

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

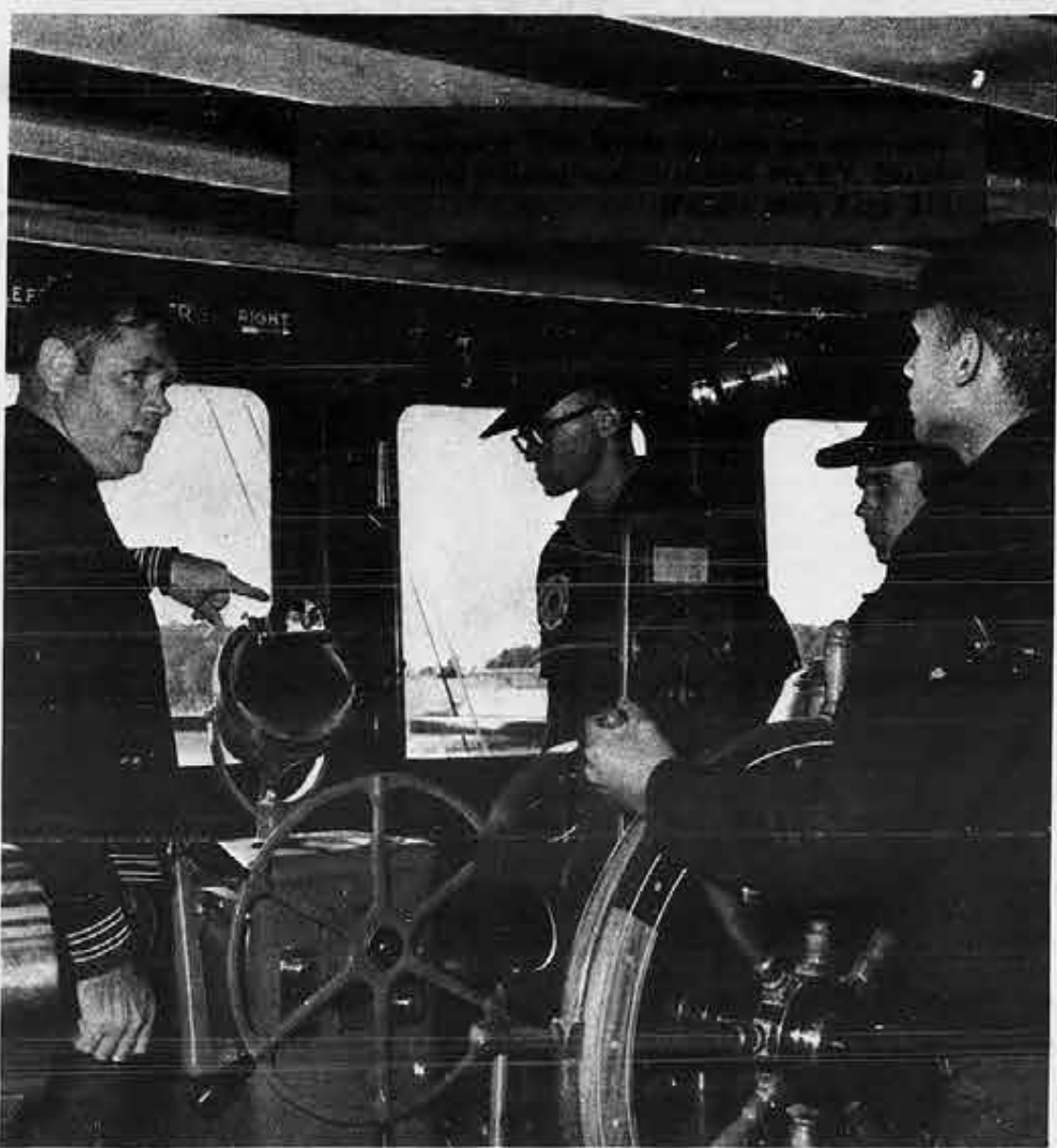


Polls Close Dec. 22 In Union Balloting On New Constitution

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SIU Scores Victory In Five-Year Beef; \$625,000 Awarded

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THE STAKES ARE HIGH IN THE GE STRIKE



Typical of thousands of informational picket lines calling for consumer boycott of GE products in front of retail stores throughout the nation was the one shown here in which Seafarers supported GE strikers outside Macy's and Korvette stores in N. Y.

"THIS IS NOT just another big strike; it is a fight for the future of effective unionism. It is a strike we will not lose."

With these words, AFL-CIO President George Meany has drawn the battle lines in labor's massive struggle with the General Electric Company, mobilizing the full resources of the trade union movement on behalf of the beleaguered strikers.

To achieve ultimate victory, Meany has brought into play labor's most potent weapon: The economic boycott. The federation has urged its members, their families and their friends to put all GE products—from light bulbs to major appliances—on the "don't-buy" list until the strike is settled.

On the bricks since October 27 have been 150,000 workers, members of 13 international unions. Of these, 10 unions are affiliates of the AFL-CIO—the International Union of Electrical Workers, Machinists, International Brotherhood of Electrical Workers, Technical Engineers, Sheet Metal Workers, Allied Industrial Workers, Plumbers, Steelworkers, Flint Glass Workers and Carpenters. The other three unions are the unaffiliated United Electrical Workers, Auto Workers and Teamsters.

Ranged behind them are the rest of the trade union movement—13.5 million strong—who are engaged in a one-two economic campaign to secure victory on the picket lines. One of the economic pincers is the boycott, aimed directly at the most sensitive nerve of all, GE's "pocketbook nerve." The other is a trade-union-wide fund-raising drive, aimed at providing the economic base which the strikers need to hold out for a fair and equitable settlement at the bargaining table.

Arrayed against them is the General Electric Company, world's largest and most profitable electrical manufacturer and one of the top money-makers in all of American industry. This is the company which advertises that "progress is our most important product"—but which clings stubbornly to a 19th century hatred of trade unionism. (This is also the company that was the king-pin in the price-rigging conspiracy which ended up in a half dozen electrical industry executives drawing prison terms earlier in this decade—leading some to suggest that GE's slogan should be changed to read "profits are our most important product.")

AT ISSUE in the General Electric strike is more than just a contract; what is at stake is the entire concept of free collective bargaining.

General Electric does not believe in collective bargaining. It believes, instead, in a concept known as "Boulwarism," named for the man who devised this strategy—Lemuel Boulware, former vice president in charge of labor relations for the giant electrical manufacturer.

"Boulwarism" is the essence of non-bargaining. It involves a strategy of meeting continuously with the union, listening to the union's demands—but not negotiating. Instead, the company keeps up a barrage of mail—firing it over the negotiating committee's head directly into the homes of the workers. It is as if the union did not exist.

Then, at what management considers to be the "psychological moment," usually just before the contract is due to expire, GE tells its employees what the company has decided to give. The "package" is non-negotiable—it is presented to the workers on a "take-it-or-leave-it" basis.

(The day after the present strike started, the Second U.S. Court of Appeals ruled that GE's practice of "Boulwarism" in 1960 negotiations with

the IUE was unlawful. "Such conduct," the court said, "amounts to a declaration on the part of the company that not only the union, but the process of collective bargaining, itself, may be dispensed with."

(It took nine years for the case to wind its way through the legal maze, and it may yet be appealed by GE to the nation's highest court, occasioning still further delay. Meanwhile, GE continues to employ the technique in open defiance of the labor laws.)

THIS YEAR, General Electric added another dimension to its arrogant "take-it-or-leave-it" attitude—painting itself as a front-line fighter in President Nixon's war on inflation. The unions, according to the company, were making demands which would fan the fires of inflation; GE, it insisted, was only doing its "patriotic duty" by making an obviously inadequate offer of an economic settlement.

For the 150,000 striking GE employees, the issue in this strike is simple: The future of their 13 unions is at stake. If the company can crush the strike and impose its "non-negotiable" terms, then, as the court said, "not only the union, but the process of collective bargaining itself may be dispensed with."

For the rest of the trade union movement, the issue is equally simple: A victory by General Electric would stiffen the spines of countless other anti-union employers across the country. They could be expected to follow in GE's footsteps, adopting a hard-nosed attitude at contract time, refusing to negotiate, dictating unilateral terms, and thus threatening the entire institution of collective bargaining which has come to be accepted in this country over the past third of a century.

It is because the stakes are so high that the picket lines are holding firm at GE plants and facilities in 40 states. And this is why the informational pickets are manning the lines in front of thousands of retail stores across the country to carry the boycott message to the general public; why workers and unions are digging down into their pockets to raise a strike relief fund that is equal to the need; and why labor is organizing voluntary and public health and welfare agencies at the community level to provide auxiliary assistance to strikers and their families.

It's all summed up in what George Meany said:

"This is not just another big strike; it is a fight for the future of effective unionism. It is a strike we will not lose."



AFL-CIO President George Meany (left) and SIU Vice President Earl Shepard discuss key issues at stake in nationwide strike of 150,000 General Electric workers at a rally of the New York City Central Labor Council urging all-out support for strikers.

\$625,000-Settlement Won:

SIU's Five-Year Battle Ends in Galveston Victory

GALVESTON—The SIU United Industrial Workers have won an unprecedented \$625,000 settlement here in an agreement which ended a five-year dispute between the Galveston Wharves and the Union.

The money is to compensate 34 employees who were laid off at the Galveston Wharves Elevator "B" in 1964 for back wages and severance pay and also to make up for unpaid SIU Pension and Welfare Plan contributions, payments of railroad retirement taxes, past employee contributions to the Union and certain of the Union costs.

The agreement is the culmination of a beef which started when the company notified the Union in July, 1964 that it had leased the grain elevator to another company and therefore would no longer bargain with the Union on matters affecting the elevator workers.

A strike was called by the Union and, after six months of picketing in Galveston, Texas, the Union was hit by a court injunction obtained by the Wharves. An appeal to the Fifth

Circuit Court of Appeals in 1965 brought a ruling against the company, and it was ordered to reinstate the employees with back pay, and to bargain with the Union.

An appeal for reversal by the company resulted in a reaffirmation of the original decision. The company then took the matter to the Supreme Court, which upheld the Circuit Court and ordered the Wharves to negotiate a settlement with the Union. This occurred in 1969.

After several weeks of negotiations, the Union and the Galveston Wharves reached the agreement which provides:

- Six months severance pay for each employee or his widow.

- Back pay for the period February 1, 1965 to September 12, 1969, each employee—or his widow—to receive the difference between actual earnings and what he would normally have earned at the grain elevator.

- Contributions by the company for the period involved to the SIU Pension Plan to cover the employees' retirement and

to the SIU Welfare Plan to cover employees and their families for welfare benefits.

- Railroad retirement payments for employees who choose to retain such benefits.

- Reimbursement to the Union for legal and other expenses incurred during the five-year beef.

- Recognition of the Union as bargaining agent in the event this elevator is ever again operated by the company or the city of Galveston.

Of the 34 employees who went on strike in 1964, some had died or retired in the interim. There are 26 remaining.

Paul Drozak, Assistant Regional Director of the SIUNA-UIW and SIU port agent at Galveston, summed up the agreement this way:

"This is a tremendous victory for the employees and our Union—a settlement that is unprecedented in the entire labor movement. The employees and their families have received the greatest Christmas present of their lives."



SIU Port Agent Paul Drozak, flanked by Union counsel Paul Barker, right, and Newton Schwartz, left, announces SIU's unprecedented Galveston Wharves victory to a meeting of the members concerned.

MTD Charges Defense Dept. Victimized Private U.S. Fleet

WASHINGTON—The operation of government-owned ships by the Department of Defense constitutes "unfair, unwise and unwarranted competition" with the privately-owned merchant marine.

That is the position taken by the 7.5-million-member AFL-CIO Maritime Trades Department in calling for the deactivation of all ships which had been taken out of the reserve fleet to back up merchant vessels on the Vietnam sealift.

The views of the MTD, which is headed by SIUNA President Paul Hall, were contained in a statement filed with the House Merchant Marine and Fisheries Committee.

The MTD expressed its support for H.R. 14257, introduced by Representative Edward A. Garmatz (D-Md.), committee chairman, which would require the use of privately-owned American-flag vessels, in preference to government-owned vessels, for the carriage of government-sponsored cargo.

"The Vietnamese shipping crisis is now over," the Maritime Trades Department declared. "The winding down of the war has reduced the demand for emergency shipping. In fact, the demand has been so reduced that privately-owned merchant ships are going into lay-up—and their crews are being put on the beach—because of a lack of cargo."

"And yet many of the ships from the reserve fleet remain in service today, carrying government cargo that by rights should be moving on privately-owned ships. . . ."

The MTD insisted there was "no justification" for keeping these ships in service, adding that there is no "comfort to be taken from the numbers game indulged in" by the Defense Department, which has concentrated on reporting on the ships which have been deactivated, rather than on the considerable numbers still in operation.

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Registering to vote at SIU Headquarters is Seafarer Walter Grosvenor, Chief Steward, at right. From left are Gus Malensky, AB and Edward Polise, oiler, members of the New York balloting committee. The Union membership began voting on the amended SIU constitution in all Ports on November 22.



Secrecy of the ballot was guaranteed by voting booths with drawn curtains. Seafarer Erasmo Flecha, FOWT, above, has just finished voting in N.Y.



Seafarer Robert Hester, AB, having cast his vote, deposits ballot in official box at SIU Headquarters. Procedure was familiar daily sight in all ports.

Balloting on Amended Constitution Scheduled to Conclude on Dec. 22

Voting on the proposed amended constitution for the SIU Atlantic, Gulf, Lakes and Inland Waters District has been conducted in all ports since November 22 and will be concluded at 5 p.m. on December 22.

The secret ballot on which Seafarers are casting their votes contains three propositions—the proposed new constitution itself; a change in the method of paying dues, plus the termination of assessments; and a change in initiation fees.

It was decided by Seafarers to place the proposed amended constitution on the ballot at special membership meetings held in all ports on October 22-23. During these meetings, the report and recommendations of the Constitution Committee, made up of six duly elected book members, was submitted to, and overwhelmingly accepted

by, the membership. In addition, the complete text of the proposed new constitution was read and fully discussed at each of the meetings. (The full text of the Constitution Committee's report and texts of both the existing and proposed constitutions were carried in the November 14 issue of the LOG.)

In its recommendation that the new constitution be adopted, the committee pointed out that certain "housekeeping changes" must be made from time to time and noted that no major changes had been made in the Union's constitution for some 10 years while "there have been many changes in the industry and interpretations of laws" affecting it.

Changes in the method of paying dues, the committee pointed out, will have no effect

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Rep. Wilson Tells MTD:

Banning of 'Multiple Subsidies' Vital To Worthwhile Maritime Legislation

WASHINGTON — A member of Congress warned last month that he would seek to amend the Nixon Administration's forthcoming maritime legislative proposals unless they contain provisions banning the payment of "multiple subsidies" to a select group of American shipping lines.

Representative Charles H. Wilson (D-Calif.) said that it was "imperative" that new maritime legislation put an end to the practice whereby the 14 subsidized shipping lines use federal aid "to compete with unsubsidized operators for government cargo, instead of using them the way the law intended—to compete with foreign-flag operators for commercial cargo."

The California congressman told a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department that he would also work for inclusion of language that would give unsubsidized operators "first-call" on government-generated cargoes, and for a system which would give these operators long-range charters to carry government cargo so that they would be assured "fair and equitable treatment."

Wilson expressed general satisfaction with the maritime message sent to Congress by the White House in October. He noted that on three key issues, the Administration proposals paralleled ones which the Democratic congressman had advocated in the spring of 1969. These provisions, he said, would:

- Provide new ships for the unsubsidized segment of the merchant marine as well as for the subsidized segment.

- Assure that all American-flag ships are built exclusively in U.S. shipyards.

- Grant unsubsidized operators the same right now enjoyed



Representative Charles H. Wilson (D-Calif.), left, assures SIUNA Vice President Earl Shepard of his strong backing of MTD proposals to provide new ships for the unsubsidized segment of the merchant marine as well as his wholehearted support of measures to insure that American-flag ships are built exclusively in U.S. shipyards.

by subsidized operators to put money aside in tax-deferred construction reserve funds in order to encourage increased private investment in new vessels.

The West Coast lawmaker urged maritime labor and management to join in a broad campaign of public education, so that the American people would be aware of the need for an overhaul of present maritime policy and a commitment of added public funds to the task.

"Unless the public understands what this is about," Wilson declared, "we may have a job on our hands in trying to get the tools with which to do the job."

Impact on U.S. Economy

Wilson emphasized the necessity of explaining to the American people the basic fact that a strong shipbuilding program would provide many jobs and

contribute to economic growth.

"More than half the cost of an American-built vessel is spent outside the shipyard—we know this, and the American people and American industry must be made aware of this fact . . ." he declared.

"American-built ships need American-made steel produced from American-mined ore . . . they need American-built engines control equipment, valves, pipe and fittings of all kinds . . . they need American-made woodwork, cooking and food-storage equipment, glass, paint, bedding, tableware and the like . . . and all of these must be transported to the shipyards in American trains and trucks."

Summing up, Wilson called attention to the fact that a considerably enlarged American maritime program can contribute in large measure to bolstering the American economy and helping enormously toward conversion of this nation's balance-of-payments deficit into a surplus.

Rep. Kyros Calls for Consistency:

Conflict Within Govt. Blamed For 'Deadly Erosion' of Fleet

WASHINGTON — A member of Congress has urged the Nixon Administration to resolve "conflicting positions" within the Executive Branch which have led to the "deadly erosion of our maritime strength."

Representative Peter N. Kyros (D-Me.) singled out the Department of Defense, in particular, for what he said were "conflicts of ideologies" that threatened the potential of the merchant marine program sent to Congress by the White House in October.

Speaking at a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department, Representative Kyros said that the Defense Department has "undercut" the merchant marine in a variety of ways, among them being:

- Lobbying for "a multi-billion-dollar scheme to build its own fleet of cargo ships," the so-called Fast Deployment Logistics Ships. The Congressman called the project "questionable under any circumstances," and "unthinkable" at a time when the Administration is seeking to "breathe new life into our merchant shipping."

- Operating ships from the reserve fleet in competition with the privately owned fleet, leading to the "enforced idling" of commercial vessels.

- Drafting the nation's military sealift program based on the "discredited" theory that, in an emergency, the government can rely on ships owned by Americans but registered and crewed abroad, thus aiding "the cause of those who contend we do not need a merchant marine buildup."

Congressman Kyros also criticized the Secretary of Transportation "and some highly placed officials" in the Defense Department who, he said, advocate building American merchant and naval vessels abroad at a time when the White House "officially calls for the rejuvenation of American shipyards."

He noted that, while the Administration program talks of

"putting more government cargo on American vessels," officials in the Department of Agriculture and the Agency for International Development have "consistently thwarted the spirit and the letter of the law by favoring foreign-flag carriers over American-flag vessels."

Kyros called for development of a program "that will make it impossible for anyone in government, whatever his motives, to undercut the American merchant marine."

Port of Norfolk Posts Lone Gain In Foreign Cargo

NORFOLK—The Port of Norfolk was the only one of the East Coast's four busiest ports to record an increase in foreign commerce handled for the first eight months of this year.

Showing increases across the board, Norfolk achieved a gain of 3.2 percent in export shipments, 18.9 percent in imports and 5.1 percent in total foreign commerce.

Tonnage through the ports of New York, Philadelphia and Baltimore fell during the period, the decline being mainly in imports. The sharpest decrease was registered in the Port of New York, which dropped 7.9 percent. The Port of Philadelphia was next, with a loss of 4.3 percent and the Port of Baltimore decline was 2.7 percent.

However, New York remained the top port in total cargo, with 34,286,532 tons while Norfolk was second, with 19,619,514 tons. The race for third was neck and neck with Philadelphia registering 15,397,915 tons to Baltimore's 14,721,090.

For the United States as a whole, total foreign commerce was 286,820,498 tons, a 1,626,887-ton drop from the 1968 total of 288,447,358 tons for the comparable period.

Seatrain Ohio Galley Crew Lauded by Ship's Officers

The steward department aboard the SIU-contracted Seatrain Ohio last month received a spontaneous citation from the ship's officers for its "co-operative effort to please" during a recently completed voyage of the vessel.

"It is seldom that an entire department is as conscientious and hard working as you men have been," the letter states. "In the face of such obstacles as long stays in port, not once did the officers and crew lack a first rate meal."

Praised for a "job well done" were Chief Steward Warren Messenger, Chief Cook Jose Torrefiel, 2nd Cook and Baker Richard Morgan and 3rd Cook Percy Brown—as well as "the rest of the department for the courtesy extended us."

Signed by N. C. Ghiz, the master; Lewis H. Rodriguez, chief officer; William C. Pollard, 2nd officer; Einer Brandt and Thomas Gunter, 3rd officers; Floyd J. Bird, electronic officer; Roger Whitsell, chief engineer; Francis Brousseau, 1st engineer; Johnny R. Flynn, 2nd asst. engineer; Ralph E. Greene and Charles B. Pearson, 3rd asst. engineers, the informal—but no less enthusiastic—commendation concludes: "It is a pleasure to sail with men such as you, who take pride in your trade."

Ten Additional Full Book Seafarers



Ten additional men received their full books at the December membership meeting at SIU headquarters. Latest batch of graduates of the Seniority Upgrading Program, some displaying their books are, in front, from left: Lang M. Kelly; William Schneider; George Yeackel; William Parrish and Donald J. Crain. Back row: Christopher Ratcliffe; John E. Coleman; Alfred Bodie; Byron Blackwell; Richard Velez.

John F. Henning Appointed To Key Calif. AFL-CIO Job

SACRAMENTO—John F. Henning, former United States Ambassador to New Zealand, has been appointed director of research to the California Labor Federation, AFL-CIO. He will also hold the post of administrative assistant to Secretary-Treasurer Thomas L. Pitts of the California labor body.

Henning served as United States Ambassador to New Zealand from 1967 to 1969, a period during which he won widespread popularity in that country, particularly in the ranks of labor.

The Seafarers LOG, in the issue of September 27, 1968, reprinted an article entitled "U.S. Ambassador Clicks" from the New Zealand Clarion, official magazine of the New Zealand Laborer's Union, which reflected the high regard he enjoyed among New Zealanders. In it, the magazine recalled a speech Henning made in 1965 when he was U.S. Under-Secretary of Labor in which he attacked the "right to work" laws and Section 14(b) of the Taft-Hartley Act.

Prior to serving as Under-Secretary of Labor in the Kennedy-Johnson Administrations from 1962 to 1967, Henning had been State Director of the Department of Industrial Relations, a post to which California's Governor Edmund G. Brown appointed him in 1959. He is also a past president of the San Francisco Board of Permit Appeals and a past member of the San Francisco Public Welfare Commission and of the San Francisco Equal Employment Opportunities Commission. From 1949 to 1959 he held the office of research director for the California Federation of Labor which he now resumes as part of his new duties.

In making the announcement of Henning's current appointment, Secretary-Treasurer Pitts of the California AFL-CIO said:

"The Federation is delighted to have a man of Jack Henning's stature rejoin the State AFL-CIO.

"As most California trade unionists know, Mr. Henning brings a wealth of experience and expertise to the job and has always been an outspoken champion of workers' rights."

Wisc. Labor Saves 1-Man, 1-Vote

MADISON, Wis.—The head of Wisconsin's One-Man, One-Vote Committee has credited the State AFL-CIO with a key role in persuading the legislature to reject a resolution calling for a constitutional convention to overturn the Supreme Court's ruling that legislative districts must be equal in population.

The state Assembly voted down the so-called Dirksen Amendment resolution by a 62-36 vote.

Mrs. John Toussaint, chairman of the statewide coalition against the Amendment and president of the Wisconsin League of Women Voters, said in a statement:

"While a number of organizations and individuals joined with us in opposing the Dirksen Amendment the influence, organizational ability and legislative knowledge of the state AFL-CIO was undoubtedly a key factor in the success of our campaign."

At one time or another, 33 legislatures passed constitutional amendment resolutions but the validity of several has been challenged.

Thirty-four states must act in order to summon a convention—a method of initiating a constitutional amendment which has never been used in the nation's history.

The late Senator Everett M. Dirksen (R-Ill.) led the drive to force a constitutional convention after the Senate repeatedly refused to act on his proposed amendment.

Goal Reached by 365 Seafarers as:

Union-Sponsored Upgrading Program Produces 6 New Licensed Engineers

Six more Seafarers have been graduated from the School of Marine Engineering sponsored jointly by the SIU and MEBA-District 2. Following successful completion of the comprehensive training program offered by the school, the six men are all newly licensed engineers who have passed their coast guard examinations.

The total number of Seafarers who have been graduated from the Union-sponsored



Estrada



McLaughlin



Welch



Moran



Martin



Luchini

school and passed their Coast Guard licensing examinations now stands at 365.

Charles Martin, 49, is a native of Pennsylvania who now lives in Moorestown, New Jersey with his son, Kenneth C. Martin. He joined the SIU in the Port of New York in 1949 and sailed as an FOWT and pumpman before entering the School in September. Brother Martin graduated on December 3 with a Temporary Third Assistant Engineer's License. During World War II Seafarer Martin served in the Army.

Roland Luchini, 34, joined the Union in the Port of San Francisco in 1968 and sailed

as an oiler before entering the School in September. He graduated with a Temporary Third Assistant Engineer's License on November 13. A native of Derry, New Mexico, Brother Luchini now makes his home in Truth or Consequences, New Mexico, with his mother, Monica Luchini.

Raul Estrada, 46, is a native of Tela, Honduras, and now lives in New Orleans with his wife, Barbara. He joined the SIU in the Port of Baltimore and graduated in 1959 from the Andrew Furuseth Training School. He sailed as an FOWT before graduating from the School of Marine Engineering on December 3 with a Third Assistant Engineer's License.

Lionel A. McLaughlin, 50, joined the Union in 1942 in Miami and shipped as an FOWT before graduating from the School on December 3 with a Third Assistant Engineer's License. He is a native of Cuba who now makes his home in Brooklyn with his wife, Moraima.

Vincent Edward Welch, 50, of Great Barrington, Massachu-

setts, joined the SIU in the Port of New York in 1968 and sailed as an FOWT and electrician before entering the School in September. He graduated on November 17 with a Temporary Third Assistant Engineer's License. A native of Great Barrington, Seafarer Welch lives there now with his brother, James Welch. During World War II he served in the Navy.

James Joseph Moran, 24, joined the SIU in the Port of New York in 1968 and sailed as an electrician before entering the School in July. He graduated on November 7 with a Temporary Third Assistant Engineer's License. A native of Brooklyn, Brother Moran now lives in Kings Park, Long Island, N.Y., with his father, Francis J. Moran. From 1963 until 1967, Seafarer Moran served in the Coast Guard.

Any engine department Seafarer who meets the following requirements is eligible to enter the upgrading programs at the School of Marine Engineering. He must be at least 19 years old and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department in addition to at least six months experience as a wiper or equivalent.

Additional information and applications for enrollment for eligible Seafarers may be obtained at any SIU hall.

At Detroit Port Council Dinner



Detroit and Wayne County Port Council annual dinner last month was a huge success, with some 600 in attendance. From left, above, are SIUNA Vice President John Yarmola; Ed Craft, business agent of Detroit Firemen and Oilers; Mayor John McEwan of River Rouge and SIUNA Vice President Fred Farnen, who is also secretary-treasurer of Detroit and Wayne County MTD Port Council. Among other prominent people also in attendance were Representative Martha Griffith and Detroit Mayor-elect Roman Gibbs.

Govt. Can Ban Dangerous Toys

WASHINGTON — Congress has responded to evidence that many toys are unsafe by completing action on a bill that permits the government to ban the sale of dangerous toys. The measure now goes to President Nixon for his signature.

Under previous regulations, the Food and Drug Administration was empowered to stop the sale of toys or articles for use by children only if they were proven to be flammable, toxic or otherwise organically harmful.

The new law would extend the FDA's authority to potentially dangerous mechanical or electrical toys—such as overheating play stoves, unsafe science kits and chemistry sets—and other items deemed hazardous to children.

Gilbert Predicts a 'Major Assault' By Oil Interests Against Jones Act

WASHINGTON — Powerful American oil interests are mounting a major assault on the Jones Act, a federal law which bars foreign-flag ships from engaging in this nation's domestic waterborne commerce, Representative Jacob H. Gilbert (D-N.Y.) warned here this month.

He said the oil industry wants the domestic shipping law "repealed, or, at a minimum, seriously crippled" as part of the exploitation of the vast oil reserves discovered along the North Slope of Alaska.

The Congressman told a meeting sponsored by the AFL-CIO Maritime Trades Department that the laws requiring the exclusive use of American-flag vessels in the domestic trade apply to the carriage of this oil from Alaska to the continental United States.

But the oil interests, he pointed out, are among the leading operators of "runaway-flag" shipping—vessels owned by American firms but registered in foreign nations and crewed with foreign seafarers—and they want to use these vessels in the Alaska oil trade.

"They want to be able to undercut the American tanker industry which pays American taxes and fair American wage

scales, and which is subject to reasonable American safety standards," Gilbert said.

The Congressman, a member of the tax-writing House Ways and Means Committee, cautioned the maritime industry "not to underestimate the power of the oil interests in Washington." He cited the Senate's vote to reduce the oil depletion allowance from 27½ percent to 23 percent, as contrasted with a 20 percent level voted by the House, as evidence of "the power which could be concentrated in an attack on the Jones Act."

Gilbert charged that the wealthy oil companies "aren't content with what they have already—they want more."

The attack on the domestic shipping market, he declared, comes at a time when the Administration and the Congress are "on the brink" of developing a new merchant marine program that would restore vigor to America's lagging shipping and shipbuilding industries.

"It would be the height of folly," the New York Congressman said, "to try to develop the merchant marine on the one hand, and to undercut it on the other. What would we gain, in the long run, if the regaining of

our position as an international shipping power were to be purchased at the price of our domestic shipping industry?"

"The answer, of course, is that we would be no better off—and we might be worse off, because we would have opened the floodgates to all manner of cut-throat foreign competition that could undermine our economy."

Mississippi River Continues Growth In Cargo Handling

NEW ORLEANS—A climb of 95 percent in waterborne freight on the Mississippi River below Minneapolis over a single decade was recorded by the United States Army Corps of Engineers.

Waterborne commerce rose 2.8 percent in 1968 over the previous year, amounting to 219,162,231 short tons. The busiest stretch of the river was that between Baton Rouge and New Orleans, which alone handled 110,328,530 tons. This does not include the Port of New Orleans itself, which handled 113,511,052 tons last year, leading all other ports on the river. Baton Rouge, which handled 37,872,394 tons in 1968, was the second busiest port.

The fastest growing part of the waterway was that between the Ohio River and Baton Rouge, according to the report. Here 74,490 tons were moved, representing an increase of 134 percent over 1958.

A 10-year increase of 77 percent in exports carried on the river system was also reported. These rose from 14,635,265 tons in 1958 to 25,633,969 tons last year.

GOP Outspent the Democrats In '68 Presidential Campaign

WASHINGTON — In terms of votes, it was one of the closest elections in the nation's history. But measured by money spent for television and radio time, the 1968 presidential election was a runaway victory for the Republicans.

Statistics compiled by the Federal Communications Commission show that the Nixon-Agnew ticket spent nearly \$12.6 million for television and radio time during the presidential campaign.

That is more than twice the \$6.1 million spent for air time on behalf of the Humphrey-Muskie slate.

A further breakdown of the figures by Congressional Quarterly magazine shows the GOP presidential slate spent \$4.2 million for network television, compared to \$2.5 million for the Democratic ticket, and outspent the Democratic candidates \$4.8 million to \$2 million for local television time. The total radio time bought amounted to \$3.6 million for Nixon-Agnew, compared with \$1.7 million for Humphrey-Muskie.

For candidates for all offices during the 1968 general election campaign, Republicans spent \$22.5 million for air time against \$15.4 million for the Democrats and \$2.5 million for minor party candidates.

While Republicans generally out-spend the Democrats in buy-

ing television and radio time, the gap last year was by far the greatest. In 1964, Republican candidates out-spent the Democrats only \$13 million to \$11 million; in 1960, the gap was \$7.6 million to \$6.2 million, and in the 1956 election \$5.4 to \$4.1 million.



SIU Pension Review Committee Completing Study

Since its election at special November 17 membership meetings in Constitutional Ports, the SIU Pension Review Committee shown hard at work above has been meeting daily at Union headquarters in Brooklyn for the purpose of reviewing and recommending ways and means to improve the SIU Pension Plan. Guiding the committee in its deliberations are the opinions of Seafarers as expressed in the special Pension Questionnaires contained in several issues of the LOG and also mailed to all members of the Union in September. Members of the Committee are (l-r): Irwin Sherman, New Orleans; Terry McNee, Baltimore; Albert Saxon, Mobile; Phil Reyes, Houston; Jim Solder, New York; Frank Pasaluk, Philadelphia. The men expect to have a full report on their study ready in January.

Statement of Ownership

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Act of October 23, 1962; Section 4369, Title 39, United States Code)

| 1. DATE OF FILING | 2. TITLE OF PUBLICATION | |
|---|--|--|
| October 31, 1969 | Seafarers Log | |
| 3. FREQUENCY OF ISSUE Monthly | | |
| 4. LOCATION OF KNOWN OFFICE OF PUBLICATION 675 Fourth Avenue, Brooklyn, New York 11232 | | |
| 5. LOCATION OF THE HEADQUARTERS OR GENERAL OFFICES OF THE PUBLISHERS 675 Fourth Avenue, Brooklyn, New York 11232 | | |
| 6. NAMES AND ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR PUBLISHER Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, New York 11232 EDITOR Harry Wittschen, 675 Fourth Avenue, Brooklyn, New York 11232 MANAGING EDITOR None | | |
| 7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.) Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, N. Y. 11232. Paul Hall, Pres; Al Kerr, Sec.-Treas., 675 Fourth Avenue, Brooklyn, N. Y. 11232 | | |
| 8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If there are none, so state) None | | |
| 9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 132.122, Postal Manual) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes: <input checked="" type="checkbox"/> Have not changed during preceding 12 months <input type="checkbox"/> Have changed during preceding 12 months | | |
| 10. EXTENT AND NATURE OF CIRCULATION | | |
| A. TOTAL NO. COPIES PRINTED (Net Press Run) | Average no. copies each issue during preceding 12 months | Actual number of copies of single issue published nearest to filing date |
| B. PAID CIRCULATION 1. Sales through dealers and carriers, street vendors and counter sales 2. Mail subscriptions | None 46,430 | None 46,430 |
| C. TOTAL PAID CIRCULATION | None | None |
| D. FREE DISTRIBUTION (including samples) by mail, carrier or other means | 4,275 | 4,275 |
| E. TOTAL DISTRIBUTION (Sum of C and D) | 50,705 | 50,705 |
| F. OFFICE USE, left-over unaccounted, spoiled after printing | 9,295 | 9,295 |
| G. TOTAL (Sum of E & F—should equal net press run shown in A) | 60,000 | 60,000 |
| I certify that the statements made by me above are correct and complete. Harry Wittschen, Editor | | |

Company 'Persuaders' Ruled Liable for Total Accounting

NEW ORLEANS—Company lawyers and labor consultants who perform "persuader" services for an employer must file annual reports listing all income and expenditures for all labor relations clients, not only those who paid for "persuading," the 5th U.S. Court of Appeals ruled in a 7-5 decision.

The court settled a conflict in opinions by other courts on what Congress intended when it passed the Landrum-Griffin Act in 1959. It reversed a 1966 ruling by a three-judge appeals panel, and followed the lead of another appeals court—the 4th Circuit at Richmond, Va.—whose 1965 ruling in another

case was refused review by the Supreme Court.

The Landrum-Griffin amendments to the labor law require company "persuaders" to file 30-day and annual reports of income and expenses with the Secretary of Labor. One lawyer—R. D. Douglas, Jr., of Greensboro, N.C.—refused to file a full financial statement, but lost his fight in the Supreme Court.

The current case involves three labor relations lawyers who sued former Labor Secretary W. Willard Wirtz. They lost in the Dallas, Tex., district court, but won a tentative victory from an appeals court panel here. The full court has now ruled against the lawyers.

A "persuader," under the L-G law, is any person hired by an employer to persuade employees as to their right to organize and bargain collectively, or hired by the employer to supply information about the concerted activities of employees or unions.

Chief Judge John R. Brown, writing for the majority in the latest case, said "It boils down to this. As long as the attorney limits himself to [non-persuader] . . . activities he need not report. No report is set in motion by reason of his doing these things. What sets the report in motion is performing persuader activities."

The dissenting judges said the ruling flashes the spotlight of publicity on the "private and confidential, if not privileged, affairs of . . . innocent persons who chanced to receive advice or information in the area of 'labor relations,' whatever that is . . . from an attorney who happened . . . to engage, in 'persuader activities,' whatever they are."

25 More Seafarer Oldtimers Join SIU Pension Ranks

Joining the growing number of SIU pensioners last month were 17 additional Seafarers who retired to the beach after many years of sailing the world's seaways.

Accurso Bonti, 65, joined the SIU in the Port of Boston and sailed in the engine department as an FWT. His last vessel was the Del Oro. A native of Massachusetts, Brother Bonti lives in New Orleans. He had been sailing since 1927.

Dawson Perry, 63, is a native of Alabama who continues to



Bonti Perry

live in that state in the Port of Mobile. He joined the Union in Mobile and sailed in the steward department as a messman. Seafarer Perry's last ship was the Steel Voyager.

John D. Psathas, 65, joined the SIU in the Port of Houston and sailed in the deck department as an AB. His last vessel was the Overseas Anna. A native of Greece, Brother Psathas now makes his home in Houston with his wife, Eleni.

Clyde S. Lowe, 65, is a native of Live Oak, Florida, and now makes his home in Mobile, Alabama, with his mother,



Psathas Lowe

Daisy Laura Lowe. He joined the SIU in the port of Mobile and sailed as an engineer for Pilots Service Corporation.

Ivar J. Kalroth, 67, of Brooklyn, New York joined the Union in the Port of New York and served in the deck department as an AB. His last vessel was the Houston. Brother Kalroth is a native of Finland.

Deloss Harman, 47, is a native of Philadelphia who now makes his home in New Orleans with his wife, Dorothy. He joined the SIU in the Port of Mobile and sailed in the engine department as an FOWT. His last vessel was the Delta Brazil.



Kalroth Harman

William Edward Logan, 65, joined the Union in the Port of New York in 1942 and sailed in the deck department as an AB.

His last ship was the Cortez. A native of Massachusetts he now lives in Elizabeth, New Jersey. Seafarer Logan sailed the seas for 46 years before he retired.

Frederick Edwards, 68, is a native of New Orleans and now makes his home in Algiers, Louisiana. He joined the SIU in the Port of New Orleans and sailed as a steward. His last vessel was the Penn Challenger.

George L. Baugh, Sr., 72, of Houston, Texas is a native of Illinois. He joined the Union in the Port of New York and sailed in the engine department as a chief electrician. His last ship was the Keva Ideal. He now makes his home in Houston with his wife, Marguerite. Brother Baugh served in the Navy from 1917 until 1919.

John E. Smith, 65, joined the SIU in the Port of Philadelphia and sailed as a tug captain for Interstate Oil Transport Company. He is a native of North



Logan Edwards

Carolina and now lives in Philadelphia. From 1922 until 1928, Brother Smith served in the Coast Guard.

Walter Johnson, 63, is a native of Daphne, Alabama, who now lives in Mobile with his wife, Amelia. He joined the Union in Mobile and sailed in the steward department as a cook. He last worked for Mobile Towing Company. From 1927 until 1933, Brother Johnson served in the Coast Guard. Seafarer Johnson had been sailing the seas for 36 years when he retired.

Harry Jay Farnsworth, 65, joined the SIU in Port Arthur, Texas and sailed as an engineer with Slade Inc. He is a native of Ohio and now makes his home in New Caney, Texas.



Baugh Smith

Harvey Vernon Long, 65, of Benzonia, Michigan, joined the Union in the Port of Frankfort and sailed in the engine department as an oiler. He is a native of Michigan and had been sailing for 46 years when he decided to call it a career and retire. His last vessel was the Viking. Brother Long now makes his home in Benzonia with his wife, Mina Mary.

Francis D. Gonsoulin, 63, joined the SIU in the Port of New Orleans in 1942 and sailed in the deck department as a bos'n. He is a native of Lou-



Johnson Farnsworth Ronda Pagan Morgan

isiana and now lives in New Orleans with his wife, Emelda.

Sven G. Regner, 65, is a native of Sweden and now lives in Freeport, Long Island. He joined the Union in the Port of New York in 1944 and sailed in the steward department as a second cook. His last vessel was the Steel Fabricator.

Witold Wieromiej, 56, joined the SIU in the Port of New York and sailed in the deck department as an AB and a bos'n. His last vessel was the Jacksonville. A native of Poland, Brother Wieromiej now lives in Flemington, New Jersey with his wife, Antonett. He was issued a picket duty card in 1962.

Teddy A. Ronda, 51, is a native of New York and now lives in the Bronx with his wife, Margaret. He joined the Union in the Port of New York and sailed as a mate with the Pennsylvania Railroad. Brother Ronda is an Army veteran of World War II.



Long Gonsoulin

Juan Luis Pagan, 68, is a native of Puerto Rico and now makes his home in Miami, Florida, with his wife, Ermitana. He joined the SIU in the Port of New York in 1943 and sailed in the steward department. His last vessel was the Elizabethport. Brother Pagan served in the army from 1920 until 1923. In 1962 he was issued an SIU picket duty card.

Charles M. Morgan, 66, joined the Union in the Port of Houston and sailed in the steward department as a cook. His last vessel was the Halcyon Panther. Brother Morgan is a native of North Carolina and is now living in Highlands, Texas, with his wife, Evelyn May.



Regner Wieromiej

Mat R. Abraham, 63, joined the Union in the Port of New

York and served in the engine department as a wiper. He is a native of Mexico and now lives in Brooklyn with his wife, Ana Rita. His last vessel was the Detroit. In 1961 Brother Abraham was issued an SIU picket duty card. He had been sailing for 30 years when he decided to retire to the beach.

John P. O'Connor, 67, joined



Abraham O'Connor

the SIU in Chicago and worked as a cook for Hannah Towing Company. He is a native of Chicago and continues to make his home there with his daughter, Jacqueline Noccio.

Clarence R. Cooper, 59, served as a mate for the Curtis Bay Towing Company. He joined the SIU in Philadelphia and now lives in Aldan, Pennsylvania, with his wife, Erma.

Clarence E. Neece, Sr., 62, is a native of Mississippi who now lives in Coden, Alabama, with his wife, Martha. He joined the Union in the Port of Mobile and worked in the deck department. He was last employed by Pilot Service Corporation.

Carlos C. Morales, 66, of Bayamon, Puerto Rico, is a real oldtimer who joined the SIU



Cooper Neece

in the Port of New York back in 1939. He sailed in the deck department as a bosun and his last vessel was the Portland. A native of Puerto Rico, Brother Morales had been sailing 44 years when he retired.

Joseph J. Penner, 66, is a native of Maryland who will be spending his retirement years in



Morales Penner

Seattle, Washington. He is an old-timer in the Union, joining in 1939 in the Port of Philadelphia. Serving in the deck department as an AB, Brother Penner last sailed aboard the Vantage Horizon. Seafarer Penner had been serving a sailing career of 44 years when he retired.

Singapore Set to Expand Role in World Shipping

SINGAPORE—Singapore, which enjoys the distinction of being an island, a city and a republic at the same time, has embarked on an expansion of its activities in world shipping.

Already the fourth largest port in the world—the largest in Southeast Asia—this cosmopolitan city of about two million Chinese, Malays, Indians, Pakistanis, Ceylonese, Eurasians and others, is fast becoming the shipping center of the Far East.

Starting about five years ago, shipyards were set up here aimed at attracting vessels which would otherwise call at Mediterranean ports for repairs. Singapore's Finance Minister Goh Keng Swee points out that few ports in the Far East have the facilities to repair large ocean-going vessels.

The shipbuilding effort was spurred by two circumstances—the pullout by Great Britain of its military establishment here—a process which is to be completed by 1971—and the closing of the Suez Canal. Singapore has set itself the twin tasks of making up the loss of income caused by the first and of taking commercial advantage of the second.

The three shipyards here have been earning about \$34 million a year. By the mid 1970s, the largest shipyard will be capable of building vessels of up to 70,000 tons. Facilities are already available to repair vessels from the Persian Gulf and Japan.

In addition, Singapore plans construction of its own naval patrol boats and ocean-going freighters and has already launched its own national shipping company—the Neptune Orient Line—which is engaged in the Far East-to-Europe cargo service.

'Negligence' on Soviet Fishing Boats Deplored by Russian Administrator

MOSCOW—A high-ranking Russian fisheries administrator recently expressed deep concern over what he called the "careless, negligent and scornful attitude" of many officers and engineers sailing aboard Soviet fishing vessels—a state of affairs which frequently results in accidents and damage to the fleet.

Crewmembers, both young and old alike, often feel that they have no need to keep up with the navigational rules of the sea, and do not try to maintain the traditions dear to professional seamen, the fishery official complained, in a recent issue of the Soviet magazine *Vodnyi Transport*.

He laid the blame for this attitude squarely upon the Soviet school of navigation and seamanship which train officers and marine specialists for the huge Russian fishing fleet.

According to the administrator, not further identified in the article, Russian maritime schools do not offer their students courses which would instill in them the traditions of the sea, or teach them proper discipline at sea.

Instead, he notes, students readily take to bad habits—first among them often being "smartness and drinking while getting one's feet wet."

After graduation from these schools, young Soviet seafarers often find also that the example set for them by their superiors and older shipmates is not always inspiring to better seamanship.

Skippers "appearing on the bridge in a cloud of alcohol fumes" are bound to have a depressing and demoralizing effect on their crews, the Russian administrator commented.

To support his criticism of some Soviet seamanship, the Soviet official reported the case of the fish processing factory-ship *Sovetskii Sakhalin* which ran aground in Terpeniye Bay, off Cape Obshirnyi, in the Sea of Okhotsk during September 1968.

Visibility was excellent at the time and the vessel was equipped with the latest electronic navigational instruments. An official inquiry later revealed that the vessel's first mate had twice changed the ship's position with-

out informing the captain. None of the watch officers had bothered to check the vessel's position during their watch stands and the third mate determined the ship's co-ordinates "by ear" and entered them in the log without advising the captain.

The inquiry board ruled that the accident resulted from "criminal negligence on the part of the navigation officers" and of "a deplorable performance of the officers' duties."

In another incident last year, the Russian tanker *Ursul*, en route from Korsakov to Nevel'sk on the Soviet island of Sakhalin, ran aground. When the accident occurred, the second mate was drunk and had left the bridge without advising the captain. While the vessel was crossing this most dangerous area, the captain himself was not on the bridge.

The Soviet official stoically concluded that the maritime schools in his country will have to try harder if their students are to live up to the noble traditions of the sea and seamanship.

In Saigon



Home-made music sweetens the Far East breezes at dusk as Seafarers Lester Hall, Jr., B. Gregory, Steve Peabody and William McCall (l. to r.) relax towards evening on the *Buckeye Victory* in Saigon.

Rep. Mollohan Hits DOD

Another Legislator Punctures Theory of 'Effective Control'

WASHINGTON — Defense Department claims that American-owned ships, registered in foreign countries, are available to the U.S. in times of emergency, were sharply challenged last month by a member of the House Armed Services Committee.

Representative Robert O. Mollohan (D-W.Va.) challenged the "effective control" theory as a "myth," declaring that "the only ships that are effectively controlled by the United States are ones that are built in American shipyards, that fly the American flag, and that are crewed by American citizens."

The congressman told a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades Department that "relying on the patriotism" of the owners of these vessels is "a pretty weak reed" on which to lean.

"Where does the owner demonstrate his patriotism by registering his ship under a foreign flag? Certainly he's not being patriotic in terms of taxes, because he doesn't pay them to this country on the ships registered abroad. Certainly he's not being patriotic in terms of the American economy, because he isn't supporting the economy when he hires foreign, instead of American, seamen."

Mollohan said that in the 1967 Middle East crisis, "the political views of the country of registry" proved to be "infinitely more persuasive than the political views of the country of ownership." He referred to the fact that American-owned, Liberian-registered vessels refused to enter the Gulf of Aqaba, despite U.S. insistence on the right of free passage, because Liberia instructed owners of ships fly-

ing its flag not to become involved in that issue.

Mollohan urged President Nixon, in the maritime legislation scheduled to go to Capitol Hill, to come up with a bill that increases "reliance on American-flag ships, and that rejects the "theoretical, but impractical, claims that we can rely on ships of other nations, no matter who owns them."

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 1, 1969 to November 30, 1969

DECK DEPARTMENT

| Port | TOTAL REGISTERED All Groups | | TOTAL SHIPPED All Groups | | | REGISTERED on BEACH All Groups | |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
| | Class A | Class B | Class A | Class B | Class C | Class A | Class B |
| Boston | 4 | 5 | 5 | 4 | 6 | 6 | 3 |
| New York | 86 | 106 | 73 | 80 | 11 | 189 | 177 |
| Philadelphia | 17 | 15 | 18 | 16 | 4 | 26 | 30 |
| Baltimore | 32 | 24 | 57 | 21 | 11 | 113 | 56 |
| Norfolk | 13 | 22 | 17 | 12 | 5 | 34 | 41 |
| Jacksonville | 24 | 29 | 32 | 29 | 9 | 27 | 22 |
| Tampa | 16 | 16 | 1 | 7 | 1 | 20 | 25 |
| Mobile | 46 | 34 | 21 | 29 | 5 | 95 | 27 |
| New Orleans | 104 | 103 | 54 | 59 | 18 | 139 | 73 |
| Houston | 50 | 42 | 26 | 34 | 7 | 139 | 115 |
| Wilmington | 26 | 40 | 26 | 35 | 9 | 38 | 3 |
| San Francisco | 104 | 77 | 97 | 62 | 26 | 80 | 16 |
| Seattle | 47 | 27 | 43 | 35 | 16 | 56 | 16 |
| Totals | 569 | 540 | 470 | 423 | 128 | 962 | 604 |

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 | 3 | 4 | 4 | 2 | 2 | 4 | 2 |
| New York | 83 | 88 | 59 | 83 | 18 | 130 | 173 |
| Philadelphia | 16 | 23 | 16 | 15 | 1 | 11 | 25 |
| Baltimore | 30 | 27 | 31 | 39 | 6 | 57 | 43 |
| Norfolk | 9 | 20 | 11 | 17 | 3 | 19 | 47 |
| Jacksonville | 20 | 40 | 18 | 36 | 13 | 16 | 35 |
| Tampa | 7 | 10 | 1 | 8 | 1 | 11 | 15 |
| Mobile | 28 | 43 | 20 | 25 | 0 | 64 | 47 |
| New Orleans | 99 | 98 | 51 | 72 | 19 | 113 | 81 |
| Houston | 20 | 44 | 19 | 50 | 9 | 89 | 93 |
| Wilmington | 17 | 38 | 12 | 28 | 11 | 22 | 10 |
| San Francisco | 62 | 95 | 61 | 82 | 24 | 56 | 28 |
| Seattle | 64 | 26 | 64 | 29 | 29 | 32 | 4 |
| Totals | 458 | 556 | 367 | 486 | 136 | 624 | 603 |

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 | 4 | 6 | 3 | 5 | 2 | 3 | 2 |
| New York | 71 | 48 | 51 | 36 | 23 | 152 | 115 |
| Philadelphia | 6 | 11 | 10 | 7 | 2 | 10 | 15 |
| Baltimore | 28 | 8 | 41 | 9 | 11 | 89 | 29 |
| Norfolk | 15 | 25 | 7 | 19 | 10 | 33 | 25 |
| Jacksonville | 21 | 19 | 19 | 17 | 18 | 11 | 21 |
| Tampa | 6 | 4 | 1 | 3 | 1 | 9 | 7 |
| Mobile | 16 | 10 | 13 | 19 | 2 | 50 | 22 |
| New Orleans | 89 | 50 | 54 | 44 | 12 | 130 | 49 |
| Houston | 22 | 19 | 21 | 9 | 16 | 93 | 62 |
| Wilmington | 17 | 19 | 12 | 23 | 15 | 16 | 7 |
| San Francisco | 67 | 50 | 54 | 51 | 26 | 63 | 13 |
| Seattle | 41 | 21 | 31 | 20 | 4 | 47 | 16 |
| Totals | 403 | 290 | 317 | 262 | 142 | 706 | 383 |

Mini-Skirts Hit As Anti-Union

SANTA ANA, Calif.—A mini-skirted cutie is an unfair labor practice when the boss supplies her costume to defeat the union.

This new fashion note in labor relations was sounded by the National Labor Relations Board in a ruling against the Conolon Corporation here.

Campaign literature distributed by the Marine and Shipbuilding Workers charged that the company paid "mini-wages." To convince the workers that "mini" was good for them, the boss' private secretary and the company vice president recruited four or five of the office clerical workers' not involved in the election, to distribute anti-union literature.

The girls wore mini-skirts and company-supplied high boots and they wore signs reading, "Yes on mini, no on union."

The NLRB found the company-dressed leafleters constituted an unfair labor practice.

Your Ships' Committees



STEEL VENDOR—Steward delegate Joe B. Braun (left) Ship's Secretary Paul S. Holt, Engine Delegate Dale Chambers, Ship's Chairman Alfred Hansvedt and Deck Delegate Russell Grantham are the team that represents the Seafarers, settle beefs and keep this a good SIU ship.



STEEL KING—Anthony Hanna, chairman; L. D. Pierson, steward delegate; M. Del Prado, engine delegate and H. P. Lopez, deck delegate, constitute the ship's committee here.



GALVESTON—This ship's committee keeps up with the LOG and other official communications which they transmit to the crew. From left (sitting) are: Deck Delegate R. Garopalo; Engine Delegate Sadak Wala; Ralph E. Holm, ship's chairman. Standing: George Yeackez, steward delegate; Guy Walter, secretary. Things generally run smoothly on this ship.



CHARLESTON—The LOG photographer was able to catch only three members of this committee. From left are Alvin Carpenter, steward delegate; Ted York, ship's secretary, and John Alberte, ship's chairman. The general alertness of all SIU Ships' Committees determines to a large extent the smoothness in handling beefs which come up at sea and insures a smooth trip for all.



MOBILE—Sitting around the table to discuss the welfare of the crew are, from left, F. T. DiCarlo, ship's secretary; J. Violante, deck delegate; P. Vicare, steward delegate; E. Hogge, meeting chairman, and P. Teets, engine delegate. Among the committee's usual tasks is full discussion of all SIU objectives.



TRANSCHAMPLAIN—The ship's committee here functions smoothly and enjoys the confidence of the entire crew. Seated, from left: Steward Delegate Robert Matea; Deck Delegate Thomas Magras; Ship's Secretary Jack Long. Standing: Engine Delegate Sam Brattie, left, and Ship's Chairman Clarence Homchins.



STEEL AGE—A clean ship is one of prime goals of this committee, as with those on all SIU-contracted ships. Left to right around the table are: Drayton E. Warren, deck delegate; Frank R. Cottongin, Ship's Chairman; Glenn Dickens, engine delegate; Albert Sheffield, ship's delegate, and Pete Gonzalez, ship's secretary.

Increased Violations Cited:

Tough Policing of 12-Mile Fish Zone Goal of New Garmatz Bill in House

WASHINGTON — Legislation designed to beef up surveillance of America's exclusive 12-mile fishery zone and strengthen enforcement of regulations covering the area has been introduced in the House of Representatives by Congressman Edward A. Garmatz (D-Md.), Chairman of the House Committee on Merchant Marine and Fisheries.

Citing the immediate need for his legislation, which was co-sponsored by more than 20 other committee members, the Maryland Congressman singled out "increased and wanton violations of our 12-mile fishery zone by foreign-flag vessels" as a severe threat to this nation's valuable fishery resources.

Among other things, Garmatz's bill proposes that more aircraft and ships be assigned to patrol duty in the area and that far more severe fines be levied, along with confiscation of all fish and fishing equipment possessed by foreign fishing vessels found guilty of illegal fishing within the 12-mile offshore zone.

Under the existing law, the maximum fine for illegal fishing in the 12-mile zone is only \$10,000. The new legislation

would increase the maximum fine to \$50,000 and—for the first time—provide for a minimum penalty of \$25,000.

"We must increase both our surveillance forces and our penalties," Garmatz emphasized.

"Both are so weak at the present time that foreign fishermen feel it is a worthwhile gamble to violate our 12-mile fishery zone. Their chances of being caught are negligible—and even if they are caught, the penalty is not stiff enough to really hurt or discourage the violator," the congressman noted.

Make Illegal Fishing Risky

"My committee wants to make it too dangerous and too expensive for foreigners to risk illegal fishing in our waters."

In recent months, foreign fishing activity off the coasts of the U.S. has caused increased Congressional and public concern and has severely affected SIUNA fishing affiliates on both East and West Coasts.

As an example of this increase in activity, Garmatz noted that—in August of this year—a total of 325 foreign fishing vessels were sighted fishing off the New England coast. This massive fleet included ships

belonging to the Soviet Union, Poland, East Germany, Romania, Bulgaria, Israel, Iceland, Spain and Norway.

In the Pacific Northwest, the Coast Guard admitted during recent Congressional hearings that only about 10 percent—or perhaps less—of foreign vessels that fish illegally in Alaskan waters are apprehended.

The majority of these violations of U.S. Pacific waters are accomplished by Russian and Japanese fishing vessels.

Garmatz pointed out that Alaska alone has thousands of miles of coastline, and that far more aircraft and ships are needed to effectively patrol and protect all of this nation's coastal areas.

"We know that many vessels sneak into our 12-mile zone, especially at night, to fish illegally," Garmatz said, "and we must act to protect our 12-mile zone because that is our most valuable source of fish."

Approximately 80 percent of all fish and shellfish caught by the American fishing industry is taken within this 12-mile zone.

"The purpose of this legislation is to put teeth in our declaration of sovereignty over these waters," the committee chairman noted.

If the Garmatz bill becomes law, all fish found aboard any vessel illegally fishing within the zone would be presumed to have been caught in violation of the Act and would be automatically forfeited. Such confiscation can constitute a far greater monetary loss than any fine imposed, and such action is considered by the fishing industry to be an extremely effective deterrent.

Paul Drozak Elected V.P. Of Tex. State AFL-CIO

HOUSTON—Paul Drozak, SIU Port Agent in Houston and an executive board member of the Harris County AFL-CIO Central Labor Council, has been named a vice president of the Texas State AFL-CIO.

Drozak was elected to the post last month by the Harris

County Council to fill a vacancy on the state body and his appointment was officially confirmed December 11 by the full executive board of the Texas AFL-CIO meeting in Austin.

This marks the first time a member of the SIU has ever held such a high position in the Texas State labor body. Drozak was also honored recently by the West Gulf Ports Council of the Maritime Trades Department of the AFL-CIO at its fifth annual dinner dance at the Sheraton-Lincoln Hotel here.

Constitution Vote Concludes Dec. 22

(Continued from page 3)

for exceptional service and unselfish dedicated efforts on behalf of the labor movement in Texas." Among the many distinguished guests and speakers at the dinner dance were U.S. Representative Bob Eckhardt (D-Tex.); Texas State Senators Barbara Jordan, Babe Schwartz and Chet Brooks; Hank Brown, president of the Texas AFL-CIO; and Houston City Councilman Frank Mancuso.

County Council to fill a vacancy on the state body and his appointment was officially confirmed December 11 by the full executive board of the Texas AFL-CIO meeting in Austin. This marks the first time a member of the SIU has ever held such a high position in the Texas State labor body. Drozak was also honored recently by the West Gulf Ports Council of the Maritime Trades Department of the AFL-CIO at its fifth annual dinner dance at the Sheraton-Lincoln Hotel here.

In the presence of the more than 700 persons who attended the gala affair, he was presented with a plaque which was inscribed as follows: "Presented to Paul Drozak for exceptional service and unselfish dedicated efforts on behalf of the labor movement in Texas." Among the many distinguished guests and speakers at the dinner dance were U.S. Representative Bob Eckhardt (D-Tex.); Texas State Senators Barbara Jordan, Babe Schwartz and Chet Brooks; Hank Brown, president of the Texas AFL-CIO; and Houston City Councilman Frank Mancuso.

Full results of the voting will appear in the LOG as soon as all ballots have been received and tallied.



Paul Drozak

MTD Charges Defense Dept. Victimized Private U.S. Fleet

(Continued from page 3)

"The issue is not whether some of the ships have been returned to mothballs," the statement said. "What is at issue is the fact that not all of them have been deactivated—and the ones that remain in service are being used in direct competition with our privately-owned American-flag fleet. We submit that even one government-owned ship in competition with our privately-owned fleet is one too many."

AMA Also Scores DOD

In a related development, the American Maritime Association charged that the Military Sea Transportation Service—an arm of the Defense Department—has been chartering ships built with federal construction subsidy funds for extended periods of time.

Such chartering is illegal, the AMA—an association representing unsubsidized ship-owners maintained in a formal memorandum submitted to Maritime Administrator Andrew E. Gibson, who must approve these time charters. Ships built with federal subsidies are required by law to compete with

foreign vessels whose lower costs of construction and operation are the justification for the U.S. government subsidy in the first place. Therefore, the association points out, they should serve the same essential commercial trade routes the competing foreign ships serve.

Instead the AMA document charged, 43 ships—about 15 percent of the subsidized fleet—were under time charter to the MSTs for periods of two to three years as of October 1.

All military cargoes are required by law to be shipped on American-flag vessels. In the case of the unsubsidized U.S.-flag operators, however, the carriage of military and other government-generated cargoes is absolutely necessary if their largely over-age ships are to continue in operation, AMA said.

The acknowledgement by Gibson that ships built with construction subsidies, are ineligible for charter to MSTs, the association contended, would provide the necessary incentive for unsubsidized operators to invest the large sums of money required to rebuild their aging fleets.

Safest Sea-Land Ship



The SIU-contracted New Yorker receives a plaque for winning the "Safest Ship" award during 1968 for the Sea-Land fleet. From left are James Prendergast, chief engineer; Fred Boer, chief mate; SIU Patrolman Tom Gould; Bob Snow, Sea-Land safety engineer; Adam Torres, the ship's master; Seafarers Ramon Benitez, BR and Isadore Henry, messman. Award was presented November 3 in New Orleans.

According to Lloyd's:

U.S. Fleet Grows Smaller; Liberia Leads, Japan 2nd

LONDON—The U.S.-flag merchant marine was one of only two major fleets in the world to show a decline for the year, as of September 30, according to Lloyd's Register of Shipping, which published its latest report here last month.

Liberia remained the nominal owner of the world's largest merchant fleet, but Japan has nosed out Britain for second place. Liberia—long a favorite haven for runaway U.S. shippers—currently has 29,215,000 registered tons, doubling her figure of five years ago. An increase in gross tonnage of seven million tons in two years was posted by Japan, which now boasts a fleet of 23,987,000 gross tons. Britain's tonnage is 23,844,000, and the world total is now 211,661,000 tons.

In fourth place is Norway—19,679,000 tons—and the United States' 19,550,000-ton fleet relegates her to fifth in world tonnage. The U.S.S.R., with 13,705,000 tons, is sixth but moving up fast.

Much of the increase in tonnage listed for many countries is attributed by Lloyd's to the larger vessels now being constructed.

World Shipbuilding Sets High

Currently under construction throughout the world, Lloyd's says, are a total of 17,807,928 gross tons of merchant shipping—more than 1,800 separate vessels. This is the highest total tonnage ever recorded during a single quarter. The statistics run through the end of September.

Japan led all nations in shipbuilding with better than 22 percent of the world's total under construction. The 408 ships being built there account for 5,325,728 gross tons.

The United States, with only 66 ships of 765,791 gross tons, ranked a poor ninth in tonnage under construction. In the totals for vessels on order, the U.S. was even lower, ranking 12th with just 1,643,833 gross tons.

Japan also registered the largest individual gain in ships on order, with 18,517,319 gross tons on the books. Most countries showed small increases in total orders. The over-all world total of 1,833 vessels of 38,119,550 gross tons of shipping on order, but not yet under construction, also set a new quarterly record.

Party Operates Red China's Unions As Transmission Belt for Workers

LONDON—A rare insight into what "trade unionism" in Communist China is was recently provided in *The China Quarterly*, published here.

Paul Harper, author of the article entitled "The Party and Unions in Communist China," explains in some detail just why Chinese unions cannot be characterized as free trade unions.

In fact, the preamble of the constitution of the All-China Federation of Trade Unions (ACFTU) states: "The trade unions of China are the mass organizations of the working class led by the Party and are the transmission belt between the Party and the masses."

Harper sums this up as meaning: "The unions lead the workers on behalf of the Party."

He describes the contradictions in the labor-management relationship in China as follows:

"Both management and unions are under the ultimate rule of the Party, so improvements in the tangible material welfare of the workers are determined in practice by the same body that controls management—the Party. If unions really are to represent the interest of the workers they must at times oppose the Party. Therein comes the rub."

This "rub" has led to some historic conflicts involving some union leaders, even though members of the Party. They challenged the Party because they felt that they were elected to represent the interest of the workers.

Trade unions under the Communist rule began to develop in the 1940's and by 1950 the 6th Trade Union Congress was held. The structure of the ACFTU was that there were no real national unions of railroad workers, seamen, machinists, etc. Instead, local craft unions affiliated directly with the ACFTU through municipal and provincial councils which were dominated by Party members.

In 1950, the head of the ACFTU, Li Li-san—who had returned to China four years earlier after 15 years in Moscow—tried to lead the unions away from the Party. He started at least ten national industrial unions.

In addition, he named a new editor of the ACFTU newspaper who followed Li's policy of trying to represent the workers, to fight for their demands. Party leaders hit this as "economism" and "revisionism."

The battle continued until late 1952 when Li Li-san was ousted as head of the ACFTU, replaced by a traditional Communist Party bureaucrat, Lai Jo-yu. Li's top aides, including the editor, were bounced too.

"There is not the slightest hint of any trade union work in Lai's career prior to his appointment as ACFTU Secretary-General," writes Harper.

He said that the Chinese Communist Party "chose to interpret the unions' efforts to represent the interest of the workers as a threat to Party controls; the result was a return

to absolute dominance by the Party, subservience by the unions."

The next major crisis in Party-union relations took place in 1957 after Mao Tse-tung permitted some criticism of the Party. Even bureaucratic Lai started to deviate a bit, saying:

"That unions must submit to the leadership of the Party, a problem that has been solved in the past, is quite correct. However, not enough attention has been given to the fact that as an organization of the masses, a trade union, apart from submitting to the Party in policy and thought, must unfold its own independent activities."

In a free society this assertion would be completely rejected. Lai's views were considered heresy in Party circles. The Party element of the ACFTU held an enlarged meeting and declared that "the result of trade union activities were inseparable from Party leadership."

So Lai went down in defeat but he took it as a good Communist soldier. When the 8th Trade Union Congress was held in December of 1957, Harper writes, "Lai Jo-yu himself led the series of speeches proclaiming the submission of the unions to Party control."

The Congress even revised the ACFTU constitution to provide for dual rule in the trade union apparatus with actual control in the hands of the local party committee.

This didn't save Lai but in 1958 he was replaced by Liu Ning-yi, a devoted follower of Mao rather than a supporter of either the Party or the union apparatus.

In the complex Chinese picture, Harper believes that Liu is at cautious odds both with the Party and the union leadership but keeps his power due to Mao's backing.

The union leaders at most levels, however, are still striving for "economism", Harper says, and the fight between Mao and the Party is permitting more of this now than ever before. But all this is a far cry from free trade unionism.

Vietnam's Unions Gaining Greater Responsibility

WASHINGTON—The Vietnamese Confederation of Labor (CVT)—20 years old this month—is growing, thriving and "entering a new phase of responsibility," its leader told newsmen here.

"Just as 20 years is considered a mark of maturity in a man, so is it a mark of maturity in our labor movement," CVT President Tran Quoc Buu declared.

Buu, who came to the United States to confer with AFL-CIO President George Meany and other federation leaders, was the guest of Meany and a number of members of the Executive Council at a Washington luncheon.

At a later press conference, Buu described the function of the strongly anti-Communist CVT, explained its future goals and reaffirmed its close cooperation with the AFL-CIO.

The CVT leader was accompanied by Nguyen Van Thang, assistant to Buu and director of the confederation's department of international affairs.

AFL-CIO Director of International Affairs Jay Lovestone introduced Buu and Thang as "two trade union fighters for peace and freedom who have

often paid a heavy price for their roles."

Buu spoke of his five years in jail for resistance to French rule of Vietnam, his later flight from North Vietnam to avoid a Communist purge, his role in founding the CVT in November 1949 and its early years of tribulation.

Looking ahead, he said the CVT is "entering a new phase of responsibility involving not just workers but the future of all of our people."

As an example of this "new responsibility," he reported that the confederation—"not satisfied with any of the existing political parties in South Vietnam"—is laying the groundwork for a new political party.

Although preparation for the party is being made by a committee set up by CVT in 1967, Buu envisions it as a party that will embrace not only workers, but firm anti-Communist groups of farmers and Buddhist organizations.

Buu also reported that CVT has requested the International Labor Organization to undertake a survey to determine the extent to which "freedom of association" exists in North Vietnam and report on its findings. He indicated his own certainty

of what such a survey would reveal. He said that with the partition of Vietnam in 1954, the Communist rulers confiscated all CVT offices in North Vietnam. In the years since, he added, all CVT leaders there have either been jailed or assassinated.

In answering questions about CVT's position in South Vietnam, Buu said that labor leaders have been jailed in the past "but all have since been freed. There are no longer any CVT leaders in prison in South Vietnam."

He drew a contrast between the labor situations in North and South Vietnam, pointing out: "In South Vietnam we have the right to strike, we can negotiate on an equal basis and we have meaningful collective bargaining contracts."

As an example of CVT's influence in South Vietnam, Buu noted that the government there had proposed legislation for land reform—long one of the major issues advanced by the labor movement.

In answer to another question, Buu said he supports the U.S. policy of withdrawal of American troops from South Vietnam as long as the with-

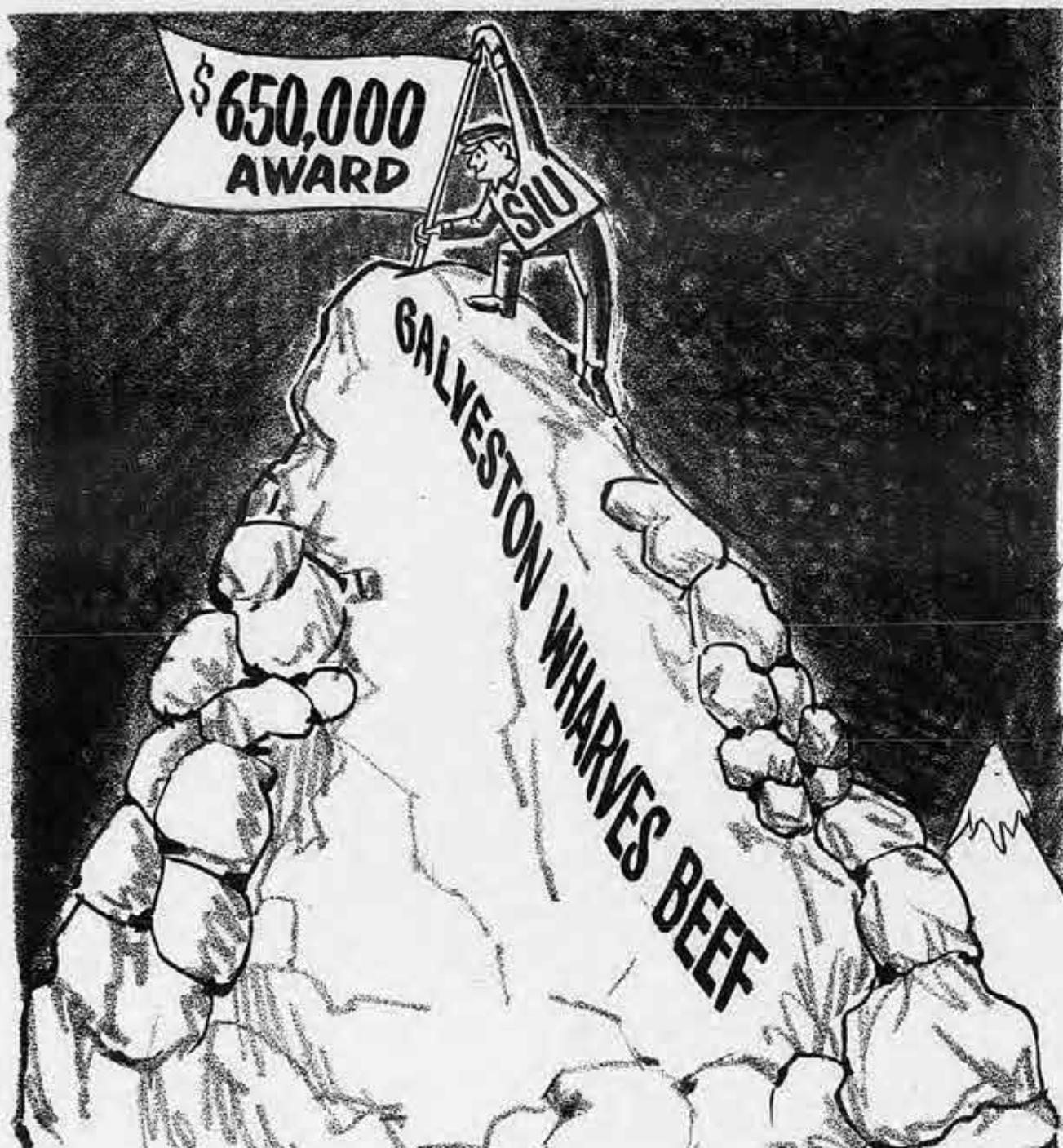
drawal is "conditioned to the increasing capability of South Vietnam's army" to take over the fighting.

Under this condition, he emphasized, the policy can have a beneficial effect in "awakening the masses" of South Vietnam's citizens to their role in halting communism and building a strong, free government based on social progress.



South Vietnam's free labor unions have become a strong force for anti-communist progress in that nation, Tran Quoc Buu, president of Vietnamese Confederation of Labor, right, told AFL-CIO Pres. Meany.

Up the Hard Way



What A Union Means

For five years, the SIU has been fighting to win economic justice for a small group of its members fired from their jobs on the Galveston wharves. On Page 3 of this issue is a report of the Union's victory—a \$625,000 settlement for the workers involved.

This is an important victory in terms of the size of the settlement and the length of time the Union has been fighting. But it's important for another reason: It emphasizes just what a trade union is all about.

Day after day, the Union fights for the rights of its members. Sometimes problems are solved through the grievance procedure, sometimes through arbitration, and sometimes (as in the case at Galveston) through the courts. Not all the settlements are this spectacular—but neither the size of the settlement nor the size of the beef is important. Ask any worker who's rights have been denied, and he'll tell you that any case involving him is mighty important. And he'll be right.

None of these victories—large or small—can be won by individual workers, because individuals don't have any clout. But when they join together—when workers mobilize their collective strength through the Union—then a lot can be accomplished.

That's what happened at Galveston: The entire Union went to bat for this handful of fellow workers. As we said, that's what a trade union is all about.

Season's Greetings to All

Once again, Americans are in the midst of the joyous holiday season—celebrating Christmas with traditional festivities and looking forward with hopeful anticipation to all the good things that the New Year may bring.

It is at this particular time of the year that we are reminded most acutely of the fact that a Seafarer, because of the unique nature of his chosen career, very often does not enjoy the opportunity to share the holiday observances surrounded by his loved ones and friends—as does the average American worker who earns his living ashore.

This year, as in scores of years during the past, a majority of Seafarers will spend the holidays on the high seas or in some remote corner of the world thousands of miles from their families back home. But as always, the spirit of Christmas will be in their hearts and they will share the common hope with their fellow Union members that perhaps they will be home next year.

In the meantime, our brothers aboard SIU-contracted ships—wherever they are—will be able to enjoy the good fellowship of each other with special holiday menus and improvised colorful decorations of the season to make these special days a little brighter.

To all Seafarers, whether at sea or ashore—and to their families who share their periodic loneliness—we wish to extend our warmest greetings of the season and best wishes for the coming year.

BOOK Reviews

PANIC ON WALL STREET by Robert Sobel (Macmillan—\$8.95)

In 1929, as the stock market climbed higher and higher, one Wall Street figure kept warning his friends against the high prices of stocks. They suggested he see a psychiatrist and, not being sure of his reasoning, he did. After giving the psychiatrist his arguments, the two of them went to their brokers and sold out before the crash.

Robert Sobel has included many such bits of human interest in his history of financial disasters. The result is a lively narrative of hard times on Wall Street.

Sobel begins with the first panic of 1792 and follows with eleven others, ending with the Kennedy slide of 1962. Until 1929, Wall Street was largely uncontrolled. Speculators cornered markets and battled it out for control of big corporations and get-rich-quick artists bought stock beyond their ability to pay. All this was to the detriment of the market and to the nation.

While there is "no law of panics," Sobel notes that most "occur as 'moments of truth' after periods of self-deception." Since what happens on Wall Street affects all of us, what about the future? Sobel is cautious.

He lists the causes that could lead to another panic and concludes with this somber observation: Since our economy is much more complex today than in 1929, a new panic would be that much more disastrous. Sobel's book shows how easy panic can hit Wall Street and the subsequent effect upon all America.

* * *

THE LABOR ARBITRATION PROCESS by R. W. Fleming (Illinois—\$2.45)

There are few union members who have not heard of arbitration. Many others understand the basic principles of arbitration. For those seeking a greater understanding of the history and workings of arbitration, this paperback volume will be helpful.

R. W. Fleming, a noted arbitrator himself, discusses the history, problems and future of arbitration. Arbitration is a private system of jurisprudence, given legal sanction by the courts. It is not a perfect system but it is the best devised so far.

Problems of cost, time lag and individual rights still plague labor and management with respect to arbitration. Fleming sees a need for "a mechanism which will enable labor, management, and professional arbitrators to examine existing practices jointly and make proposals for improvement."

* * *

ROOSEVELT & WORLD WAR II by Robert A. Divine (Johns Hopkins—\$5.95)

Of all of America's presidents, two have generated enough interest or controversy to cause writers to turn out a wide assortment of books about them. President Lincoln's claim to fame was the Civil War and his own tragic ending.

Franklin D. Roosevelt's intriguing personality, and his controversial policies to bring the nation out of a depression, places him alongside Lincoln as one of our two most written-about presidents. Of all the books written about Roosevelt, however, few deal with his role in foreign policy.

In this book, Robert Divine analyzes Roosevelt's personal contribution—as distinct from the official United States role—to foreign policy before and during World War II. He shows that basically Roosevelt was an isolationist, but as the years rolled by and the armies of a German dictator smashed the boundaries of European nations, he was drawn into the conflict.

In 1936, Roosevelt said: "I have seen war . . . I have seen children starving . . . I hate war." This was Roosevelt, the isolationist. As the years went by, and Hitler's objectives became clear, Roosevelt was to assume other roles.

Divine discusses these roles—the interventionist, the realist, the pragmatist—and finds that Roosevelt's diplomacy served the nation well. His conduct of foreign policy is downgraded only when compared with his role in domestic affairs.

On four occasions in American history, Democratic presidents have been elected on platforms of domestic reform. Each time these men—Wilson, Roosevelt, Truman and Johnson—have had wars bring a halt to their domestic programs and to a certain extent, tarnish their reputations as leaders.

American labor owes a lot to the Roosevelt Years. The working man gained the right to organize, the foundations for much of today's social legislation were laid, and confidence in democracy was restored. This book seeks to provide a better understanding of the other side of Franklin Delano Roosevelt.

Ohio Senator Cites Funding Need:

Water Resource Plan Urged Without 'User Charge' Levy

WASHINGTON — Warning that "the continued neglect of water resources will strain the fabric of society in directions not now discernible," Senator Stephen M. Young (D-Ohio) has come out for a long-range water resource development program and sufficient funds to carry it through. At the same time, Young condemned proposals to levy "user charges" on waterborne commerce.

"A massive and challenging task in developing its water resources confronts the nation," the Ohio legislator pointed out in his paper, "A Water Development Program for America's Future" which has been published by the National Waterways Conference, Inc., a trade association here.

"With vision and determination we can do the job, but it is imperative that the public understand its urgency and the true values at stake," Young said.

A belief that the American people are "on the threshold of a fundamental change in attitude and practice with regard to water" was voiced by the Ohio Democrat, who is chairman of the Subcommittee on Flood Control—Rivers and Harbors of the Senate Public Works Committee.

Young defines the needs in the areas of water supply, pollution control, flood control, navigation, recreation and upstream reservoirs. He advocates a well-funded program of "comprehensive husbanding of our water supply," and notes that present expenditures for water resources are insufficient to produce needed results.

"For every \$100 of our gross national product, the American people—through all federal

agencies combined—are expending only 35 cents on the water resource base which makes that product possible," he declared.

The senator was particularly critical of waterway tolls as well as "user charges" proposed on waterborne commerce. The effects of such charges, he indicated, would be to disrupt deeply-rooted "patterns of commerce" affecting the movement of basic industrial materials and fuels. User charges could disrupt river traffic and result not only in economic harm to the vast investments which have been made in river waterfront facilities, but also pose a threat of disruption or dislocation of the nation's inland water industry, Young stated.

A Proud Family



Seafarer Henry Donnelly, who sails in the steward department, is understandably proud of son, William, who is a midshipman at the U.S. Naval Academy at Annapolis. At recent family reunion during Parents' Open House are: Cheryl, Dad Henry, William, Michael, Mrs. Paula Donnelly and Patrick. Father has been a member of the SIU since 1947. The Donnellys make their home in Lacombe, Louisiana.

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

Year-End Tax Planning More Vital This Year

By Sidney Margolius

"Year-end tax planning" is more important this year than ever. This is a tax-saving device often used by well-to-do taxpayers. They arrange to pay various deductible expenses before the end of the year if they want to reduce their taxes for the current year. Or if they expect their taxes may be higher next year, they postpone certain tax-deductible payments until the beginning of the new year.

Large taxpayers and self-employed people also often advance or delay receipt of some of their income. Wage-earners usually are not able to juggle income but often can advance or postpone payment of deductible items.

All this is legal. When you pay a tax-deductible expense like a medical bill or charitable contribution determines when you take the deduction, not when you incurred the expense.

Such tax planning is especially important this year because Congress is considering tax cuts for 1970. Thus, deductions probably will be worth more to you in 1969 than in 1970.

To see year-end tax planning most effectively you need to first estimate whether you are likely to itemize your deductions or take a standard deduction. If you do not have enough deductible expenses to itemize deductions this year, then it would be better to postpone until the beginning of next year the payment of whatever deductible expenses can be postponed.

That way you may be able to take a standard deduction this year and have enough to itemize next year. Itemizing saves taxes if your deductions total more than 10 percent of your income or more than the minimum standard deduction (\$200 plus \$100 for each exemption claimed on your return).

Even if you usually itemize deductions, pay special attention to your medical deduction. You can deduct only that portion of your medical bills over three percent of your income. If your medical expenses already are approaching that level, you may want to pay any outstanding bills before January 1, to include them in this year's deduction.

Sometimes it even is worth borrowing to pay a medical bill before the end of the year. For example, suppose you owe a \$200 medical or dental bill, and are in a 25 percent tax bracket (including federal and state tax). The tax saving could be as much as \$50. In contrast, the interest paid to a credit union for an eight-month loan of \$200 would amount to only about \$8. (Even that interest would be deductible the year you pay it.)

On the other hand, if you see that your health-care expenses this year will not reach three percent of income, it would save taxes to postpone whatever payments you can until after January 1 to build up a medical deduction for next year.

It even might be worth incurring various deductible expenses before the end of the year if you plan to itemize this year. For example, you may be planning on expensive dental work like dentures or orthodontia for a youngster, or a medical checkup.

In addition to charitable contributions of both cash and goods, and medical and health insurance expenses, other deductible pay-

ments which can be advanced (or postponed if more desirable) include:

Deductible work expenses such as purchase and repair of tools, equipment, safety shoes and protective equipment, distinctive uniforms (not ordinary work clothes) and technical books and magazines.

Property taxes.

Interest prepaid on loans, mortgages and installment purchases (within the unfair limits arbitrarily dictated by the Internal Revenue Service). Up to 12 months prepaid interest usually can qualify for a tax deduction.

Employee education expenses, including costs of tuition, books, etc., if the course is in relation to your present work, but not to learn a new trade. An auto mechanic could deduct for a course in automatic transmissions or other skills needed in his trade. A stenographer could deduct for a course in improving her shorthand. But the stenographer could not deduct for a course in auto mechanics. Nor could the mechanic deduct for a course in stenography.

While wealthy taxpayers are busily juggling their stock market transactions to minimize taxes, small taxpayers also may have a little advancing or postponing to do.

It may be better to postpone cashing any E bonds until after the New Year to avoid paying current higher rates on the increase in value. If you do have any gains or losses on small purchases of stocks or mutual-fund shares, you may want to weigh the tax effects of taking gains or losses now as against later.

Dependency Exemptions

If you support a qualified relative but cannot claim him as a dependent because he has taxable income of \$600 or more, you still can include medical expenses paid on his behalf.

For example, your mother may have income of \$800 a year from social security (nontaxable income) and \$600 from a house she rents out (taxable income). Her total living expenses for the year are \$2900. You contribute \$1500, either in cash or in the form of room and board, medical expenses, etc. Even though you meet the rule for providing over 50 percent of the support, you still can't claim her as an exemption because of the \$600 of taxable income. (You could if her gross taxable income was just \$599.)

But you can deduct the medical expenses paid on her behalf. Thus, you save taxes if you pay the medical bills of a dependent rather than give the equivalent in cash.

It's well to prepare yourself before year's end to prove your claims for dependents such as an elderly relative or a child at college.

In estimating whether you provide over 50 percent of support, you need to calculate the dependent's total living expenses and how much he himself provides. Among usual expenses that can be counted are meals; lodging; clothing; medical and health insurance; education; charitable contributions; entertainment; transportation, and personal care—barber, etc.

When two or more persons provide over half of the support, but none over 50 percent, one can claim the exemption. Any others who contribute over 10 percent must sign a "Multiple Support Agreement" form.

SEAFARERS LOG

December 1969 • Vol. XXXI, No. 14

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

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Published monthly at 820 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. NY46123 9-6600. Second class postage paid at Washington, D. C.

POSTMASTER'S ATTENTION: Form 3579 cards should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232.

Consumers Always Come Up Losers In Drug Makers' Rigged 'Name Game'

WASHINGTON — Drug manufacturers continue to play a "name game" that reaps them exorbitant profits at the public's expense, declares Richard Shoemaker, assistant director of the AFL-CIO Department of Social Security.

The game is one through which manufacturers market and promote their drugs under individual brand names even though many of these brands share a common generic name—the name that applies to all drugs of the same chemical composition.

This and recent price-fixing convictions in the industry demonstrate its "callous indifference to human life," Shoemaker writes in a recent issue of the *American Federationist*.

He points out that most physicians prescribe by brand names and the consumer pays the brand name price which is "anywhere from two to ten times as much as another chemically identical drug available by the generic name."

If doctors had prescribed drugs by generic names, he emphasizes, the \$3.2 billion that the public spent on prescription drugs in 1967 "would have been hundreds of millions of dollars less."

A Task Force on Prescription Drugs, set up by former

President Johnson, estimated in its 1969 report that potential savings to the consumer if generic drugs were prescribed would amount to 5 to 8 percent.

But this estimate is based only on drugs most frequently prescribed, the article notes. A combination of more rational as well as generic prescribing on all drugs would increase the savings to about 20 percent, it adds.

This "exploitation of the public" is mainly the fault of the drug makers, not the doctors, Shoemaker suggests, since the doctors generally have no choice except to prescribe by the highly promoted brand names.

Although the importance of generic prescribing is usually related to reducing drug costs, "a case can also be made for generic prescribing as a method of improving the quality of care and of reducing drug-induced illness," Shoemaker states.

Pharmacologists (physicians who spend all their time in the study of drugs) "admit they can't keep up with the outpouring of brand products"—now numbered at 20,000—so "obviously the practicing physicians cannot."

And, he continues, similarities in the spelling and sound of brand names leads to confusion in hastily telephoned or scribbled prescriptions. "As a result, nurses and pharmacists make many mistakes in administering drugs, sometimes with tragic results."

Shoemaker also asserts that the system by which a manufacturer subjects doctors to heavy sales pitches and publicity build-

ups without mentioning price "makes price-rigging a little easier."

He recalls a federal court conviction last December of Charles Pfizer and Company, American Cynamid Company and Bristol-Myers Company on charges of patent fraud and criminal conspiracy to monopolize the antibiotic market in the United States. Two other firms, Upjohn Company and Squibb Beech-Nut were named as co-conspirators.

As a result, the federal government, states, cities and private groups filed liability claims against the companies. The suits were settled under an agreement in which the firms pledged \$100 million to satisfy claims.

Shoemaker proposes implementation of the recommendations of the Task Force on Prescription Drugs and an amendment to the Food and Drug Act to permit the Food and Drug Administration to evaluate the relative effectiveness of drugs used to treat the same disease.

The task force called for a number of actions to expand information on drugs, including one that would blunt the brand name promotions: The Social Security Administration would undertake "continuing responsibility" to survey drug prices and publish information on them generically.

Noting that the AFL-CIO Executive Council last year characterized the drug industry as "socially irresponsible," Shoemaker concludes, "There is no new evidence to change that verdict."

Labor Tells FTC:

Product Labeling Of Foreign Parts Consumers' Right

WASHINGTON—The Federal Trade Commission has been urged by the AFL-CIO to reconsider a number of recent decisions which fail to live up to standards on labeling of foreign products and components.

Consumers and the American workers "have a right to know if components or assembly of a product for sale in the United States are of foreign origin" and frequently made under low-wage, sweatshop conditions, the federation said in a letter to FTC Chairman Paul Rand Dixon.

"Our view on the marking of foreign origin is that adequate labeling of foreign products is necessary," noted AFL-CIO Research Director Nat Goldfinger.

He charged that recent advisory opinions of the FTC are in conflict with a statement issued by the commission on April 4, 1968, which declared that all relevant facts on foreign production, including components, are of benefit to the American consumer.

"These recent views seem to make the percentage of foreign origin of a product an important aspect of whether a label is required," Goldfinger said.

\$50 Billion Market Seen For Shipbuilding in '70s

NEW YORK, N.Y.—A prediction of a \$50-billion shipbuilding market in the 1970s was made this month by Edwin M. Hood, president of the Shipbuilders Council of America.

Speaking at an investment seminar here, the shipbuilders' spokesman forecast an unprecedented flow of contracts to American shipyards—as well as to marine component manufacturers—in the decade ahead.

"These prospects include the full spectrum of shipyard activities," Hood noted. "With better than 50 percent of the U.S. Navy composed of ships 20 years of age and older . . . with nearly 75 percent of the American merchant marine composed of ships 20 years of age and older, a shipbuilding program in both categories is inevitable. And, until new ships are on the line, or in operation, the opportunities for repairs and conversions to older ships cannot be discontinued."

"In addition, the discovery of oil on the North Slope of Alaska holds the promise of an entirely new market for shipping and ships."

President Nixon's new maritime program calls for the subsidized construction of 30 merchant ships annually over a decade, Hood pointed out. This is triple the annual rate of recent years and would aggregate some \$6 billion over the 10-year period, he added.

The Alaskan oil discovery could generate contracts for as many as 40 or more tankers ranging in size up to 250,000 deadweight tons, Hood declared. This could easily mean \$2.4 billion in tanker construction contracts alone.

In addition to the \$6 billion expended for merchant ships other than tankers over the next decade and \$2.4 billion for tankers, Hood foresees \$35 billion for naval ships. Beyond this he anticipates expenditures of \$6 billion for ship repairs and other shipyard auxiliary activities.

FTC Warns Advertisers On Lending Law Evasion

WASHINGTON—Businesses which try to attract consumers with promises of "easy credit" must accept the consequences of such lures, says the Federal Trade Commission. They must treat all their customers equally and fairly, even those with poor credit histories.

The Federal Trade Commission has issued this warning to retailers who attempt to evade Truth in Lending law requirements by advertising "easy credit," "liberal terms," and "easy credit terms" rather than stating the exact information required by the law.

These general advertising terms are appearing so often, said the FTC, that the Commission must regulate their use.

Accordingly, the Commission warned that businesses which promise "easy credit" may not check on the ability of the consumer to fulfill his credit contract. The ad must mean that consumers with poor credit histories can get credit.

The advertisers must not charge more for goods sold to people on "easy credit" than to his other customers nor may he charge more than what other stores in the area charge.

The FTC agreed that retailers run special risks granting credit to "high-risk" consumers but when the advertiser promises "easy pay plans" or other terms he must realize he is aiming at just those consumers.

In another ruling the Commission condemned as "reprehensible" lending agencies that are leading consumers to believe that the Truth in Lending law forces them to change past credit practices in a way that will injure the consumers.

The FTC said creditors are imposing finance charges where none were imposed previously; discontinuing discounts for prompt payment and making other changes not required by the Truth in Lending Act. They urged consumers to report such changes to the Division of Consumer Credit.

Retirees Need \$4,171-Income To Live at Moderate Level

WASHINGTON—A retired urban couple needed annual income of at least \$4,171 last spring to maintain a moderate standard of living, the Labor Department has reported recently.

For a lower standard at that time, the retired couple required income of at least \$2,892. A third, fuller, more expansive budget was priced at \$6,507.

The income requirements are found in a revision of a 1967 Bureau of Labor Statistics study, "Measuring Retired Couples' Living Costs in Urban Areas." It appears in the November Monthly Labor Review, a BLS publication.

According to BLS, the lower budget differs from the moderate and higher budgets by reflecting a smaller proportion of home ownership, excluding air conditioning, more reliance on public transportation, less use of services and greater use of recreation facilities.

By contrast, the higher budget assumes the largest proportion of home ownership, provides some new cars, permits more household appliances and more paid services than the moderate budget.

A majority of the items common to the three budgets are in greater quantity and better quality at each higher level of living.

These are some characteristics of the budgets for the spring of 1969:

Consumption items — food, housing, transportation, clothing, personal care, medical care and other items—cost \$2,777 in the lower budget; \$3,940 in the

moderate budget and \$5,883 in the higher budget.

Compared with the two higher budgets, the lower food allowance in the lower budget calls for buying more potatoes, beans, flour and cereal, and less meat, poultry and fish.

The low budget allows the retired couple to enjoy a restaurant meal once a month. The moderate budget permits eating out twice a month.

All three budgets assume that a majority of the retired couples live in small mortgage-free homes. Costs for these couples include taxes, fuel, utilities and repair and maintenance, based on 1967 charges.

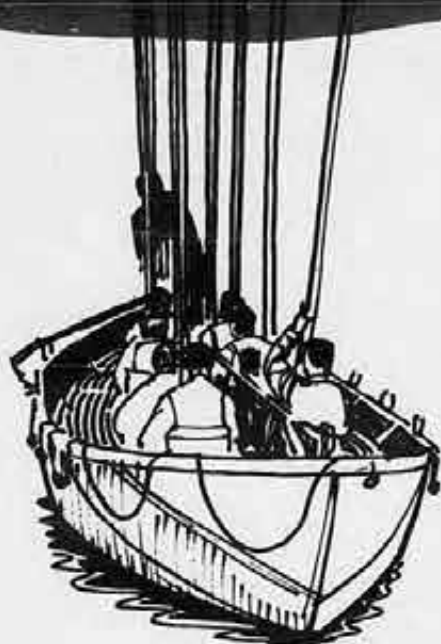
Medical care costs were almost the same in each budget. But they accounted for 12 percent of the retired couple's total consumption expenditures in the low budget compared with only 6 percent of those costs in the high budget.

Campbell Soup Told To Pick up Marbles

CAMDEN, N. J.—Campbell Soup and their advertising agency, Batten, Barton, Durstine and Osborne, Inc., have been told to stop deceiving consumers in their ads. The Federal Trade Commission signed a consent order with the two firms after charging that ads showed bowls of Campbell's soup loaded with solid ingredients. The truth, says the FTC, is that the respondents placed clear glass marbles in the bowl to prevent the solid ingredients from sinking to the bottom.

TRAINING AND EXPERIENCE FOR SAFETY AT SEA

LIFEBOAT TRAINING at the Harry Lundeberg School of Seamanship at Piney Point continues to move at full speed as some 100 additional trainees successfully completed the program during the past month and received Coast Guard endorsements as qualified lifeboatmen. Every young man coming through the school receives a thorough training through practical experience and classroom instruction in every aspect of lifeboat handling—including launching, handling the oars, and commanding the boats.



UP OARS—A group of trainees comes into the dock after a long afternoon of practice in lifeboat commands. Every trainee gets experience as coxain during his 30 hours in the boats.



HLSS Trainees Jorge Rivera and Barney Spears fill out applications for "Z" cards after successfully completing the 30 hour lifeboat training program and passing the examination.



CLASS #31—(Left to Right) SIU Instructor Paul McGaharn, Lewis Rothgeb, Jose Llanos, James Thornton, Apolinar Novas, Vincent Colaiacova, Adrian Cirilo, Steve Garbarino, Robert Cassidy, Glenn Koenigsburg, who is training for Third Cook.



Class #27—(Front row l-r): Christopher Brady, Joe Worley, John McCone, John Daley, Steve Lederman, Frederick A. Defalco, David Stanbul, Michael Conway. (Second row): Gregg Schroeder, Randolph Scott, Tom Breinfield, Dennis Chabot, Gary Sheets, Baron Hairston, James McElligott. (Top row): Ralph Berlin, Dee Jacobs, Rudy Gaddis, David Smith, Gary Sloan, Patrick Mikler, M. Artall, James Thomas.



CLASS #28—(Front row l-r): David Colley, Edward Matos, Paul Terrell, Dan Marasak, Robert Hollie, Louis Fiorella, Thomas Johnson, Paul Warren. (Second row): James Randolph, Jack Reed, Hugh Duncan, Glenn Jordan, James Sharpless, Glenn Duncan, Joe Curly. (Back row): Joseph Carney, Bill Thompson, Joseph Dixon, Robert Geddings Jr., Albert Kemp, Bruce Thomas, John Burns, Gerald Malone.

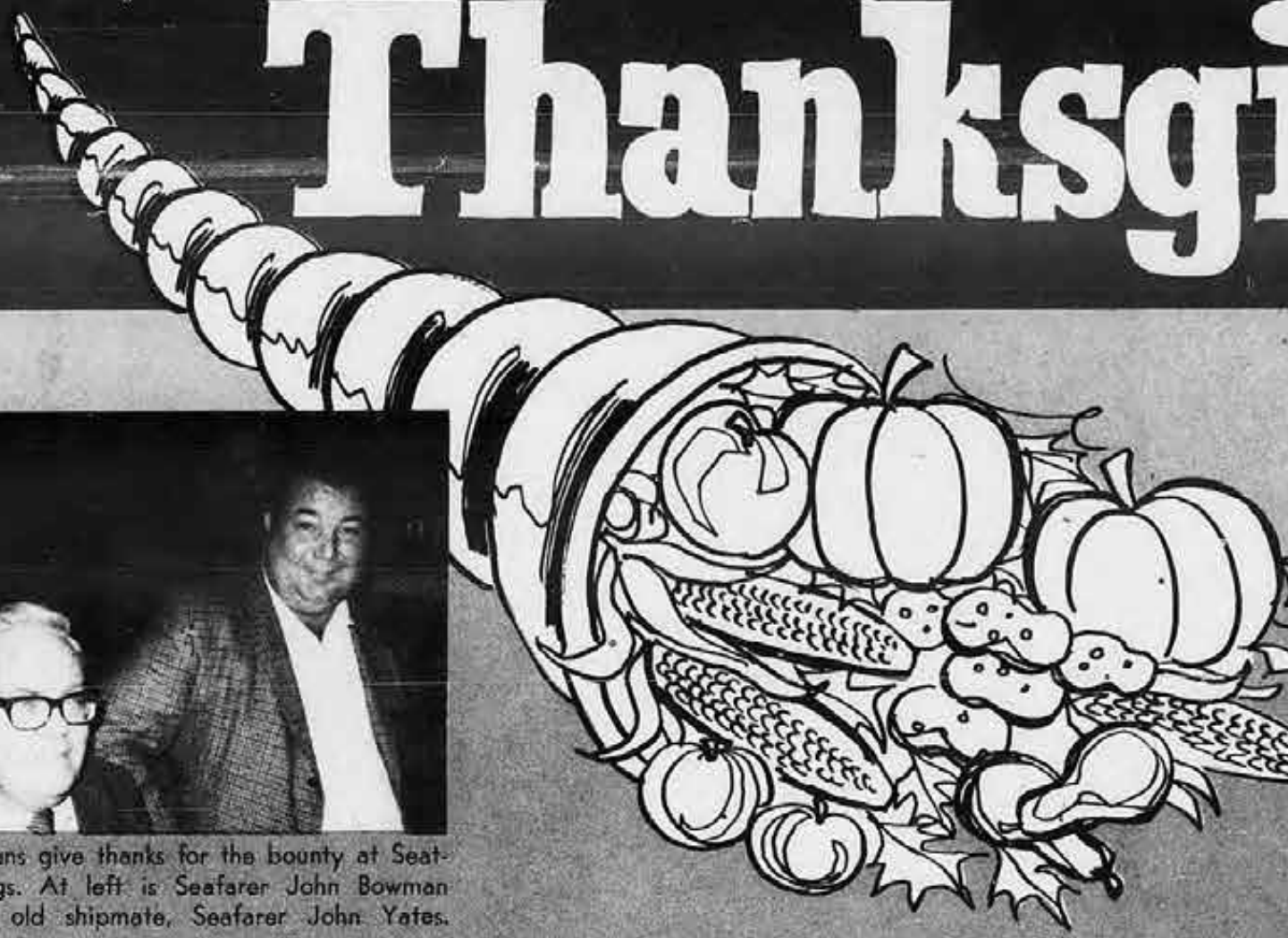


CLASS #29—(Front row l-r): Talbert Dupre, Charlie Ratcliff, Vernon Arnold, Joseph McLaughlin, Michael DeJean. (Second row): Michael Stroud, Donald Gaskill, Bruce Bockholt, David R. Akins, Robert Thompson, George Patton, Donald Straight, Ted Koosel. (Back row): Mitchell Johnson, Vincent Vantress, Charles Permenter, J. Bejarro, H. Simmons, Charles Booker, Gregory Cavin. Instructor is Tom Brooks.



CLASS #30—(Front row l-r): Louis Brazier, Jesse Hurst, John Parrish, Robert Beardsley, Billy Hilliard, Thomas DeMarco, Daniel Wynn, James Hendrix. (Back row): Jackie Robinson, James White, William Nutter, Jack Godsey, Gary Smith, Raymond Kaminski, Robert Cooper, Ashby LaSalle. SIU Instructor is Tom Brooks.

Thanksgiving

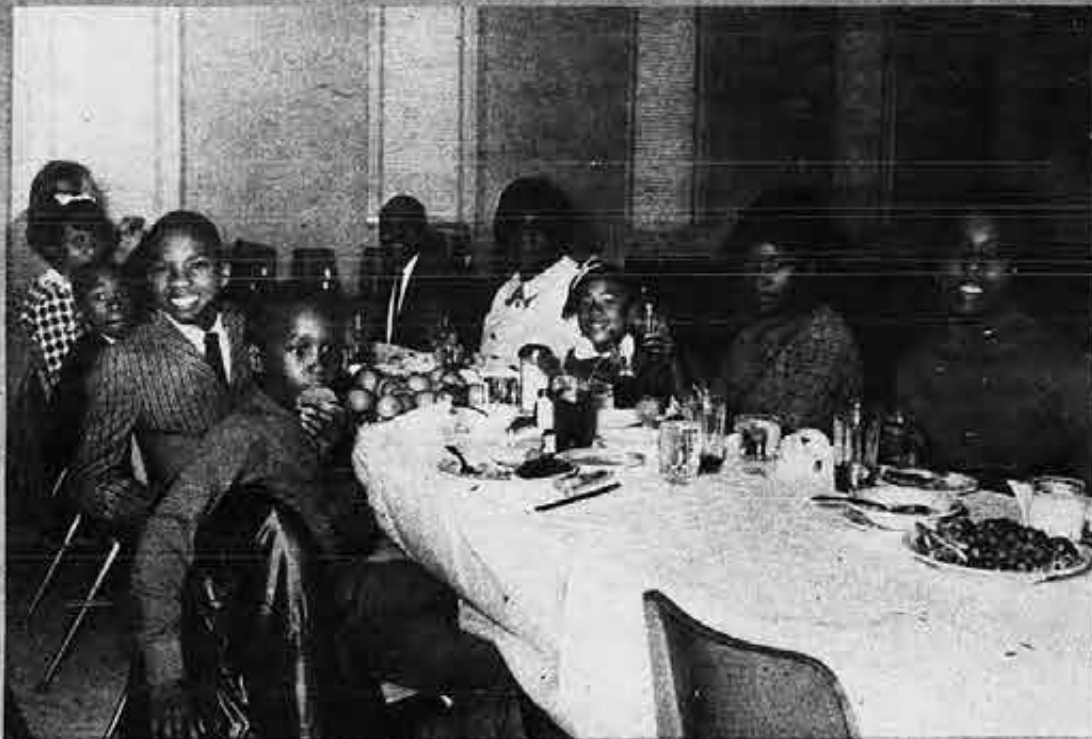


Two bosuns give thanks for the bounty at Seattle doings. At left is Seafarer John Bowman with an old shipmate, Seafarer John Yates.

From Seattle to Tampa, from San Francisco to Mobile, Thanksgiving Dinner festive occasion celebrated at all SIU Ports with real, good old-fashioned chow plenty of it, which is served to all farers, their families and guests who look forward to the annual get-together. Always the occasion was a great success these photo from some of the Ports show



Chief Steward Frank Airey, at right, celebrates Thanksgiving with wife, son and guest at SIU dinner in Seattle where the food was excellent.



It was certainly family day in a big way at Port of Norfolk's Thanksgiving going on. Shown above is Seafarer William Wynn, with Mrs. Wynn and the little Wynns, none of whom seem to be taking it too badly, what with plentiful helpings of good food.



Seafarer Joe Pagola sits at head of family table in Tampa Airport Motel, where the food and the service were the



Seattle dinner had good fellowship scene as Chief Cook Gene Ackerman, at left, got together with Fred England and Frank Warren, both FOWTs.



At SIU hall in San Francisco, Seafarer Richard Feddern and Mrs. Stephanie Feddern sit with Richard, Jr. as daughters Iris and Donna (facing front) take very good care of themselves. Donna finds both cameras and turkey irresistible.



Seafarer Robert Batson with Mrs. Batson, daughter and young son pose for dessert, a fine dinner at the SIU hall in Norfolk.



Seafarer Joseph Schoell, AB, celebrates with wife and son at famous El Matador Restaurant in Seattle where Thanksgiving dinner was held.

Dinner

SIU



A little boy, a big spoon and a gigantic helping of ice cream make an unbeatable combination at Baltimore hall. A future SIU steward, starting his training kind of early?



From left, the wife, son and daughter-in-law of Seafarer Raymond Lavoine prepare to capture the eats at Baltimore hall. Raymond sails as a bosun.



Mrs. Alfred Hargis visited the Port of Norfolk with the kiddies for a real Thanksgiving dinner while her husband, Alfred, was aboard ship. Hopefully, Alfred had as good a meal while out at sea.



Seafarer George McRay and family prepare to do their best by the scrumptious repast served up at the Airport Motel in Tampa where the SIU celebrated this year.



At New York, family of Chief Electrician Mihal Overgaard Sr. enjoys dinner with a friend, Carmen Arlinghaus, left. Around clock-wise are Kevin, Keith, Mihal, Eric and Mrs. Jane Overgaard, their mother.



The Phillips clan, young and old, had a good time at Norfolk. From left to right are William, William, Jr., Betty, Jessie and Timothy.



At New Orleans, SIU Pensioner "Blackie" Bankston, left. Leonard Gunzberg, Mrs. Arthur Beck, Mrs. Bankston, Arthur Beck, Claire Gunzberg, daughter.



Everyone at Port of Mobile festivities found the food, the settings, the comradeship and the spirit at a very high level, including Seafarer John Sarel and his family, who had their own table.



Seafarer Clifton Jackson and his lovely family found the food delicious at the Port of Baltimore SIU hall. Little girl posing at right is youngest Jackson. Father sails in the engine department.

can- is a orts and Sea- ook s al- s us now.

fam- here best.

their after 'Va.

more SIU LIFEBOATMEN QUALIFIED IN NEW YORK

Pictured on this page are Seafarers who have earned their Coast Guard endorsements as qualified lifeboatmen in New York over the past three months. Each class underwent an intensive program of classroom study as well as practical instruction in the handling of lifeboats at the SIU's Lifeboat School at Mill Basin in Brooklyn before successfully passing the comprehensive Coast Guard examination.



Class of Nov. 5, 1969. Front row, from left: G. Goff, E. Ramirez, R. Flores and J. Asselin. Back row, also from left: C. Ratcliffe, D. Rodriguez and H. Scott.

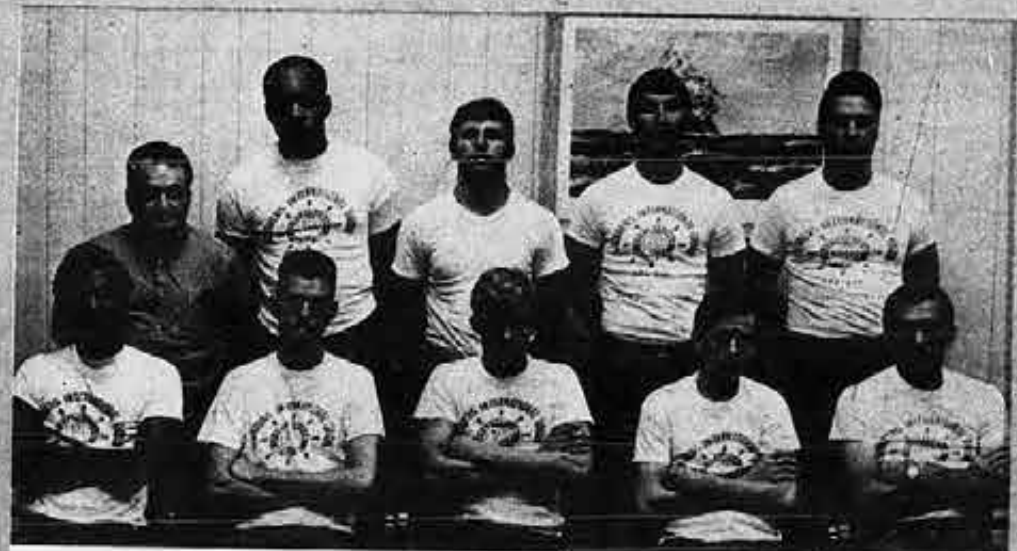
Class of Sept. 16, 1969. Front row, from left: F. Cosme, R. Clemente, H. Zukier, W. Combest. In the back row, from left to right: P. Furley, C. Peth, J. Kliver and R. Smith.



Class of Oct. 1, 1969. Front row, from left: T. Vincent, M. Ahmed, A. Catalano, M. Johnson. Back row, from left are: H. Foster, Chuck James, instructor; T. King, J. Le-Vasseur and E. Donovan.



Class of Oct. 15, 1968. Front row, from left: L. Kincer, J. Smith, J. Phillips, A. Jackson. Back row, also from left: Bob (Pussycat) Lord, lifeboat class instructor; J. White, H. Warren and C. Bailey.



Class of Oct. 8, 1969. Front row, from left: T. Archibald, John Strickling, M. Fleming, D. Landry, R. Spadoni. Back row, from left: Instructor Chuck James, T. Kidd, J. Worby, R. Reine, F. Crovetto.



Class of Nov. 19, 1969. Front row, from left: W. Kalman, T. Gailas, A. Vidal, A. Bodie and C. Fuentes. Back row, also from left: Bob Lord, lifeboat instructor, E. Terrazzi, S. Bracken, V. Everly, S. Rogers.



Class of Nov. 26, 1969. Front row, from left: S. Zemel, B. Rhodes, D. Reiley, W. Parrish and L. Tar-rats. Back row, from left: Instructor Bob Lord, R. Mack, Jr., R. Saucier, R. McDonald and T. Herlston.

ANNUAL REPORT

For the fiscal year ended April 30, 1969

UNITED INDUSTRIAL WORKERS OF
NORTH AMERICA PENSION FUND
275 20th Street, Brooklyn, N. Y. 11215

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

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

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

ADDITIONS TO FUND BALANCE

| Item | | |
|---|-------------|--------------------|
| 1. Contributions: (Exclude amounts entered in Item 2) | | |
| (a) Employer (Schedule 1) | \$47,479.06 | |
| (b) Employee | — | |
| (c) Other (Specify) | — | |
| (d) Total Contributions | | \$47,479.06 |
| 2. Dividends and Experience Rating Refunds from Insurance Companies | | — |
| 3. Investment Income: | | |
| (a) Interest | — | |
| (b) Dividends | — | |
| (c) Rents | — | |
| (d) Other (Specify) | — | |
| (e) Total Income from Investments | | — |
| 4. Profit on disposal of investments | | — |
| 5. Increase by adjustment in asset values of investments | | — |
| 6. Other Additions: (Itemize) | | |
| (a) | — | |
| (b) | — | |
| (c) Total Other Additions | | — |
| 7. Total Additions | | <u>\$47,479.06</u> |

DEDUCTIONS FROM FUND BALANCE

| | | |
|--|-----------|--------------------|
| 8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans) | | — |
| 9. Benefits Provided Directly by the Trust or Separately Maintained Fund | | \$ 2,586.50 |
| 10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.) | | — |
| 11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.) | | — |
| 12. Administrative Expenses: | | |
| (a) Salaries (Schedule 2) | 6,164.48 | |
| (b) Allowances, Expenses, etc. (Schedule 2) | 1,005.53 | |
| (c) Taxes | 286.74 | |
| (d) Fees and Commissions (Schedule 3) | 8,389.92 | |
| (e) Rent | 773.10 | |
| (f) Insurance Premiums | 134.42 | |
| (g) Fidelity Bond Premiums | 38.00 | |
| (h) Other Administrative Expenses (Specify) Schedule attached | 11,591.78 | |
| (i) Total Administrative Expenses | | 28,383.97 |
| 13. Loss on disposal of investments | | — |
| 14. Decrease by adjustment in asset values of investments | | — |
| 15. Other Deductions: (Itemize) | | |
| (a) | — | |
| (b) | — | |
| (c) Total Other Deductions | | — |
| 16. Total Deductions | | <u>\$30,970.47</u> |

RECONCILEMENT OF FUND BALANCE

| | | |
|--|-----------|--------------------|
| 17. Fund Balance (Reserve for Future Benefits at Beginning of Year) | | \$ 1,239.74 |
| 18. Total Additions During Year (Item 7) | 47,479.06 | |
| 19. Total Deductions During Year (Item 16) | 30,970.47 | |
| 20. Total Net Increase (Decrease) | | 16,508.59 |
| 21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities) | | <u>\$17,748.33</u> |

STATEMENT OF ASSETS AND LIABILITIES

| Item | ASSETS | End of Prior Year | End of Reporting Year |
|---------------------------------|--------|-------------------|-----------------------|
| 1. Cash | | \$ 1,530.73 | \$17,789.33 |
| 2. Receivables: | | | |
| a. Contributions: (See Item 18) | | | |
| (1) Employer | | — | — |
| (2) Other (Specify) | | — | — |

| | | |
|--|-------------|-------------|
| b. Dividends or experience rating refunds | — | — |
| c. Other (Specify) | — | — |
| 3. Investments: (Other than real estate) | | |
| a. Bank deposits at interest and deposits or shares in savings and loan associations | — | — |
| b. Stocks: | | |
| (1) Preferred | — | — |
| (2) Common | — | — |
| c. Bonds and debentures: | | |
| (1) Government obligations: | | |
| (a) Federal | — | — |
| (b) State and municipal | — | — |
| (2) Foreign government obligations | — | — |
| (3) Nongovernment obligations | — | — |
| d. Common Trusts: | | |
| (1) (Identify) | — | — |
| (2) (Identify) | — | — |
| e. Subsidiary organizations (See Instructions) | — | — |
| (Identify and indicate percentage of ownership by this Plan in the subsidiary) | | |
| (1) _____ % | | |
| (2) _____ % | | |
| 4. Real estate loans and mortgages | — | — |
| 5. Loans and Notes Receivable: (Other than real estate) | | |
| a. Secured | — | — |
| b. Unsecured | — | — |
| 6. Real Estate: | | |
| a. Operated | — | — |
| b. Other real estate | — | — |
| 7. Other Assets: | | |
| a. Accrued income | — | — |
| b. Prepaid expenses | — | — |
| c. Other (Specify) | — | — |
| 8. Total Assets | \$ 1,530.73 | \$17,789.33 |

LIABILITIES

| | | |
|--|-------------|-------------|
| 9. Insurance and annuity premiums payable | — | — |
| 10. Unpaid claims (Not covered by insurance) | — | — |
| 11. Accounts payable | — | — |
| 12. Accrued expenses | — | — |
| 13. Other liabilities (Specify) Exchanges | \$ 290.99 | \$ 41.00 |
| 14. Reserve for future benefits | 1,239.74 | 17,748.33 |
| 15. Total Liabilities and Reserves | \$ 1,530.73 | \$17,789.33 |

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK For the year ended April 30, 1969

| Deductions from Fund Balance | |
|---|--------------------|
| Item 12h—Other Administrative Expenses | |
| Stationery, supplies and printing | \$ 2,621.70 |
| Postage, express and freight | 22.94 |
| Telephone and telegraph | 147.80 |
| Equipment rental | 443.66 |
| Employee benefits | 292.89 |
| Miscellaneous | 451.81 |
| Repairs and maintenance | 104.08 |
| Dues and subscriptions | 54.48 |
| Tabulating service | 7,244.82 |
| Microfilm | 97.06 |
| Outside temporary office help | 4.86 |
| Miscellaneous Trustees meeting expenses | 50.36 |
| Field audit expenses | 55.37 |
| | <u>\$11,591.78</u> |

ANNUAL REPORT OF THE UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND

State of New York }
County of Kings } ss.
Frederik B. Paulsen and Al Kerr

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

Employer trustee:
[Signature]

Employee trustee:
[Signature]

Others (Indicate titles):

ANNUAL REPORT

For the fiscal year ended April 30, 1969

UNITED INDUSTRIAL WORKERS OF
NORTH AMERICA WELFARE FUND
275 20th Street, Brooklyn, N. Y. 11215

to the
SUPERINTENDENT OF INSURANCE
of the
STATE OF NEW YORK

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

STATEMENT OF CHANGES IN FUND BALANCE (RESERVE FOR FUTURE BENEFITS)

| ADDITIONS TO FUND BALANCE | |
|---|--------------|
| Item | |
| 1. Contributions: (Exclude amounts entered in Item 2) | |
| (a) Employer (Schedule 1) | \$791,406.70 |
| (b) Employee | — |
| (c) Other (Specify) | — |
| (d) Total Contributions | \$791,406.70 |
| 2. Dividends and Experience Rating Refunds from Insurance Companies | — |
| 3. Investment Income: | |
| (a) Interest | 21,328.43 |
| (b) Dividends | — |
| (c) Rents | — |
| (d) Other (Specify) | — |
| (e) Total Income from Investments | 21,328.43 |
| 4. Profit on disposal of investments | 6.25 |
| 5. Increase by adjustment in asset values of investments | — |
| 6. Other Additions: (Itemize) | |
| (a) | — |
| (b) | — |
| (c) Total Other Additions | — |
| 7. Total Additions | \$812,741.38 |

DEDUCTIONS FROM FUND BALANCE

| | |
|--|--------------|
| 8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans) | — |
| 9. Benefits Provided Directly by the Trust or Separately Maintained Fund | \$503,316.85 |
| 10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.) | — |
| 11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.) | 36,609.08 |
| 12. Administrative Expenses: | |
| (a) Salaries (Schedule 2) | \$ 72,708.37 |
| (b) Allowances, Expenses, etc. (Schedule 2) | 3,496.21 |
| (c) Taxes | 3,577.50 |
| (d) Fees and Commissions (Schedule 3) | 11,558.53 |
| (e) Rent | 6,331.24 |
| (f) Insurance Premiums | 129.66 |
| (g) Fidelity Bond Premiums | 214.00 |
| (h) Other Administrative Expenses (Specify) See Attachment | 62,533.19 |
| (i) Total Administrative Expenses | 160,548.70 |
| 13. Loss on disposal of investments | 107.51 |
| 14. Decrease by adjustment in asset values of investments | — |
| 15. Other Deductions: (Itemize) | |
| (a) | — |
| (b) | — |
| (c) Total Other Deductions | — |
| 16. Total Deductions | \$700,582.14 |

RECONCILEMENT OF FUND BALANCE

| | |
|--|--------------|
| 17. Fund Balance (Reserve for Future Benefits at Beginning of Year) | \$536,087.14 |
| 18. Total Additions During Year (Item 7) | \$812,741.38 |
| 19. Total Deductions During Year (Item 16) | 700,582.14 |
| 20. Total Net Increase (Decrease) | 112,159.24 |
| 21. Fund Balance (Reserve for Future Benefits) at End of Year (Item 14, Statement of Assets and Liabilities) | \$648,247.08 |

STATEMENT OF ASSETS AND LIABILITIES

| Item | End of Prior Year | End of Reporting Year |
|---------------------------------|-------------------|-----------------------|
| 1. Cash | \$ 54,299.85 | \$ 91,942.06 |
| 2. Receivables: | | |
| a. Contributions: (See Item 18) | | |
| (1) Employer | — | — |
| (2) Other (Specify) | — | — |

| | | |
|--|--------------|--------------|
| b. Dividends or experience rating refunds | — | — |
| c. Other (Specify) | 604.52 | 250.00 |
| 3. Investments: (Other than real estate) | | |
| a. Bank deposits at interest and deposits or shares in savings and loan associations | 430,750.00 | 500,000.00 |
| b. Stocks: | | |
| (1) Preferred | — | — |
| (2) Common | — | — |
| c. Bonds and debentures: | | |
| (1) Government obligations: | | |
| (a) Federal | 50,433.47 | 56,055.02 |
| (b) State and municipal | — | — |
| (2) Foreign government obligations | — | — |
| (3) Nongovernment obligations | — | — |
| d. Common Trusts: | | |
| (1) (Identify) | — | — |
| (2) (Identify) | — | — |
| e. Subsidiary organizations (See Instructions) | — | — |
| (Identify and indicate percentage of ownership by this Plan in the subsidiary) | | |
| (1) _____ % | | |
| (2) _____ % | | |
| 4. Real estate loans and mortgages | — | — |
| 5. Loans and Notes Receivable: (Other than real estate) | | |
| a. Secured | — | — |
| b. Unsecured | — | — |
| 6. Real Estate: | | |
| a. Operated | — | — |
| b. Other real estate | — | — |
| 7. Other Assets: | | |
| a. Accrued income | — | — |
| b. Prepaid expenses | — | — |
| c. Other (Specify) | — | — |
| 8. Total Assets | \$536,087.84 | \$648,247.08 |

LIABILITIES

| | | |
|--|--------------|--------------|
| 9. Insurance and annuity premiums payable | — | — |
| 10. Unpaid claims (Not covered by insurance) | — | — |
| 11. Accounts payable | — | — |
| 12. Accrued expenses | — | — |
| 13. Other liabilities (Specify) | — | — |
| 14. Reserve for future benefits | \$536,087.84 | \$648,247.08 |
| 15. Total Liabilities and Reserves | \$536,087.84 | \$648,247.08 |

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND ATTACHMENT TO THE ANNUAL STATEMENT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

FOR THE YEAR ENDED APRIL 30, 1969

Deductions from Fund Balance

| Item 12h—Other Administrative Expenses | |
|--|-------------|
| Postage, express and freight | \$ 129.58 |
| Telephone and telegraph | 1,405.50 |
| Equipment rental | 4,220.09 |
| Miscellaneous | 4,073.16 |
| Repairs and maintenance | 1,119.10 |
| Dues and subscriptions | 395.07 |
| Stationery, printing and supplies | 9,845.47 |
| Employee benefits | 3,774.87 |
| Tabulating service | 34,435.70 |
| Microfilm | 1,215.37 |
| Outside temporary office help | 53.01 |
| Miscellaneous Trustees meeting expense | 50.36 |
| Field audit expense | 228.31 |
| New Jersey and New York Disability Insurance expense | 1,587.60 |
| | \$62,533.19 |

UNITED INDUSTRIAL WORKERS OF NORTH AMERICA WELFARE FUND ATTACHMENT TO U.S. DEPT. OF LABOR FORM D-2 YEAR ENDED APRIL 30, 1969

| Part IV—Section A—Item 2c | End of Prior Year | End of Reporting Year |
|--|-------------------|-----------------------|
| Due from other Fund | \$290.99 | — |
| Travel advance | 288.72 | 250.00 |
| Accrued interest receivable on bonds purchased | 24.81 | — |
| | \$604.52 | \$250.00 |

ANNUAL REPORT OF THE UNITED INDUSTRIAL WORKERS OF NORTH AMERICA PENSION FUND

State of New York
County of Kings } ss.

Frederik B. Paulsen and Al Kerr

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

Employer trustee:
F. B. Paulsen

Employee trustee:
Al Kerr

Others (Indicate titles):

Grape Boycott Catches On With Friend and Foe Alike

Director Cesar Chavez of the United Farm Workers Organizing Committee offered several examples of the extent to which farm workers' organizing efforts and labor's boycott of California grapes has caught on.

For one thing, he told the recent AFL-CIO convention, "Right-to-Workers" in California have placed the boycott at the top of their "fear" list, replacing sex education.

Then there was the case of a little girl in a Washington D.C., store who tugged at her mother's hand as they passed the grape display and asked "if she could have some boycotts."

Chavez said farm workers emphasize to the growers that "we are going to fight to get a union for as long as it takes." AFL-CIO President George Meany assured Chavez that the federation will back the effort until it succeeds.

"We are quite familiar with long strikes and long struggles," Meany declared, "and we don't give up just because it takes a little time."

New Taft-Hartley Law Amendment Lifts Ban On Joint Fund Programs

WASHINGTON — It's now legal for employers to contribute to union-management day care centers and college scholarship programs for workers' children.

President Nixon has signed into law a labor-backed amendment to the Taft-Hartley Act that won near-unanimous approval from both the House and Senate.

The legislation had been sought particularly by the Clothing Workers and the Ladies' Garment Workers, which had found themselves stymied in negotiations by a rigid interpret-

ation of a Taft-Hartley provision limiting the uses of employer contributions to jointly-administered welfare funds.

The law change had the AFL-CIO's active support during a two-year effort to win congressional approval. A House-passed bill died in the Senate with the close of the 90th Congress and the legislative effort had to start anew this year.

The new legislation does not require an employer to bargain on child care or scholarship contributions, and it would not be an unfair labor practice for him to refuse to do so.

But if these benefits are negotiated, company funds may be used to finance the programs.

One immediate effect is to free funds intended for a scholarship program for children of 130,000 members of the Clothing Workers. The ACWA last year negotiated an agreement with the Clothing Manufacturers Association for the payment of one-half of 1 percent of payroll into a trust fund.

As an example of the type of programs the law change would encourage, the Clothing Work-

ers told the Senate Labor Committee earlier this year that the union is operating a day care center in Baltimore—but to avoid violating the letter of the Taft-Hartley Act, it has had to set it up as a health care center.

And in Chicago, they noted, the union has an "experimental" program which provides \$600-a-year tuition at colleges or technical schools for children of longtime members.

The Ladies' Garment Workers told the Senate committee that lack of day care centers in the women's apparel industry, where about 80 percent of the workers are women, has resulted in a high employment turnover rate.

The union said many women are forced to quit their jobs and stay home to take care of young children because there are no adequate child care facilities.

The AFL-CIO told Congress that the "severely restrictive" language of the Taft-Hartley Act is preventing the private sector of the economy from carrying out programs to benefit the country "without cost to the taxpayer."

High Profits, Executive Pay Cited:

Chamber of Commerce 'Hypocritical' For Bemoaning Wages, Meany Says

WASHINGTON—AFL-CIO President George Meany has accused the Chamber of Commerce of "blatant hypocrisy" in blaming wages for inflation and urging employers to "risk" strikes to save the nation.

The hypocrisy of a Chamber statement, Meany said, was exposed by an article appearing in the Wall Street Journal "on the very day" the statement was issued.

Noting that the Chamber made no mention of holding down profits and business executives' pay to fight inflation, Meany said "the reason is obvious" in that past Journal stories have shown profits are causing inflation and the latest article focuses on executives' salaries.

The Chamber statement charged that labor costs are the "chief ingredient" in inflation and warned against "union power" being used to get further wage boosts for workers.

Wage increases become a "tax on all consumers" because they result in higher prices, the Chamber said. However, it also expressed concern about consumer resistance that is making it difficult to "pass on" wage costs.

The Chamber concluded that "the business community may have to risk substantial work stoppages in order to save the currency."

The Wall Street Journal reported on a survey of 530 companies that found "the average chief executive's compensation jumped 9.8 percent in 1968," the largest yearly gain in 15 years.

The survey considered compensation to include salaries, bonuses and stock paid or credited to executives, but excluded pension and stock option benefit plans.

The total pay of one in every six executives was up more than 25 percent, according to

the survey, and almost half of this group was up more than 40 percent.

The largest gain, 18.8 percent, was made by top brass in the motor vehicles and equipment industries. Three industry groups—paper and allied products, petroleum and rubber and plastic products—showed increases for executives averaging 15 percent or more.

Corporate officials who "have grumbled" in past years that their pay raises weren't keeping pace with inflation "have been making up lost ground in giant strides," the newspaper said.

The reason for the huge pay raises for executives, it decided, was that "1968 was a year of fat profit" and bonus plans tied to profits "paid out handsomely."

In his statement, Meany said, "It is those 'fat profits'—not wage increases—that have caused inflation."

He cited Labor Secretary George P. Shultz's recent report that the median wage increase in new collective bargaining contracts negotiated this year is "a little under 2 percent for

1969," after accounting for price rises.

"Moreover," Meany continued, "the buying power of the average non-supervisory worker's weekly take-home pay, in recent months, has not been much greater than a year ago—or in 1965."

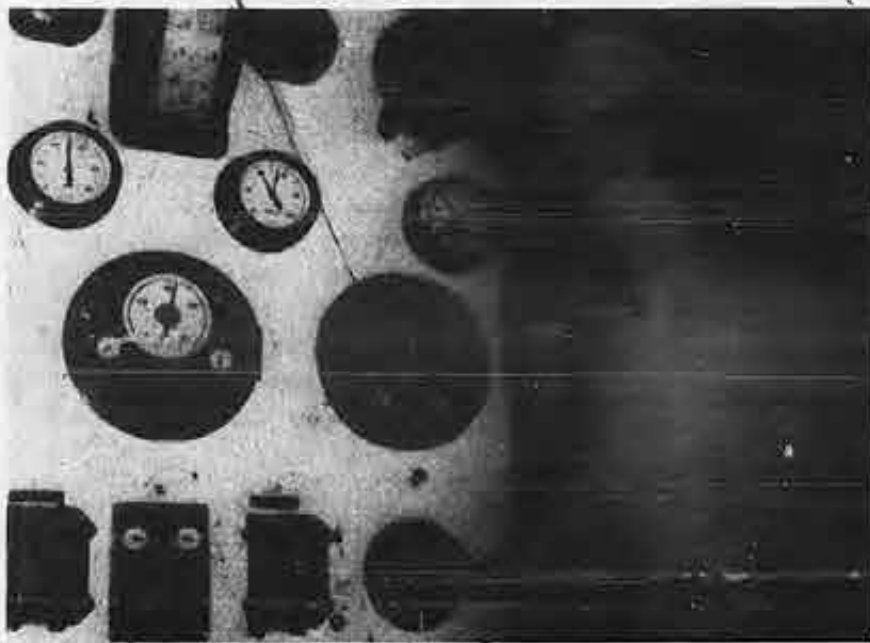
The gain in compensation of an individual big business executive in 1968 "is more than the average worker earned in the entire year," Meany pointed out.

He also stressed that workers "are hit hardest by the government's severely restrictive economic policies, including the highest interest rates in 100 years, that are increasing unemployment and boosting prices still further."

Under these conditions, Meany said, workers and their unions are bargaining for wage gains to offset price increases and "achieve a fair share of the gains of economic progress. That is their only recourse."

As for the Chamber, he concluded, before issuing "any more free advice on how to halt inflation, it ought to examine its own closet for skeletons."

Gauging His Work



Seafarer Danny DeCosta, FWT, does his job well as he carefully attends to the bank of instruments in the engine room of the Ponce.

Business Profit Grab Nailed As Inflationary Trend Culprit

The rise in living costs can be slowed by changes in the price and profit policies of American business, the AFL-CIO told President Nixon.

Replying to a letter from the President on the question of inflation, AFL-CIO President George Meany voiced labor's concern with rising prices and noted that they are "washing out all or most of the buying power of workers' collective bargaining gains in the past several years."

The major cause of the rising price level, he told the President "are to be found in business pricing and profits." Changes in these policies are needed, he stressed, to slow down the rise of living costs.

The AFL-CIO president pointed out that Labor Secretary George Shultz told the AFL-CIO convention recently that the median wage increase, after accounting for the rise in consumer prices, has been only a little under 2 percent in the first year of the agreements negotiated in the past year.

The buying power of the average non-supervisory workers' weekly take-home pay after federal tax deduction in 1969, Meany said, "has been hardly any greater than last year or in 1965, four years ago."

Demands for wage increases are "obviously based," Meany continued on prior increases in the cost-of-living. Unions seek in bargaining to offset the rise in living costs and "to gain some advance in the standard of liv-

ing." If such objectives are not reached a continuing rise in living costs puts real earnings further behind.

President Nixon had written the nation's business and labor leaders on the threat of inflation, calling specifically on labor leaders to "base their wage demands on the new prospect of a return toward price stability."

He keyed this to his radio talk to the nation in which he said government programs to cool off the economy and slow price increases are taking hold and now need the help of business and labor.

Alfred R. Rota Dies; Was Upholsterers VP

CHICAGO—Alfred R. Rota, 73, a vice president of the Upholsterers since 1937, died in hospital here last month. He had been in poor health for some time.

Born in Italy, Rota came to this country when he was 10, living first in Kansas and later moving to Chicago. In addition to serving as a vice president, he had been recording secretary and business representative of Upholsterers Local 18 for many years.

His post as vice president will be filled by the union's general board for the interim period preceding the next convention in 1970.

Fraudulent Correspondence Schools Rob Drop-Outs, Low Wage Earners

Lured by promises of high-paying jobs, thousands of people—including many youngsters—are victimized each year by mail order courses offered by "institutes" with fancy names which fraudulently claim to provide job-counseling and placement.

All too often, the jobs aren't there—nor the counseling, either. Many of the schools last just long enough to rob applicants—frequently high school drop-outs or graduates unable to go to college—of high fees which they can ill afford. Then the gyp artists disappear from the scene.

Post Office inspectors estimate that some \$10 million has been taken from hopeful home studiers in 15 recent mail fraud cases alone.

The correspondence school operators prey on a growing need. Many fields, particularly some of the newer ones, offer job opportunities to those with the requisite skills. No wonder so many unskilled men and women, with low-paying jobs or none at all, are captivated by

advertising blurbs like: "Learn at Home", "Jobs Guaranteed", "Free Placement Service", "Double Your Earnings".

In San Francisco, for example, the Jet Institute advertised openings in jet construction and maintenance to their graduates. The openings didn't exist and the course was worthless but the "institute" made away with an estimated \$1.5 million from mail order students.

Operating out of West Palm Beach, Florida, one school offered airline careers to applicants from all over the country. They paid up to \$660 each for a course which was a rehash of Local trade associations are a good source in recommending reputable correspondence schools in their field.

general material. Job counseling was non-existent, as were the promised jobs themselves. But the unsuspecting students were bilked out of more than two million dollars before the school's owners were apprehended.

And so it goes. A Practical Nursing School in Dallas, Texas, siphoned some \$300,000 a year from the pockets of low-income, unskilled women. High school students were taken for \$153,000 by a La Crosse, Wisconsin, outfit—the National Preparatory Service—which held out the hope of Civil Service careers.

Aptitude testing and career counseling are ripe fields for unscrupulous operators. After "testing", the enrollees are made to feel they must "qualify" to take a particular course. They pay out for phony exams and interviews. One such Wisconsin operator, in business under the name of North American Training Course, made away with \$153,000 before being stopped.

The Rogers brothers of Fort Worth, Texas, sentenced in 1965, had operated a whole series of correspondence schools—including Universal Motel Training—before being indicted and convicted. But not before taking an estimated \$35,000 from 141 prospective motel managers. Among the courses they offered were some in business administration, law enforcement, jet design. They even claimed endorsements from such public figures as the late General Dwight Eisenhower.

To avoid being taken, all prospective home-study applicants should first check with their local postal inspection division, which keeps a file of complaints. The Better Business Bureau does the same.

New Mexico Spurs Right-to-Workers

Albuquerque—The New Mexico Constitutional Convention voted 49-18 to reject a "right-to-work" provision in a proposed new state constitution. Voters will go to the polls in December to accept or reject the final draft of the constitution.

The margin of defeat was the largest ever recorded on the anti-union measure in this state. Foes of union shop agreements have tried repeatedly to get the measure through the legislature, New Mexico AFL-CIO Sec.-Treas. Neal Gonzalez reported. He said 17 of the 18 convention delegates from the Albuquerque area voted against the compulsory openshop proposal.

Consumer Action Wins Battle for Leaner Wieners

WASHINGTON—The consumer appears to have won his demand for less fatty hot dogs and other sausage products. The Department of Agriculture decided in favor of a 30-percent limit in the fat content of hot dogs in response to overwhelming public reaction in favor of the leaner wieners.

The original USDA proposal, issued last May, proposed a 33-percent limitation. Meat processors had reportedly been manufacturing hot dogs that were more than 50 percent fat.

More than 600 individuals and organizations responded to the proposal, the majority in favor of setting a limit on the amount of fat, said the USDA.

Consumers cited low-fat diets and low-nutritional content of fatty dogs as their major reasons.

During public hearings, Mrs. Virginia Knauer, the President's Consumer Advisor, spoke in favor of the less-fatty hot dog and said that President Nixon supported her position. He too, she said, was on a restricted diet.

"This is a real victory for the consumer," Mrs. Knauer said. She praised the President's support and added, "I am personally delighted."

Erma Angevine, executive director of the Consumer Federation of America said: "Hopefully this will mark the beginning of a greater concern for the consumer on the part of the Agriculture Department as it sets other standards for meat."

Above Board



Seafarer James Parrish, at right, a wiper, plays cards with his cousin, William Rittenhouse in New York hall while watching the board and waiting to ship out. Parrish, a recent graduate of the Harry Lundeborg School of Seamanship at Piney Point, last sailed on the Buckeye Victory. Cousin Bill just stopped by to visit.

'Love, Honor and Obey' Vows Gets Union Wife into Trouble

Dramatic proof that marriage vows are still taken seriously—at least in some quarters—was furnished in a case recently decided by the National Labor Relations Board.

Mrs. Dolores Easton of South Plainfield, N.J. said her husband, ordered her not to cross a picket line. Mindful that she had vowed to "love, honor and obey" her husband, she followed his order and was fired.

The picketing took place last October by production and maintenance workers at Nuodex Division of Tenneco Chemicals, Inc. at Piscataway, N.J.

Her husband, William, is a repairman for New Jersey Bell Telephone. Mrs. Easton was an office employee at Nuodex. NLRB Trial Examiner Sydney S. Asher, Jr. treated it as a special case.

"I am not convinced," he ruled, "that the (company's) unfair labor practices were motivated by opposition to the union, or to unionism in general. Rather, I view them as the result of the (company's) pique against Mrs. Easton because it believed correctly or mistakenly that she placed obedience to her husband's wishes above loyalty to her employer."

Asher ordered her reinstatement, effective to the date of the end of the six-week strike, with back pay to that point.

Unions Out-Perform Business In Minority Job Placement

WASHINGTON—Organized labor, notably the building trades unions, is doing a better job in opening its ranks to minority groups than business is doing in its own program of jobs and training according to a survey published by the Associated Press recently.

The news agency, in separate dispatches on the job role of labor and business respectively, found that the JOBS program of businessmen to hire and train the hard-core unemployed is lagging, while "job openings for Negroes in occupations controlled by labor unions are widening."

While the Associated Press said that black militants are not satisfied with the union showing, figures compiled from Labor Department records "indicate the much-criticized AFL-CIO building trades are among those making the swiftest progress toward integration on the job."

"The figures are absolutely accurate and actually underplayed the job that has been done by the building trades union," said Donald Slaiman, Director of the AFL-CIO Civil Rights Department. "The building trades figures are better than in other industries such as metal manufacturing and public utilities."

"Not only has there been a significant advance in minority placement in the construction industries," Slaiman said "but continuing progress is being made through the unions' Outreach Program. The number of minority apprenticeship placements through July surpassed 4,200. Almost 2,000 of these have been placed since the first of the year."

While businessmen insist that their own jobs targets have been met, the Associated Press survey said that the JOBS program "has produced only about one-fourth of the jobs hoped for." A Labor Department analysis

found that "the failure of many corporations to meet the hiring training targets of their Federal reimbursement" has become a serious problem. In addition there has been a serious turnover rate of about 45 percent among JOBS trainees in the 18-month-old drive of business leaders to find jobs for ghetto dwellers.

Labor Department reports show that the construction unions have a membership of 7.2 percent minority grouping of which about four percent are Negroes. Total minority membership is 9,500. Federal figures show that this is a better ratio than apprenticeship openings in the metal, manufacturing, public utilities, and mining industries as well as trade and service.

The statistics do not include the Laborers Union which has a minority membership of nearly 50 percent—about 25 percent are Negroes.

The figures include only those programs which are registered under State or Federal auspices. They do not include many job training programs which are particularly or entirely carried on by unions on their own.

Man's Best Friend Puts Bite on British Mailman

LONDON, England—U.S. mailmen carry repellent sprays issued by the U.S. Post Office to ward off angry dogs. But British Post Office workers were denied similar protection because the postal service feared too many lawsuits by angry dog owners.

Now the 97,000 member Union of Post Office Workers here says it will go into court to win permission to carry the sprays. "It's either the spray or padded pants," say the postmen, 3,193 of whom were bitten last year.



Doctor Who Quit Drug Firm Found Job Too Compromising

WASHINGTON — Working as the medical director of a major drug firm forced Dr. A. Dale Console to compromise with his principles so much, he told a Senate investigating committee, "I reached a point where I could no longer live with myself."

Console submitted a 25-page document as written testimony to the Senate Monopoly Subcommittee headed by Senator Gaylord Nelson. The Committee later released the text of questions from the testimony.

He had served as medical director of the E. R. Squibb Co. for 6½ years, Console said, but resigned his post on July 1, 1957, and is now in private practice.

He told the subcommittee that the drug company doctor "must learn the many ways to deceive the FDA (Food and Drug Administration) and, failing in this, how to seduce, manipulate or threaten the physician assigned to the New Drug Application (license for marketing) into approving it even if it is incomplete."

The doctor also wrote that "anything that helps to sell a drug is valid . . . while anything that decreases sales must be suppressed, distorted and rejected. . . ."

"He will find himself squeezed between businessmen who will sell anything to justify it on the basis that doctors ask for it and doctors who demand products they have been taught to want through the advertising and promotion schemes contrived by businessmen."

Console reported that many physicians are heavy prescribers, writing over 100 prescriptions a week. "I find it difficult to believe," he wrote, "that anyone can write that number of prescriptions and still take time to discriminate."

The document also detailed the inadequate and inaccurate means used to test drugs and notes that the average patient has about a 50-percent chance of getting "the right drug, in the right amount, at the right time."

"The Overseas Division (of

Squibb) held not only the notion that the safety and efficacy of a drug varied with the patient's nationality," added the Doctor, "but also that the advertising and promotion of drugs depended on the nationality of the physician."

Drug advertisements for countries south of the U.S. border were made simpler because the drug companies thought these physicians were "less sophisticated."

The detailman—a salesman who promotes the drug among physicians—came in for a major share of the criticism.

Dr. Console recalled that the companies ran contests offering prizes ranging from cutting boards to sets of monogrammed glasses to detailmen who reach or exceed a preset quota of sales.

WASHINGTON—The new breed of medical student is a far cry from the old-line fogies who dominate the American Medical Association and seem to devote their basic concerns to protection of the "doctor business."

The medical students, have a dedicated group that founded the Student Health Organization (SHO) in 1965. Active on more than a dozen medical campuses, SHO has some 1,500 members among the 50,000 medical students in the country.

SHO has initiated summer and, in some cases, year-round health care projects in the inner-city directed at giving special help to minority groups. They are a dedicated lot. What has probably shocked the old-line AMA, though, has not been these types of activist groups—although they are pretty new on the national scene—but what has happened to one of its own creations, the Student American Medical Association (SAMA).

25-Percent Hike Anticipated

Raise in Medicare Payments Forced By Soaring Bills for M.D. Services

WASHINGTON — The Administration revealed that it plans to raise the \$4 monthly charge levied for coverage of doctors' services under Medicare by more than 25 percent because of soaring doctors' bills.

Social Security Administrator Robert M. Ball told the House Ways and Means Committee that a final decision on the amount of the increase still has to be made but that the boost will put the charge "somewhat over \$5."

Ball told the committee, holding hearings on pending social security legislation, that the higher charge will be effective July 1. Under the law, the Secretary of Health, Education and Welfare must decide on the raise by January 1.

This would be the second boost in the fee paid by the aged under the medical insurance part of Medicare, which is also partly financed by the government. When the program was first set up in 1966 the fee was \$3. It was raised to \$4 in 1968.

Ball also announced that the Administration is still reviewing a task-force study recommending that drug costs be included under Medicare. "If we move in," he said, "it will be gradually."

Ball's announcements came under questioning from Representative Jacob H. Gilbert (D-N.Y.), who has charged that the Administration's proposed 10-percent increase in social

security benefits is "grossly inadequate."

Gilbert has introduced a bill, backed by the AFL-CIO, the National Council of Senior Citizens and a number of other organizations, which would provide for two 20-percent across-the-board increases in benefits between 1970 and 1972.

The measure also would finance the medical insurance program through contributions paid during the beneficiary's working years and expand Medicare to cover prescription drugs.

In another development, the Department of Health, Education and Welfare published two new proposed regulations for Medicare in the Federal Register, Oct. 17.

One would prohibit hospitals and extended care facilities from requiring a deposit from Medicare beneficiaries as a condition for admission. The other would bar a doctor with financial interest in a hospital from sitting on its review committee which determines when Medicare patients are to be discharged.

The first regulation, particularly of benefit to the aged poor, spells out in detail a policy announced by HEW in May, 1967, but not previously defined.

The regulation states that health facilities may not deny admission or evict a Medicare beneficiary because he is unable to pay a deductible amount (the first \$44 of the hospital bill, for example) or certain per-day amounts required after ex-

tended stays—60 days in the case of a hospital, 20 days in an extended care facility.

Advance payments for services not covered by Medicare may be required, but only if such services are requested by the patient or his family.

Full \$1 Billion Voted by Senate For Clean Water

WASHINGTON — The Senate has broken through the Administration's budget barriers and voted nearly five times the amount the President had requested to combat water pollution.

It insisted on the full \$1 billion Congress had authorized to be spent this year when it passed the Clean Water Act in 1966.

That law authorized steadily-increased federal grants to help states and communities build sewage treatment plants. But the Administration budget asked that only \$214 million be spent this year.

The House raised the figure to \$600 million, and the Senate boosted it an additional \$400 million.

It defeated—by an overwhelming 82-5 margin—a motion to cut the appropriation back to the amount of the budget request. Then it approved the \$1 billion figure as part of a \$5 billion public works appropriations package by an 86-2 vote.

Stress Dedication to Patients' Needs:

Young Medics Kick Over Old AMA Line

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The SAMA was founded in 1952 largely as a pawn of the AMA. Today the SAMA is no longer a docile junior AMA but, with its 23,000 dues-paying members on 89 college campuses, has become an activist organization, itself.

SAMA is demanding new approaches to health care of the poor, is setting up pilot projects to help the disadvantaged in Appalachia and Kansas City and is demanding modernization of medical education in all the schools.

SAMA's 1968-1969 president, C. Clement Lucas, Jr., became Dr. Lucas last June. He jolted the AMA House of Delegates meeting in San Francisco that same month when he declared:

"Health care is a basic right. And unless the medical profession can accept the challenge of positive action and relevant progressive reform, other organizations will supplant it and its

primacy in the medical care system."

The SAMA's journal, *The New Physician*, urges medical students to "work toward the curing of our society's massive ills" when they graduate.

And touching on a point considered wholly sacred by the AMA, *The New Physician* pointed out that "the concept of fee for service is not the only utilizable foundation to provide the highest quality and availability of medical care."

Lucas and his publication speak for almost one-half of today's medical students. Many of these students may change once they graduate and start practice and fall back into the old, tired AMA mold but, judging by recent graduates, it is not too likely.

One indication of the seriousness with which the medical students treat the health care problem was a summer conference here in Washington set up by the Institute for the Study of

Health and Society through SAMA.

Students from some 30 college campuses gathered in Washington and spent almost two months studying the basic social and political realities and economics of health care, something of which they get precious little in medical schools.

Part of the time was spent working with government agencies. The students also met face to face with spokesmen for various interest groups: unions, the poor, the affluent, minority groups, etc.

The students were constantly probing, questioning practices which the AMA accepts. They leave little doubt that for most of them their primary concern is playing a role in making high quality health care available to all the people.

Not all agree on the proper approach but most have long since concluded that the present system is not the answer.

Labor Rolls up 75% Victory Record In 2 Years Before Supreme Court

ATLANTIC CITY — Labor won 75 percent of its cases before the Supreme Court during the last two years for a "highly successful" legal record, the AFL-CIO Executive Council said.

The council report dealt with 22 labor cases which reached the Supreme Court since the last convention—a period covering the final two court terms under Chief Justice Earl Warren. In 16 of these cases, labor's arguments prevailed.

Many of the cases dealt with constitutional issues and the council report discussed five of them, including three that it termed "major."

In *Food Employees Local 590 v. Logan Valley Plaza*, Pennsylvania courts ruled that peaceful picketing on shopping center sidewalks could be barred as an illegal trespass on private property, and the union appealed. The Supreme Court reversed the decision in a 6-3 vote.

Justice Marshall wrote an opinion concluding that state laws on the places at which picketing may be carried on are subject to the same constitutional freedom of speech standards historically applied to handbilling cases. Five other justices agreed, in a decision which the council said was "plainly of the greatest practical importance" for unions faced with the usual "formidable difficulties" in carrying on organizing campaigns.

In *United Mine Workers v. Illinois Bar Association*, the organized bar complained that the UMW engaged in the unauthorized practice of law by hiring a licensed attorney, on a salaried basis, to represent any member who wanted his advice in workmen's compensation claims. The Illinois courts rejected the union's claim that the plan was protected by the 1st Amendment. The Supreme Court reversed, with Justice Harlan dissenting. The council said:

"The court made it absolutely plain that unions have the right to set up and finance group legal service plans . . . as to any work-related matter, as long as the

plan is administered in such a way as to insure that the individual member retains control of the case" involving him.

A landmark ruling was put on the lawbooks when Maryland and 27 other states brought a suit, called *Maryland v. Wirtz*, alleging that it was beyond the power of Congress to regulate the minimum wages and maximum hours of employees in state-operated hospitals and schools. The states' argument was "completely rejected" by a seven-man majority of the court, the council noted.

The opinion, written by Justice Harlan, upheld the power of Congress to regulate public enterprises affecting commerce.

The report said "There can be little doubt that this case represents a major interpretation of the commerce clause which will have reverberations far into the future if Congress moves to meet the serious labor relations problems which are surfacing on the state and local levels of government."

The council cited two cases of "lesser magnitude":

In *Nash v. Florida Industrial Commission*, the commission had refused to pay unemployment insurance to a union member because she had authorized her union to file unfair labor practice charges against her employer on her behalf. This refusal was upheld by the Florida courts but unanimously reversed by the Supreme Court.

The court, for the fourth time in 55 years, rejected the claim of a railroad—this time the Chicago, Rock Island and Pacific—that Arkansas's state "full crew" laws violate the Constitution or the 14th Amendment. The court ruled that the evidence strongly supported the claim of the Locomotive Firemen and Engineers, now part of the United Transportation Union, that the laws play an important safety function.

National Labor Relations Board cases did not "occupy center stage" during the last two Warren terms, the council reported, but nevertheless did fig-

ure in decisions of importance.

In *NLRB v. Gissel Packing Co.*, a unanimous court ruled that an employer's duty to bargain with a union can be established without a representation election.

It said that authorization cards obtained by the union from a majority of employees, without misrepresentation or coercion, are reliable enough generally to prove a valid alternate route to majority status. It found that an order to bargain is justified when an employer "rejects a card majority while . . . committing unfair labor practices that tend to undermine the union's majority and make a fair election an unlikely possibility."



AFL-CIO President George Meany confers with Secretary-General Galo Plaza of the Organization of American States, left, and Secretary of Labor George P. Shultz, center, at Inter-American Conference of Labor Ministers where Meany appealed for support of free unions.

Free Unions Called Main Foundation Of Struggle to Oppose Dictatorships

WASHINGTON — AFL-CIO President George Meany called on Western Hemisphere governments to give their fullest support to "those of us who make the case for freedom and justice" for workers and their families.

He also strongly re-emphasized U.S. labor's opposition to dictatorships "from either the right or the left" in an address to the Third Inter-American Conference of Labor Ministers in Washington.

The week-long conference, sponsored by the Organization of American States, was attended by ministers of labor from 23 countries in the hemisphere. Most delegations also included union leaders.

Two previous labor ministers' conferences were held, in 1963 in Colombia and 1966 in Venezuela. The purpose of the conferences is to develop effective participation by labor and labor ministries in social and economic development.

Reports on the status of projects agreed to at previous conferences and working papers prepared by OAS formed the basis for the work of the conference's plenary sessions and working committees.

In a message to the conference, President Nixon emphasized that "the development of all our resources is imperative if we are to attain our goals for a better life. But first among these is the human resource."

Secretary of Labor George P. Shultz headed the American delegation. Major conference speakers in addition to Meany and Shultz, included OAS Secretary-General Galo Plaza and David A. Morse, director-general of the International Labor Organization.

Meany told the conference that the AFL-CIO "has devoted considerable effort to raise the standard of life in other parts of the world," especially in Latin America.

Much of the effort, he pointed out has been made in co-operation with business and government through the American Institute for Free Labor Development established in 1962 "to provide educational and development assistance obviously needed and directly sought by free trade unions in Latin America and the Caribbean."

"The AFL-CIO, through AIFLD," Meany said, "has offered trade union courses to thousands of your trade unionists both in Latin America and in the United States."

In addition, he said, "we have assisted in the construction of worker housing, worker credit institutions, worker co-operatives, clinics and even schools for children in many of your countries."

Meany also cited U.S. labor's work with national trade union centers and the Inter-American Regional Organization of Workers (ORIT) as part of a "proud record of association" with free trade unions in the hemisphere.

The AFL-CIO engages in international programs for two reasons, Meany said: To help free workers achieve economic and social advancement and prevent "dictatorships of the left or right, communist or fascist." Labor knows, he went on, that dictatorship anywhere is "accompanied by destruction of free unions" and "represents a threat to freedom everywhere in the world."

Meany leveled sharp criticisms at union movements that turn to military governments on their promises of quick improvements in working conditions.

Such situations, he said, only add to workers' discontent and suffering and "help to perpetuate conditions of misery, poverty and social unrest."

Shultz challenged the labor ministers to play a vital role in the "effort for economic growth and development" and shoulder

major responsibility "in seeking social justice." He said:

"We should lead in developing the best means for incorporating manpower policy in the overall strategy of economic development.

"We should work to provide a fuller understanding of the anatomy and meaning of unemployment and poverty, especially to those most directly affected."

The urgency of resolving increasing unemployment in Western Hemisphere nations was emphasized by Plaza.

"At least 25 percent of the Latin American labor force was unemployed in 1960," the OAS leader stated, "and the figure today is believed to be even higher. The vast majority of Latin Americans live close to the margin of subsistence, with little opportunity to improve their lot."

Plaza deplored the "extremely low rate" of participation of Latin American women in the labor force, pointing out that those who do work often are compelled to choose between domestic and other low-productivity positions or no job at all.

Morse told the conference that policies to bring about the "most significant and most rapid possible increase in employment" should be the cornerstone of future development of the Americas.

He implored the ministers to develop plans for a distribution of income that will allow more of their rapidly growing populations to participate and benefit from economic growth "within the next few years, not in some distant future."

Morse also unveiled a plaque at the Pan American Union in Washington commemorating the 50th anniversary of the first session of the ILO. The ceremonies were attended by the ministers and members of their delegations.

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

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From the Ships at Sea

A motion was made aboard the **Bethlor** (Bethlehem) that wherever a company has an established state-side shore gang, that gang should be required to shift or haul vessels between 5 P.M. and 8 P.M. on Saturdays, Sundays and holidays. Also discussed were port watch duties after 5 P.M. and before 8 A.M. The meeting, at which **Joseph Michael** was chairman, agreed that the practice of turning men to for securing before sailing time should be stopped unless a call back is posted for the deck department, Secretary **Vernon Douglas** reported. A motion was made that representatives on the Union Negotiating Committee include at least one man for each department who has been to sea recently. A request was also made that each department aboard ship post the minutes of all safety meetings so that the Seafarers will be kept fully informed. **Jerry W. Blan** was deck delegate; **Hector L. Duarte**, engine delegate and **Lorenzo Rinaldi**, steward delegate.

Michael

Upon receipt of a radiogram from headquarters concerning the raises in vacation benefits, the crew aboard the **Trenton** (Sea-Land) voted to accept, writes Secretary **Cristobal DeJesus**. Ship's Delegate **Dan Butts** was chairman. A motion was made by **Joe Atchison** and seconded by **John Dunfee** to request the



Delaney

SIU contract enforcement committee to make a strong effort to have single foc'sles, one for each man, on all new and converted ships. A vote of confidence was given the steward department for a job well done. Butts reported no beefs and all repairs taken care of. Brother **Homer L. Miller**, FWT, was put ashore at Midway Island very sick; he will receive needed care at the U.S. base hospital there. **John A. Owen** is deck delegate, **Thomas F. Delaney**, engine delegate, and **Kenneth Bowman** is steward delegate.

Ship's Chairman **Jake Levine** aboard the **Transpacific** (Hudson Waterways) insists the vessel is the best feeder in the SIU. Levine gives the major share of the credit to Chief Steward **John C. Hunt**. "Without exception," Levine wrote to the LOG, "Hunt is the best feeding steward that I have ever come across. The entire crew of the **Transpacific** are full of praise and have nothing but compliments for the chief steward." Both Hunt and the entire steward department received a "whole-hearted vote of thanks from the entire crew" for the well-prepared food, the menus "fit for a king" and the clean service. The praise was echoed by SIU boarding patrolman **W. Paul Gonsorchik**, who heard first hand of the crew's enthusiasm about Hunt and his department when he met the ship in Baltimore.

After sailing from Baltimore carrying MSTC cargo for Vietnam, the **Seatrain Georgia** (Seatrain) developed rudder trouble, Ship's Secretary **James W. Thomas** reports and had to return to drydock in Maryland for repairs. The ship sailed eight days later with the crew eager to go. Ship's delegate **Frank J. Smith** was the meeting chairman and a discussion took place concerning the holding of meetings every Sunday while the ship is at sea. Some members felt this was unnecessary, as there is rarely enough to discuss. **M. H. Jones** is deck delegate and **Clyde L. Van Epps** engine delegate. No beefs were reported. Treasurer **Jones** reported \$36 in the ship's fund.

serious chow problems are reported aboard the **Del Alba**. Ship's Delegate **Frank Rodriguez, Jr.** says the captain countermands the steward's orders to buy fresh vegetables and other stores as needed. As a result, the ship almost went on rations due

to a shortage of eggs, coffee and other items. **L. D. Croom, Jr.**, the meeting secretary, writes that a special meeting will be requested with the boarding patrolman when the ship gets back to the States. A telegram was received describing the new SIU vacation plan rates and a vote of thanks for a job well done was sent to headquarters upon motion of **Rodriguez**, seconded by **Croom**. **William Eschuk, Jr.** was meeting chairman. **J. B. Cowan** is deck delegate; **J. H. Helfer**, engine delegate and **C. M. Dials**, steward delegate.

Van Epps

The Seafarers aboard the **Ogden Willamette** (Ogden Marine) are all very proud of their new ship and its many conveniences, writes Secretary **Cleveland R. Wolfe**. Each man has his own room, generally with both bath and shower. Ship's Delegate **Walter D. Makin** reported no beefs. It was decided at the meeting, chaired by **Edwin C. Craddock**, that a safety committee should be set up. Among the items requiring attention is the installation of a railing on the lower deck, which is very dangerous when wet. **W. T. Gardner** is deck delegate;



Makin

B. C. Burns, engine delegate and **Makin**, steward delegate. The steward department was given a unanimous vote of thanks for the fine chow.

Rudd

By an unusual coincidence, 13 crewmembers aboard the **Overseas Carrier** (Maritime Overseas) all celebrated their birthdays during the month of November, writes Ship's Secretary **A. Sigler**. **William S. Rudd**, ship's delegate, reported to the assembled Seafarers that the steward vacancies were filled at Freeport, and, as a result, this vessel's crew feels it can boast the best steward department in the SIU. A vote of thanks sent to the galley. The meeting, chaired by **Walter B. Chipman**, heard that there were no beefs. The captain is very co-operative in every way, **Rudd** said, and wants all beefs squared away promptly. Department delegates are: Deck, **Miguel Luis Medina**; Engine, **William E. McCay**; Steward, **Sadie Duplechin**. A motion was made by **Rudd** and seconded by **Raymond Allen**, to allow any crewmember to pay off after six months on the Persian Gulf run, with needed replacements to be flown out to the ship.



Rodriguez

SIUNA-UIW Adds Newly-Contracted Firm



Men of the newly contracted **Hussmann Container Division** in San Francisco proudly display the first product they manufactured under a novel container-making process. These 16 men are members of the SIUNA-affiliated **United Industrial Workers of North America** and are shown here at the **Bethlehem Shipyard** in San Francisco where they gathered for this photograph near and on top the container.

SIU WELFARE, PENSION & VACATION PLANS

| Cash Benefits Paid | | |
|--|--------------------|-----------------------|
| Report Period: October 1 - October 31, 1969 | | |
| | Number of Benefits | Amount Paid |
| SEAFARERS' WELFARE PLAN | | |
| Scholarship | 10 | \$ 4,181.50 |
| Hospital Benefits | 2,080 | 50,269.05 |
| Death Benefits | 31 | 91,000.00 |
| Medicare Benefits | 207 | 828.00 |
| Maternity Benefits | 24 | 4,600.00 |
| Medical Examination Program | 506 | 15,235.90 |
| Dependent Benefits (Average \$474.35) | 1,832 | 86,916.05 |
| Optical Benefits | 676 | 9,319.73 |
| Meal Book Benefits | 278 | 2,776.85 |
| Out-Patients Benefits | 4,281 | 33,992.00 |
| SUMMARY OF WELFARE BENEFITS PAID | 9,925 | 299,119.08 |
| SEAFARERS' PENSION PLAN-BENEFITS PAID | 1,433 | 332,784.00 |
| SEAFARERS' VACATION PLAN-BENEFITS PAID (Average \$491.67) | 1,557 | 765,523.52 |
| TOTAL WELFARE, PENSION & VACATION BENEFITS PAID THIS PERIOD | 12,915 | \$1,397,426.60 |

Widow Finds SIU A Welcome Friend

To the Editor:

I want to express my heartfelt thanks to the Seafarers International Union for all their help to me.

My husband, Guy F. Plahn, had been missing since last February, after paying off the Raphael Semmes in January. He was finally located through finger prints and help of the authorities to be deceased in San Francisco, Calif.

I had no insurance, nor any money whatsoever to bury him, but thanks to the SIU, they buried him for me, and saw to all the necessary arrangements.

I would have had no one at all to help me had it not been for this wonderful Union.

I want to especially thank the New Orleans SIU hall and Miss Spencer for handling all details for me.

I don't know what I would have done without these fine people.

I am proud my husband was a member of such a wonderful Union as the SIU.

I take this means of thanking each and every one of you through the Seafarers Log.

God bless you all.

Please see that I get the Log sent to me. I enjoy it so much. Thanks.

Sincerely,
(Mrs.) Anna Plahn
New Orleans, La.



Seafarer Praised By Chief Officer

To the Editor:

I know you will be proud to learn of the great assistance one of your Union members, Leslie E. Phillips, Chief Electrician, was to me under very trying conditions.

One of the crew members in the engine department, Wiper Melvin N. Duerson, fell and injured his back aboard the Buckeye Pacific and was being transferred from the ship to a tugboat outside the port of Honolulu, Hawaii, for removal to a hospital. The water was rough and the tugboat pitched quite a bit, thereby making it difficult to carry the man on a stretcher. Phillips offered his assistance, by carrying the man by himself to the tugboat.

He explained to me he had learned this particular feat in the Navy. I was a bit apprehensive at first concerning the safety of both men in doing this, as there was quite a gap and step between the deck of the pitching tugboat and the gangway. With an injured man weighing approximately 200 pounds on his back, it certainly wasn't going to be easy, but Phillips assured me he could easily do it. I accepted his help, so he slowly and gently raised the injured man and carried him

across his back to the gangway and onto the tugboat. It was a beautiful job.

Mr. Phillips is also a very good Electrician and was very helpful in getting this vessel underway after we broke down two days out of Honolulu and floated around for 18 hours without any plant or power. We were dead in the water.

It is men like Mr. Phillips, who are hard to find these days, that makes life just a little easier and pleasant under various trying conditions on these old rusty ships.

The ship's delegate, William Cullen and myself, and of course everyone else I've talked to about it, all thought it a very good idea to have this incident sent to the LOG.

Sincerely yours,
H. Bilde
Chief Officer



Seafarer Thankful For Union's Help

To the Editor:

I recently returned to Sea after 18 years on the Beach. I sailed as night cook and baker on the S.S. Halcyon Panther on a trip to India.

I was flown back to Tampa, Florida, following an injury. I checked in at the Tampa Hall and the agent there told me of the benefits I was entitled to, such as maintenance and cure, wages, and vacation pay as I had been injured on the Island of Monitius in the Indian ocean. They helped me to fill out forms and made phone calls to get me paid off. Although

LETTERS To The Editor

I am a C card it made no difference to the SIU at Tampa. I was treated the same as the old timers.

I am looking forward to earning a B book and then going on to be a full book member.

I wish to take this opportunity to thank the Tampa Hall for looking after my interests and the entire SIU for their wonderful care and interest in my welfare. It should be of interest to all newcomers in the SIU that regardless of your seniority in the SIU, you are being well cared for.

The progress the SIU has made in the past 18 years is unbelievable. It makes me feel proud and honored to belong to the SIU.

Sincerely yours,
John M. Hoster



Nixon Fleet Plan Pleases Pensioner

To the Editor:

I was glad to hear that President Nixon will re-

build the U.S. merchant fleet at last.

Up to now, the only time we have built up our merchant fleet was a hurry-up affair in time of war. The next war we may not have time.

I wish every Senator and Congressman would read and study Admiral Mahan's "Effects of Sea Power in World History." It was merchant fleets under Vasco da Gama that found the sea route to the riches of India. Columbus discovered the New World and the English and Dutch became famous and powerful by sea trade. I hope we have enough men in Washington to speak for us.

I notice that most accidents at sea are on ships under monkey (foreign) flags, where human lives are not of much value.

Thanks for sending me the LOG. It was great to see and hear from old shipmates and keep up with the Seafarers news.

I believe we who are on SIU pension should have some sort of unity and keep in touch in case of a strike or other Union emergency, so we can help out.

I hope when the U.S. builds new ships that the Seafarers will have plenty of trained men ready. It will be a great help in getting new ships for our Union.

Soon I will visit the Hall here in New Orleans to meet friends and help out at Union meetings. Meanwhile I give my best regards to the staff of the LOG.

Fraternally yours,
Lawrence McCullough
New Orleans



Welfare Plan A "Lifesaver"

To the Editor:

I wish to thank everybody, including all union members, for taking care of my recent hospital bill in Traverse City, Michigan—it saved my life.

Yours truly,
Clarence A. Vinson
Elberta, Mich.

NOTICE TO ALL

SHIP CHAIRMEN SHIP SECRETARIES DEPARTMENT DELEGATES

Seafarers on SIU ships around the world would like to have your crew share their experiences with them.

You can do this by sending in any newsworthy, interesting or humorous experience of members of the crew which can be published in the Seafarers LOG.

Pictures are also wanted. Have your shipboard photographer snap some photos of the crew at work or relaxing ashore and send them to the LOG. (Be sure the photos are sharp and clear, and that everyone is identified by name and rating.)

Bridgette McCall, born September 25, 1969, to Seafarer and Mrs. James R. McCall, West New York, N.J.



Kim Ahern, born July 26, 1969, to Seafarer and Mrs. James P. Ahern, Hyde Park, Mass.



LaToyna Broadus, born August 25, 1969, to Seafarer and Mrs. Raymond F. Broadus, Pascagoula, Miss.



Robert Trainor, Jr., born October 17, 1969, to Seafarer and Mrs. Robert Trainor, Deptford, N.J.



Laura Walker, born October 3, 1969, to Seafarer and Mrs. Clayton Walker, Brooklyn, N.Y.



Jose Colls, born October 3, 1969, to Seafarer and Mrs. Jose R. Colls, Laris, Puerto Rico.



Samantha Feagin, born September 21, 1969, to Seafarer and Mrs. Sam O. Feagin, Jr., Seattle, Washington.



Michael Cannon, born August 16, 1969, to Seafarer and Mrs. Peter J. Cannon, Duluth, Minnesota.



Patricia Lewis, born September 30, 1969, to Seafarer and Mrs. Jesse S. Lewis, Norwalk, Calif.



Mei-Ling Salcedo, born October 7, 1969, to Seafarer and Mrs. Jose A. Salcedo, Carolina, Puerto Rico.



Merle Duckworth, born July 26, 1969, to Seafarer and Mrs. Merle S. Duckworth, Jacksonville, Fla.



Alberto Osman, born November 2, 1969, to Seafarer and Mrs. Malip B. Osman, Rio Piedras, Puerto Rico.

Enka Harris, born August 8, 1969, to Seafarer and Mrs. Walter Harris, Wilmington, Delaware.



Sebrina Toliver, born October 14, 1969, to Seafarer and Mrs. William Toliver, Jr., New Orleans, La.



Tammy Hovatter, born September 18, 1969, to Seafarer and Mrs. Gerald W. Hovatter, Leakesville, Miss.



Andrew Kruse, born May 24, 1969, to Seafarer and Mrs. Edwin L. Kruse, Alpena, Michigan.



Brian Piesko, born October 6, 1969, to Seafarer and Mrs. Ronald R. Piesko, Chicago, Illinois.



Alex Ragas, born October 23, 1969, to Seafarer and Mrs. Alfred Ragas, New Orleans, La.



Frances Field, born September 25, 1969, to Seafarer and Mrs. William H. Field, Texas City, Texas.



Dawn Jockum, born October 6, 1969, to Seafarer and Mrs. Daniel F. Jockum, Secaucus, N.J.



Jeffery Manuel, born October 3, 1969, to Seafarer and Mrs. Leroy J. Manuel, Kinder, La.



Derrick Smith, born October 2, 1969, to Seafarer and Mrs. Hanable Smith, Jr., Mobile, Ala.



Melito Maldonado, Jr., born October 17, 1969, to Seafarer and Mrs. Melito Maldonado, Houston, Texas.



James Broxson, born August 1, 1969, to Seafarer and Mrs. Lowell T. Broxson, Vidor, Texas.



Amy Louise Willis, born November 3, 1969, to Seafarer and Mrs. Adrian D. Willis III, Virginia Beach, Va.



Shea Seale, born August 16, 1969, to Seafarer and Mrs. Kenneth R. Seale, Mobile, Ala.



Karen Rush, born October 19, 1969, to Seafarer and Mrs. Calvin J. Rush, New Orleans, La.



Stefan Strawinski, born March 15, 1969, to Seafarer and Mrs. Adolf Strawinski, Farmingdale, N. J.



Derrick Hills, born May 24, 1969, to Seafarer and Mrs. Jimmie Hills, New Orleans, La.

International Agreement Necessary To Curb Mexican Border Plants

A multi-nation agreement has been urged by an official of the Clothing Workers to curb the export of jobs and import of products that adversely affect both U.S. workers and industries.

Soft goods, ceramics, plate glass and steel are among the industries hard hit by U.S.-owned plants along the Mexican border and "in other low-wage countries, particularly in the Far East," said Howard D. Samuel, vice president of the ACWA. Samuel appeared on Labor News Conference, an AFL-CIO-produced public affairs interview broadcast Tuesday at 7:35 p.m., EST, on the Mutual Broadcasting System.

He said that some 200 such plants have been built just south of the Mexican border in the last few years, where wages range as low as 30 cents an hour for the 20,000 workers they employ. He said that in addition to substandard wages, tax breaks granted by the Mexican government and U.S. "tariff benefits" encourage manufacturers to set up foreign assembly plants.

"Now 'assembly' is a fairly broad word," Samuel stressed, pointing out that it includes "putting together all the components of a television set or a radio . . . or most of the operations in making a shirt, or suit, or a ladies garment."

But, he noted, Mexican consumers get no "benefit out of the manufacturing operations that are being set up there," for "even when things are made within its borders (by U.S. companies), they have to be shipped out."

Samuel said that U.S. textile and apparel imports are "growing 70 percent a year" in general, and as much as 400 percent to 500 percent on some items, but that American consumers gain no advantage in either quality or price. He pointed out that "garments coming from European countries, where the wage levels are considerably lower than wage levels in the United States, are sold for the same or higher prices than American made garments of the same quality."

"The beneficiary is not the consumer, it is the retailer," he declared, and the retailer "is doing very well, indeed."

Imports have taken a heavy toll in jobs. Samuel said that "in the last four to five years we have lost probably 200,000 jobs" in the textiles and apparel industries—"largely due to the import factor."

Runaway companies add to the plight of the worker by closing a plant in the United States and opening it across the border or overseas, Samuel said.

"I consider this a very crude form of export of jobs," he stressed.

The apparel and textile industries in the country employ about 2.5 million people—many are women and many are members of minority groups. Samuel

said that any decline of employment in the industries will affect people who don't have access to other industries and who exist on the fringe of poverty.

He said the nation has spent a great deal of money on poverty programs and manpower training "to make sure that these people—women and members of

minority groups—become a part of the labor market." But he warned that "if we continue to allow major imports in these areas it is going to have just the opposite effect."

Samuel was questioned by Lloyd Schwartz of Fairchild Publications and Neil Gilbride of the Associated Press.

Defender of Viet Freedom Voices Prayer for Peace



Vergil A. de los Santos

Marine Corps Sergeant Vergil A. de los Santos, 18-year-old son of Carlos de los Santos, business agent of the SIUNA-affiliated Alaska Fish Cannery and Crab Workers' Union of the Pacific, left Camp Pendleton, California, last month—enroute to Vietnam with his Unit.

Prior to his departure for the war zone, Sergeant de los Santos sent to the Seafarers LOG a poem he had written for his Unit which movingly illustrates the sense of duty to country, combined with prayers for peace, which he shares with his fellow marines in

Unit 4420.

"We are all proud to be a Marine," Vergil—whose brother, Carlito, spent 19 months of his own marine service in Vietnam—told the LOG. He added, however, that "maybe, just maybe, by publishing this part of us" for the people back home and for readers around the world, there might be other prayers "added, with ours, for peace."

The poem is printed below.

A Marine's Prayer

I'm fighting for something, others will too.
I'm praying for something—how about you?
Is it too hard to beg for peace
When we can have it without a lease?

You sit at home and take life at ease,
But do you think of us? That's all we need!
You have the time for parties, and time for fun,
But think of the Marine, because he has none.

A lot of us will die in this lasting war . . .
Others will sit back and some will ignore
This feeling in all of our hearts—
The end of fighting and peace in our thoughts.

His loved ones back home are praying always . . .
Their son is fighting in Vietnam, but nothing to say
Because of his training. Above all is important—
Their son is coming home; first class postage is sent.

But should something happen to someone far away,
Did their prayer count? And then how to pray
For a loved one who died for something
This country gave to him, and to all the same.

I'll pass by and show my colors,
Someone will brush it, and so will others.
To think how freedom was a price to pay . . .
Is it worth it, to let our flag lay?

They prove themselves men by burning a card!
Some will think twice; some will be hard.
To pass by this country's tradition of fame;
They only give us thoughts of ending pain.

There are many ways to pray.
Some do it with nothing to say . . .
As long as your heart speaks for you,
I'll pray for peace and, above all for you, too.

PERSONALS

Thomas Howell

Please contact Barbara Booth as soon as possible at 568 Prospect, Seattle, Washington 98109.

Rudy P. DeBoissiere

Please contact the Welfare Plan office at Union Headquarters, 675 Fourth Avenue, Brooklyn, New York at your earliest convenience.

Jerome Chapkewitz

Mr. M. Whitfield asks that you contact him at the Department of Social Services, 847 Concourse Village East, Bronx, New York 10451.

Henry Karpowicz

Please contact your cousin, Mrs. Rose Burns, at 4820 North 15th Street, Philadelphia, Pennsylvania 19141.

George L. Bruno, Jr.

It is important that you contact Mr. J. M. Fenton, Insurance Manager, at Penn Shipping Company, Inc., 405 Park Avenue, New York, N.Y. 10022 as soon as possible. He is holding a check for you in connection with your salvage claim. The telephone number is (212) 751-4800.

Thomas E. Tucker

Alexander Gluck

Anthony Amoriello

Please contact the Welfare Counter at SIU Headquarters in Brooklyn as soon as possible. A check is being held there for you.

Michael Toth

Robert E. Carroll, Jr., asks that you contact him as soon as possible. The address is 500 St. Charles Street, New Orleans, Louisiana.

John O. Glenn

Please contact your mother, Mrs. Carolina O. Glenn, at Hotel Inter-Continental, Housekeeping Department, Makati Rizal, Philippines, as soon as possible.

John V. Dolan

Thomas J. Tourges asks that you contact him as soon as possible at Pembroke Station, Danbury, Connecticut 06810.

Ralph M. Bartlett, Jr.

Please contact your parents as soon as possible at 2705 Seymour Avenue, Cleveland, Ohio 44113.

Matthew W. Nevin

Your mother, Mrs. Margaret L. Hurst, asks that you contact her as soon as possible at Argyle Head, R.R. 1, Yarmouth Co., Nova Scotia, Canada.

Frank Snowden

Tom Snowden

Please contact your brother, Bruce N. Snowden, as soon as possible regarding an important

matter. The address is 2800 Bailey Avenue, Bronx, New York 10463.

Harold Edward Arlinghaus

Your wife, Carmen, asks that you contact her as soon as possible at 169 22 Street, Brooklyn, New York.

Hans Skottene

Please contact SIU headquarters in Brooklyn, N.Y. in reference to your membership book and seamen's papers.

David E. Hanke

Please contact your parents as soon as possible at 556 South Craft Highway, Mobile, Alabama 36617 or call them collect at area code 205, telephone number 452-9683. They are very anxious to hear from you.

Robert M. Holley

Your wife, Marilyn, would like you to contact her as soon as possible at 1010 West 49th, Norfolk, Virginia 23508. She is home from the hospital and feeling fine.

Jack Gervais

Please contact your mother as soon as possible at the following address: c/o C. C. Andrews, Route 1, Box 252, Boomer, North Carolina.

Robert Newbold Newton

Marvin G. Byerly asks that you contact him as soon as possible at 828 Americana Building, Houston, Texas 77002.

Charles Wiley

W. Dean (Deano) Couey would like you to contact him as soon as possible concerning your belongings. His address is 309 Scott Street, Apartment 3, San Francisco, California 94117.

Jesus Fernandez Roman

Please contact your daughter, Margarita Fernandez Garcia, as soon as possible at Calle Esquilin 1954, Santurce, Puerto Rico.

Jimmy Davis

Norma asks that you contact her as soon as you can at P.O. Box 36021, Houston, Texas 77036. She tried repeatedly to reach you on Thanksgiving and the day after and is sorry she wasn't able to contact you.

Clyde T. Clark

Please get in touch with your landlord, William A. Lang, immediately on a very urgent matter. His address is 3326 Spaulding Avenue, Baltimore, Maryland 21215.

James Sidney McRae

Your son, Harry Steven McRae, asks that you contact him as soon as possible at P.O. Box 3089, Heltys Station, Lufkin, Texas 75901.

DEL VALLE (Delta), October 5—Chairman, Frank Wranik; Secretary, W. C. Sink; Ship's Delegate, Frank Corven; Engine Delegate, Earl E. Masters; Ship's Delegate, Adolph L. LaMorte, Jr. No disputed OT and no beefs.

COLUMBIA EAGLE (Columbia), October 5—Chairman, Kenneth Roberts; Secretary, Thomas Ulisse; Ship's Delegate, Kenneth Roberts; Deck Delegate, Kenneth Kristensen. Disputed OT in deck department. Wire sent to patrolman in Yokohama asking him to meet ship for discussion.

TRANSONTARIO (Hudson Waterways), October 12—Chairman, C. L. Gonzales; Secretary, F. J. Vanloo; Ship's Delegate, C. L. Gonzales; Engine Delegate, Emile J. Olive; Steward Delegate, A. Romero. No beefs were reported.

TRANSLOBE (Hudson Waterways), October 5—Chairman, R. Sohl; Secretary, T. Conway; Ship's Delegate, F. H. Katros; Deck Delegate, A. Sison; Steward Delegate, Arthur G. Andersen. No beefs were reported.

STEEL DESIGNER (Isthmian), October 16—Chairman, Verner Poulson; Secretary, Vasser Szvanski; Ship's Delegate, Donald M. King. No beefs and no disputed OT.

COLUMBIA ROSE (Columbia), October 19—Chairman, Lee J. Harvey; Secretary, Clyde H. Lanier; Deck Delegate, Charles Frev; Engine Delegate, Elkin Kent; Steward Delegate, James E. Naaran. General discussion held regarding the good and welfare of the ship. Everything is running smoothly as a whole with no serious beefs. Some disputed OT in engine department.

JOPLIN VICTORY (Marine Carriers), September 14—Chairman John N. Crews; Secretary, Carlos Diaz. Ship's delegate reported that everything is running smoothly with no beefs.

HALCYON TIGER (Halcyon), October 21—Chairman, John Brady; Secretary, Michael Toth; Ship's Delegate, John Brady; Deck Delegate, John Brady; Engine Delegate, William D. Cooper; Steward Delegate, Bert M. Winfield. Very cooperative crew on board. Vote of thanks to the entire steward department for the fine food, pastries, etc.

SEATRAN MAINE (Hudson Waterways), October 19—Chairman, George King; Secretary, Sam W. McDonald; Ship's Delegate, George King; Deck Delegate, Robert Myers; Engine Delegate, Jaroslav Sommers; Steward Delegate, William Lennox. \$29.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

TRANSERIE (Hudson Waterways), October 12—Chairman, V. V. Hakkorainen; Secretary, W. B. Yarbrough; Ship's Delegate, H. Ruckli; Deck Delegate, T. E. Anderson; Engine Delegate, I. W. Flavio; Steward Delegate, R. W. Elliott. \$40.00 in ship's fund. No beefs and no disputed OT.

ELIZABETHPORT (Sea-Land), October 12—Chairman and Ship's Delegate, Tom E. Kelsey; Secretary, Herb Knowles; Deck Delegate, R. Guerin; Engine Delegate, R. Snarriff; Steward Delegate, J. Silva. Discussion held regarding drinking water and water used for washing. Matter to be taken up with Union officials.

JOPLIN VICTORY (Marine Carriers), October 12—Chairman, John N. Crews; Secretary, Carlos Diaz. No beefs were reported by department delegates.

JOPLIN VICTORY (Marine Carriers), October 19—Chairman, John N. Crews; Secretary, Carlos Diaz. Discussion held regarding welfare and retirement plan. No beefs were reported by department delegates.

MONTICELLO VICTORY (Victory Carriers), October 25—Chairman A. Rudnicki; Secretary, E. Everett; Ship's Delegate, Enos E. Ott; Deck Delegate, L. Reinchuck; Engine Delegate, W. B. Blankenship; Steward Delegate, Emilio Barreto. \$19.00 in ship's fund. No beefs and no disputed OT.

SEATRAN GEORGIA (Seatrains), October 26—Chairman, Frank J. Smith; Secretary, James W. Thomas; Ship's Delegate, Frank J. Smith; Deck Delegate, M. Jones; Engine Delegate, Clyde L. Van Foss. Members all in favor of not adopting the procedure of holding meeting every Sunday while ship is at sea, as there is seldom anything to discuss.

HATTIESBURG VICTORY (Alcoa), September 14—Chairman, S. P. Morris; Secretary, E. C. Caudill. Ship's Delegate reported that everything is running smoothly.

HATTIESBURG VICTORY (Alcoa), September 28—Chairman, S. P. Morris; Secretary, E. C. Caudill; Deck Delegate, Albert J. Costello; Engine Delegate, Walter Fitzgerald. No beefs. Everything is running smoothly.

HATTIESBURG VICTORY (Alcoa), October 19—Chairman, S. P. Morris; Secretary, E. C. Caudill; Ship's Delegate, S. P. Morris; Steward Delegate, Raymond Walters. Everything is running smoothly with no beefs.

OVERSEAS CARRIER (Maritime Overseas), November 9—Chairman, Walter B. Chipman; Secretary, A. Siegler; Ship's Delegate, William S. Rudd; Deck Delegate, M. L. Medina; Steward Delegate, S. Duplichin. Vote of thanks was extended to the entire steward department for a job well done. Best steward department in SIU. No beefs. Everything is running smoothly. Good Captain and good crew.

DEL NORTE (Delta), November 9—Chairman, Jack Procell; Secretary, R. E. Stought, Jr.; Ship's Delegate, John R. Johnson; Deck Delegate, G. Malazzo; Engine Delegate, Joseph G. Arch; Steward Delegate, John T. Kelly, Jr. \$153.47 in ship's fund. Some disputed OT in engine department to be taken up with patrolman. Very smooth voyage. Vote of thanks to the steward department for a job well done.

PONCE (Sea-Land), November 2—Chairman, H. W. Soillane; Secretary, J. Kackur; Ship's Delegate, H. W. Spillane; Deck Delegate, H. W. Spillane; Engine Delegate, Edward L. Haynes. Discussion held regarding overpriced items in the slo chest. Vote of thanks was extended to Brother Spillane for settling a few beefs.

DEL ALBA (Delta), November 5—Chairman, W. Eschuck, Jr.; Secretary, L. D. Croom, Jr.; Ship's Delegate, Frank Rodriguez, Jr.; Deck Delegate, J. B. Cowan; Engine Delegate, J. H. Helfer; Steward Delegate, C. M. Dials. \$15.00 in ship's fund. A few items to be taken up with boarding patrolman. Vote of thanks to the steward department for a job well done.

DEL ALBA (Delta), September 16—Chairman, William Eschuck, Jr.; Secretary, Louis D. Croom, Jr.; Ship's Delegate, Frank Rodriguez, Jr.; Deck Delegate, Lee E. Gillian; Engine Delegate, J. H. Helfer; Steward Delegate, C. M. Dials. Crewmembers request that a Union food plan man come aboard ship at the first U.S. port. Motion made to ask Union to get together with Company regarding transportation back and forth to ships at Sunny Point. \$10.00 in ship's fund. No disputed OT. Vote of thanks to the steward department for a job well done.

PONCE (Sea-Land), October 7—Chairman, H. W. Spillane; Secretary, J. Kackur; Ship's Delegate, H. W. Spillane; Engine Delegate, Edward Haynie; Steward Delegate, W. Wallace. No beefs were reported by department delegates.

HATTIESBURG VICTORY (Victory), November 2—Chairman, W. P. Morris; Secretary, E. C. Caudill; Deck Delegate, A. J. Costello; Engine Delegate, Walter E. Fitzgerald; Steward Delegate, Raymond Walters. Vote of thanks was extended to the steward department for a job well done. Everything is running smoothly.

RAPHAEL SEMMES (Sea-Land), November 1—Chairman, J. Lewis; Secretary, Harvey M. Lee; Ship's Delegate, Jesse Lewis; Deck Delegate, R. O'Dowd; Engine Delegate, Earl H. Fain; Steward Delegate, A. S. Sze. Discussion held regarding retirement plan. Disputed OT in deck department.

BEAUREGARD (Sea-Land), October 30—Chairman, R. Whitney; Secretary, P. Gonzalez; Deck Delegate, C. Dickens; Engine Delegate, Nick G. Lambros; Steward Delegate, Joseph Kearnes. Discussion held regarding poor mail service to the ship. Some disputed OT in deck department.

STEEL VENDOR (States Marine-Isthmian), November 8—Chairman, Alfred Hanstvedt; Secretary, Michael J. Dunn. No beefs and no disputed OT. Everything running smoothly so far. Vote of thanks was extended to the steward department for a job well done.

JAMES (Ogden Marine), November 11—Chairman, F. Finch; Secretary, John R. Roberts; Deck Delegate, A. Ezell; Engine Delegate, John S. Higgins. \$30.25 in ship's fund. No beefs were reported by department delegates.

BETHFLOR (Bethlehem Steel), November 11—Chairman, Joseph Michael; Secretary, Vernon Douglas; Deck Delegate, Jerry H. Blau; Engine Delegate, Hector L. Duarte; Steward Delegate, Lorenzo Ranaldi. Disputed OT in deck department. The crew would like to have a new TV set put aboard.

AMERICAN PRIDE (American Sealanes), October 26—Chairman, J. Sampson; Secretary, W. L. Everett; Ship's Delegate, C. A. Roberts; Deck Delegate, W. A. Barlesta; Engine Delegate, W. E. Wilkinson; Steward Delegate, Ernest C. Brown. Few hours disputed OT in deck department.

TRENTON (Sea-Land), November 1—Chairman, Dan Butts; Secretary, C. Dyesues; Ship's Delegate, Dan Butts; Deck Delegate, John A. Owen; Engine Delegate, Thomas F. Delaney; Steward Delegate, Kenneth Bowman. \$8.00 in ship's fund. No beefs were reported by department delegates.

DAGAMA (Crest Overseas), October 19—Chairman, G. Selix; Secretary, J. E. Higgins; Ship's Delegate, John Sullivan; Deck Delegate, John Sullivan; Engine Delegate, R. Wilson; Steward Delegate, R. Potorski. Some disputed OT in deck department.

OVERSEAS NATALIE (Maritime Overseas), October 15—Chairman, John A. Dunne; Secretary, Juan Mojica; Ship's Delegate, P. L. Waters. \$27.00 in ship's fund. No beefs were reported by department delegates.

OGDEN WILLAMETTE (Ogden Marine), November 2—Chairman, Edwin C. Craddock; Secretary, Cleveland R. Wolfe; Ship's Delegate, Walter D. Makin; Deck Delegate, W. T. Gardner; Engine Delegate, B. D. Burns; Steward Delegate, Walter D. Makin. The crewmembers of this ship are very proud of their new ship and all the conveniences. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

COLUMBIA (U.S. Steel), November 2—Chairman, B. J. Waturski; Secretary, M. S. Sospina; Deck Delegate, Richard Heffley; Engine Delegate, Walter Cressman. No beefs everything is running smoothly. Very good crew aboard ship.

CLAIBORNE (Sea-Land), November 2—Chairman, James Dixon; Secretary, James Pursell; Ship's Delegate, Walter Dunn; Deck Delegate, William Kocho; Engine Delegate, Allan G. Tigha; Steward Delegate, Leo J. Gomes. Small amount of disputed OT in deck department.

ROBIN GRAY (Moore-McCormack), November 9—Chairman, C. Jordan; Secretary, H. Donnelly; Ship's Delegate, T. Fosberg; Deck Delegate, Ed Delaney; Engine Delegate, Roy Nugent; Steward Delegate, Herman L. Evans. No beefs were reported by department delegates.

DELTA PARAGUAY (Delta), November 2—Chairman, Albert E. Bourgot; Secretary, Charles J. Mitchell; Deck Delegate, John W. McNeelage; Engine Delegate, Frank W. Chavers; Steward Delegate, Robert V. Kennedy. No beefs were reported by department delegates.

VANTAGE HORIZON (Vancouver), October 18—Chairman, Oscar Stevens; Secretary, Roscoe L. Alford; Ship's Delegate, M. D. Green; Deck Delegate, A. Wetherington; Engine Delegate, H. T. Nash; Steward Delegate, L. T. Smith. No beefs and no disputed OT. Everything is in order.

ROBIN TRENT (Moore-McCormack), September 6—Chairman, F. J. Mears; Secretary, C. J. Nall; Ship's Delegate, P. Rubish; Engine Delegate, Claude D. Berry; Steward Delegate, O. R. Bailey. \$34.70 in ship's fund. No beefs. Everything is running smoothly. Discussion held regarding retirement plan. Vote of thanks was extended to the steward department for a job well done.

ROBIN TRENT (Moore-McCormack), October 3—Chairman, William Hale; Secretary, Grant March. No beefs were reported by department delegates.

FANWOOD (Waterman), October 19—Chairman, Anthony J. Kuberski; Secretary, Joseph N. Rioux; Deck Delegate, Wiley Maetkey; Engine Delegate, William Tauk; Steward Delegate, Thomas E. Markham. No beefs and no disputed OT reported by department delegates.

SEATRAN FLORIDA (Hudson Waterways), October 26—Chairman, E. B. Hardcastle; Secretary, M. E. Greenwald; Ship's Delegate, E. B. Hardcastle; Deck Delegate, J. Wilson, Jr.; Engine Delegate, R. L. Bell; Steward Delegate, Gregorio Cortez. No beefs and no disputed OT. Vote of thanks to the steward department for a job well done.

KYSKA (Waterman), October 8—Chairman, J. M. Elwell; Secretary, G. C. Turner; Ship's Delegate, J. M. Elwell. No beefs were reported by department delegates.

FAIRLAND (Sea-Land), October 12—Chairman, R. Hodges; Secretary, K. Lynch; Deck Delegate, William Doran; Engine Delegate, Robert H. Caldwell. No beefs were reported by department delegates.

FAIRLAND (Sea-Land), November 11—Chairman, R. Hodges; Secretary, K. Lynch; Deck Delegate, William Doran; Engine Delegate, Robert H. Caldwell. Repair list made up. No beefs. Some disputed OT in engine department.

SEATRAN OHIO (Seatrains), November 2—Chairman, R. L. Anderson; Secretary, W. E. Messenger; Ship's Delegate, Robert L. Anderson; Deck Delegate, M. Armenteros; Engine Delegate, Bobby Spencer; Steward Delegate, Richard A. Morgan. Five men paid off during voyage. Three men were replaced. A number of beefs to be taken up with boarding patrolman.

PENN CHALLENGER (Penn Shipping), October 2—Chairman, A. N. Boney; Secretary, S. J. Davis; Ship's Delegate, Anthony J. Oro; Deck Delegate, Walter L. Stewart; Engine Delegate, Roy L. Cuthrell; Steward Delegate, Clarence Willey. Vote of thanks was extended to the steward department, especially to Brother Samuel J. Davis, chief steward, who put out some of the best menus ever. No disputed OT and no beefs. Everything running smoothly and everybody is happy.

STEEL FLYER (Isthmian), September 7—Chairman, Manuel Landran; Secretary, Harris L. Bennett; Ship's Delegate, Herbert Leake. \$10.00 in ship's fund. No beefs were reported by department delegates.

HATTIESBURG VICTORY (Alcoa), November 23—Chairman, S. P. Morris; Secretary, E. C. Caudill; Deck Delegate, Albert J. Costello; Engine Delegate, Walter E. Fitzgerald; Steward Delegate, Raymond T. Walters.

STEEL TRAVELER (Isthmian), November 16—Chairman, O. Hernandez; Secretary, Iluminado R. Llenos; Ship's Delegate, Mike J. Berry. \$13.05 in ship's fund. Few hours disputed OT in deck and engine departments to be taken up with boarding patrolman.

ANTINOUS (Waterman), October 26—Chairman, Melvin Moore; Secretary, J. McPhaul; Ship's Delegate, Melvin Moore; Deck Delegate, Sheppard Maris; Engine Delegate, A. G. Milne; Steward Delegate, G. T. Augino. Discussion held regarding vacation plan. \$12.25 in ship's fund. No disputed OT and no beefs.

COLUMBIA MARINER (Columbia), November 9—Chairman, Joseph Savoca; Secretary, Woodrow W. Perkins; Deck Delegate, H. Willingham; Engine Delegate, S. V. Marano; Steward Delegate, Paul Capano. No beefs and no disputed OT. Vote of thanks was extended to Brothers Woody Perkins and Red McDonald for getting permission to set up old ice-making machine for cooling off soft drinks.

PRODUCER (Marine Carriers), November 9—Chairman, Alfonso A. Armada; Secretary, William H. Rhone; Ship's Delegate, William E. Richardson; Deck Delegate, Wallace G. Renz, Jr.; Engine Delegate, Lyle H. Haddoll; Steward Delegate, Joseph Naurocki. Some disputed OT in deck and engine departments. Among many subjects, ventilation in crew's quarters was discussed. Vote of thanks to the steward department for a job well done. Beefs in steward department to be taken up with boarding patrolman.

IBERVILLE (Waterman), November 16—Chairman, Benny Brinson; Secretary, Larry Kilgore; Ship's Delegate, Benny Brinson. Brother Ray Casanova was elected to serve as new ship's delegate. Disputed OT in deck department.

BUCKEYE PACIFIC (Buckeye), November 18—Chairman, Leon M. Kyser; Secretary, W. Harper; Engine Delegate, George E. Connell, Jr.; Steward Delegate, Americus C. Bell. Brother Leon M. Kyser was elected to serve as new ship's delegate. Disputed OT to be taken up with boarding patrolman.

COLUMBIA TIGER (Columbia), November 15—Chairman, Mickel Casanuieva; Secretary, George M. Williams; Ship's Delegate, Nicholas W. Funken; Deck Delegate, Nicholas W. Funken; Engine Delegate, Leo Crawford; Steward Delegate, John D. Scott. No beefs were reported by department delegates.

SAN FRANCISCO (Sea-Land), November 16—Chairman, M. B. Woods; Secretary, H. A. Galicki; Ship's Delegate, Malcolm R. Woods; Deck Delegate, Michael Curry; Steward Delegate, Morris Berlowitz. Discussion held regarding increase in vacation plan for Sea-Land ships. \$30.00 in movie fund. Vote of thanks to the steward department for a job well done.

OVERSEAS TRAVELER (Maritime Overseas), November 16—Chairman, John Gallagher; Secretary, Jorge Morero; Deck Delegate, Steve Mosakowski; Engine Delegate, Ray Shayniga; Steward Delegate, Pedro Artega. Some disputed OT in deck and engine departments.

COLUMBIA TRADER (Columbia), November 17—Chairman, W. G. Kelly; Secretary, John Hauser; Ship's Delegate, James P. Balderston; Deck Delegate, William A. DeLappe; Engine Delegate, J. A. Sullivan; Steward Delegate, A. L. Yarrow. Vote of thanks was extended to the ship's delegate, steward, cooks and baker for a job well done. No mail received from headquarters during entire three-month trip. No disputed OT.

STEEL FLYER (Isthmian), August 31—Chairman, Manuel Landran; Secretary, Harris L. Bennett; Ship's Delegate, Herbert Leake. \$10.00 in ship's fund. No beefs were reported by department delegates.

PERRY (Marine Traders), November 26—Chairman, Marion E. Beeching; Secretary, Virgil L. Swanson; Deck Delegate, E. Duxbury; Engine Delegate, H. H. Farr; Steward Delegate, E. A. Kirchan. \$5.00 in ship's fund. No beefs were reported by department delegates.



FINAL DEPARTURES

Jose Rivera, 65: Seafarer Rivera died on March 27, 1968, in Arecibo, Puerto Rico from arteriosclerosis. He was a native of Barceloneta, Puerto Rico and was living in Arecibo at the time of his death. Brother Rivera was an SIU pensioner who retired in 1967. He joined the Union in the port of New York in 1943 and sailed in the steward department as a cook. His last vessel was the Detroit. Seafarer Rivera received a personal safety award for his part in making the Elizabeth an accident free ship during the first half of 1960. Brother Rivera had been sailing since 1927. Survivors include his son, Victor Jose Rivera.



Victor, when he died. Burial was in St. Raymond Cemetery, Bronx, New York. Brother Soto had been sailing the seas since 1917.

Theodore P. Burgess, 60: Brother Burgess died in Superior, Wisconsin, on October 22 from heart disease. He was a native of Rhode Island and was making his home in Superior with his wife, Ernestine, when he died. Seafarer Burgess joined the SIU in Duluth in 1960 and sailed in the engine department as a fireman. Burial was in Calvary Cemetery, Superior.



Guy F. Plahn, 59: Brother Plahn passed away on September 2, 1969 in San Francisco General Hospital from meningitis. He joined the SIU in the Port of New York in 1947 and sailed in the engine department as an electrician. His last vessel was the Raphael Semmes. A native of Iowa, Seafarer Plahn had been making his home in New Orleans with his wife, Anna, up until the time of his death.



Florencio H. Medina, 71: Brother Medina died of bronchopneumonia on August 28 at Professional Building Hospital, San Juan, Puerto Rico. Seafarer Medina was a native of Puerto Rico and was living there when he died. He joined the SIU in the Port of New York and retired from the sea on SIU pension in 1956. He had sailed in the steward department as a chief cook and his last vessel was the Alcoa Planter. Brother Medina was sailing for 31 years when he retired. Among his survivors are a daughter, Esther Maria Medina. Burial was in Villa Palmeras Cemetery, Santurce, Puerto Rico.



John Frank Yodice, 22: Brother Yodice died on October 9 while working on board the Mobile between the ports of Rotterdam, The Netherlands, and Bremen, Germany. Seafarer Yodice joined the SIU in the Port of New York in 1965 and sailed in the deck department as an AB. In 1965 he graduated from the Harry Lundeberg School of Seamanship. A native of New York. Brother Yodice was living in Brooklyn with his father, Michael, when he passed away.



Samuel Spencer Lyle, 58: Brother Lyle died on September 17 aboard the National Defender from natural causes. He was a member of the engine department and joined the SIU in the Port of New Orleans in 1947. Seafarer Lyle was a native of Alabama and was making his home in Crosby, Texas, when he died. Among his survivors are a brother, Ross Franklin Lyle.



Onni Nikolai Peltomaa, 52: Seafarer Peltomaa died on September 5 following an accident suffered while sailing aboard the Steel Admiral. He was a native of Finland and was making his home in Flushing, New York, with his wife, Edith, at the time of his death. Brother Peltomaa joined the Union in the Port of New York in 1944 and sailed in the engine department as an oiler. His career at sea began in 1936.



Walter Emerson Murray, 73: Seafarer Murray was an SIU pensioner who died on October 20 in Presbyterian Hospital, Philadelphia from heart disease. He joined the Union in the Port of Philadelphia and sailed as the captain of a tugboat for Taylor and Anderson Towing and Lighterage Company. Brother Murray retired from the sea in 1962 and was living in Philadelphia with his sister, Mrs. William M. Henry. Seafarer Murray was a native of Philadelphia. Burial services were in Fernwood Cemetery, Fernwood, Pennsylvania.



Marion Sharpe, 64: Seafarer Sharpe died on October 18 in Dover Township, New Jersey. He was a native of South Carolina and was making his home in Toms River, New Jersey with his wife, Gladys, at the time of his death. Brother Sharpe joined the SIU in the Port of New York in 1940 and retired on SIU Pension in 1965. He had served in the deck department as an AB and his last vessel was the Steel Apprentice. Brother Sharpe began his sailing career in 1932.



George Alvin Logan, 36: Brother Logan died on October 21 following a heart attack on board the Transhuron. Seafarer Logan graduated from the SIU's Andrew Furu-eth Training School in 1960 and four years later successfully completed the Union's upgrading program. He served in the deck department as bos'n. A native of Alabama, Seafarer Logan joined the Union in Mobile in 1960. He was making his home in Clayton, Alabama, when he passed away. Among Brother Logan's survivors are his wife, Kathryn and a brother, John W. Logan.



Berlin Bernard Saunders, 74: Brother Saunders died on October 10 in USPHS Hospital, Staten Island. He was a native of Florida and was making his home there with his wife, Jennie, when he passed away. Seafarer Saunders was a pensioner and old-time member of the SIU. He joined the Union in 1939 in Florida and sailed in the steward department. His last vessel was the Del Monte. Brother Saunders, an Army vet-



eran of World War II, had been sailing for 27 years when he retired. Burial was in Woodlawn Memorial Park, Miami, Florida.

You Hong Kim, 60: Seafarer Kim died from heart disease on October 19 in Yokohama, Japan. Brother Kim was a native of Hawaii and was making his home in San Francisco with his wife, Unsook, when he passed away. He joined the Union in San Francisco in 1952 and sailed in the engine department as chief electrician. His last vessel was the Steel Worker.



Eizdorie Fisher, 56: Seafarer Fisher passed away on November 13 at USPHS Hospital, New Orleans from a massive hemorrhage. He joined the SIU in the Port of New Orleans in 1945 and sailed in the steward department as a messman. Seafarer Fisher was a native of Louisiana and was making his home in New Orleans with his wife, Catherine, when he died. His last vessel was the Citadel Victory. Burial was in New Orleans.



Robert Oliver Bradford, 19: Seafarer Bradford died aboard the Hattiesburg Victory on July 25 as the result of an accident. He joined the Union in the Port of New Orleans in 1968 and graduated from the Harry Lundeberg School of Seamanship on August 28 of that year. Brother Bradford sailed in the engine department as a wiper. A native of New Orleans, young Bradford was making his home in Metairie, Louisiana, with his mother, Alice, when he passed away.



Timothy Pat Sullivan, 49: Brother Sullivan died on October 4 from respiratory failure at USPHS Hospital, Baltimore. Seafarer Sullivan joined the SIU in Baltimore in 1943 and sailed in the deck department as an AB. His last vessel was the Portmar. A native of North Carolina, Brother Sullivan was making his home in Baltimore when he died. Survivors include his brother, Roger W. Sullivan. Burial was in Gardens of Faith Cemetery, Baltimore.



Superdome for New Orleans Backed by MTD Port Council

NEW ORLEANS—A new 80,000-capacity domed stadium, to be called the Louisiana Superdome and incorporating many unique features has been projected for completion here by 1973.

The structure has received the enthusiastic endorsement of the Maritime Council of Greater New Orleans and Vicinity of the AFL-CIO Maritime Trades Department. A resolution supporting the project was unanimously approved at a meeting at the SIU hall here last month, and signed by SIUNA Vice President Lindsey J. Williams, President of the local MTD Council; and C. J. (Buck) Stephens, Council Secretary-Treasurer and SIU Port Agent.

"The Louisiana Superdome is many things," the resolution declared. "It is a midweek downtown parking complex, it is a Madison Square Garden arena, it is a great convention and trade show center, it is a giant screen television theatre, it is the first of the king-sized auditoriums, and it is the world's finest football-baseball stadium."

Among the features to be incorporated are parking facilities for 5,000 cars, a 20,000-seat arena with up-close seating on all four sides, and a synthetic grass baseball-football playing field which rolls back to expose an all-purpose floor suitable for giant conventions, trade shows and a variety of mass audience entertainment. Advanced theatrical lighting will be used.

Eight giant color television screens, each 50 feet by 37.5 feet, will be readily viewable from every seat. Besides permitting "instant replay" during stadium events, they will also be available for closed-circuit showings of Broadway plays, Las Vegas shows, prize fights and college football.

The Superdome is to be located in New Orleans central business district and Vieux Carre. The Maritime Council urged the stadium commission to take all necessary steps to speed actual construction as "absolutely essential to the future economic growth of the New Orleans area."

Schedule of Membership Meetings

SIU-AGLIWD Meetings

New Orleans Jan. 13—2:30 p.m.
 Mobile Jan. 14—2:30 p.m.
 Wilmington Jan. 19—2:00 p.m.
 San Fran. Jan. 21—2:00 p.m.
 Seattle Jan. 24—2:00 p.m.
 New York Jan. 5—2:30 p.m.
 Philadelphia Jan. 6—2:30 p.m.
 Baltimore Jan. 7—2:30 p.m.
 Detroit Jan. 9—2:30 p.m.
 Houston Jan. 12—2:30 p.m.

United Industrial Workers

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

Great Lakes SIU Meetings

Detroit Jan. 5—2:00 p.m.
 Alpena Jan. 5—7:00 p.m.
 Buffalo Jan. 5—7:00 p.m.
 Chicago Jan. 5—7:30 p.m.
 Duluth Jan. 5—7:00 p.m.
 Frankfort Jan. 5—7:00 p.m.

Great Lakes Tug and Dredge Section

Chicago Jan. 13—7:30 p.m.
 †Sault
 St. Marie Jan. 15—7:30 p.m.
 Buffalo Jan. 14—7:30 p.m.
 Duluth Jan. 16—7:30 p.m.
 Cleveland Jan. 16—7:30 p.m.
 Toledo Jan. 16—7:30 p.m.
 Detroit Jan. 12—7:30 p.m.
 Milwaukee Jan. 12—7:30 p.m.

SIU Inland Boatmen's Union

New Orleans Jan. 13—5:00 p.m.
 Mobile Jan. 14—5:00 p.m.
 Philadelphia Jan. 6—5:00 p.m.
 Baltimore (licensed and un-licensed) Jan. 7—5:00 p.m.
 Norfolk Jan. 8—5:00 p.m.
 Houston Jan. 12—5:00 p.m.

Railway Marine Region

Philadelphia Jan. 13—10 a.m. & 8 p.m.
 Baltimore Jan. 14—10 a.m. & 8 p.m.
 *Norfolk Jan. 15—10 a.m. & 8 p.m.
 Jersey City Jan. 12—10 a.m. & 8 p.m.

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

DIRECTORY of UNION HALLS

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

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Letter Carriers Ask FTC to Curb Bogus Competitor

WASHINGTON—The "unfair and deceptive" practices of a company that represents itself as a "postal system" have been brought to the attention of the government by President James H. Rademacher of the Letter Carriers.

He called upon the Federal Trade Commission to stop the Independent Postal System of America, Oklahoma City, from violating the federal law giving the government the exclusive right to operate a postal system and handle mail.

Rademacher charged the firm, which operates in cities throughout the United States, is illegally using terms such as "postal" and "mail" in its advertising.

He also asked FTC to halt another "deceptive" practice of the company—that of putting their employees "in uniforms similar to those of government mailmen to deliver their circulars."

AFL-CIO Unions Win Majority of Elections

Unions won bargaining rights for 202,000 workers in elections during fiscal 1969, the National Labor Relations Board reported. The victory margin for unions was 55.5 percent of the 7,699 elections conducted from July 1968 through June 1969, the NLRB said.

From January through June 1969, another report broke the 3,815 elections down as to union victories—50.5 percent for AFL-CIO affiliates, 50.2 percent for the Teamsters and 55.9 percent for other unaffiliated unions.

During the 6-month period, these valid votes were cast in board elections: 49,937 in elections won by AFL-CIO unions; 38,000 for unaffiliated unions and 22,000 for no union.

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.)

General Electric Company and Hotpoint Products (Co-ordinated Bargaining Committee for 150,000 GE Workers)

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

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

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

Boren Clay Products Co. (United Brick and Clay Workers)

"HIS" brand men's clothes Kaynee Boywear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves Richman Bros. and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

Atlantic Products Sports Goods (Amalgamated Clothing Workers of America)

Jamestown Sterling Corp. (United Furniture Workers)

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)

All California Table Grapes (United Farm Workers)

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

Fisher Price Toys (Doll and Toy Workers)

Economy Furniture Co. Smithtown Maple Western Provincial Bilt-Rite (Upholsterers)

Upset in Wisconsin Beats Right Winger

JEFFERSON, Wis. — A liberal Democrat upset a prominent right-wing Republican in a special election for a Wisconsin state Senate seat that had been considered safely Republican.

Democrat Dale McKenna defeated David Keene, national president of the conservative Young Americans for Freedom. Keene ran on a "cut-the-budget" platform, attacking funds for welfare programs and urban aid.

The Madison, Wis., Capital Times termed the Democratic victory in a normally conservative district "a major political upset."

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, 1960, 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 a 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.

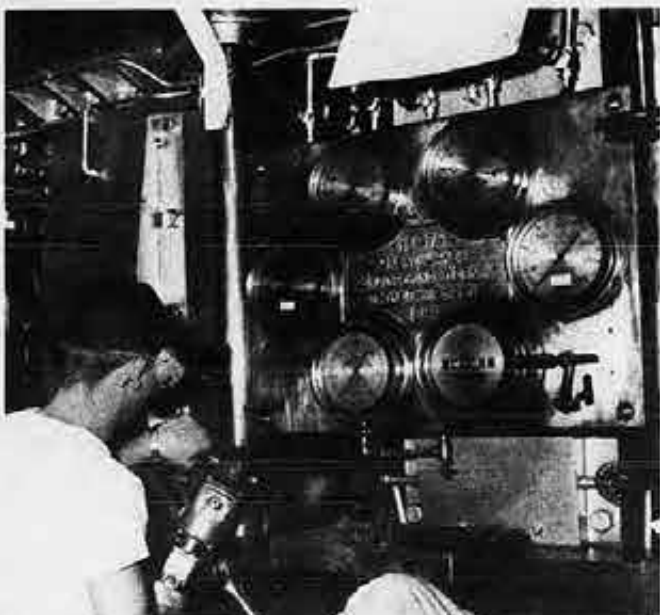
S.Y. Dauntless Provides On-the-Job Training



HLSS Instructor Paul McGaharn discusses day's work assignments in the engine room of the Dauntless with trainee bosun Herbert Spencer.



Lifeboat Instructor Paul McGaharn watches as the Dauntless' trainee crew secures the No. 2 boat. Lifeboat drills are held regularly on the ship.



Standing watch in the engine room this trainee polishes the bright work. Trainees work with the engineer to maintain the engine room in top shape.



Trainees work in all three departments on the Dauntless. Here, steward trainees serve lunch to the ship's deck and engine crewmen.



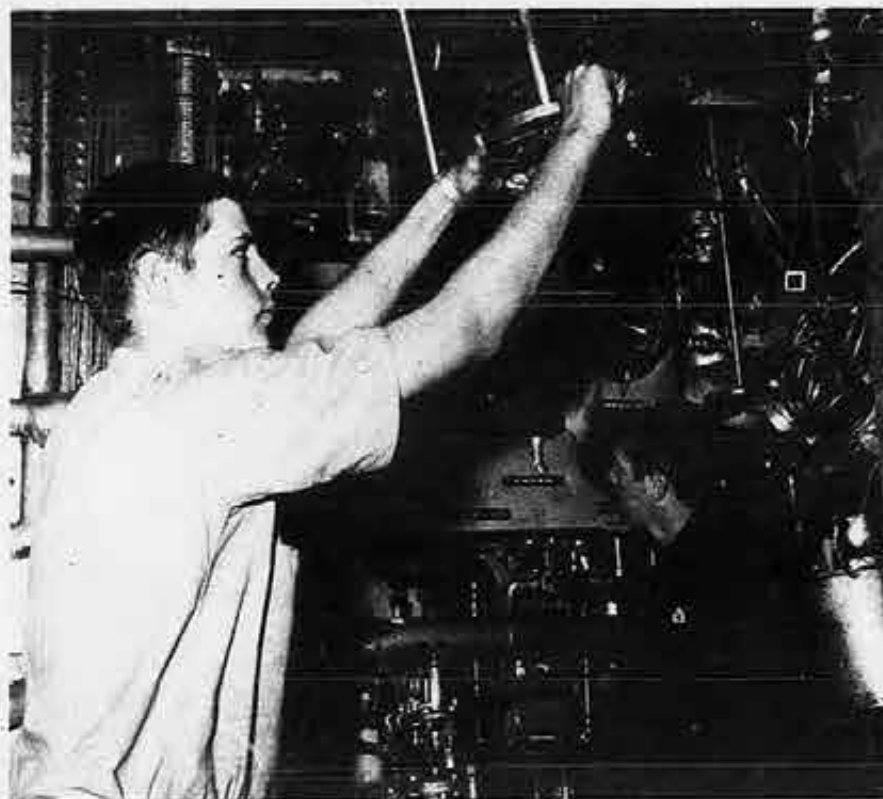
Trainee installs a burner in the ship's fire room. Trainees become thoroughly familiar with wiper's duties during their assignment aboard the Dauntless.

TRAINING AT the Harry Lundeberg School Seaman-ship to prepare a young man for his first trip to sea includes more than classroom indoctrination. In addition to providing the training to qualify every entry rating for his lifeboat endorsement, the program also introduces the trainee to shipboard life by actually putting him aboard a steam-driven vessel.

Before they leave the school for their first trip, every trainee goes aboard the HLSS training ship Dauntless to live and work. During his stay aboard, the trainee gets practical on-the-job experience in the kind of work he will be doing as a crewmember of the deck, engine and steward department on SIU-contracted freightships and tankers.

The trainees bunk in the crew's foc'sle, stand gangway watches, and perform all of the cleaning and maintenance work they will later be required to do when they ship out. While on board, they are supervised by experienced SIU Seafarers, and by the mates and engineers.

The HLSS program is providing the young man who is preparing to go to sea with the best training program and facilities available anywhere in the United States.



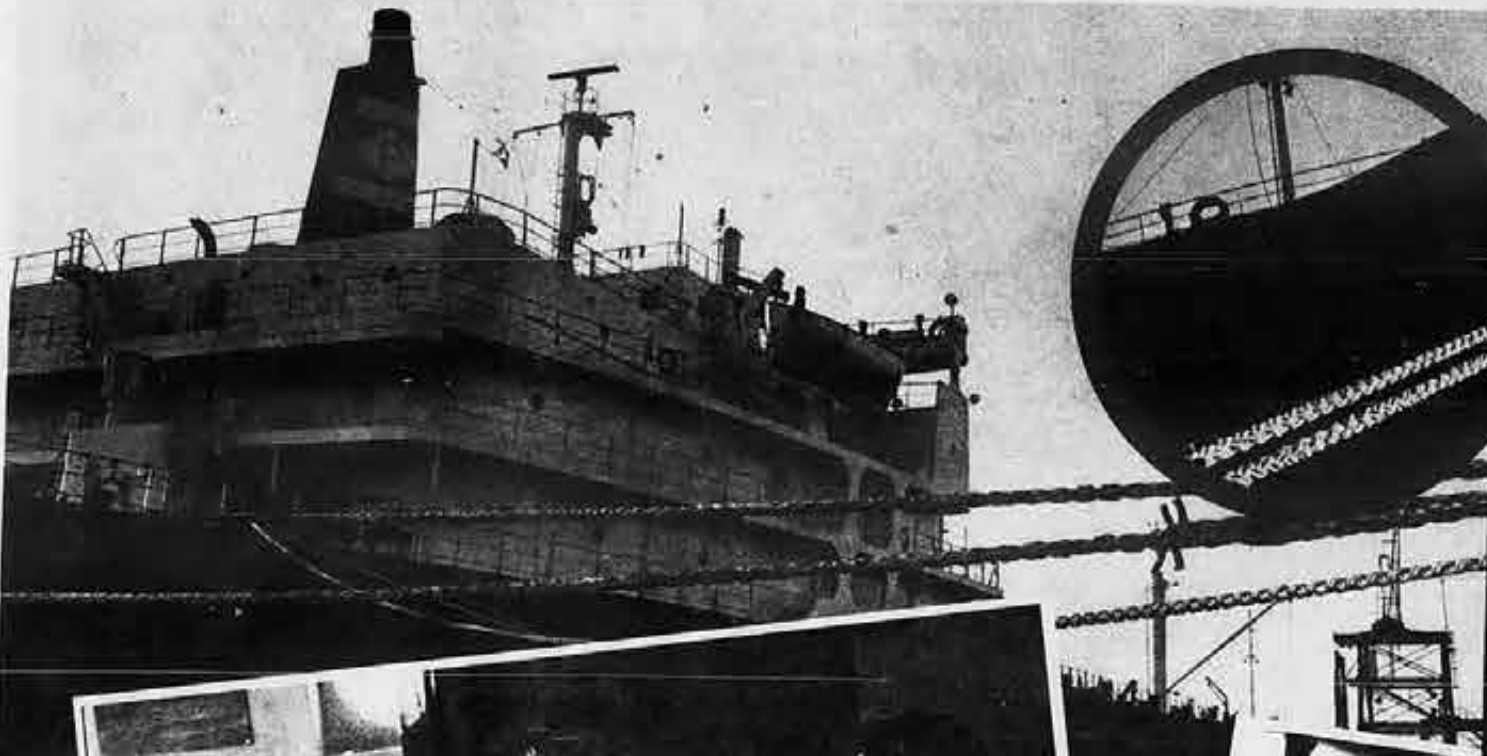
In addition to learning their duties as wipers, trainees also get experience learning the duties of fireman, oiler and watertender to better equip them for their first trip.

Deck trainees sand down seams on the newly-fiberglassed decks. All deck and engine work is supervised by experienced rated Seafarers.

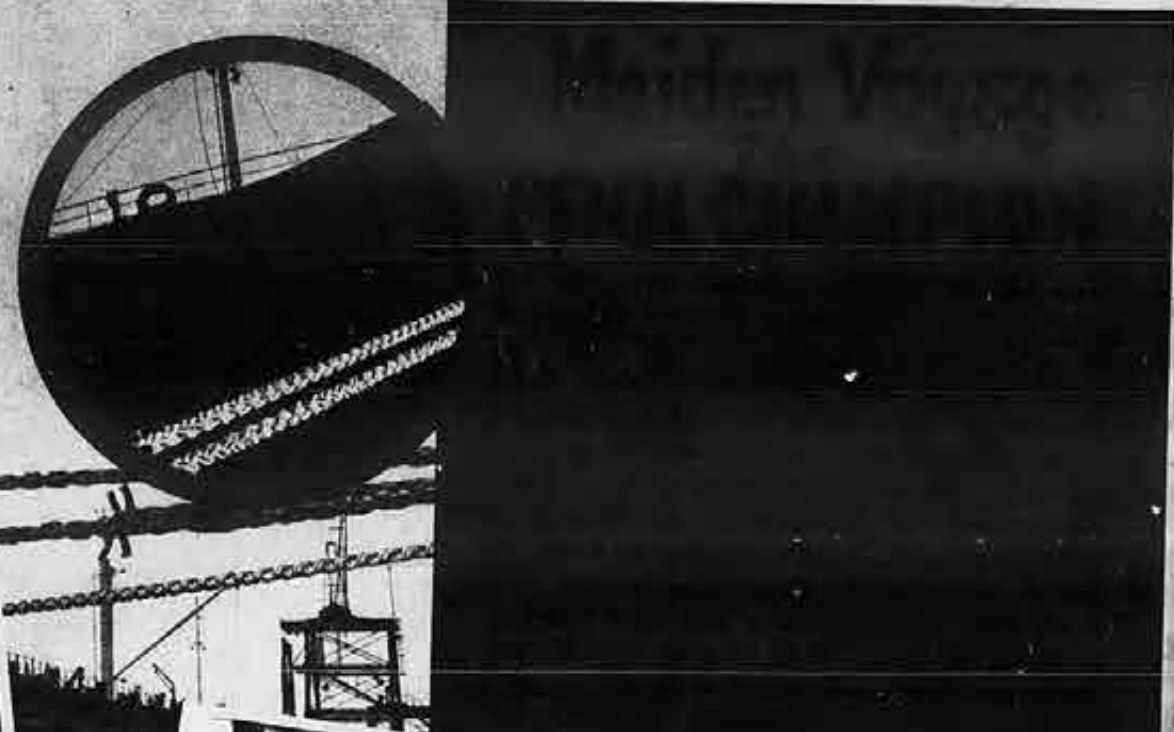




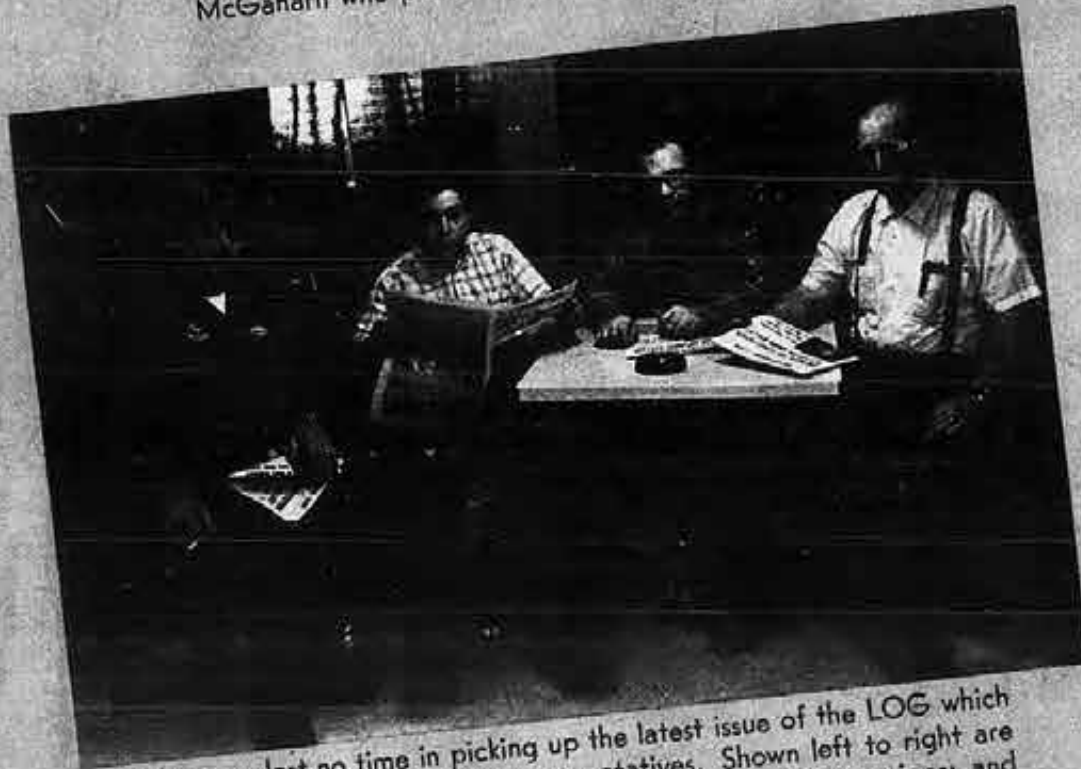
OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



AB Carl Francum and Deck Delegate P. J. Mistretta talk over a few of the beefs that came up during the trip with SIU Representative Paul McGaharn who paid a visit to the ship during her stop at Piney Point.



Veteran Seafarer A. H. Southers, who sails as oiler, explains the engine control board to first-tripper John Burns. Burns, who is a sailing wiper, is a graduate of HLSS Class 28. (See Lifeboat Training, page 15.)



The crew lost no time in picking up the latest issue of the LOG which was brought aboard by SIU representatives. Shown left to right are Jack Tutwiler, AB; Juan Filippetti, O.S.; Jimmy Simms, wiper; and Edward McGowan, O.S., seen in the ship's modern recreation room.



Oiler Harry Schockney opens a line on the new tanker's self-cleaning fuel oil strainer. Schockney, who has sailed for many years with the SIU and now serves as engine delegate, reports few beefs so far during the trip.



PENN CHAMPION is a good feeder, says crew, and here's the reason. (L-R): Z. A. Markris, steward; M. W. Yohan, messman; George Chang, baker; G. Russell, mess; W. R. Smith, chief cook and delegate.



Russell Henry, bosun and ship's chairman, chats with SIU Representative Paul McGaharn during lunch break. Henry reported a smooth trip with a few minor beefs.



Chief Pumpman Donald Gore works on deck with crew as the tanker prepares to discharge fuel oil cargo at Stuart Petroleum Terminal at Piney Point, Maryland.