

Delta Uruguay Completes Her Trial Runs



The Delta Uruguay arrived at its home port of New Orleans recently, after completing a series of trial runs at sea. The vessel loaded cargo here and in Houston, Tampico and Mobile, then departed on her maiden voyage to Brazil, Uruguay and Argentina. The Uruguay is one of the latest additions to Delta Lines.

Completely New Program Urged

'Patchwork' Formula For Maritime Should Be Replaced, Tiernan Says

WASHINGTON—A member of Congress last week called for an end to "patchwork" legislative efforts to correct the nation's maritime ills.

Representative Robert O. Tiernan (D-R.I.) urged that the Merchant Marine Act of 1936 be scrapped, and that it be replaced with a "totally new" maritime program.

"I do not believe that it is possible to successfully amend that 32-year-old law sufficiently to achieve our goal of recapturing our rightful place as a maritime power," Tiernan told labor and management representatives from the merchant marine attending a meeting sponsored by the AFL-CIO Maritime Trades Department.

The Democratic Congressman said that the 1936 legislation was oriented to the liner trade, and has not adapted to the changing pattern of world trade, including the decline of the passenger liners, the growth of bulk cargo trade, and the emergence of the federal government as a major cargo source.

Tiernan was critical of the fact that the government has heavily subsidized the construction and operation of the passenger lines and, in addition, has "propped these operations up still further by allowing these liners to carry government cargoes at preferential rates." He added:

"I have been hard pressed to understand the logic of this. On the one hand, the government subsidizes certain shipping companies so that they can compete on an even scale with lower-cost foreign shipping for commercial cargoes. On the other hand, the government has, in effect, taken these ships out of the commercial trade, by loading their holds with government cargo. It makes no sense to me to make these ships economically competitive with foreign shipping if, at the same time, we take them out of the competitive arena."

The Rhode Island lawmaker said that, despite subsidy aid, the lines receiving assistance "have not staved off the inroads of foreign-flag carriers." At the same time, he noted, the unsubsidized lines have faced "unfair competi-

tion from subsidized operators for the carriage of government cargo," making the cargo-preference system "less than totally effective."

Tiernan put emphasis on the need for equal treatment of all segments of the fleet, declaring:

"Whatever help we extend under our new maritime program—whether in the form of direct subsidies, or in the form of such in-

direct subsidies as tax-deferred construction reserve funds—must be available to all operators.

"I would hope that the new maritime program would also be flexible, in terms of government assistance, because the needs of the various segments vary, and a flexible program would encourage innovation and would encourage an influx of private capital."

Two AFL-CIO Departments Form Joint Committee on Apprenticeship

WASHINGTON—Two AFL-CIO departments—the Building and Construction Trades and the Metal Trades—have set up a joint committee to co-ordinate apprenticeship activities and policies.

The Joint Apprenticeship Committee is designed to be the unified spokesman on apprenticeship programs and problems for the many union affiliates of the two federation departments.

President B. A. Gritta of the Metal Trades Department told officers of the affiliated unions that the new committee "would be in a unique position to discuss labor's apprenticeship problems and arrive at answers to assist the Bureau of Apprenticeship of the Department of Labor."

President C. J. Haggerty of BCTD promised that the committee "will have the full support of all segments of the organized labor movement."

The committee's purpose, said David S. Turner, its newly-appointed chairman, "is to bring together all trades to discuss—and hopefully solve—problems common to our separate apprenticeship programs."

Turner, secretary-treasurer of the Sheet Metal Workers, has served as chairman of the Metal Trades Apprenticeship Committee which is now merged into JAC.

Marcus Loftis, assistant to the president of the International Brotherhood of Electrical Work-

ers and director of IBEW apprenticeship training, was elected vice chairman of JAC.

Paul Hutchings, secretary of the Metal Trades Apprenticeship Committee for the past 10 years, was elected secretary of the new joint committee.

Unity Important

Chairman Turner expressed belief that the committee would serve to bring better communications among various segments of the labor movement. He also noted the importance of presenting a unified stand for labor to the new administration.

Turner said JAC would also be concerned with the many changes in jurisdiction in the Bureau of Apprenticeship and Training (BAT) programs.

BAT Director Hugh Murphy said he hoped for a cooperative association with the committee to pursue the mutual aims of a strong apprenticeship program.

JAC initiated steps for the naming of subcommittee members in the areas of legislation, vocational education, BAT and equal employment opportunities. Subcommittee appointments will be made at the next quarterly meeting.

SIU Seniority Upgrading To Resume on January 1

With the goal in mind of assisting B Book Seafarers to increase their earning power, acquire new skills and sharpen old ones, the SIU's Harry Lundeberg School of Seamanship located at Piney Point, Maryland, will resume the Seniority Upgrading Program on January 1st, 1969.

Seafarers who qualify for the Seniority Upgrading Program will have the opportunity to utilize the school's modern facilities to improve their seafaring skills and move up the ladder.

Every registered B Book Seafarer will shortly receive an application form in the mail for enrollment in the Seniority Upgrading Program. Applications will also be available from any SIU port agent.

Seafarers are being strongly urged to apply for this unique opportunity to upgrade their skills and seniority.

The standards which the Seafarers Appeals Board has set for enrollment in the Seniority Upgrading Program are:

- An AB, FOWT or other Coast Guard approved rating.
- A certificate showing successful completion of training at either the Andrew Furuseth Train-

ing School or the Harry Lundeberg School of Seamanship.

- A minimum of 12 months seetime accumulated aboard any SIU-contracted vessels.

- A valid lifeboat ticket.

The Seafarers Appeals Board may consider additional requirements or waive any requirement.

While taking part in the upgrading program in the school in Piney Point, Maryland, students will receive \$56.00 per week plus room and board.

Transportation from the Union's major ports, to the school in Piney Point, will be provided for any Seafarer who qualifies for the program.

Pelly Asks Funds From NSF Budget For U.S. Shipping

WASHINGTON — Representative Thomas M. Pelly (R-Wash.) has strongly urged Budget Bureau Director Charles J. Zwick to release National Science Foundation funds for ship operations in order to stem this country's decline in maritime strength.

"As one who is concerned about America's continued slippage in merchant marine and oceanographic stature," the Washington Congressman, a member of the House Merchant Marine and Fisheries Committee, said in a letter to Zwick last week, "I am disturbed that National Science Foundation funds for Fiscal Year 1969 have been sharply curtailed since July 1, 1968."

Referring to his home state, Pelly said: "Institutions all over the nation, including the University of Washington, have had to greatly reduce their oceanographic research because of this partial freeze on funds.

"More specifically this action has resulted in an average reduction of some 35 percent in ship and associated research operations in these institutions."

In his letter Pelly stressed his growing concern for the country's maritime health, and noted that he didn't believe that the United States could afford to continue on its downhill maritime course.

'Green' Japan Tuna Gets Cold Shoulder From U. S. Packers

SEATTLE—The U.S. Bureau of Commercial Fisheries here reported recently that Japanese firms exporting frozen yellowfin tuna to the United States are finding that 20-30 percent of their shipments are being rejected by West Coast packers because of improper freezing and the development of green or dark tuna meat.

Japanese yellowfin tuna shipments presently arriving on the West Coast are made up mostly of fish caught by Japanese, Korean and Taiwanese tuna fishermen in the Indian Ocean during last summer.

The run of yellowfin was exceptionally good, with vessels catching as much as five to seven tons per day. Some reports indicate that in the haste to handle the heavy catch, improper processing methods were employed aboard the vessels.



Discussing organizational efforts of the Joint Apprenticeship Committee are (l-r): C. J. Haggerty, president, BCTD; B. A. Gritta, president of Metal Trades, and David S. Turner, chairman of committee.

Receiving SIU Welfare Check



Seafarer John Kavanagh is presented with a check by Boston port agent Ed Riley (center) as Al Bernstein, SIU welfare director, looks on. A third cook, Kavanagh joined SIU in 1955 in New York. A native of Boston, he's a patient at USPHS Hospital, Brighton, Mass. Brother Kavanagh was hurt while sailing aboard the Penn Carrier.

Rep. Karth Predicts to MTD

New Maritime Program Next Year Will Stress 'Private Investment'

WASHINGTON—Bipartisan efforts in the 91st Congress, which convenes in January, will produce a new maritime program that will put more stress on "private investment" and less emphasis on government funds. Representative Joseph E. Karth (D-Minn.) predicted here recently.

Speaking at a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department, Karth discussed the controversy in regard to subsidized versus unsubsidized vessels. He expressed the conviction that "clear-cut" language prohibiting the practice of combining federal construction and operating subsidies with the granting of preferential rates for carrying government cargoes to the same vessels would solve the problem.

There should be no objection from the subsidized segment of the American-flag merchant marine to such clarification if, as they insist, no "double subsidy" payments are made to begin with, the Minnesota Congressman declared.

"For a long time," Karth recalled, "and particularly in the last few years, Congress has approached maritime matters on a bipartisan basis . . . What's more, the 91st Congress will not be significantly different from the 90th—because so few of the seats in the House and Senate changed hands in last month's election.

"More than that," he noted, "the platforms of both national parties contained firm pledges to work for the rebuilding of the American-flag merchant marine. . . I see no reason to doubt that both parties will work toward that goal.

"So on Capitol Hill, at least, the outlook is bright.

"The question now is, in which direction should we be moving?" Karth suggested some of the things he considered essential:

"The first order of business should be the creation of an independent Federal Maritime Administration. We have been frustrated too long on this issue. In the 89th Congress we made clear our determination to keep maritime out of the Department of Trans-

portation. In the 90th Congress, we made clear our determination to give maritime back the independence it has not enjoyed for 18 years. That bill was vetoed—but the vote in no way changes our conviction that an independent agency holds out the best hope for the revitalization of our maritime interests. . . .

"Once the independent agency bill is enacted into law, we must get to work on a maritime program—or else we'll have achieved a hollow victory. . . .

"Certainly our maritime program for the future must be something more than just a retreat of the program that has been in effect for the past third of a century . . . Part of the fault lies in the fact that once the Maritime Administration lost its independence it was shunted aside in the bureaucratic hierarchy. It was given less and less attention and less and less money with which to work."

Discriminatory Program

Citing another aspect to this problem, the congressman continued:

"Our maritime program appears to have discriminated in favor of a few lines which have been heavily subsidized so that they could compete with foreign carriers for commercial cargo—but which, instead, have concentrated largely on carrying government cargo at preferential rates. We have given little or no attention to the development of the unsubsidized liners, the unsubsidized tramps, and the unsubsidized tankers. They have been the victims of competition from the low-wage foreign-flag liners. The only reason why the unsubsidized segment of the fleet has survived at all has been because it has had to meet the heavy demands of the Vietnam war."

"Broadly, the new maritime

program is going to have to be designed to serve the entire merchant marine," he said. "It has to be built on the base of government assistance—but it also must be geared to encouraging private investment. Government aid is essential, because otherwise we can't expect to compete with foreign ships . . . Private investment is equally essential, or else we're going to end up with a nationalized fleet—or no fleet at all.

"The key words with respect to this new program must be 'fair and equitable.' If the government helps to underwrite the cost of building ships for some operators, it has to be prepared to extend the principle of construction assistance to all operators. . . .

"The new program must contain some sort of transitional assistance, so that operators who have been left out of the picture for years will have a chance to catch up. . . .

"Beyond these basic points," Karth added, the new maritime program should be flexible. "If we give operators several different options . . . if we put more stress on private investment and, perhaps, a little less stress on government funds—and if we accord all operators the same equal opportunity to participate—then we'll be on our way toward achieving our goal of a strong and vibrant merchant marine that will carry our commerce in peacetime and serve our military needs in wartime."

U.S. Tops In Ship Scrapping As World Losses Hit High

LONDON—Topping all other maritime nations of the world in non-casualty tonnage scrapped, the United States has continued to contribute heavily to the total increase in the overall number of marine losses for the fourth quarter in succession, according to the latest report by Lloyd's Register of Shipping which covers the period ending March 31, 1968.

The figure for the U.S.—which is based on "vessels broken up not consequent upon casualty"—was 196,728 tons. In second place was Greece, which scrapped 103,610 tons, followed by Britain with 84,646 tons, Panama 75,508 tons, Italy 55,783 tons, Liberia 54,870 tons, Lebanon 44,638 tons, Cyprus 39,441 tons, Taiwan 36,862 tons and Norway with 28,899 tons.

In all, 153 ships of 832,759 gross tons were scrapped in the first quarter of this year, compared with 701,802 tons in the previous three months. The U.S. figure, though high, was down from the 235,804 tons in the previous quarter.

The largest ship to be broken up during the period covered was the 17,038-ton British passenger liner Rhodesia Castle, which entered service in 1951 and was for 17 years on the South African run for the Union Castle Line.

In another category—that of merchant ships "totally lost during the quarter consequent upon casualty"—the United States lost three ships of 8,547 tons. One of them foundered and two were wrecked. Three months earlier the loss had been only one larger 8,157-ton ship foundered.

Lost worldwide due to casualties were 88 vessels totalling 222,659 gross tons. The previous quarter's lower totals of 82 ships of 209,327 tons—were described by Lloyd's at that time as "one of the highest figures ever."

Of the ships lost, nearly two-thirds in respect to tonnage (and one-half of the total number of vessels) were wrecked—43 ships totalling 140,962 tons. Another 23 ships of 30,746 tons foundered, and collisions claimed seven more vessels of 33,050 tons. Seven (13,708 tons) were burnt; three (2,176

tons) lost; and five (2,017 tons) were listed as missing.

The runaway-flag havens of Liberia, Panama and Greece led all others in the number of ships lost. Liberia's loss was 69,463 tons, Greece 53,156 tons, Panama 15,664 tons and India 13,507 tons. Lloyd's figures are based on a world merchant fleet totalling 44,375 vessels of 182,099,644 tons.

All major individual losses involved tankers. The largest was the Liberian oiler Mandoil II, a 25,313-ton vessel which collided in dense fog with the Japanese flag Suwaharu Maru and caught fire during passage from Susu to Tacoma while carrying light crude oil. Built in 1958, the tanker was towed to Vancouver Island where it was condemned and sold for breaking up.



The Asian-American Free Labor Institute presents tractor-cultivator to farm co-operative group in South Vietnam. The AAFLI initiated program to help establish farm co-operatives in the war-torn nation to encourage rice production. Tractors to be paid for over a period of time, are provided through the Vietnamese Confederation of labor. The AAFLI also aids in developing rice plants and planting techniques.

Vietnam Farmers Receive Tractors From U. S. Labor

SAIGON—The Asian-American Free Labor Institute has initiated a program of helping establish farm co-operatives in South Vietnam as a means of encouraging rice production.

The project of AAFLI, established by the AFL-CIO Executive Council last February, centers on providing tractors for use in rice cultivation. It works like this:

Each group of 10 farmers is given a tractor, to be paid for over a period of time.

Payments Multiply Plan

Payments go into a revolving account, which is used to purchase more tractors as a basis for additional co-operatives.

The project is operated by AAFLI representatives working closely with and through the Vietnamese Confederation of Labor (CVT). To date, their teams have presented 10 tractors to farmer groups.

AAFLI also plans to aid the co-operatives in developing new types of rice plants, fertilizers and planting techniques. Meantime, it continues to assist CVT in setting up seminars on trade union organization and education.

N.Y. Teachers End 5-Week Strike; City Pledges Complete Job Security

NEW YORK—The city's 50,000 school teachers were back in the classroom here under a new agreement securing their job rights and assuring them of protection from harassment and intimidation.

The agreement, ratified by the teachers by a 6-to-1 margin ended a five-week strike, the third this fall in the city's school system stemming from the dismissal without cause of 19 teachers by a local governing board of an experimental, decentralized school unit.

The local group's absolute refusal to reinstate the teachers and its insistence on the right to hire and fire teachers in the district was a direct challenge to the job security provisions of the United Federation of Teachers contract with the city Board of Education.

The settlement, worked out at a 27-hour negotiating session by Mayor John Lindsay and UFT Pres. Albert Shanker along with members of the Board of Education and the state education commissioner provides:

- The temporary removal of three principals in the Ocean Hill-Brownsville Demonstration District in Brooklyn.

- The appointment of Herbert F. Johnson, associate state commissioner of education, as trustee to oversee the local district and to assure the return to classrooms there of a group of union teachers.

- The establishment by the state of a special committee with extraordinary powers to protect the rights of teachers and principals throughout the city school system.

Shanker, in a statement issued by the UFT, said the panel established under the agreement "represents a strong hope that the schools and their teachers will be safe from harassment and intimidation. The city, its parents, teachers and children have paid a high price to achieve these important objectives. The UFT will now turn its efforts to work with parents and community groups."

The agreement was accepted by UFT members by a vote of 17,658

to 2,783, opening the way for resumption of classes for 1.1 million pupils in the city who have been out for 36 of the first 48 school days of the fall term.

The first of the three work stoppages began on September 9 and lasted two days. On September 13 the settlement ending the dispute fell apart and the union struck again, ending the walkout on September 20. Two weeks later, as the settlement came unstuck again, the union called the third strike.

The basic dispute goes back to May 1968 when the local district governing board ousted 19 teachers and supervisors on charges that they were undermining the decentralization plan or doing unsatisfactory work. The ousted teachers were later cleared of the charge by a trial examiner.

At the time of school opening in September the governing board refused to reinstate the dismissed teachers and the union warned it

would strike unless the teachers were returned to their jobs.

A settlement was reached with the Board of Education to return the teachers to the jobs from which they had been ousted plus other provisions for appeals, etc. The following day neighborhood residents of the largely Negro and Puerto Rican area attempted to prevent the teachers from entering the building.

This led to the second walkout keyed to the union's demand for protection of teachers from harassment and violence. A settlement of this walkout was followed by more violence as residents clashed with police assigned to protect the UFT members.

The third walkout lasting 35 days brought a series of mediation and settlement efforts involving the city, the Board of Education and the state culminating in the settlement worked out on November 17.

SIU Great Lakes District Announces Election Results

DETROIT—Fred J. Farnen was re-elected as secretary-treasurer and Roy Boudreau won another term as assistant secretary-treasurer in the SIU Great Lakes District's 1968 biennial election of officers, the district's membership-elected Credentials Committee announced recently in its official report. Both men were unopposed.

Also at stake in the election were the posts of agent in the ports of Buffalo, Chicago, Duluth and Frankfort. Elected and unopposed in their bids for office were Frank "Scottie" Aubusson in Chicago, and Harold Rathbun in Frankfort. Gordon Trainor had submitted his credentials for Frankfort agent, but was disqualified by the Credentials Committee.

Donald Bensman won re-election as Duluth agent in a two-way contest with Arnold Perry, and Stanley Wares defeated Richard Gordon for the office of agent in Buffalo.

Nominations for the election of Great Lakes District officers were opened on July 1, 1968, and continued until midnight of July 15—at which time a total of eight

written nominations had been received.

Following verification of the candidates' qualifications by the Credentials Committee duly elected by the membership, voting commenced on August 1 and continued through August 31. While direct balloting proceeded in the Union halls of the various ports, SIU agents and patrolmen took the ballot box aboard all contracted vessels for the convenience of working crewmembers in order to ensure the widest possible participation in the election by the membership.

Results of the voting, as submitted in the report of the Credentials Committee, were subsequently placed before the membership at its regular meetings in all ports and the committee's report for the 1968-70 election of officers was unanimously concurred in, and accepted, by the membership.

Official Senate Line-up For New 91st Congress

There will be 58 Democrats and 42 Republicans in the Senate when the 91st Congress convenes in January if a recount confirms the narrow victory of Republican Robert W. Packwood over Wayne Morse in Oregon. The GOP scored a net gain of five Senate seats.

Symbols: * Re-elected † New senator

ALABAMA

James B. Allen (D)†
John J. Sparkman

ALASKA

E. L. Bartlett (D)
Mike Gravel (D)†

ARIZONA

Paul J. Fannin (R)
Barry M. Goldwater (R)†

ARKANSAS

J. William Fulbright (D)*
John L. McClellan (D)

CALIFORNIA

Alan Cranston (D)†
George Murphy (R)

COLORADO

Gordon Allott (R)
Peter H. Dominick (R)*

CONNECTICUT

Thomas J. Dodd (D)
Abraham A. Ribicoff (D)*

DELAWARE

J. Caleb Boggs (R)
John J. Williams (R)

FLORIDA

Spessard L. Holland (D)
Edward J. Gurney (R)†

GEORGIA

Richard B. Russell (D)
Herman E. Talmadge (D)*

HAWAII

Daniel K. Inouye (D)*
Hiram L. Fong (R)

IDAHO

Frank Church (D)*
Len B. Jordan (R)

ILLINOIS

Everett M. Dirksen (R)*
Charles H. Percy (R)

INDIANA

Birch Bayh (D)*
Vance Hartke (D)

IOWA

Harold E. Hughes (D)†
Jack Miller (R)

KANSAS

Robert Dole (R)†
James B. Pearson (R)

KENTUCKY

Marlow W. Cook (R)†
John Sherman Cooper (R)

LOUISIANA

Allen J. Ellender (D)
Russell B. Long (D)*

MAINE

Edmund S. Muskie (D)
Margaret Chase Smith (R)

MARYLAND

Joseph D. Tydings (D)
Charles McC. Mathias, Jr. (R)†

MASSACHUSETTS

Edward M. Kennedy (D)
Edward W. Brooke (R)

MICHIGAN

Philip A. Hart (D)
Robert P. Griffin (R)

MINNESOTA

Eugene J. McCarthy (D)
Walter F. Mondale (D)

MISSISSIPPI

James O. Eastland (D)
John Stennis (D)

MISSOURI

Thomas F. Eagleton (D)†
Stuart Symington (D)

MONTANA

Mike Mansfield (D)
Lee Metcalf (D)

NEBRASKA

Carl T. Curtis (R)
Roman L. Hruska (R)

NEVADA

Alan Bible (D)*
Howard W. Cannon (D)

NEW HAMPSHIRE

Thomas J. McIntyre (D)
Norris Cotton (R)*

NEW JERSEY

Harrison A. Williams, Jr. (D)
Clifford P. Case (D)

NEW MEXICO

Clinton P. Anderson (D)
Joseph M. Montoya (D)

NEW YORK

Charles E. Goodell (R)
Jacob K. Javits (R)*

NORTH CAROLINA

Sam J. Ervin, Jr. (D)*
B. Everett Jordan (D)

NORTH DAKOTA

Quentin N. Burdick (D)
Milton R. Young (R)*

OHIO

Stephen M. Young (D)
William B. Saxbe (R)†

OKLAHOMA

Fred R. Harris (D)
Henry Bellmon (R)†

OREGON

Mark Hatfield (R)
Robert W. Packwood (R)†

PENNSYLVANIA

Richard S. Schweiker (R)†
Hugh Scott (R)

RHODE ISLAND

John O. Pastore (D)
Claiborne Pell (D)

SOUTH CAROLINA

Ernest F. Hollings (D)*
Strom Thurmond (R)

SOUTH DAKOTA

George S. McGovern (D)*
Karl E. Mundt (R)

TENNESSEE

Albert Gore (D)
Howard H. Baker, Jr. (R)

TEXAS

Ralph W. Yarborough (D)
John G. Tower (R)

UTAH

Frank E. Moss (D)
Wallace F. Bennett (R)*

VERMONT

George D. Aiken (R)*
Winston L. Prouty (R)

VIRGINIA

Harry F. Byrd, Jr. (D)
William B. Spong, Jr. (D)

WASHINGTON

Henry M. Jackson (D)
Warren G. Magnuson (D)*

WEST VIRGINIA

Robert C. Byrd (D)
Jennings Randolph (D)

WISCONSIN

Gaylord A. Nelson (D)*
William Proxmire (D)

WYOMING

Gale W. McGee (D)
Clifford P. Hansen (R)

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235 More Areas Covered By Govt. Food Stamp Plan

WASHINGTON—A major expansion of the federal government's food stamp program was announced by Agriculture Secretary Orville L. Freeman recently and a series of law suits has been filed in an effort to extend the program to hundreds of additional counties.

Freeman said the addition of 235 areas in 31 states will add 290,000 low-income persons to the food stamp eligibility roster—bringing the total to more than 3 million. Another 3.5 million persons are receiving surplus food under the department's Commodity Distribution Program.

An increase in congressional appropriations for the food stamp program—the result of a legislative fight led by Representative Leonor K. Sullivan (D-Mo.)—enabled the Agriculture Department to clean up the backlog of states and counties which had requested food stamp programs.

Food stamps are sold to low-income individuals and families certified by county or state agencies at discounts based on income and family size. The poorest person can buy \$12 worth of food stamps a month for 50 cents, but most families pay a higher percentage of the retail value.

Suits to compel the Agriculture Department to provide either food stamps or free food distribution in an additional 500 counties have been filed by an anti-poverty legal agency—the Center on Social Welfare Policy and Law at Columbia University.

The suits are expected to provide a test of whether the Agriculture Department is correct in asserting that it cannot bring a food stamp program into a county without a request by the local government unless Congress changes the law. Direct distribution programs do not require local requests, however.

The new additions will bring the food stamp program to some 1,550 counties and cities over the next few months.

The food stamp program was first inaugurated as a pilot project by President Kennedy early in 1961 and was established through legislation under President Johnson in 1964.

L.A. Herald-Examiner Strikers Urge Boycott of J. C. Penny

LOS ANGELES—As all out efforts by organized labor continue to win a strike-lockout at the Los Angeles Herald-Examiner which is now almost a year old, a call by the striking Unions' Joint Strike-Lockout Council was issued last month for a boycott of the J. C. Penney Company, whose advertising, the council says, has become the major support of the scab-produced Hearst newspaper.

In a letter to officers of state and local central bodies, President George Meany of the AFL-CIO asserted, "We believe that not even the smallest fraction of a union dollar should be spent for the support of strike-breakers, their employer or their sympathizers." J. C. Penney is one of the nation's largest mail-order catalog merchandisers. It also has numerous retail outlets.

The Hearst chain provoked a strike of 1,100 members of the American Newspaper Guild and the International Association of Machinists in December, 1967, the council pointed out, after which it locked out 900 other employees represented by seven other International unions, the Printers and Mailers, the Pressmen and Paperhandlers, Engravers, Stereotypers, Building Service Employees, Electricians and Teamsters. The paper is now being produced by a scab workforce built around professional strikebreakers.

Since the strike-lockout began, the management has repeatedly spurned mediation efforts by the Federal Mediation Service, the State of California and a mediatory committee set up by the mayor and the city council of Los Angeles. The unions have offered to submit all issues to arbitration.

The Newspaper Guild points out that its demands from the Herald-Examiner are the same as it has won for its members at

other papers in the area. Even should these demands be granted in full, the Guild added, the resultant scale would still be \$50 a week behind the New York Times and \$40.75 a week behind the Hearst paper in San Francisco.

Television Drama Depicts Ordeals Of Early Thirties

NEW YORK—A dramatization of fast-moving events following Franklin D. Roosevelt's appointment of Frances Perkins as Secretary of Labor in depression-ridden 1933 will be presented on more than 100 NBC-TV stations Sunday, December 8.

The play, entitled "The Vine and the Fig Tree," gives a moving account of Miss Perkins' unswayable determination to meet the crushing plight of America's workers head-on, and to help ease it.

Written by Joseph Mindel, the half-hour film was produced under the auspices of the George Meany Foundation, an arm of the Herbert H. Lehman Institute. The film will be incorporated into the "Eternal Light" series, presented weekly by NBC and the Jewish Theological Seminary of America.

"The Vine and the Fig Tree" will be carried on the NBC-TV network at 12:30 p.m., EST. Local television schedules should be consulted for areas outside New York City.

Naval Chief Hails Merchant Marine As 'Vital' to Nation's Sea Power

WASHINGTON—The United States merchant marine was described last month as "one of the vital elements" of the nation's sea power by the Chief of Naval Operations, who also declared that there is an "awareness gap" on the part of the American public as to the "fantastic" sealift operation being conducted by American-flag merchant ships which are furnishing vital logistic support for this country's fighting forces in Vietnam.

At the same time, Admiral Thomas H. Moorer, USN, speaking at a meeting of the Propeller Club here, was highly critical of a twin "awareness gap"—that of the growing threat posed by the rapidly developing Soviet fleet and the strategic political function which it serves.

"It is our responsibility to provide approximately one ton of supplies—per man, per month—for more than 500,000 U.S. and allied troops in Vietnam," the Admiral, who has recently returned from a tour in Vietnam, pointed out. "And my guess is that the average person more than likely is under the impression that most of the job has been done by air transport."

Soviet Program Surging

The United States' top naval officer also declared that the Soviets—in contrast to the U.S.—apparently have a real grasp of the importance of sea power and are moving rapidly in this direction. He described the Russians as "surging forth with a maritime program nothing short of miraculous."

Scheduled to total 20 million tons by 1980, the USSR's merchant fleet could raise that nation to a pre-eminent position on the world's oceans by that date, he said.

"These ships flying the red flag do more than just transport cargo," the Admiral continued. "Their's is a strategic function as well. Soviet merchant ships now visit 600 ports in over 90 different countries—and never lose sight of the fact that at every port which a Russian merchant ship visits, there must be some form of Russian trade organization and Soviet consular representation."

"As the USSR's merchant fleet

expands, and her commercial dealings with the world expand, Soviet commercial and consular penetration of the nations of the world must also expand," he reasoned.

"The modern and growing Russian fishing fleet also serves a strategic political function."

Updating Needed In U.S.

Admiral Moorer expressed the conviction that the American merchant marine must not only be rebuilt, but updated as well. He pointed to some of the newer developments which are emerging and advanced the thought that "marrying the concept of containerization with nuclear propulsion or the gas turbine"—to the mutual benefit of all concerned—could unfold prospects which "portend the brightest future in merchant marine history." He added:

"In the same sense, new developments such as the surface effect ship and the Catamaran Developments should be kept in the public eye. The new hull forms and new means of propulsion—including gas turbines and water jet propulsion—will have revolutionary effects on both Naval strategy and tactics and world shipping practices and patterns.

"The word 'excitement' attaches here unmistakably and if there is a better base for narrowing or eliminating the awareness gap, I can't imagine what it is.

"Quite obviously I have used this most welcome opportunity to suggest that we would do well in revamping or renewing our efforts to tell the whole sea power story—to make Americans aware of their stake in the oceans around them. The merchant marine needs public support and only a well-informed public can support it. As Admiral Carney wrote, 'The fundamental advantages and dangers of the sea are not so readily apparent.'

"It is our job to correct this—to make them apparent," Moorer declared.

"The Navy as always, will provide all the assistance it can to such an effort, for ours is a deep and abiding interest in the well-being of the merchant marine."

SIU Lakes Dist. Okays 'Best Ever' 3-Year Contract

DETROIT—A new three-year contract recently signed by the SIU Great Lakes District with the Great Lakes Association of Marine Operators is considered by the Union to be the "largest wage package ever negotiated for Great Lakes seamen."

The new agreement—agreed on just two days before an extension period of 30 days on the old contract was to expire in September—provides a general wage increase and improvements in fringe benefit—estimated to be worth 99 cents an hour over the life of the contract.

Substantial Hike

Included within the major terms of the pact are direct raises of 62½ cents an hour—spread over a three-year period—for wheelmen, oilers, conveyormen and others holding a top-rated classification.

All rated men, such as watchmen, lookouts, firemen, etc., received a total of 55½ cents over the three years, and entry ratings gained a total of 38½ cents.

In addition, the SIU Great Lakes District's vacation fund will be increased, commencing with the 1969 sailing season. Pensions will also be increased following final approval by the trustees of the SIU Pension Plan.

New Wayne County AFL-CIO President



Tom Turner, newly elected president of Wayne County AFL-CIO, of which the SIU Great Lakes District is a member, is congratulated by River Rouge Mayor John F. McEwan. Shown (l-r): Charles Younglove, director of Dist. 29 United Steelworkers of America, McEwan, Turner and Division President William Charron, Metropolitan Council 23. Turner was formerly a resident of River Rouge.

ILO Refuses Aid to Greek Regime While Anti-Union Charges Pending

GENEVA, Switzerland—The International Labor Organization is refusing to provide technical aid to the Greek government until it clears itself of charges of flouting trade union rights.

All 48 worker, government and employer members of the United Nations specialized agency's Governing Body approved this stand at a session just concluded here.

It would "not be appropriate," the executive group said, to supply the aid requested by Athens while the complaints filed against it are under investigation by the ILO.

Formal complaints were made according to ILO procedure by the worker delegates of West Germany, Canada, Denmark and Norway to last summer's full-dress conference of the 117-nation agency.

They charged that the military regime that seized power in 1967 had dissolved trade unions and imprisoned their leaders in "flagrant violation" of Greece's obligations to the ILO to guarantee freedom of association and trade union rights.

The Governing Body requested the Greek government to reply by January 15th to these charges in order that it might decide at its next session in February whether to appoint a special committee to investigate them.

In related action the executive group expressed grave concern over the arrest and sentencing to a one-year jail term of Abdelkader Awab, Moroccan worker delegate to the last ILO conference, or general assembly.

Reprisal Action

The suspicion that the Moroccan government had acted against Awab because he had accused it of "bloodthirsty repression" against trade unions in a speech at the conference appeared "to jeopardize the freedom of speech" all delegates were guaranteed, the Governing Body said.

Jean Moeri, veteran Swiss leader of the worker representatives, bluntly termed the Moroccan government's action a "blatant violation of trade union rights."

The executive unit called on the Moroccan authorities to explain the circumstances surrounding the jailing of the labor leader.

While worker, employer and government spokesmen were unanimous in defense of human and trade union rights, they split over the issue of the agenda of

the 1970 ILO conference.

The workers lost by one vote, 24-23, their demand that the problem of the health hazards arising from the industrial use of benzene be added to the agenda.

Because workers run the risk of leukemia and other blood dis-

eases when exposed to it for any time, Moeri eloquently appealed for a second vote.

Faupl Agrees

He was strongly supported by Rudolph Faupl, Machinists international representative, who speaks for the AFL-CIO as U.S. worker delegate to the ILO.

But the employer representatives staged a walkout rather than permit the second vote that George L. P. Weaver, U.S. Assistant Secretary of Labor and Governing Body chairman, was prepared to hold.

The employers asserted that adding another item as technical as that of benzene hazards would overload the conference. Nevertheless, they subsequently gave assurances that they would support putting the problem before the 1971 conference.

On the agenda of the 1970 conference the Governing Body added the questions of the relationship between trade union rights and civil liberties and the protection and facilities to be assured trade union spokesmen inside plants.

Both items were strongly urged by the worker delegates.

SIUNA Charters Mortuary Union On West Coast

SAN FRANCISCO—The SIUNA acquired its newest affiliate here last month with the chartering of the Mortuary, Embalmers and Allied Funeral Service Employee's Union.

SIUNA Vice President Frank Drozak presented the charter on behalf of the International to Hale Porter, business agent, and President Bruce Bartram of the Embalmers.

The new affiliate now has only 90 members but a major organizing campaign will get underway early next year. Once known as the AFL-CIO Professional Embalmers Union 9049, it was the last union on the West Coast directly affiliated with the federation and one of the few left in the country. They had been granted their original charter in 1901.

Some time ago they decided to affiliate themselves with a larger union, since it was obvious that they would need this kind of an affiliation to help them grow. After exploratory talks with numerous unions they found that the SIU could offer them the autonomous arrangement they were looking for. While the SIU will assist them in organizing, they will remain an autonomous local within the SIUNA.

The Embalmers hope to grow quickly. Mortuary workers are a relatively untouched group from a union organizing viewpoint. There are over 4,000 potential members in California alone, and the Embalmers hope to have at least 1,200 new members by next year.



Receiving charter as latest SIUNA affiliate from Frank Drozak, SIUNA Vice-President (left) is Hale Porter (center) business agent of west coast Embalmers Union and Union's President Bruce Bartram.

Upton Sinclair Dead at 90; Champion of the Underdog

BOUND BROOK, N.J.—Upton Sinclair, who wrote 80 books, 20 plays and a movie in a lifetime of fighting for the underdog, died in a nursing home here at 90.

Dragon's Teeth, a book about the rise of Hitlerism, won the Pulitzer Prize in 1943. Other widely read works included The Jungle, an expose of Chicago meat packing plants that led to passage of the Pure Food and Drug Act; the Brass Check, about newspaper publishing abuses; King Midas (1901); The Money Changers (1908); King Coal (1917); Jimmie Higgins (1919); Oil (1927); No Pasaran (1937), on the siege of Madrid.

Born in Baltimore, Sinclair entered City College of New York in 1892, when he was 13, and began writing for Argosy magazine a year later. He assisted in a government investigation of the Chicago stockyards, founded the Helicon Home Colony at Englewood, N.J., in 1906, and in the same year, launched the Intercollegiate Socialist Society and was the Socialist candidate for Congress from New Jersey.

Later he founded a movement called End Poverty in California (EPIC); ran for the U.S. Senate and for governor in that state, always as a protest candidate; and helped found the California American Civil Liberties Union.

In 1962 Sinclair won a Page

One award for literature from the New York Newspaper Guild.

He is survived by a son, David, physicist with the Atomic Energy Commission in New York.

In 1960 the AFL-CIO told the Upton Sinclair Story in a series of interviews by Harry W. Flannery broadcast over ABC radio stations. Called "As We See It," the series was put on tape and still is being distributed to schools and colleges by the AFL-CIO as a public service.

Flannery said in the first broadcast: "Upton Sinclair was one of the great forces for social justice in America."

His exposes of working conditions in American industry led, the interviews showed, to the growth of unions in meat packing, coal, auto and other industries.

Sinclair sent a copy of The Jungle to President Theodore Roosevelt, who appointed a commission to investigate. The commissioners related their findings to Sinclair, who dictated the story to the New York Times before the report was made public. The report went all over the world, Sinclair recalled on As We See It.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

November 15 to November 28, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	9	1	10	2	2	8	2
New York	41	32	30	30	22	81	102
Philadelphia	7	8	5	3	3	19	14
Baltimore	15	15	15	15	11	85	42
Norfolk	7	11	8	12	4	31	13
Jacksonville	9	13	3	9	3	21	15
Tampa	3	6	5	9	2	11	16
Mobile	17	21	22	17	2	61	35
New Orleans	37	27	21	25	0	127	80
Houston	26	22	23	30	4	118	114
Wilmington	18	20	20	19	25	35	0
San Francisco	37	60	42	69	27	39	12
Seattle	14	9	9	11	8	36	4
Totals	240	245	213	251	113	672	449

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	6	3	6	2	7	1	1
New York	29	61	23	48	15	68	110
Philadelphia	6	5	4	7	2	13	10
Baltimore	10	13	11	14	5	42	41
Norfolk	6	14	9	12	5	12	17
Jacksonville	5	14	4	3	2	11	22
Tampa	2	6	7	7	0	7	10
Mobile	15	18	14	20	2	39	24
New Orleans	20	28	10	29	3	77	87
Houston	15	28	20	36	13	48	71
Wilmington	7	16	9	16	21	15	0
San Francisco	44	46	38	46	41	35	12
Seattle	19	13	15	9	17	27	3
Totals	184	265	170	249	133	395	408

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	5	2	2	2	1	4	1
New York	53	21	20	11	34	44	46
Philadelphia	8	5	1	4	5	18	13
Baltimore	10	10	14	10	0	62	47
Norfolk	4	5	2	7	8	20	11
Jacksonville	7	5	4	2	4	6	8
Tampa	5	2	5	4	2	17	6
Mobile	11	11	17	13	6	44	21
New Orleans	27	19	16	12	5	104	46
Houston	16	33	19	30	13	73	37
Wilmington	10	11	7	9	14	19	0
San Francisco	29	59	25	54	31	29	23
Seattle	19	7	8	6	8	20	3
Totals	204	190	140	164	131	460	262

Cohen Urges Nixon Action To Increase Social Security

ANN ARBOR, Mich.—The new Nixon Administration will have some major decisions to make on social security. And the outgoing Secretary of Health, Education and Welfare, Wilbur J. Cohen, is leaving behind some suggestions—and some policy questions to be resolved.

Speaking at a recent University of Michigan conference on social security, Cohen urged a general increase of 50 percent in benefits, including a \$100-a-month minimum in social security payments.

"We may not be able to do this all at once," he commented, "but the first step should be a 15-percent across-the-board benefit increase, with an increase in the minimum monthly benefit to \$70 for a single retired worker or widow and to \$105 for a couple."

Cohen, a professor of social welfare administration at the university, has been on leave since 1961 to serve in the Kennedy and Johnson Administrations.

He told the 90 social security experts from government, labor, business and education that Nixon—despite entering office while the opposition party controls Congress—will have "a unique opportunity to continue the progress that has been made" in the past eight years.

Cohen anticipates disputes over social security improvements.

"There will always be some people," he noted, "who say: 'It costs too much.' 'It adds to inflation.' 'It will bankrupt the country.' 'It will destroy thrift and private initiative.' 'It will take us down the road to socialism.'"

"We should know these arguments well by now. We have heard them for the past 30 years. But I don't think they'll stand up as well in the future, because we are gradually moving toward a society which wants greater economic and social justice."

Cohen suggested immediate action in three areas:

- Creation of a new mechanism to "keep the system up to date with rising wages and to make the benefits inflation-proof."

- An increase in the amount of earnings counted under social security—in stages up to \$15,000—"to make the program more effective for those who earn somewhat above the average as well as for average and below-average earners."

- Expanded medicare protections "against the heavy cost of prescription drugs."

The outgoing HEW secretary also listed several dozen questions on social security facing the Nixon Administration. Among them:

- Should medicare protection be extended to the disabled?
- Should some kind of health insurance be provided for young children of poor families?

- What should be the balance between social adequacy and individual equity in social security protection?

- How far should the program go in preventing and reducing poverty?

On the poverty question, Cohen pointed out that social security is already keeping 10 million Americans above the poverty line and that a \$100 monthly minimum would lift 4.4 million more above it.

LABOR ROUND-UP

Dr. Morris Brand, 61, medical director of the Sidney Hillman Health Center of the New York Joint Board of the Clothing Workers, died in a New York hospital recently following a heart attack. He was stricken while attending a medical conference dealing with community health services, held in connection with the program of the New York Consumer Assembly. Dr. Brand was a recognized authority on union medical care programs and the author of many articles and papers in professional journals. At one time he wrote a column for the AFL-CIO News.

The National Labor Relations Board has ordered a Virginia power tool firm to give the Steelworkers a dues checkoff in a contract the union has been trying to get for five years from H. K. Porter, Inc., Danville. The order, invoking powers the NLRB rarely used, directs management to bargain collectively with the union, to embody any understanding that may be reached into a signed contract, and to include a clause permitting members to have their union dues deducted from their pay. Two previous NLRB orders in 1964 and 1965, enforced by two U.S. courts of appeals in 1964 and 1966, failed to produce good-

faith bargaining by management of the Danville plant.

The Nashua, N. H., Teachers Union has won bargaining rights from the Nashua Education Association in an election among 408 public school teachers. The vote was 220 for the union, 163 for the association, which had represented teachers for two years. The victory over the National Education Association affiliate was the third for the Teachers in a month. On Long Island, the Farmingdale, N.Y., Classroom Teachers Association, representing more than 600 teachers, voted to affiliate with the AFT and was chartered as Local 1889. Recently a 950-teacher unit at Warwick, R.I., voted 415-358 for union affiliation.

The biggest single round of improvements in the history of Arkansas' workmen's compensation law has been certified as enacted. The secretary of state's office has tabulated the labor-sponsored initiative in the November 5 election as carrying by a margin of 7,545 votes—252,506 for, 244,961 against. The measure, fought by employers, amends the law to provide substantial new benefits and removes some present restrictions on claims. It becomes effective December 18.

In The Driver's Seat



As the last glimmer of hope disappears for the 78 miners entombed in Consolidated Coal Mine No. 9 in Farmington, W. Va., and the tear-streaked faces of their wives and children turn away for the last time to mourn alone—away from the crowds and the newspaper headlines and the reporters—what now?

Does it have to happen again?

Only if we become complacent and don't care. Only if the owners of these subterranean death-traps can get away with expressing their careful regrets for a terrible catastrophe they could have prevented if they put safety first—or were forced to do so.

This is not so much a catastrophe as it is a crime. A crime, unfortunately for which nobody pays—except the men who are forced to labor in these death-traps, and their poor survivors.

If mines can't be made safe or their owners won't make them safe—they should be closed. No price, no commodity, no profit is more important than human lives and this fact must finally be recognized once and for all.

Something is terribly wrong when we have to wait for a major disaster to hit before we start taking measures that should have been taken long ago.

In this instance, Senator Gaylord Nelson (D-Wisc.), claims that enforcement of existing laws and regulations by the Bureau of Mines would have made this most recent explosion "foreseeable and preventable." He charged that the bureau's inspectors had long been whitewashing safety violations and that repeated violations at the Consolidated mine had gone unpunished and ignored. Yet

"no mine closure penalties were ever invoked," he declared.

The Bureau itself has opposed and consequently delayed action on a mine safety bill supported by the Johnson administration—a bill which would have imposed civil and criminal penalties and fines of up to \$1,000 a day for "continued and repeated mine violations." It never even got to the hearing stage.

Somewhat belatedly, Secretary of the Interior Stewart L. Udall has called for a public "emergency conference on mine safety reforms."

All of this comes under the heading of: "Too bad!—now let's do something." It might be salutary to see the faces of the bereaved families while this old tune is being played.

The current tragedy evoked an outcry from Dr. I. E. Buff, of the West Virginia Air Pollution Central Commission:

"Why should we mine coal with the mechanical facilities of the 20th Century and the health facilities of the 18th Century? Is there no value for human life or are we so unconcerned that we say, as some have—'These people know it is dangerous, so they must take their own risk.'"

A coal miner has every right to enter a coal mine without signing his own death warrant. The situation demands immediate correction—not talk—both in passage of adequate safety regulations early in the next Congress and by whatever shake-up is necessary to make it clear to the Bureau of Mines that its primary obligation is the protection for the workers—not continued profits as usual for the mining industry.

United Farm Workers Score Gains In Contract With California Grower

STOCKTON, Calif.—The AFL-CIO's United Farm Workers Organizing Committee, after nearly a year of tough negotiations, has signed up another employer of vineyard workers in the rich San Joaquin Valley.

UFWOC's newest contract, running for 20 months, brings important wage gains and new benefits to field workers employed by Franzia Brothers Winery of Ripon, Calif. It hires about 350 such employees at the peak of the harvest season.

The pact, signed by UFWOC Director Cesar Chavez, is the latest in a series of agreements won by the union since its initial breakthrough at Schenley Distillers in April 1966.

The Franzia contract provides pay ranges of \$1.90 to \$2.55 an hour, amounting to an average 40-cent increase for workers covered. In addition, each classification receives a 10-cent increase in the second year of the pact.

Although the employer delayed its signing of the pact until only recently, the wage increases are retroactive to Aug. 28, 1968, when the union first agreed to terms. The agreement continues until April 18, 1970.

Boycott Continues

In other farm union developments, citizens groups in major cities have stepped up activities to support the boycott of California grapes—and aid the union recognition drive.

A committee of prominent New Yorkers staged a two-day pre-Thanksgiving "demonstration of concern for exploited agricultural workers who put food on America's tables but are not paid enough to feed their own families."

A day of picketing stores carrying California grapes was followed on November 23 by a day designated as "a period of fasting and silent protest."

In the nation's capital, a women's "boycott support" luncheon was held to hear Delores Huerta, with a number of well-known Washington leaders among the sponsors.

Other activities include a Carnegie Hall benefit performance in New York City on the night of December 4, with well-known entertainers donating their talents.

Sen. Edward M. Kennedy (D-Mass.) was honorary chairman of the benefit committee.

The Franzia contract provides for a full union shop and dues checkoff, a union hiring hall, paid holidays and vacations, grievance and arbitration procedures and many other benefits.

Workers will be covered by a Special Benefits Fund the union has negotiated with other employers. The company will pay 10 cents an hour for every hour worked into the fund, which finances a comprehensive health and welfare program.

The pact specifies that all covered employees shall join the union and remain in good standing as a condition of employment within 30 days of contract signing or after 10 days of work. A voluntary checkoff is included.

Must Call Union First

The employer is bound to call on the union first when he requires any additional employees to perform work covered by the contract.

The union and the company will establish a joint safety committee to consider present rules on safety, work out safety improvements and make recommendations regarding safety to local managements on Franzia's ranches and farms.

The pact requires the employer to provide "suitable, cool, drinking water convenient to employees," adequate first aid supplies, safety equipment and protective garments necessary to safeguard health and prevent injury.

The company also is mandated to furnish adequate toilet facilities in the field, readily accessible to workers in the field and maintained in a clean and sanitary manner.

The contract sets up a seniority rule based upon an employee's length of service from the date of his hiring. When filling vacancies, making transfers or recalling from layoff, the employer will give preference to workers with the greatest seniority.

Included among the contract's many other benefits are three days pay in case of death in the immediate family, maintenance of seniority in the case of military service, maintenance of pay for jury duty and relief periods during working hours.

While many of the pact's provisions deal with benefits and conditions industrial workers have had for many years, these are achievements just now being made for farm workers.

The contract has been the subject of negotiations that got underway in January. Chief negotiators for the union were Delores Huerta and Mack Lyons, assisted by Irwin De Shelter of the AFL-CIO Department of Organization.

Victory for Rail Unions

State-Enacted 'Safe Crew' Rulings Upheld 7-1 By U.S. Supreme Court

WASHINGTON—The constitutionality of state-enacted "full crew" laws, which regulate the minimum size of freight train crews, has been upheld by a 7-to-1 decision of the U.S. Supreme Court.

The majority opinion, written by Justice Hugo L. Black in a case involving two Arkansas laws, amounts to a clear defeat for railroad managements who have been trying to knock out the laws through legal action.

Four other states have union-backed safe crew laws—New York, Wisconsin, Ohio and Indiana. Unable to convince legislatures to repeal the laws, railroads have turned to the courts.

The Arkansas laws, requiring six-man crews on over-the-road and switching trains, were attacked by six railroads and defended by the State of Arkansas and four unions: Firemen and Enginemen, Trainmen, Switchmen and Conductors and Brakemen.

The railroads complained that the laws violated their rights under the "due process" and "equal protection" clauses of the constitution, as well as a clause protecting commerce.

The railroads also contended that a 1963 compulsory arbitration award on train and engine crews pre-empted the Arkansas laws, and it was on this basis that a federal district court threw out the state laws in 1964.

Unions Appealed

However, the unions appealed and the Supreme Court reversed the lower court on these grounds, sending the case back for further hearings on the constitutional issue.

The lower court then threw out the laws on the constitutional grounds and also found that the laws had "no substantial effect on safety of operations."

In again reversing the lower court, Black noted that the Supreme Court had in 1911, 1916 and 1931 upheld the Arkansas law on a constitutional challenge

and the proceedings offered "nothing new" in this area.

As to the court's findings that safety was not involved, he noted that the unions and the state presented evidence that the six-man crews were needed because of the increasing size and speed of trains, and congested switching areas.

Exceeds Authority

But his main thrust was that the decision on "full crew" laws should be left to legislatures or collective bargaining. The lower court, he said, "indulged in a legislative judgment wholly beyond its limited authority . . ."

Justice William O. Douglas, dissenting, agreed that the lower court was wrong on the constitutional issues but maintained that the arbitration award superseded state "full crew" laws.

In other decisions, the Supreme Court:

- Upheld a \$305,000 damage award to a Long Island Railroad worker who suffered a severely crushed right foot when a railroad tie fell on him. This 7-to-2 decision reversed a lower court decision, which had tried to reduce the amount of an award under the Federal Employers Liability Act.

- Held, by 6 to 3, that under the Federal Arbitration Act an arbitration award must be reversed if it is subsequently discovered that an arbitrator had dealings with one of the parties involved. This, too, was a reversal of a lower court decision.

- Announced that it would consider whether the House of Representatives acted unconstitutionally when it barred Adam Clayton Powell from his seat in the 90th Congress for "gross misconduct."

Puerto Rico Bound



Joe Orsini watches dispatcher Ted Babkowski fill out a shipping card for him in New York hall. Brother Orsini took a job on the Mayaguez, running to Puerto Rico. A native of York, Pennsylvania, he sails in the engine department and joined Union in 1967.

SIUNA Trinidad Affiliate Marks 30th Anniversary

PORT-OF-SPAIN, Trinidad—The SIUNA-Affiliated Seamen and Waterfront Workers Trade Union celebrated its 30th anniversary here last week.

In a message of congratulations to the Union, which represents seamen and allied workers in Trinidad and Tobago, SIUNA President Paul Hall extended "warm greetings and a continuing pledge of solidarity on behalf of the Seafarers International Union of North America, AFL-CIO . . . in commemoration of your organization's 30th Anniversary on November 30, 1968.

"Our relationship of long standing, which is based on the common concerns and interests shared by seamen and waterfront workers all over the world, has produced a sincere trade union friendship and understanding that we are confident will exist for many years to come.

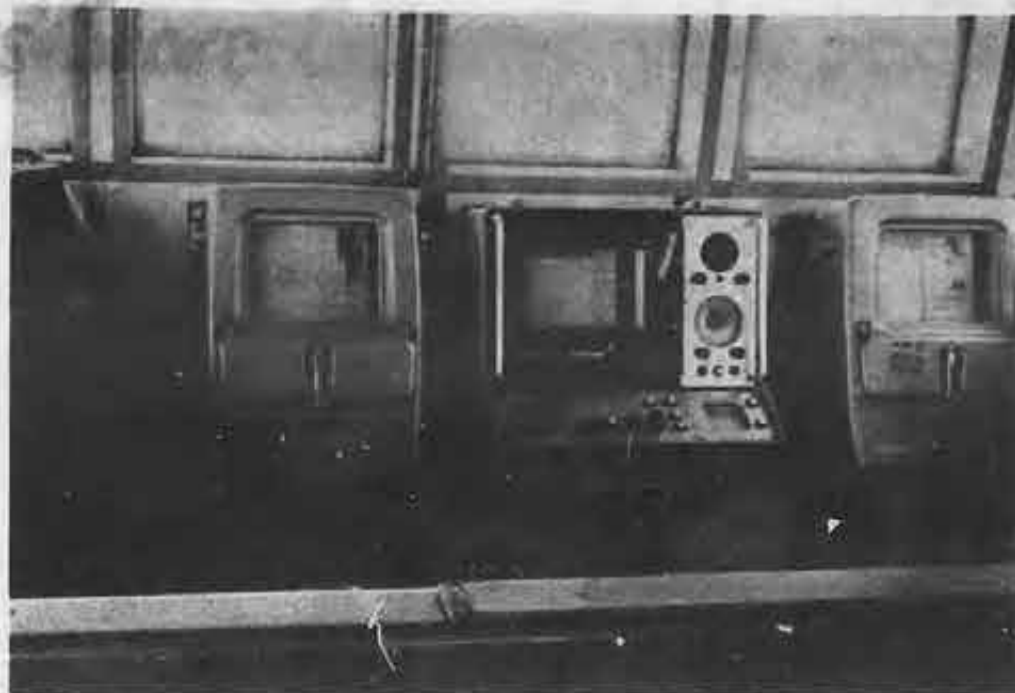
"We salute your officers and members on this special occasion. You may be assured of the goodwill and continued support of the Seafarers International Union and its affiliates in the never-ending battle to improve the economic security and well-being of all trade union members and their families."

At the SWWTU's annual conference of delegates recently, Clive R. W. Spencer, Alfred Grant and Basil J. Douglas were elected to the respective posts of first, second and third vice presidents. It was also announced by the Union's Secretary General George Munroe that Vernon Glenn, Ralph Charles, Lloyd Williams and Bentley Bougouneau were nominated as assistant grievance secretaries.

SIU WELFARE, VACATION PLANS

October 1-October 31, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	3,769	\$ 41,648.90
Death Benefits (Welfare)	32	71,073.98
Disability Benefits (Welfare) . .	1,230	2,754.75
Maternity Benefits (Welfare) . .	43	8,600.00
Dependent Benefits (Welfare) .	540	109,585.38
(Average: \$202.94)		
Optical Benefits (Welfare) . . .	512	7,727.14
Out-Patient Benefits (Welfare)	4,643	36,986.25
SUMMARY (Welfare)	10,769	278,376.40
Vacation Benefits	1,698	685,437.16
(Average: \$403.67)		
Total Welfare, Vacation Benefits Paid This Period . . .	12,467	\$ 963,813.56



Ultra-modern equipment for locating fish is shown above. Photo at left shows Captain James Ackert, SIUNA vice president and skipper of the new vessel, at helm.

Seafreeze Atlantic

NEW HOPE FOR U.S. FISHERMEN



Decked out in flags and bunting, the Seafreeze Atlantic waits to be launched. She will operate out of Gloucester, Mass., fishing Grand Banks and Labrador for cod and other fish.

P RIMITIVE MAN was not born to a world of mechanization. His technological gadgetry was confined to the limbs which extended from his torso and the brain which propelled them.

Equipped only with his hands and his imagination, he devised a variety of methods to entrap his prey. Finding through trial and error that his hands had limited usage in his quest for fish and game, he put his imagination to work and contrived to lure and capture this elusive prey through artificial means.

By honing a piece of bone, wood or shell to a fine edge, he fashioned the first fishhook, called a gorge. Concealed from view by a suitable bait, the gorge was secured to a hand line and lowered to the depths of lake or stream. When an unwary fish swallowed the tempting morsel, the line was pulled tight, lodging the gorge crosswise in the fish's gullet.

When man later solved the problem of staying afloat by constructing the first crude waterborne craft, his quest for food from the sea extended beyond the boundaries of his natural environment. To counteract the fickle tidal currents and wind patterns that played havoc with his mission, he fashioned shards of wood to serve as oars and paddles.

The introduction of sails, which enveloped the winds and provided the thrust for great voyages across the sea, provided man with a suitable vehicle to plunder the vast store of marine life that lurked in the depths of the ocean.

Emerging from the age of oar and sail were the legendary figures whose lust for the sea and its treasures often resulted in death for bold captains and their crews.

As man extended his travels in search for the riches of the sea, he encountered species of marine life that he was not prepared to cope with.

Their patterns of migration, along with feeding and spawning habits, were a matter of guesswork. Months were often spent in tracking the fish and even when a productive lode was struck, many valuable species eluded the clumsy, early fishing devices.

It soon became apparent to those who earned their living from the sea that great commercial rewards lay ahead for those who returned with the greatest catch.

Men who had endured nature's severest tests turned to science as a new ally in their fight to overcome the savage environment that provided their livelihood.

Ocean currents and depths were charted, marine specimens were categorized and catalogued, patterns of

migration and spawning were studied and methods of catch preservation were developed.

With the advent of the twentieth century, fishing had come a long way from the primitive gorge. Fishing grounds were plotted with a jeweler's accuracy. Methods of capture had improved immensely and a wealth of scientific material was available to the captain of a fishing vessel.

The major nations of the world became acutely aware of the need for a competitive fishing fleet. The sea was truly capable of feeding the world's billions and the emergence of a conflicting world ideology in 1917 brought fish out of the marketplace and into the international arena.

And then, in the 1950's, Nikita Khrushchev told the world that the Soviet Union would bury the U.S. Not by military might he claimed, but by a steady application of Soviet economic pressure which would ultimately result in the economic annihilation of the U.S.

Occasionally the Soviet Union relies on a brandishing of arms to make their point, but the meticulous attention that they have given to the maintenance of a modern fishing fleet is a more efficient barometer for assessing their cold war tactics.

And now, in the year 1968, we see the Soviet Union with a fishing fleet of modern factory ships capable of great range and efficiency—vessels equipped with the most sophisticated equipment for fish-finding, preservation and storage.

The construction of these vessels has enabled the Soviet Union to circle the globe in its search for lucrative fishing grounds.

The emergence of this fleet of modern fishing trawlers has put the U.S. in the poor competitive condition that was envisioned by Khrushchev. The condition of the U.S. fleet, for the most part outmoded and inefficient, can be compared to a situation in which the Soviets operate sleek new limousines while America still sputters along in a Model T.

However, a significant first step in upgrading the U.S. fishing fleet and improving its competitive position with vessels operating under foreign flags was taken this year with the construction of two modern factory trawlers by American Stern Trawlers Inc.

The vessels, dubbed the Seafreeze Atlantic and the Seafreeze Pacific and costing \$5.3 million each, were built with the aid of a 50-percent construction differ-

ential subsidy provided by the U.S. Department of the Interior under the Fishing Fleet Improvement Act.

The 297 foot Seafreeze Atlantic will be under the command of Captain James Ackert, President of the SIUNA-affiliated Atlantic Fisherman's Union. Ackert is taking a leave of absence from the Union to become master of the vessel.

The Seafreeze Atlantic will operate out of a New England port and will seek to harvest the fishing grounds off the Grand Banks and Labrador. Through the application of an advanced stabilizing system, the Seafreeze Atlantic will be able to operate in any weather short of a hurricane.

Sophisticated sonar and sounding equipment located in her wheelhouse will enable the vessel to locate schools of fish and detect bottom obstructions, thus decreasing substantially the amount of time wasted in the search of fish.

Advanced instruments record and feed their information to master control consoles in the wheelhouse which give the Captain of the vessel minute-to-minute reports on the progress of operations.

An elevated control station enables the winch operator to have an unobstructed view of the trawl, each winch drum and the entire fishing deck.

The factory equipment on board will enable the crew to make maximum use of their harvest from the sea. Inedible, or trash fish and waste from the cleaning process will be converted to fish meal and valuable fish oils can be extracted right on board the vessel.

With the use of this modern equipment the crew will also be able to clean, freeze and filet the fish in a matter of hours. The advanced stabilizing system minimizes any severe rolling and pitching of the vessel and thus provides greater comfort for members of the crew who work on the assembly line.

Upon completion of processing, the packaged fish will be placed in refrigerated holds that will preserve the fish at a temperature of minus 20 degrees Fahrenheit.

This combination of skilled manpower and advanced technology enables the Seafreeze Atlantic to process two million pounds of fish on a single voyage.

With a displacement of more than 3,000 tons, the Atlantic Seafreeze is powered by a 3,200-horsepower diesel electric system, with a design speed of 14.4 knots.

Quarters for the 56 officers and crewmembers are completely air-conditioned and consist mostly of single berth cabins.



GLOBE GIRDLER

The Transwestern (Hudson Waterways) paid-off in Bayonne, N. J., recently following a long trip to European ports. Among countries visited were England, Germany, Holland and Belgium. During the pay-off, Seafarers reported that the Transwestern was scheduled to take a general cargo to Italy, Spain, Turkey and Morocco on its next voyage.



While waiting for pay-off, Bruce Knight, AB, (left) and Jim Nettles, OS, enjoy a game of cards in messroom. The men reported smooth sailing during voyage.



Phil Pron of steward department helps himself to pie and coffee. He joined the Union in 1946, Port of New York.



Checking overtime sheet with Chief Cook Tom Cummings is Headquarters Rep. Leon Hall. Cummings, from Westfield, Mass., joined SIU in Boston in 1952.



At left, John Steeber, deck dept. (center) and W. McAlliston, engine dept., talk with Rep. Leon Hall.



AB Dan Welch talks with Leon Hall as D. Nettles fills out papers (right). Welch joined SIU in Wilmington.



Louis Arena shows radio purchased in Bremerhaven. Born in New Orleans, he joined the Union in 1941.



SIU Rep. Pete Drewes (left) mulls over a question from Dave Nettles. Dave sails as second electrician.

SIU Polls Committee in San Juan



Polls Committee in San Juan hall oversees brisk voting in SIU election which began Nov. 1 in all A&G ports. From left Luis Rivera, Ramon Ayala, Felix Martinez. Balloting will continue through Dec. 31.

U.S.S.R. Revises Shipping Code To Match Needs of Growing Fleet

WASHINGTON—As the size of its fleet increases, the Soviet Union is feeling its oats and flexing its muscle in its new role as a major world maritime power. One of the most recent manifestations of this is the adoption by the Soviets of a new shipping code reflecting the importance with which they view such a role. As explained by Victor Bakayev, Soviet Minister of Merchant Marine, the new government policy, among other things, contains no restrictions on the shipment of export or import cargoes on foreign vessels—provided "reciprocal terms" are recognized for Russian-flag vessels.

Taking cognizance of the tremendous growth of the Soviet fleet since 1929, the new regulations make fundamental changes in comparison with the former Merchant Shipping Code adopted at that time. The revised document was decreed by the Soviet Parlia-

ment and introduced October 1, according to Moscow's Novosti Press Agency, which also reported the Kremlin official's remarks.

Among the Leaders

"The new code, above all," Bakayev declared, "reflects the fact that the U.S.S.R. today ranks among the first countries in the world, not only in tonnage and number of sea vessels, but also in the scope of shipping, fish and sea-product catch, and for the scale and value of research in seas and oceans.

"The new Merchant Sea Shipping Code of the U.S.S.R. is to

serve as the legislative foundation and instrument in carrying out this policy, which determines the code's particular importance for the U.S.S.R.'s entire national economy, for Soviet foreign trade, and for the development of the Soviet Union's world economic relations."

Bakayev said the code provides that "shipping and tugging between ports of the U.S.S.R. and foreign ports may be carried out both by vessels sailing under the state flag of the U.S.S.R. and, on conditions of reciprocal terms, by vessels sailing under a foreign flag."

As a result of the Soviets' role as a participant in international multilateral agreements and treaties on maritime law, regulations in line with such agreements are also included in the new code, he added.

Responsibility Cited

Among such rules are sections which commit ships' captains to render assistance to vessels and people in distress at sea, in accordance with the 1958 Geneva Convention on Open Sea. The major standards of the Brussels conventions which cover responsibility for the collision of vessels and rewards for rescue at sea are also included, Bakayev explained.

Other changes from the previous code include much stronger provisions for the liability of a ship captain in property claims arising under his control.

Death of Key Bill Laid to Inactivity Of Safety Council

WASHINGTON—The National Safety Council has been accused of helping to kill legislation designed to reduce on-the-job accidents. The charge was made this month by Esther Peterson, assistant secretary of labor.

"As a result, 55 workers will continue to lose their lives on the job today, as every work day; over 8,000 will continue to be disabled—some permanently—and over 27,000 will continue to be injured on the job."

Speaking to the council's labor section, Mrs. Peterson was directly referring to the proposed General Occupational Health and Safety Act of 1968. The measure, approved by the House Education and Labor Committee, was never brought up for a vote in either the House or the Senate during the life of the 90th Congress.

The council was scheduled to testify in support of the bill, Mrs. Peterson stated, but had failed to appear.

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

By Sidney Margolius

Older people who have Medicare benefits are about to be hit with another increase in the portion of the bill they pay. Beginning in January, an older person who goes to the hospital under Medicare will have to pay the first \$44, instead of the \$40 they pay now.

Moreover, the amounts that Medicare beneficiaries contribute for long hospital stays will be increased 10 percent. The \$10 a day paid by beneficiaries for the 61st through 90th day will be increased to \$11. The \$5 a day paid for the 20th to 100th day of a stay in a post-hospital extended-care facility—approved nursing home—now becomes \$5.50.

The new increases in Medicare come on top of a recent increase in the monthly fee retired people pay for Part B—which helps to pay for doctor bills. This now is \$4 a month compared to the original \$3.

The larger deductibles and Part B fee have been caused by the accelerated rise in health-care costs in general during the past two years and by greater use of Medicare than was expected. In general, health-care costs have jumped about 13½ percent in the past two years. This past year alone, hospital fees have gone up about 15 percent and medical services, about 8 percent.

Further increases in Medicare fees can be expected as medical costs continue their inevitable climb under the present disorganized state of health care. The law requires the Social Security Administration to review the hospital deductible and doctor-bill payments periodically, and adjust them as necessary.

Despite the increases Medicare has proved to be of enormous value to older people. The average hospital stay for a Medicare beneficiary has been costing about \$600, with Medicare paying most of it.

In fact, the program has made it possible for at least some older people to get hospital care, or more extended care, than otherwise would have been possible. The number of people over 65 getting hospital care increased to about 200 of every 1,000 in 1967 from about 180 the year before.

But the relentless jumps in medical costs, while they hit young families too, are especially critical for retirees. Their incomes usually are fixed, and they have already been subject to heavy rent increases in a number of cities this year.

Older people who belong to a group-practice comprehensive health-care plan are finding that this kind of plan is a lifesaver for providing the additional services and expenses not covered by Medicare.

One retired worker, who has kept in touch with us since even before retirement, tells how such a plan is helping him. He and his wife joined the Ross-Loos Medical Group in California as individuals in 1950. "We received excellent care but we thought the monthly fee of \$22 was a little

steep as we still had to pay \$1.25 for each office visit, and proportionately more for other services," he reports. "When Medicare came in, we considered dropping Ross-Loos but decided to keep it a while longer and see what would happen.

"We did see. All medical services went through the ceiling, and a cash outlay of \$50 a year plus 20 percent of all doctor bills at today's prices (the Part B deductible) is a lot of money. In May my wife had to undergo surgery. The hospital charged \$42 a day for three days, not counting incidental expenses. Ross-Loos paid every penny.

"Six weeks later I had to go to the hospital for ten days at \$48, the new price. The anesthetist alone sent me a bill for \$92. Ross-Loos paid all costs except \$37 for a private nurse the night after my operation. Furthermore, Ross-Loos reduced our fee to \$16 a month after Medicare started."

So take a tip from this forward-thinking man who educated two children on a skilled worker's wage, and carefully prepared for his and his wife's retirement needs. If you belong to such a plan, stick with it. Or if you can get into one before retirement, this is the really secure way to supplement Medicare.

Unfortunately, group-care plans are not yet in operation in all cities. Nor are individuals always eligible to join. Some take only large groups.

Some labor unions already have their own health centers which provide supplementary coverage for retired workers. And while community-wide group-care plans are not available everywhere, more are being developed all the time by unions and cooperatives.

Among the larger ones are the Kaiser Foundation plans in California, Oregon and Hawaii; Health Insurance Plan of Greater New York; the Group Health plans in Washington, D.C. and Seattle; Community Health Association, Detroit; AFL Medical Service Plan, Philadelphia; Community Health Foundation, Cleveland; Group Health Center, St. Paul; Union Health Service, Chicago; San Diego Health Association, and others in Long Beach, New Haven, Birmingham, Minnesota, Oklahoma and other areas.

While your wife can't be covered by Medicare until she too is 65, one question that often arises concerns a wife of 65, who does not have her own social security credits and whose husband is younger than she is. In this case, when the husband reaches 62 he should register for social security even though he plans to keep on working. The wife then would be eligible for Medicare Part A (hospital) coverage even though neither would be getting social security payments while the husband continues to work.

There is no problem about Part B (doctor-bill coverage). A wife can sign up for it and pay the \$4 a month when she becomes 65 whether or not her husband applies for social security and even if he is not yet 62.

Catholic Bishops Back Protection Of Farm Workers

Roman Catholic bishops of the United States have issued a call for better minimum wage guarantees, unemployment benefits and the right to union recognition for farm workers.

The bishops included the California grape dispute in their church policy statement without mentioning it specifically.

The National Conference of Catholic Bishops said farm workers long have been burdened by low wages, poor housing, inadequate education and increasing health problems. The bishops called their plight tragic.

They urged protection for farm employees under the National Labor Relations Act.

Coast Guard Sets Firm Sea Lanes For Calif. Coast

WASHINGTON — Coastwise sea lanes have been established in Southern California from Point Conception through the Santa Barbara Channel to Santa Monica Bay. The United States Coast Guard announced that the new sea lanes will become effective on January 1, 1969.

Safe passage through areas of potential oil exploration will be provided by the plan, which also seeks to minimize risk of collisions. Similar plans are already in operation in New York, Delaware Bay and San Francisco.

The sea lane concept is to the ocean-going vessel what the divided highway is to the automobile. Each channel is actually two lanes—each one mile wide—with a traffic flow in opposite directions which is separated by a "buffer" zone two miles wide.

The overall plan calls for a system of coastwise lanes extending from Point Conception to San Diego and linking the ports of Los Angeles-Long Beach, Port Hueneme and San Diego. The basic charts of this area, Point Dume and Purisima Point (Coast and Geodetic Survey Chart No. 5202) and San Diego to Santa Rosa Island (Chart No. 5101) are scheduled for reprinting by January, 1969.

World War II Torpedo Sinkings Recalled by Seafarer Hugh Williams

Seafarer Hugh Williams has had many memorable and interesting voyages during his 44 years at sea, including having two vessels torpedoed out from under him during World War II. The second of those incidents provided Brother Williams with a unique experience that he still finds difficult to believe—one in which a German U-boat captain was a U.S. citizen. Twenty-five years later he related his story to a LOG reporter in the New York hall shortly after his retirement recently on an SIU pension.

It was in July of 1943, Williams recalled, and he was sailing in the engine department of the Mobilfuel—a vessel in the Soconia fleet. "We were 344 miles Southeast of Puerto Rico, heading for Aruba. The German submarine attacked us about 10 a.m. and we were sunk, but no one was killed. The whole crew escaped in four lifeboats and managed to stay close to each other in the water," he said.

"During the three days and nights we were in the water," Williams explained, "the German sub that sank us would surface and we could hear the ominous sound of her diesel engine, then the sub would put her spotlight on the lifeboats. The first time the sub surfaced, her Captain told us: 'You don't have to tell me what ship you are, where is Captain Farrow?' (the Mobilfuel's skipper)."

Was U. S. Citizen

As it turned out, the Captain of the German sub, a man named Mueller, was a former seaman in the American merchant marine who had sailed under Farrow on that same ship. A native of Germany, Mueller had emigrated to the United States and became a citizen. He had served as chief mate on the Mobilfuel until the war broke out and he returned to Germany.

"For three days, at 2 a.m., the sub would surface and the Captain would speak to us," Williams continued. "He'd give us water and even rum. He never talked about the Nazis and seemed pretty decent. He told us he was sorry he couldn't give us a tow into port. Mueller said to us: 'I missed you in Beaumont,' meaning he might have tried to sink our ship earlier."

"The Mobilfuel was heavily armed and looked like the Missouri," Williams said, "but the sub hit us before we had a chance to fire. The ship, which was travelling alone, went down with all her weaponry unused."

Previously, Seafarer Williams had sailed on the Aurora, another Soconia vessel, which was hit by subs in the Gulf of Mexico in June of 1942.

"It was about three a.m. and we were 23 miles from South Pass, Louisiana, and I was pumping ballast and securing the pump room, etc.," he said. "I had just sat down when the first fish struck and it's unbelievable that I am here to talk about it. After the explosion, everything was a shambles. At first I thought there had been a collision but then, I smelled the powder and knew it was a torpedo. A short while later, the second torpedo hit the vessel and we had to abandon ship."

Brother Williams stayed aboard



Seafarer Hugh Williams received his first SIU pension check at the New York hall recently from Welfare Director Al Bernstein as fellow seaman Frank Moran offers congratulations. Brother Williams, who sailed in engine department, first went to sea in 1918, 50 years ago.

for a while with the Captain, a man named Sheldon, and the first assistant engineer, before leaving. He had a chance to catch the sub's name as it passed the Aurora's stern. "It was called the U-57 and it caused the death of our chief mate, the only fatality," he said.

After finally leaving the ship, Brother Williams was picked up by a Coast Guard tugboat which towed his lifeboat to the mouth of the Mississippi. "The tug cut the wire and the towline broke, putting our lifeboat on a mudbank for three days," he recalled. "They had to leave us due to heavy sub action. The Germans played hell with all ships in the area, sinking about six ships in the three days we were on the mud bank."

Was Coal Passer

Williams, a native of Las Vegas, New Mexico, now lives in New York City. He first went to sea in 1918, as a coal passer on the British freighter Catalamber. "I had arrived in Baltimore from San Francisco and the water looked good," he said. "In those days, you took what you could get. Of course in that day, sailing was nothing like what it is today and the seamen had no unions like the SIU to represent them," said Williams.

In 1927, he was on a ship called Lordship Manor, when the vessel got stuck in the ice in Finland for two months. "I liked it there and I decided to stay on." Brother Williams explained. "I lived there until 1931 and enjoyed it, even though it frequently got down to 30 degrees below zero and colder." He lived in Helsinki and has a high regard for the Finnish people.

Brother Williams first acquired his fondness for sailing when he

took a job on the yacht Aloha, owned by a millionaire copper king, Arthur Curtis James. At the time, it was the largest sailing ship in the world. He also saw service on the Vanderbilt schooner Huzar and the yacht Dolphin, owned by a member of the Dodge automobile manufacturing family.

"I had just arrived by ship from Venezuela in 1932 and I was sitting in Battery Park, New York," Williams recalled. "I got to talking to this fellow who asked me if I wanted a job on a yacht, so I said yes and he sent me to Apple's. They supplied yachts with equipment and crews and were very well-known. Yachting is a millionaire's sport, and it cost James thousands of dollars a week to keep his yacht running—usually between New York and Newport, Rhode Island."

Starboard Launchman

Williams sailed on the Aloha for 12 months and 14 days, sailing as starboard launchman. "I enjoyed it very much. The food was much better than on merchant vessels of that time and we really lived quite well. In contrast, when I caught the Swift-eagle out of Fall River, Massachusetts in 1936, the men had to supply their own plates, mattresses, etc., and the food was pretty bad."

While sailing on the Aloha, Williams saw many interesting people such as the U. S. Ambassador to Turkey and wealthy society friends of the James family. The yacht often sailed to Monte Carlo, and cruised the Mediterranean. "They were nice people and it was a good job," he added.

Now that he's on an SIU pension, Brother Williams plans to take it easy and maybe do a little sailing of his own, mostly on Long Island Sound.

FINAL DEPARTURES

Larry Romero, 25: Brother Romero died on October 31 at the Park Place Hospital in Port Arthur, Texas. A native of Port Arthur, he made his home in that city. Brother Romero joined the Union in 1963. A member of the deck department, he was employed by the Sabine Towing Company. Surviving is his widow, Sheila. Burial services were held in the Greenlawn Memorial Park Cemetery, Groves, Texas.



Edward Samrock, 68: A heart attack claimed the life of Seafarer Samrock on October 22, at his home in Carmen, Oklahoma. He was born in Germany and joined the Union in 1938 in the Port of Norfolk. Brother Samrock sailed in the engine department and his last ship was the Afoundria. He had been on an SIU pension since 1964. Surviving is his widow, Lutitia. Burial services were held in the Carmen City Cemetery.



James Easterling, 40: Brother Easterling died on October 16, in Memorial Hospital, Savannah, Georgia. He was a member of the engine department, sailing as FOWT. His last vessel was the Wayne Victory. A native of Claxton, Ga., Brother Easterling lived in Savannah. He joined the SIU in Baltimore. Easterling was buried in Savannah.



Mallory Coffee, 63: Brother Coffee died on July 1, at the USPHS Hospital in Staten Island, N. Y. He was a native of Blowing Rock, North Carolina and made his home in New Orleans. A member of the deck department, he sailed as AB. Brother Coffee began his sailing career in 1946 and



joined the Union in Philadelphia. His last vessel was the Hercules. He had served in the U.S. Navy from 1923 to 1932. Burial services were held in Blowing Rock City Cemetery.

William Ray, 54: A myocardial infarction claimed the life of Brother Ray on October 28, at St. Mary's Hospital in Duluth. A member of the deck department, he sailed as bosun, and was employed by the Buckeye Steamship Company. Brother Ray was born in Iowa and made his home in Malmo Township, Minnesota. He joined the SIU in the Port of Detroit. Surviving is his widow, Blanche. The burial service was held in Malmo Cemetery, Aitkin County, Minn.



Matteo Stucchio, 45: Seafarer Stucchio died November 14 at his home in Brooklyn, N. Y. Brother Stucchio was born in that borough and joined the Union in the Port of New York in 1957. Employed by the V. J. Spellman Company as a canvas operator, he served as a shop steward for the Union. He served in the Navy from 1943 to 1946. He is survived by his widow, Rosalie. The burial was held in Greenwood Cemetery in Brooklyn.



William Normand, 62: Brother Normand died at the USPHS Hospital, Staten Island, on October 4. He was a native of Port Richmond, New York, and made his home in Astoria, Queens. A member of the engine department, Brother Normand served frequently on SIU picket lines. He joined the Union in the Port of New York in 1957 and his last vessel was the Gateway City. Surviving is a sister, Mrs. Margaret Burns, of Astoria. The burial services were held in Oceanview Cemetery, New York City.



Editor,
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Labor's Non-Voters Chided by Seafarer

To the Editor:

The 1968 election is history and one thing should be clear to every voter and non-voter. Each individual vote is important.

Only a relatively few votes decided many state, local and national contests. More likely than not, the uncast ballots would have been for the losing rather than the winning candidates, and many of these candidates were the friends of labor. It is ironic therefore, that many working people, especially merchant mariners—if the rest of them are typical of those on this ship—allowed either apathy or indifference to stop them from applying for and casting an absentee ballot, or worse still, allowed prejudice to cause them to cast their ballots for candidates that have a poor or anti-labor record.

I am aware of only three crewmembers out of over 35 on here who could have voted who did or at least made the attempt. In my case, my ballot did not happen to reach me until November 4 and had to be back in the office by 5 p.m. November 4, to be valid. I sent it air-mail special delivery, but have little hope that it reached its destination in time. HHH did not carry the state I was registered in but the pro-labor candidate for U.S. Senate, Alan Cranston, did win, defeating arch-conservative Max Rafferty. So, I am somewhat comforted by this knowledge.

Already I hear some crewmembers' bemoaning the fact that they think we (the merchant marine) can expect hard times now that Nixon has won. Yet they failed to register and vote. And who's to blame if they are right? How many merchant seamen failed to vote? If the ratio of 80 to 90 percent (found on my own ship) holds true throughout the industry, then we know seamen are no little responsible for Mr. Nixon's victory as most of them come from such crucial states as California, New York, New

SIU's Efficiency Amazes Seafarer

To the Editor:

Just a note to express my amazement at the speed in which our great Union works. After going to sea for 40 years, starting in September of 1928 and most of which were spent in the SIU, I was permanently put on the beach, Oct. 21, 1968.

I applied for my disability pension and some car insurance at the same time. I received my first retirement check and was amazed at the speed of the job the Union did in processing my claim. As yet, I haven't even heard from the insurance company in regard to my car.

I have known all along that we in the SIU had the best—the best Union without a doubt in the maritime industry, bar none. I want to take this opportunity to express my appreciation to our officers and members in this great Union, for their foresight in getting benefits such as pensions and the welfare programs for the membership. It was truly a God-send to know that someone was looking out for my future while I was sailing the ships on all oceans.

I just wanted the officers and members to know that I would have been in one hell of a predicament if I didn't have my pension to fall back on. Suddenly being beached was a very big surprise to me since I thought the old ticker was OK all the time. Smooth sailing to all.

David Sykes

Calls Heart Patients Safe Accident Risk

To the Editor:

Since when is heart disease so different from other afflictions than can befall a working man while carrying out the duties of his job?

My family has had more than its share of heart trouble, yet it never interfered with their working in terms of accidents—insurance companies and scare groups to the contrary.

I commend the AFL-CIO for pointing out the injustice of denying Workman's Compensation benefits to people suffering from heart disabilities, and equally condemn those that would do so. In our age of stress and tension heart disease can be as much of an occupational disease as silicosis was for the miners of fifty years ago.

Donald Griffin

Seafarer Thanks SIU For Aid

To the Editor:

I wish to thank the SIU clinic for its quick and accurate diagnosis of my recent illness and also say thank you for the kind and courteous attention I received from Union officials.

In addition, I wish to express my thanks for the prompt financial assistance I received from the SIU Welfare Department. Also, may I thank the staff at the Marine Hospital for the fine treatment they gave me.

Larry Tefft

Eight Additional Seafarer Veterans Join Growing SIU Pension Roster

Eight additional Seafarers have been added to the SIU's ever-growing pension roster. The newest additions to the list include: Jose Fernandez, Fritz Bantz, John Speight, Francisco Bayron, Norman Longtine, Jose Reyes, Cuthbert Hinkson and Frank Sherry.

Jose Fernandez sailed as FWT. He joined the Union in the Port of Baltimore, where he lives with his wife, Camila. A native of Spain, his last ship was the Duke Victory.

Fritz Bantz is a native of Denmark who makes his home in Baltimore. A Seafarer for 25 years, he joined in New York City. Brother Bantz sailed as AB and his last ship was the Chilore.



Fernandez Bantz

John Speight sailed as a cook and was employed by the Norfolk, Baltimore and Carolina Line. A native of North Carolina, he lives in Norfolk with his wife, Mary. He joined the SIU in Baltimore.

Francisco Bayron sailed in the engine department and joined the SIU in the Port of New York. He is a native of Puerto Rico and



Speight Bayron

his last ship was the Seatrain New York. Brother Bayron makes his home in Brooklyn.

Norman Longtine sailed as AB. His last ship was the Summit. An SIU man since World War II, he joined in Houston. Brother Longtine was born in Houghton, Michigan, and now lives in Galveston, Texas.



Longtine Reyes Hinkson Sherry

Jose Reyes was born in Puerto Rico. He resides in Santurce, Puerto Rico, with his wife Maria. His last ship was the Puerto Rico. Brother Reyes was qualified to sail as bosun and was an SIU man for 28 years. He joined the Union in the Port of New York.

Cuthbert Hinkson lives in Brooklyn with his wife, Francella. A native of the British West Indies, he joined the SIU in New

York. He had been sailing since 1939 and was a member of the steward department. His last vessel was the Bienville.

Frank Sherry joined the Union in the Port of New York and sailed as a deckhand. He was born in Jersey City, N. J., and lives in that city with his wife, Mary. Brother Sherry was employed by the Pennsylvania Rail Road.

SIU ARRIVALS

Clara Annette Brown, born September 1, 1968, to Seafarer and Mrs. Ira C. Brown, Ponchatoula, La.

Tina Marie Wells, born August 10, 1968, to Seafarer and Mrs. Eugene B. Wells, Norfolk, Va.

Gerry Miller, born October 8, 1968, to Seafarer and Mrs. Gerald A. Miller, Gretna, La.

Houston Carlton Bell, Jr., born July 22, 1966, to Seafarer and Mrs. Houston Bell, Whistler, Ala.

Mona Bell, born January 29, 1968, to Seafarer and Mrs. Hous-

ton Bell, Whistler, Ala.

Kimberly Lednier, born August 14, 1968, to Seafarer and Mrs. William Lednier, Bayou La Batre, Ala.

Charlene Welch, born October 20, 1968, to Seafarer and Mrs. Albert Welch, Port Arthur, Texas.

Bridget Bishop, born August 21, 1968, to Seafarer and Mrs. Jimmie R. Bishop, Houston, Tex.

Shane Noeth, born October 26, 1968, to Seafarer and Mrs. Thomas Noeth, Fort Lauderdale, Fla.

Laurie Ann Summers, born October 17, 1968, to Seafarer and Mrs. John W. Summers, Port Arthur, Texas.

Dashan Karon Harris, born October 17, 1968, to Seafarer and Mrs. Otis L. Harris, New Orleans, La.

Yvette Camacho, born September 20, 1968, to Seafarer and Mrs. William Camacho, Philadelphia, Pa.

SIU Lifeboat Class No. 214 Casts Off



These Seafarers recently passed Coast Guard examinations and received their lifeboat tickets after attending a course of study at the SIU's lifeboat school in Brooklyn. In first row (l-r) are: Thomas Shifflett; Bob DeJuan; Norman Miller. Back row: Instructor Paul McGaharn; Jim Booker; Larry Moncrief; Andreas Bapan-dreou; Raphael Rivera. The class graduated on November 11th.

LETTERS To The Editor

Jersey, Texas, Maryland, Washington, Oregon, etc.

Because seamen go to sea, this is no reason for them to abdicate their responsibilities of good citizenship. This includes above all, registering and voting, contributing to party and candidates of their choice and urging friends and relatives to vote for these candidates also.

If things don't suit you during the next four years, before you start complaining ask yourself what you did to help see that they would go any better. If you did not vote, then blame yourself and others like you who also failed to vote or put prejudice ahead of labor's welfare.

Sincerely, Bruce W. Nusbaum

WRITE TO THE LOG

ROBIN LOCKLEY (Monroe-McCormack), November 13—Chairman, Leo J. Kama; Secretary, Norm. No beefs were reported by department delegates. Everything is running smoothly.

JAMES (Oriental Express), November 3—Chairman, Martin J. Paschmoor, Jr.; Secretary, J. C. Randolph. Some disputed OT in engine department.

OVERSEAS ANNA (Maritime Overseas), October 27—Chairman, B. L. Jarret; Secretary, J. P. Austin. \$3.00 in ship's fund. No beefs and no disputed OT. Motion was made that the Union consider placing an SIU Agent in the Canal Zone, at least for the duration of the Vietnam hostilities.

CENTERVILLE (Admiralty Marine), October 2—Chairman, C. Demers; Secretary, R. Van Cise. General discussion held regarding draws, food and hospital supplies. All to be checked into.

IBERVILLE (Waltman), October 13—Chairman, A. Bousko; Secretary, D. Dell. \$4.25 in ship's fund. No beefs and no disputed OT. Ship's delegate advised all hands to keep doors locked while ship is in port.

AMERICAN PRIDE (American Seafarers), November 10—Chairman, Victor Brunell, Jr.; Secretary, Terry J. Smith. Ship's delegate reported that everything is running smoothly. All repairs were taken care of. Crew commended the Captain for his co-operation. Vote of thanks was extended to the ship's delegate and the chief engineer for a job well done. A very good trip.

DEL CAMPO (Delta), November 6—Chairman, C. Hlissko; Secretary, E. Bradley. Brother Jerry Phillips was elected to serve as ship's delegate. No beefs and no disputed OT. Vote of thanks extended to the steward department for a job well done.

VANTAGE VENTURE (Vancor), October 5—Chairman, Walter E. Czakowski. Brother Richard J. Sherman was elected to serve as ship's delegate. No beefs and no disputed OT.

CHATHAM (Admiralty Marine), October 26—Chairman, Pete Sheeldrake; Secretary, D. Fritz. Brother Nel Larson was elected to serve as ship's delegate. Discussion held regarding the food that is being served. Inventory of stores to be taken to try to improve the food situation.

OVERSEAS ROSE (Maritime Overseas), November 10—Chairman, W. J. Barnes; Secretary, C. E. Smith. Several men had to leave ship due to illness. Patrolman will check into same. Vote of thanks was extended to the steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

HALAULA VICTORY (Alcoa), October 27—Chairman, Frank Rakus, Jr.; Secretary, Roeben Bellamy. Brother John P. McCollon was elected to serve as ship's delegate. No disputed OT and no beefs. Everything is running smoothly.

COEUR D'ALENE VICTORY (Victory Carriers), November 3—Chairman, J. Craft; Secretary, H. Ulrich. Brother John J. Carey was elected to serve as ship's delegate. No beefs and no disputed OT was reported.

FAIRLAND (Sea-Land), November 3—Chairman, Pete Dolan; Secretary, Bo Anderson. No beefs. Everything is running smoothly.

SEATRAN WASHINGTON (Hudson Waterways), November 13—Chairman, J. Tobin; Secretary, J. Ratliff. Ship's delegate reported that everything is running smoothly with no beefs.

ARIZFA (Sea-Land), October 13—Chairman, John Alberti; Secretary, John Nash. Discussion held regarding air-conditioning in crew's quarters. Also discussed was the matter of the water in the galley and pantry which is always either too hot or too cold.

STEEL FABRICATOR (Isthmian), November 10—Chairman, William Burson; Secretary, E. K. DeMoss. Brother Stevenson was elected to serve as ship's delegate. No beefs were reported by department delegates.

SEATRAN MAINE (Hudson Waterways), November 10—Chairman, Warren Barr; Secretary, Sam W. McDonald. No beefs and no disputed OT. Brother Barr was elected to serve as ship's delegate and was given a vote of thanks for a job well done. Discussion held regarding retirement plan.

SEATRAN MAINE (Hudson Waterways), October 10—Chairman, Warren Barr; Secretary, Sam W. McDonald. Discussion held regarding rusty water. Repairs not taken care of. Motion was made to have all tanks cleaned before new crew signs on. Crew complained about food in general.

SEATRAN MAINE (Hudson Waterways), August 8—Chairman, Abner A. Abrams; Secretary, Sam W. McDonald. One man elected ship in Tacoma. Brother Warren E. Barr was elected to serve as ship's delegate.

DUVAL (Seawoods), November 10—Chairman, William E. Morris; Secretary, John E. Tiller. No beefs and no disputed OT was reported.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

- PRESIDENT**
Paul Hall
- EXECUTIVE VICE PRESIDENT**
Cal Tanner
- VICE PRESIDENTS**
Earl Shepard
Lindsay Williams
Al Tanner
Robert Matthews
- SECRETARY-TREASURER**
Al Kerr
- HEADQUARTERS**.....475 4th Ave., Bklyn. (212) HY 9-6600
- ALPENA, Mich. 127 River St. (517) EL 4-3616
- BALTIMORE, Md. 1214 E. Baltimore St. (301) EA 7-4900
- BOSTON, Mass. 463 Atlantic Avenue (617) RI 2-0140
- BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259 1BU (716) TL 3-9259
- CHICAGO, Ill. 9383 Ewing Ave. SIU (312) SA 1-0733 1BU (312) ES 5-9570
- CLEVELAND, Ohio 1420 W. 25th St. (216) MA 1-5450
- DETROIT, Mich. 10225 W. Jefferson Ave. (313) VI 3-4741
- DULUTH, Minn. 312 W. 2nd St. (218) RA 2-4110
- FRANKFORT, Mich. P.O. Box 287 415 Main St. (416) EL 7-2441
- HOUSTON, Tex. 5804 Canal St. (713) WA 8-3207
- JACKSONVILLE, Fla. 2408 Pearl St. (904) EL 3-0787
- JERSEY CITY, N.J. 99 Montgomery St. (201) HE 5-9424
- MOBILE, Ala. 1 South Lawrence St. (205) HE 2-1754
- NEW ORLEANS, La. 630 Jackson Ave. (504) 529-7546
- NORFOLK, Va. 115 3rd St. (703) 422-1892
- PHILADELPHIA, Pa. 2404 S. 4th St. (215) DE 6-3818
- PORT ARTHUR, Tex. 1348 Seventh St.
- SAN FRANCISCO, Calif. 350 Freamont St. (415) DO 2-4401
- SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 724-2848
- SEATTLE, Wash. 2505 First Avenue (206) MA 3-4334
- ST. LOUIS, Mo. 805 Del Mar (314) CE 1-1434
- TAMPA, Fla. 312 Harrison St. (813) 229-2788
- WILMINGTON, Calif. 450 Seaside Ave. Terminal Island, Calif. (813) 832-7285
- YOKOHAMA, Japan. Isaya Bldg., Room 801 1-2 Kaigan-Dori-Nak. Iku 2014971 Est. 281

SIU-AGLIWD Meetings

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

United Industrial Workers

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

Great Lakes SIU Meetings

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

Great Lakes Tug and Dredge Region

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

SIU Inland Boatmen's Union

- New Orleans. Dec. 10—5:00 p.m.
Mobile Dec. 11—5:00 p.m.
Philadelphia . Dec. 3—5:00 p.m.
Baltimore (licensed and unlicensed) .. Dec. 4—5:00 p.m.
Norfolk Dec. 5—5:00 p.m.
Houston Dec. 9—5:00 p.m.

Railway Marine Region

- Philadelphia Dec. 10—10 a.m. & 8 p.m.
Baltimore Dec. 11—10 a.m. & 8 p.m.
* Norfolk Dec. 12—10 a.m. & 8 p.m.
Jersey City Dec. 9—10 a.m. & 8 p.m.

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

UNFAIR TO LABOR DO NOT BUY

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

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

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 1980, 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 any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

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

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

Touching all Bases

The Raleigh (Crest Overseas) and Transcolorado (Hudson Waterways) are typical of the many vessels in the SIU-manned fleet. Shown below are several of the Seafarers who sailed on them recently.



The steward dept. on Raleigh included: in back (l-r) Edwin Vieira, NC & B; Victor O'Briant, pantryman; Glenn Kerr, messman, and Mike Vigo, steward. Front: Gil Beloy and Peter Blanchard, cooks.



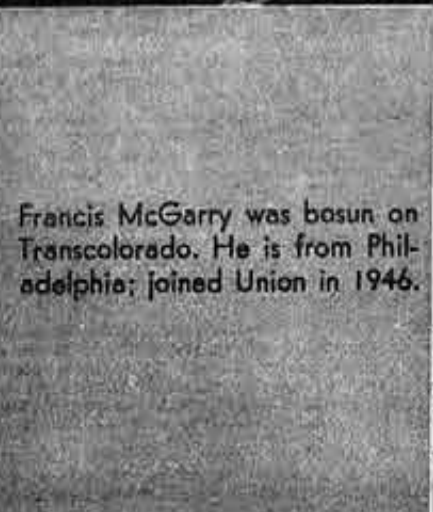
Seafarers reading shipping news during break on Raleigh are (from left): P. J. McAnaney, oiler, C. Rodriguez, OS, and Leon Kyster, bosun. Seated are Clint Ward and Dick Schaeffer, deck dept.



Steward Manuel Netto and Cook Martin Iturrino turned-out fine chow on Transcolorado during a trip to Far East points.



Sam Hooker, chief electrician on Transcolorado, displays tape recorder bought in Yokohama.



Francis McGarry was bosun on Transcolorado. He is from Philadelphia; joined Union in 1946.

on the Ships at Sea

The Seafarers aboard the Duval (Suwannee Steamship Co.) "deeply regret the loss of our Captain, Otto Schlablinski, who died suddenly while we were at sea," Ship's Delegate John Malcolm wrote. Present orders call for the vessel to dock in Jacksonville. "We are looking forward to a

good, clean pay-off," said Malcolm. Meeting Chairman William Morris said that "the crew has three days lodging coming for the lack of wash water at one



Malcolm

point." While in India, they had no lunch service, reported Brother Morris. Meeting Secretary John Tilley states that the Duval will probably enter the shipyard at Jacksonville. After bunkering in Antigua, a repair list was made up, Tilley wrote. Deck delegate Robert Garriss reported one man had to leave the ship in Capetown, due to illness. A few beefs were reported in the engine department, delegate Joe Gallant said. Steward delegate James Webb said no beefs were pending in his department. The repair list includes the painting of the dish rack and the galley range. A suggestion was made that shot cards should be returned as soon as a ship is cleared, since some men leave a vessel without them after the pay-off.

operation. Deck delegate Steven Caper reports a few hours disputed overtime. The steward and chief cook were complimented for a good job.

The Overseas Rose (Maritime Overseas) was temporarily short-handed recently due to the illness of several Seafarers, according to Meeting Chairman W. J. Barnes. Two men in the steward department and two in the deck had to leave the vessel.



Stone

Another man in the engine department had to depart in the Canal Zone, because of illness in the family, the engine department delegate, Charles Smith, writes. Ship's Delegate Lotus Stone wrote that a vote of thanks was extended to the steward department and except for the illness, everything was going along in good order. No beefs or disputed overtime was reported and LOGS and mail are coming in regularly.

Ship's Delegate Warren Barr reports from the Seatrain Maine (Hudson Waterways) that a request was made for two days subsistence for the lack of hot water. The bosun will check the possibility of building new book shelves for the crew library, Brother Barr writes. Meeting Secretary Sam McDonald reported that the ship went from Danang, to Saigon, Manila, San Francisco, Oakland, back to Incheon and will pay-off again in Oakland in mid-December. William Thompson, deck delegate, reported that Aubrey Waters, AB, left the ship due to illness in Honolulu. The engine delegate, Lynn Baker, wrote that FWT Louis Pickhart also left the vessel there due to illness. Use of the new forms regarding accidents and illnesses was explained to the men.



Barr

"Everything continues to be fine aboard the Western Hunter (Western Agency), according to the latest word from Ship's Delegate Rodger Swanson. Some disputed overtime was cleared up after copies of contract agreements were sent from Headquarters, Swanson reported. One point the crew was concerned about was whether the men were entitled to first class transportation when the year's articles were completed. Meeting Chairman J. M. Yates writes that \$64 was used from the ship's treasury to fix the TV set. Seafarers also agreed on the purchase of various items for recreation such as chess and checker games, etc. The last port of call was Subic Bay.



The Asbury Victory (Bulk Transport) paid-off at the Naval Supply Center in Oakland, California after a long three-month voyage. John Mahalov, ship's delegate, reported. It was a good trip, he said, with the vessel departing from New Orleans.



Mahalov

They called on Honolulu, Da Nang, Quinon, Saigon, Manila, Subic Bay, Guam and Oakland. The voyage was uneventful with no encounters with the Vietcong, Brother Mahalov wrote. The pay-off was a smooth one, with no serious beefs. As usual the steward department did a fine job, keeping the men happy during the trip, according to all reports.

Nathaniel Hatfield, meeting secretary on the Penn Challenger (Penn Shipping) reports that a vote of thanks was extended to three Seafarers for a job well done. Ship's Delegate Joe Wallace, third cook, John Robinson, and crewmessman Leo Schwandt all came in for praise, Brother Hatfield wrote. Wallace wrote that there was some disputed overtime to be ironed out but no other beefs. W. E. Walker, deck delegate, reports the bosun paid-off in the Panama Canal. William Bowler was engine delegate and Brother Robinson, steward delegate. A motion was made that launch service be provided in Guam.



Schwandt

Seafarers aboard the American Pride (American Sea Lanes) thanked Victor Brunell for his fine job as ship's delegate, Meeting Secretary Terry Smith reported. "He did everything to help the new men and the veterans as well," wrote Smith.

Brother Brunell "took full responsibility as a Union representative for the Seafarers while aboard ship and we thank him for being a good Union man." Brunell will request a new library for the next crew. The vessel will pay-off in Norfolk. Everything is going along smoothly, with repair work and painting already taken care of. Painting included the deck wash room and passageway bulkheads. A vote of thanks was extended to the Captain for doing whatever he could to provide shore leave and draws for the men in Saigon. The chief engineer was thanked for his co-



Brunell

operation. Deck delegate Steven Caper reports a few hours disputed overtime. The steward and chief cook were complimented for a good job.

Ship's Delegate Warren Barr reports from the Seatrain Maine (Hudson Waterways) that a request was made for two days subsistence for the lack of hot water. The bosun will check the possibility of building new book shelves for the crew library, Brother Barr writes. Meeting Secretary Sam McDonald reported that the ship went from Danang, to Saigon, Manila, San Francisco, Oakland, back to Incheon and will pay-off again in Oakland in mid-December. William Thompson, deck delegate, reported that Aubrey Waters, AB, left the ship due to illness in Honolulu. The engine delegate, Lynn Baker, wrote that FWT Louis Pickhart also left the vessel there due to illness. Use of the new forms regarding accidents and illnesses was explained to the men.



Yates

you as soon as possible. Her address is P. O. Box 3177, Agana, Guam.

PERSONALS

Sid Sokolik

Your old friend Joseph Fried is anxious to learn of your whereabouts. He asks that you write to him at 2000 Grand Avenue, West Des Moines, Iowa 50265.

R. L. Cooke

A package is being held for you from the Maritime Overseas Corporation. You can claim it at SIU Headquarters in New York.

Bill Gurnsey

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

Wayman Clemett Lizotte

Your daughter, Patricia Ann Lizotte, would like to hear from

you as soon as possible. Her address is P. O. Box 3177, Agana, Guam.

Ligon Randolph Hart

Please contact Newton B. Schwartz at 500 Branard at Garrott, Houston, Texas 77006, as soon as possible. Phone number is JA 8-2863.

Tony Radiz

Duke Duet would like you to save his safety glasses for him and asks that you contact him as soon as possible.

Barry Stewart Lampert

Please contact your wife, Brinda, at P. O. Box 384, Jacksonville, Florida 32201, as soon as you possibly can.

HLSS SENIORITY UPGRADING PROGRAM RESUMES

A unique opportunity for seniority upgrading is now available to B Book Seafarers at the SIU's Harry Lundeberg School of Seamanship at Piney Point, Maryland.

On January 1st, 1969, the Harry Lundeberg School of Seamanship will resume its Seniority Upgrading Program. The program is geared toward providing Seafarers with the additional training they'll need to advance rapidly up the seniority ladder.

Seafarers who qualify for the Seniority Upgrading Program will be able to utilize the modern training and instruction facilities available at the Harry Lundeberg School of Seamanship. While participating in the program, Seafarers will receive free room and board and \$56.00 per week.

Applications will soon be in the mail to all B Book Seafarers and will also be available from any SIU port agent.

Deadline for submitting applications for consideration is December 15th, 1968, for the upgrading class starting January 1, 1969.

Act now to upgrade your seniority!



HOW TO QUALIFY

Seafarers who wish to enroll in the Seniority Upgrading Program should meet the Seafarers Appeals Board's qualifying standards which include the following:

- **RATING**—Each applicant must presently hold a Coast Guard endorsed rating such as AB, FOWT, etc. In the case of Steward Department personnel, each applicant must show proof of having sailed in a rated capacity.
 - **PREVIOUS TRAINING**—Presentation of a certificate showing successful completion of training at either the Andrew Furueth Training School or the Harry Lundeberg School of Seamanship.
 - **SEATIME**—Seafarers must have a minimum of 12 months seetime with any SIU-contracted companies.
 - **LIFEBOAT TICKET**—Applicant must have a valid lifeboat ticket.
- The Seafarers Appeals Board may consider other qualifications or waive any of the above.

WHILE ATTENDING SCHOOL

While attending the Harry Lundeberg School of Seamanship at Piney Point, Maryland, Seafarers who qualify for the Seniority Upgrading Program will receive \$56.00 per week plus room and board.

Transportation from the Union's major ports to Piney Point, Maryland will be provided for all qualified applicants.

HOW TO APPLY

Application forms are presently being mailed to all B Class SIU members. In addition, applications may be obtained from any SIU port agent.

Completed application forms should be mailed by no later than December 15th, 1968 to:

The Harry Lundeberg School of Seamanship
Saint Mary's County
Piney Point, Maryland 20674