waas lives in East Orange, N. J. A native of New York, he sailed as chief electrician and was a Seafarer since 1946. He joined the SIU in New York. His last ship was the Steel Fabricator.

John Devine sailed as oiler and deck engineer. A native of New

York City, he joined the Union in that port. Brother Devine sailed for 22 years and his last vessel



Pancost

Devine

was the Hastings. He makes his home in Bellerose, Long Island, N. Y.

Harold Pancost lives in Houston. He joined the Union in New York and sailed as FOWT. Brother Pancost is a native of Ohio and his last vessel was the Cantigny.

LETTERS To The Editor

UFWOC in New York. But isn't it ironic that while the New York City government has condemned Giumarra's actions, the City of Delano, having jurisdiction over Giumarra, has taken no such stand?

All of us in organized labor must continue to support the boycott to the hilt if our fellow workers are to finally receive the rights for which they have fought so long and so hard.

Sincerely,
Jackson Brown

Back Poverty War, Workers Are Urged

To the Editor:

I think that all union members should make it known that they support the war on poverty and the poor people's campaign for better living conditions by writing their congressman and senators.

The AFL-CIO has long been in the forefront of this battle

FINAL DEPARTURES

David Blackwell, 60: A coronary claimed the life of Seafarer Blackwell in Mobile General Hospital, Mobile, Ala. Brother Blackwell was a native of Collins, Mississippi and resided in Mobile. He sailed as FOWT and joined the Union in Boston. A Seafarer for 15 years, he last sailed on the Del Monte. Brother Blackwell is survived by a brother, Virgil Blackwell, of Hattiesburg, Mississippi. The burial was held at Leaf River Cemetery in Hattiesburg.



Bradford Isle. He served in the Army from 1920 to 1921. Surviving is a sister, Mrs. Gertrude Sliger of Trout Creek. The burial was held in Trout Creek Cemetery.

Casper Markle, 71: Brother Markle passed away on February 12, in St. Vincent Hospital, Toledo, Ohio. He had been ill several years. Death was due to a coronary attack. Brother Markle was employed by the Bolen - Cornelius Company, sailing in the engine department. A native of Toledo, he also made his home in that city. Markle joined the SIU in the port of Detroit. He is survived by his daughter, Mrs. Joyce Odil. The burial was held in the Calvary Cemetery, Lucas-Toledo.



William Webber, 55: Brother Webber died on June 16, in Chester, Pa. Death was caused by a coronary occlusion. Brother Webber last sailed for the Chester-Bridgeport Ferry Co. A native of Bridgeport, New Jersey, he had made his home in Chester. He joined the Union in Philadelphia. Surviving is his wife, Helen.



William Reynolds, Jr., 24: Brother Reynolds died as the result of injuries sustained in an automobile accident on Jan. 14. He died in Winchester Memorial Hospital, Winchester, Va. Brother Reynolds was born in that town and resided in Maplewood, La. A member of the deck department, he joined the SIU in Houston. Brother Reynolds last sailed on the Penmar. The burial was in the Gravel Spring Cemetery, Frederick County, Virginia.



Daniel Moylan, 66: Seafarer Moylan died of a heart attack on June 6, in Houston. Brother Moylan had joined the Union in the port of Baltimore in 1949. A member of the steward department, his last ship was the Fairisle. Born in Lawrence, Mass., he had made his home in Baltimore. Brother Moylan served in the Army from 1919 to 1921. Surviving is his daughter-in-law, Mrs. Shirley Hardman. Funeral services were held in the South Park Cemetery in Houston.



Michael Risko, 67: Brother Risko died on June 26, at the Port Huron Hospital, Port Huron, Mich. A native of Pennsylvania, he had resided in Oregon, Ohio. Brother Risko sailed as a conveyor man and was last employed by the American Steamship Co. He joined the Union in the port of Detroit. Seafarer Risko is survived by his wife, Dorothy. The burial was held in the Toledo Memorial Park, Sylvania, Ohio.



Walter Koyn, 66: Brother Koyn died on June 8, at St. Joseph Hospital, Houston. A native of Sidnaw, Mich., he lived in Trout Creek, Mich. Brother Koyn joined the SIU in the port of Houston and sailed in the steward department. His last vessel was the



Steel Apprentice Has Close Call When VC Rocket Tears Into Hull

"It would have been a direct hit into our engine room if it had been back two hundred feet," said Seafarer Harold Hess, describing the Viet Cong rocket shell that tore into the No. 1 Hold of the SIU-contracted Steel Apprentice as it was tied up to Pier 5 in Saigon Harbor last June 3.

"No one was hurt on our ship and we were very, very lucky. The second shell smashed into the Victory ship tied up in front of us and landed in a hold where Vietnamese longshoremen were working. Two of the poor fellows were killed and seven were injured."

Hess, an O.S., told about his experiences on the Steel Apprentice (Isthmian) when he visited the LOG office with his wife, Rose, and described the damage inflicted by the 122 mm. rocket shell. Hess was paid off in Long Beach, California, when the ship reached that port June 24, and flew to New York.

The vessel had been in Saigon for 12 days during the heaviest periods of terror shelling aimed at the south Vietnamese capital by the Viet Cong and was due to sail on the morning she came under direct enemy fire.

Shook Whole Ship

"I had been standing watch on deck and after I was relieved by AB Leroy Temple of Toledo, Ohio, I went below at 1:30 A.M. I had just hit the bunk when the shell hit and shook the entire ship. Then I heard the second shell smack the Victory, and right after that, a third round splashed into the bay," said Hess, a member of the SIU since 1959 when he joined in the Port of Philadelphia.

"Temple did a wonderful thing. He ran all over the ship to make certain none of his shipmates had been wounded. Next, the Army boys came up on the double and confirmed we had been hit by a rocket shell."

Hess explained that the Army ordnance men, within minutes, had located the rocket fragments in the Number one hold. The hold had been emptied of all cargo and there was no ensuing fire. The main damage was the hole in the side of the vessel, where the shell entered.

The Steel Apprentice, a C-3, was able to sail a day later after a steel plate was installed.

Hess made his first trip to Saigon in 1959 on the John C. Wa-



Seafarer Harold Hess and his wife, Rose, examine pictures of damage to Steel Apprentice, hit by VC rocket in Saigon, on visit to LOG office recently. One of photos was printed in June 21 issue of LOG.

terman, when the United States first began assisting the South Vietnam nation, and it was a comparatively quiet city since most of the fighting then was a guerrilla-type warfare confined to the mountainous areas and outlying villages.

Sees Big Change

"It was like any quiet little port you might visit on a routine voyage," recalled Hess. "You could walk around the streets and buy souvenirs or stop in one of the quaint bars. There was little difference in 1963 when I returned to Saigon on the S. S. Kyska. But this last trip was like sailing into a battlefield."

The Seafarer, whose hometown is Elkins, West Virginia, said none of the crew ventured downtown on this trip because of the 9 P.M. curfew and the risk of not being able to get back to the Apprentice when needed.

"We had a good crew aboard and we were able to have more

fun staying around the Apprentice than going downtown," said Hess, who is going to take a two month vacation before looking for another ship.

Seafarer Hess had worked as a pipefitter's helper before going to sea. And he said if he had been any taller and heavier he would have gone in for football, one of his favorite spectator sports. Hess is much interested in the University of West Virginia's team, the Mountaineers, which annually turns out fine prospects for the ranks of pro football.

Harold now lives in the home town of his wife, Rose. It's a small community, called Concord, and is located on Staten Island, within sight of the Verrazano Bridge which stretches over the entrance to New York Harbor. Harold says that when he sees those ships passing in the night he may well be back at sea before his vacation ends.

A Double Header



SIU patrolman Mike Sacco presents pension checks to two veteran Seafarers in the New York hall. At left is Julian Vista, a Seafarer for 30 years. He sailed as cook and his last ship was the Steel Artisan. At right is Edward Tonission who sailed as oiler. He joined the SIU in 1943 in Port of New York and last sailed on the Alcoa Voyager.

PERSONALS

Robert Scott Rowell

Your father, W. G. Rowell, would like to hear from you as soon as possible. His address is 914 Scriven Avenue, Florence, South Carolina 29501.

George Carl Morrison

Brother William Tillman would appreciate it if you would contact him or Mrs. Tillman at 505 N. Island View, Long Beach, Miss. 39560.

Vincent Coscarelli

Please get in touch with Mrs. Victoria Montesanti, at 42 Sanford Street, Mattapan, Massachusetts 02126, as soon as possible.

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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STEEL FLYER (Isthmian Lines) June 23—Chairman, none; Secretary, W. Karpiak, Brother W. Balch was nominated ship's delegate for this voyage. No disputed overtime or major beefs reported by all three Departments.

JOHN B. WATERMAN (Waterman Lines) June 29—Chairman T. Treddin; Secretary, Charles Slanina. Ship's delegate reports payoff and loading on East Coast. Next voyage will be to Rotterdam, Bremerhaven and Southampton and back to Gulf. A good crew on board. Many thanks to crew for their cooperation. No disputed overtime reported.

SANTORE (Venore) June 30—Chairman, S. P. Wilson; Secretary, T. A. Jackson. Ship's delegate reports a few hours disputed overtime, but no beefs. Also, everything running smoothly. Discussion held on cleanliness aboard ship. A vote of thanks to stewards department for a job well done.

PENN EXPORTER (Pennshipping Co.) June 9—Chairman, C. P. Moore; Secretary, Z. A. Markria. Ship's delegate reports all repairs have been made. A vote of thanks to the crew for making the last trip a smooth one. Hope to make this one the same. Charles P. Moore will resign as ship's delegate and Brother F. Anderegg will accept the job for the coming voyage. No beefs or disputed overtime reported. Everything running smoothly.

PENN CHALLENGER (Penn Shipping) June 16—Chairman, J. Sumpter; Secretary, Joseph Edwards. Ship's delegate reports no beefs or disputed overtime.

IBERVILLE (Waterman), June — Chairman, J. Cizecki; Secretary, A. H. Reeko. Brother Mike Curry was elected unanimously as ship's delegate. \$4.25 was reported in ship's fund. No major issues or disputed overtime reported. Ship's delegate reports Iberville has one of the best SIU crews on board, all members working together. A vote of thanks to Steward Department.

DIGEST of SIU SHIP MEETINGS

PUERTO RICO (Motorship Steamship) June 24—Chairman, A. Mariani Jr.; Secretary, A. Aragonos. Ship's delegate reports one man missed the ship at Ponce. No major issues. Some disputed overtime reported. Vote of thanks to all delegates for their cooperation.

BEAVER VICTORY (Bulk Transport), April 30—Chairman Patrick White; Secretary, Joseph Dejessa. Ship's delegate reports repair list turned in. No beefs or disputed overtime.

HENRY (Progressive), May 26—Chairman, W. Joyner; Secretary, J. R. Abrams. Elected a new ship's delegate Brother Charles Barkina. Night cook and baker elected unanimously. Ship's delegate reports no major issues or disputed overtime.

OVERSEAS ANNA (Maritime Overseas), June 16—Chairman, M. Farsbeter; Secretary, J. F. Austin. Ship's delegate reports some disputed overtime reported in Deck and Engine Departments to be taken up with patrolman. Brother J. F. Austin was elected Treasurer.

CHOCTAW (Waterman), June 15—Chairman, J. W. Griggers; Secretary, W. H. Deskins. No beefs or disputed overtime, fine trip with a nice crew. \$16.00 reported in Ship's Treasury. Repair list turned in to Captain.

ENID VICTORY (Columbia), June 22—Chairman, Kenneth L. Roberts; Secretary, Lloyd M. Loppo. Discussed urgency of fixing domestic tanks as soon as cargo is disposed of. Need new toilet for deck department head. No beefs reported. Ship running smoothly, and the chow was very good.

SEATRAN NEW YORK (Seatrains), June 26—Chairman, Joseph Ebbola; Secretary, Jim Caffrey. Crew decided that it's about time to get the steward department rooms and showers and the galley painted so that things are ship-shape. Everything else is going okay. It's a smooth voyage with no beefs and good chow, as usual.

DAGAMA (Management Shipping & Trading), June 20—Chairman, Richard A. Morgan; Secretary, Tom Hughes. Complaints aired on defective washing machine. Chairman explained new washer-dryer will be installed before start of next trip, and that a new TV had been received aboard and will be installed before hitting the next port.

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

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

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

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

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

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

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

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

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

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

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

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

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

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.)

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

White Furniture Co. (United Furniture Workers of America)

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

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

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

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

Glumarra Grapes (United Farm Workers)

Peavy Paper Mill Products (United Papermakers and Paperworkers Union)

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

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

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

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

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

Jameslown Sterling Corp. (United Furniture Workers)

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

Schedule of Membership Meetings

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

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

- Great Lakes SIU Meetings Detroit Aug. 5—2:00 p.m. Alpena Aug. 5—7:00 p.m. Buffalo Aug. 5—7:00 p.m. Chicago Aug. 5—7:00 p.m. Cleveland Aug. 5—7:00 p.m. Duluth Aug. 5—7:00 p.m. Frankfort Aug. 5—7:00 p.m.

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

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

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

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

DIRECTORY of UNION HALLS

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

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From the Ships at Sea

Brother Clem Slater was elected Ship's Delegate by acclamation aboard the **Monticello Victory** (Victory Carriers, Inc.), at the last ship's meeting. The meeting, chaired by **John Crews**, with **George A. O'Berry** as Secretary, covered "the extreme danger of the cargo this tanker is carrying, and it was stressed that common sense must be observed in smoking. Seafarers were reminded not to go on the open deck with lighted cigarettes. Instructions were also given to new men on the operation of the automatic washing machine.



Slater

Brother Slater, in his new capacity as Ship's Delegate, reported that there were no beefs or disputed overtime as of the latest meeting.

"We have a very good crew and everyone seems very happy, even though we are on twelve months articles," Slater writes.

"The steward department is doing a very good job. The chief cook, **Charley Wahl, Jr.**, said he never had it so good, what with a large galley to work in, and a nice big room with a private bath, air-conditioning to cool him off after working over a hot range. He regularly prepares such items as southern fried chicken, fried shrimp, etc., for a crew who likes to be—but can't stay—on a diet. The entire crew has nothing but praise for his culinary abilities.

"The cook and baker, **Charley Locke**, is preparing plenty of goodies for coffee time.

"Brother **T. L. Lanigham**, who regularly ships as oiler, paid off this vessel last May in Portland. When the ship arrived in Houston, there was no oiler's job open but he was so eager to get back aboard to get more chow Monticello style, he took a fireman's slot.

Meeting Chairman **Karl Hellman** reports from the **Manhattan** (Hudson Waterways), that a donation was taken by crewmembers for the family of **Preston Smith**, who passed away on the ship as it entered the port of Singapore.



Bolton

Thomas Bolton wrote that "everybody is thanking one another. The steward thanked the crew for the cooperation in keeping the messroom clean and the crew responded with a vote of thanks for the good food. It was well-prepared and served, Bolton wrote.

"Some disputed overtime in regard to the crew being restricted

to the vessel in the port of Karachi, Pakistan, will be taken up at the pay-off, Brother Bolton says.

Meeting Chairman **James Foster** reports from the **Columbia Trader** (Columbia) that a "discussion was held on the pros and cons of buying or renting the movie projector." The ship's fund contains \$35 and a suggestion was made that each man contribute \$5 toward the purchase of a projector and films for each voyage. The ship has a movie projector and films aboard for the current trip, Foster informs. **J. Kacur**, meeting secretary, wrote that **J. L. Buckley** was elected to serve as the new ship's delegate when Brother Foster resigned from that job. The ship is presently on the Vietnam run.



Buckley

From the **Walter Rice**, (Reynolds Metals) Ship's Delegate **John White** said that Seafarer **Pat Towns** had to be hospitalized in Honolulu. White also noted the reported time of arrival and payoff, and commented on water conditions for the trip. Other delegates reported that there were no major beefs or disputed overtime, and that all was running smoothly. Stewards Delegate **Faustino H. Capado** explained that a motion was made

and seconded for electric water fountains to be installed in the crew messhall and crew passageways below. It was suggested if a crewmember signs on in Hawaii after he has been entitled to transportation, he should be paid transportation to Hawaii instead of San Francisco. It was also suggested that the company alter its transportation-pay plan.

A vote of thanks for a fine job went to **Brother Ewing Rihn**, acting Ship's Delegate aboard the **Del Mar** (Delta). During the meeting he told his fellow crew members that a new delegate would be elected under new business. He asked that Seafarers help keep the pantry and mess-hall clean during the voyage, as well as the lounge on movie nights. He informed new crewmen of the times and places that the movies will be shown during the trip. Ship's Treasurer **Jean Latapie** noted that the movie fund contained \$98.00 at the moment. He reported that \$300 was spent on movies for this voyage and that they were bought outright and are now owned by the ship's crew. All delegates reported that all was running smoothly with no disputes. **Isidore "Curly" Weisbrot** was elected to serve as the new Ship's Delegate. All members were asked to cooperate in bringing back coffee cups and to use ash trays for cigarette butts. It was also pointed out that as long as everyone worked together, it would be a smooth voyage.

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Latapie

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Pay-off on Alcoa Master
The SIU-contracted **Alcoa Master** (Alcoa) tied-up recently in **Erie Basin, Brooklyn**, to pay-off after a voyage to Northern European ports with general cargo.



Louis Greaux (left) sailed as fireman. Checking over his papers is SIU Headquarters Rep. Pete Drewes. Everything was in order.



Paul Latorre (left) and Carlos Caraballo of the deck department, discuss the voyage with Pete Drewes and patrolman Luigi Iovino.



L to R: R. Green, H. Mathos, H. White and E. Rosario sailed in steward department.



Tony Gurney, oiler, gives boilers a final check at ship prepares to cast off.

SIU ARRIVALS

Linda Fay Potter, born May 21, 1968, to Seafarer and Mrs. Melvin R. Potter, Belhaven, North Carolina.

Deborah G. and Darrell G. Wales, born May 6, 1968, to Seafarer and Mrs. William E. Wales, Port Arthur, Texas.

Luz Filippetti, born March 8, 1968, to Seafarer and Mrs. Alberto Filippetti, Baltimore, Maryland.

Daniel Andrews and John Wayne Culpepper, born May 12, 1968, to Seafarer and Mrs. George W. Culpepper, Stowell, Texas.

Enrique Torres, born May 18, 1968, to Seafarer and Mrs. Ivan Torres, Playa Ponce, Puerto Rico.

Edward Sigler, born December 25, 1967, to Seafarer and Mrs. Arthur G. Sigler, Bell Gardens, California.

Brian Schmidt, born April 17, 1968, to Seafarer and Mrs. Conrad Schmidt, Sturgeon Bay, Wisconsin.

Melissa Renee Degollado, born May 7, 1968, to Seafarer and Mrs. Margarito Degollado, Houston, Texas.

Jeannine Pflug, born May 27, 1968, to Seafarer and Mrs. John E. Pflug, Jr., Wood Ridge, New Jersey.

Roy Atizado, Jr., born May 18, 1968, to Seafarer and Mrs. Roy Atizado, Seattle, Washington.

Robert Austin Jarvis, born April 30, 1968, to Seafarer and Mrs. Billy Ray Jarvis, Morris, Alabama.

William and Lisa Honebrink, born May 18, 1968, to Seafarer and Mrs. William Honebrink, Brooklyn, New York.

Money Due

Checks are being held, from the settlement of the Pacific Thunder, for the following Seafarers:
Joseph Rohwedder, Edward D. Leger, Edwin E. Echols, Rafael Vanasse and Rudolph Gaillis.
The men listed are requested to contact the Law Offices of **Newton B. Schwartz**, 500 Branard at Garrott, Houston, Texas 77006.

SIU Blood Bank



PROTECT YOUR LOVED ONES

IN ever-increasing numbers, Seafarers are making appointments at SIU headquarters in New York to visit the Union's clinic and donate a pint of blood to the SIU Blood Bank.

All of these men are aware that in the event of an emergency their regular donations insure a ready supply of blood if they, or any member of their families in any A&G port, become ill or are injured and blood transfusions are required.

Some of these Seafarers contribute enough blood to qualify as Gallon men; having donated 16 pints to the bank. Two are working toward a second gallon, feeling that if they don't need the blood themselves, it may save the life of a fellow Seafarer or one of his kin.

As an example of this vital supply in time of need, a Seafarer underwent emergency major surgery in New Orleans last May and a "life-or-death" message was relayed to the SIU Blood Bank in New York. Immediately, the 30 pints called for by the surgeon were shipped to the hospital where the patient was in the recovery room. Last month another Seafarer was stricken in Chicago with bleeding ulcers and 12 pints were rushed there in time to save his life.

Emergencies develop at the oddest times without warning. Very few people have the financial means to purchase this large amount of blood much less be able to obtain it so quickly and without any red tape or delay. Seafarers always have the assurance that a ready supply of blood is available to them at all times and without any cost whatsoever. Prompt delivery of the vital lifesaving fluid is guaranteed.

Any Seafarer, or member of a Seafarer's family who requires blood transfusions, can draw against the blood credits built up in the Union's blood bank through his local hospital.

Since the SIU Blood Bank was inaugurated on January 6, 1959, a total of 6,916 pints of blood have been used to help save lives.

Only through donations can this constant supply of blood be retained in the SIU Blood Bank to meet emergency calls. Any Seafarers or members of their families who wish to donate blood in New York are asked to arrange an appointment with the SIU Brooklyn clinic at their convenience. In other SIU ports, arrangements for donations can be made through port agents.

The life a Seafarer may save through a blood donation may well be his own or that of a loved one.