

Lifeboat training is an integral part of the apprentice and upgrading programs at the Harry Lundeberg School of Seamanship. (See page 12-13.)

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To Weaken 50-50 Cargo Rule**  
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**SEAFARERS' UNION**



## After Strong Protest by SIU

# Move to Dilute 50-50 Cargo Rule Defeated in Senate

WASHINGTON — A major victory was won by the SIU and the maritime industry last month when the Senate Banking and Currency Committee, in a closed session, voted to eliminate an amendment to the Export Control Act posing a threat to the 50-50 cargo preference requirement in United States trade with Eastern Europe.

The defeated amendment, which was also opposed by the Nixon Administration, would have denied the President the right to stipulate the use of American-flag merchant ships in the carriage of cargoes of grains to the Soviet Union and other Communist nations.

Strong objection to the proposed change had been raised by SIU President Paul Hall in testimony before the committee at hearings held prior to the vote. Hall told the groups that "the proposed language would run counter to the historic concept of providing preference for American-flag vessels in the carriage of our country's trade."

He also emphasized that it would "serve as an opening wedge in a new assault on the entire cargo preference program," work "to the detriment

of our balance of payments," have "an adverse, and perhaps fatal, impact on our already dwindling merchant marine fortunes" and would "give new impetus to the Soviet drive for world maritime supremacy."

The SIU president also advocated the strengthening of the 50-50 provisions. He said this would mean "more jobs for American seamen, more jobs for American shipyard workers, more jobs in scores of related trades and services."

Similar positions were taken before the committee hearings on the Export Expansion and Regulation Act of 1969 by other maritime industry and administration spokesmen, who also voiced their concern over the effect the amendment on East European trade could have in weakening the already deteriorating U.S. merchant marine, thereby helping the Soviet Union toward its goal of dominance in international commerce.

Hall also noted that the lowering of U.S.-flag carriage of such commodities would provide additional encouragement to "run-away-flag shipping" as well as to the big U.S. oil companies who operate huge fleets of foreign-

flag vessels.

### Cargo Preference History

The SIU president briefly traced the history of the cargo preference system, pointing out that Public Resolution No. 17, enacted in 1934, provided that when the purchase and shipment of American goods is financed by federal lending agencies the cargo must be carried by American-flag ships. This has not been enforced vigorously, he declared, and foreign vessels—particularly those of recipient nations—have been allocated a large percentage of such shipments.

The Cargo Preference Act, later incorporated into the Merchant Marine Act of 1936, he noted, provides that at least 50 percent of the gross tonnage of government-generated cargo—particularly foreign aid shipments and agricultural surplus shipments—should be carried in privately-owned U.S.-flag commercial vessels. This has been applied, he said, to make the 50-percent participation a maximum, instead of a minimum, leading to further erosion of the laws which were enacted to further development of the American merchant fleet.

Within the spirit of these laws, President Kennedy, in 1963, announced approval of grain sales to the Soviet Union and Iron Curtain countries and said that these surpluses would be "carried in available American ships,

supplemented by ships of other countries as required."

"But gradually this position was watered down," Hall pointed out. "This all-out participation by American vessels became 50-percent participation. Then it became 50-percent participation only in selected items—particularly wheat and wheat flour."

"Our cargo preference laws are interrelated," Hall went on to explain. "Destroy any aspect of cargo preference, and you will weaken the entire structure of safeguards for American-flag shipping. If you forbid the President to issue even the limited directives which now exist with respect to the participation of American shipping in the carriage of goods to the Communist nations, then you will have established a precedent—and you will have made it easier for the opponents of cargo preference to knock down this program every place else where it exists."

Appearing for the Nixon Administration, which stood solidly behind the SIU on this question, were Philip H. Trezise, Assistant Secretary-Designate for Economic Affairs of the State Department, and Kenneth N. Davis, Jr., Assistant Secretary of Commerce for Domestic and International Business.

Ranged on the other side of the question—and defeated by the Senate Committee's action—were the major grain growers, interested in unloading surplus wheat, and a group of legislators who are seeking a more flexible trade policy, allegedly as a move to ease East-West tensions.

## Mass. Legislature Hits 'Buy Abroad' Posture by DOT

BOSTON—Firm disagreement with a recent statement by the Department of Transportation, which advocated the purchase of ships built in foreign countries to break ice for the Alaskan oil fields, was expressed here in a resolution introduced in the Massachusetts House of Representatives and formally adopted by the state legislature.

Specifically pointed out in the resolution was the fact that the DOT has the responsibility of enhancing shipbuilding in the United States, as well as its trade and labor forces, and that the purchase of foreign ships would "create a definite hardship on U.S. shipbuilding, manufacturing and jobs."

The Bay State's resolution called upon the Department of Transportation to purchase only ships built in the United States for such traffic. Copies of the resolution were sent to President Nixon, Secretary of Transportation John A. Volpe, Vice President Agnew—as president of the Senate—and House Speaker John W. McCormack. Additional copies went to the Massachusetts congressional delegation.

### Protecting Fishing Industry



SIUNA Representative Joe Algina (left) and former SIUNA Vice President James Ackert were the key witnesses at a recent Treasury Department hearing on the crisis facing SIUNA fishermen because of increasing imports of cheap fishery products from countries such as Canada. SIUNA is urging that a quota be placed on such imports.

### In State Dept. Meeting:

## SIUNA Warns Against 'Blackmail' As Govts. Debate Tunaboat Seizures

WASHINGTON — The SIUNA has cautioned the State Department not to submit to "blackmail" in negotiations with Latin American countries over the illegal seizures of American tuna vessels.

Vice Presidents Frank Drozak and Steve Edney reported to the SIUNA's 14th Biennial Convention here that the Union's position was spelled out last month at a State Department meeting with Donald L. McKernan, Special Assistant for Fisheries and Wildlife to the Secretary of State.

McKernan is head of a U.S. delegation that is currently meeting in Buenos Aires, Argentina, with representatives of Ecuador, Peru and Chile—countries which, over the last eight years alone, have seized more than 80 U.S. fishing vessels and levied fines of more than \$900,000 for alleged violation of the fishing zones off the South American coast. These countries claim a 200-mile fishing zone, in sharp contrast to the accepted practice of limiting a nation's exclusive fishing rights to 12 miles off its coast. In some of the seizures, Latin American gunboats have fired on the unarmed American tunaboats.

Delegates from the SIU's Cannery Workers & Fisher-

men's Union also told the convention that a total of 128 West Coast tuna vessels have been illegally seized by Latin nations at sea since 1951.

"The seizure of American vessels," they said, "has become a most profitable business for these countries. Fines, fishing license fees and other illegally imposed tariffs amounting to \$1.6 million have been paid by American fishermen and the U.S. government to Latin countries to secure the release of our fishermen and their vessels."

A former U.S. tugboat, on loan to the Peruvian government by the United States, shot and wounded a U.S. captain and first mate, the delegates reported. Peruvian Air Force planes, many of them jets given to Peru under the foreign aid program, are used to locate American boats in international waters they said.

Following the State Department meeting, the SIU officials issued the following statement:

"We take the position that the conference at Buenos Aires should limit itself to resolving the issue of the illegal seizures of American fishing vessels—seizures which have jeopardized the lives and the livelihoods of the American fishermen whom we represent.

"We are opposed to the inclusion in the Buenos Aires conference of any discussion on Latin American requests to reduce American tariffs on the tuna fish shipments by the Latin American countries or any changes on bonito as it is presently packed and marked today.

"The reason for the conference is simple: It has been called in order to resolve a serious threat to peace and stability to this hemisphere caused by these repeated illegal seizures. For the government to enter into any negotiations with these countries on the subject of tariffs or imports would be to submit to blackmail.

"The American delegation to Buenos Aires should be concerned solely with resolving the problems caused by the denial to American fishermen of their rights on the high seas."

In addition to being vice presidents of the SIUNA, Drozak is the Union's West Coast representative; Edney is president of the United Cannery and Industrial Workers of the Pacific, Los Angeles District, an SIUNA affiliate, and is chairman of the SIUNA's Fish and Cannery Conference, composed of all of the Seafarers' fishing and canning affiliates on all coasts.



## Excerpts from Speeches To SIUNA Convention

WASHINGTON—The largest number of speakers ever recalled addressed the Fourteenth Biennial Convention of the Seafarers International Union of North America during its five days of sessions held here July 28 through August 1.

More than 75 Congressmen and Senators plus key leaders from labor, management and the federal government, repeatedly stressed their support for a revitalized U.S.-flag merchant marine and new hope that such a revitalization will soon get underway.

Brief excerpts from some of these speeches follow:

**Representative John W. McCormack (D-Mass.)**—The Speaker of the House called for an independent Maritime Administration and the revitalization of American shipping through a "real merchant marine program." He particularly pointed to the inadequate number of ships in the nation's maritime fleet.

**Representative Edward A. Garmatz (D-Md.)**—The chairman of the House Merchant Marine and Fisheries Committee promised that when the Administration presents "its maritime plans sometime in the late summer or early fall," the committee "will act on it immediately, just as we have in the past on all other crucial maritime matters."

**George Meany, President, AFL-CIO**—Talking about the current inflation period in the United States, he said the cause is not high wages but profits that are far too high. He also spoke about the housing crisis stating that "high interest rates and high mortgage rates" are the source of the problem and not high salaries.

**Representative Gerald R. Ford (R-Mich.)**—The House Minority Leader, hinting at what the Administration's maritime program will be like, said, "I can assure you of this—the Maritime Administration has no intention of proposing that American merchant ships be built in foreign yards." He added that the new program may include consideration of "building ships in series of 10 or 15, instead of building ships one at a time."

**Representative Carl Albert (D-Okla.)**—The House Majority Leader, comparing U.S. shipping with the space program, said America "needs to be in the maritime forefront more than it needs to be in the forefront of the space race—and I believe we can be both." To insure the United States' "security and prosperity a strong merchant marine is absolutely indispensable."

**Representative William S. Mailliard (R-Calif.)**—Predicting that the Maritime Administration's new program will be a vigorous one, he stated "we now have in the federal agencies and in the White House men who really understand the maritime problem . . . 1969 will be a real year of decision." Mailliard also noted that the merchant marine is the "most over-studied and the most under-appreciated industry in the country."

**Representative Howard W. Pollock (R-Alaska)**—Maritime is "a sick industry and it needs help." He told the convention delegates not to "assume that all your friends are on the Democratic side of the aisle." The Republican Party is "dedicated to the proposition that we must revitalize the American merchant marine for the sake of national security and national prosperity."

**Representative Thomas M. Pelly (R-Wash.)**—Foreseeing America as "once again the foremost nation on the seas," he based his sentiments on President Nixon's statements pledging a revival of the merchant marine and was critical of "those in high office who have tried to scuttle the merchant marine."

**Representative Jacob H. Gilbert (D-N.Y.)**—Suggested that a tax on runaway flag ships be included in the tax reform bill now before Congress and expressed continued support for an independent maritime agency.

**Representative Joseph P. Addabbo (D-N.Y.)**—Agreed wholeheartedly with the SIU in demanding U.S. legislation to protect American fishing boats from seizure and attack by Latin American countries.

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AFL-CIO President George Meany addresses 14th Biennial Convention of SIUNA as lead-off speaker on opening day. With Meany on dais is SIUNA President Paul Hall (center) and Vice President John Yarmola.

## 14th Biennial SIUNA Convention Takes Action on Pressing Issues

WASHINGTON—An air of guarded optimism was generated among delegates to the Fourteenth Biennial Convention of the Seafarers International Union of North America here as they listened to guest speakers from labor, management, government and industry predict new national policies and legislation which will at last revitalize the U.S. merchant marine and enable the United States to regain its once dominant role as a leading maritime power.

More than 300 delegates—representing the 38 affiliated unions within the SIUNA—attended the busy sessions held from July 28 through August 1.

The Convention focused attention upon the major problems of the maritime industry and allied fields through specific resolutions and committee reports by affiliates.

Delegates representing the more than 85,000 members of the SIUNA also took action on the broad spectrum of persistent problems faced by the entire American labor movement and the nation as a whole.

SIUNA President Paul Hall presided as chairman and Vice President Morris Weisberger served as convention secretary.

Many key members of Congress, along with ranking officials of the Nixon administration, addressed assembled delegates representing workers on deep-sea vessels, inland waterways, tug boats, the commercial fishing fleet and transport workers on all coasts, and in Canada, Puerto Rico and Hawaii.

Rocco Siciliano, Undersecretary of Commerce, and a prominent spokesman for the Nixon Administration on maritime affairs, promised that within 60 days President Nixon will submit to Congress "comprehensive, long-range, long-term"

legislation to revive the badly deteriorated American maritime industry.

The Undersecretary said that while American-flag shipping, once world dominant, has declined to the point where only seven percent of U.S. commerce is now carried in American-owned and American-registered and manned vessels, the Nixon Administration's new program is aimed at restoring our merchant fleet during the 1970s to a level that will enable it to carry at least 30 percent of all U.S. imports and exports.

He declared that while the new maritime legislation is still

being hammered out and argued over within various federal departments and executive agencies, the Nixon program will not suffer the fate of other plans considered and abandoned by previous administrations.

Siciliano emphasized that "we are preparing a maritime program that will be much more than hope," and "in the Department of Commerce, we think that the merchant marine has to go up; it has almost nowhere else to go."

In his lead-off convention address, AFL-CIO President George Meany decried the pre-

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## Summary of Resolutions Adopted by Delegates

WASHINGTON—Delegates to the 14th Biennial Convention of the Seafarers International Union of North America adopted many resolutions which dealt not only with maritime and the fishing industry but also with the general fields of social legislation and labor issues.

Among the issues acted upon by the delegates were the following:

**Comprehensive Maritime Program**—Expressed concern over the continued decline of the American merchant marine, to the detriment of the national defense posture, the balance of payments and the domestic economy. Called for a comprehensive maritime program that would be fair and equitable and that would lead to the development of a balanced fleet.

**Alaska Oil**—Viewed the discovery of oil on the North Slope of Alaska as one of the important developments of our national resources, and saw in it a new opportunity for American-flag shipping since the movement of the oil to continental United States would be

reserved for American vessels. Called for opposition to any attempt to change sabotage laws which protect American shipping in the domestic trades.

**Political Action**—Stressed the essentiality of political action to the trade union movement and called for voluntary contributions to labor's political action funds coupled with registration and voting as a means to protect American workers and their families.

**Shipbuilding**—Called attention to the need for a full-scale program of ship construction in American yards as a prerequisite for regaining America's competitive position on the high seas, and urged the federal government to undertake a long-term program to achieve this goal.

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Total Reaches 343 as:

## Nine Additional Seafarers Licensed At SIU Engineers Upgrading School

Nine more engine department Seafarers have earned their engineers' licenses after completing training at the SIU-MEBA District 2 sponsored School of Marine Engineering.

This latest group of newly-licensed marine engineers raises to 343 the total number of men who have passed Coast Guard licensing examinations after completing the comprehensive course of study given by the school.



Seales Dukel

Guard and a skilled machinist, is a new Temporary Third Assistant Engineer.

Walter Seales, 43, has been sailing for more than 12 years and joined the SIU in the Port of Seattle. He was born in Mississippi but now lives in Pensacola, Florida, with his wife Betty. He sailed as an FOWT before being accepted to the engineering school in March. Brother Seales passed the Coast Guard licensing exam last month and is now sailing as a Temporary Third Assistant Engineer.

Paul Dukel Jr., 30, is a native of Philadelphia who joined the SIU in that port in 1967. He sailed as an FOWT before enrolling in the SIU-MEBA District 2 School of Engineering in March. After participating in the comprehensive training course offered to members of the engine department by the school, he passed the Coast Guard engineers exam and won his Third Assistant Engineer's License in July.



Jaramillo Papageorgiou

Amos Jaramillo, 43, was born in Colorado, but now lives in Seattle with his wife, Virginia, and their children. He sailed as an electrician before entering the School of Marine Engineering in January. Brother Jaramillo earned his Third Assistant Engineer's License last month after training at the school and passing his Coast Guard examination.

Nicholas Papageorgiou, 41, was born in Cairo, Egypt. Brother Papageorgiou joined the SIU in the Port of New York and graduated from the Harry Lundeberg School of Seamanship in 1961. He sailed as an FOWT before being accepted by the School of Marine Engineering in December, 1968. Now sailing as a Temporary Third Assistant Engineer, Brother Papageorgiou lives in Yonkers, New York.

Richard Mc Carty, 23, is a prime example of a young Sea-

farer moving up to a fine career in the U.S. merchant marine. He was born in Nashua, New Hampshire and first shipped out with the SIU in 1963 as a wiper aboard the Overseas Rose (Maritime Overseas Co.). He entered the Union-sponsored School of Marine Engineering in February and earned his Third Assistant Engineer's License in July.



Proudly showing his temporary 3rd assistant engineers license is Richard McCarty, 23. At left is his brother, Kip, 18, who will soon enroll in the Harry Lundeberg School of Seamanship.

### On 'Point of Order'

## Ship Construction Funds Stricken From House Appropriations Measure

WASHINGTON—A point of order raised by Representative H. R. Gross (R-Iowa) resulted last month in the entire amount of \$200 million authorized by the House for ship construction subsidy funds being stricken from the bill carrying appropriations for the State, Commerce and Justice Departments for fiscal year 1970.

The House then went on to pass the \$2.5 billion bill by a vote of 366-31—minus the vital maritime funds for ship construction.

This action was made necessary because of the procedure—first initiated in 1967—whereby funds for Maritime Administration programs allotted to the Department of Commerce must first be authorized by Congress before the actual money bill carrying the appropriations can legally be enacted.

Authorizations for maritime programs had already been approved by the House, but not by the Senate, which was involved in extensive debate on the ABM system at the time the appropriations bill came up in the House.

Gross objected only to that section of the bill which dealt with ship construction subsidies. As a result only this section was stricken, and the measure was passed with other funds intact—including \$194.4 million for operating subsidies, \$11 million for research and development and some \$30 million for salaries and expenses, maritime training and the support for the state maritime schools. Also included is \$3,715,000 for the Federal Maritime Commission.

The House-passed authorization bill allocated \$145 million for ship construction subsidies. This was upped to \$200 million in the House Appropriations Committee by Congressman John J. Rooney (D-N.Y.), chairman of the subcommittee which handled the maritime

funds.

The \$200 million, added to \$100 million in previously unused carryover funds, would have permitted MARAD to contract for the construction of some 30-33 new ships instead of the 8-11 the administration had originally called for.

As a result of the House passage of the appropriations measure without the ship construction funds, appropriations for this purpose now will have to be restored in the Senate, with final approval to be ironed out in a joint Senate-House conference.

The administration has already appeared before the Senate Appropriations Committee to request such funds—but only in the amount of \$15.9 million, the figure originally in the budget. This was the same amount as that allocated in the Johnson administration's budget for 1970, and, with carryover funds, would have provided about \$120 million for 1970 ship construction.

It is customary for an incoming administration to endorse the previous budget prior to developing its own programs. A Nixon maritime program is promised later this year.

Final action in ship construction subsidies is not expected before Congress returns from its Labor Day recess. The Senate Appropriations Committee has so far held hearings only on appropriations for the Commerce Department. Monies for the State and Justice Departments are included in the same bill.

This is the second consecutive year in which the money bill carrying maritime appropriations was passed before Congress had completed action on authorizations. In 1968 a similar situation resulted in the maritime sections being stricken from the appropriations measure altogether. The situation was then rectified by the subsequent passage of a separate maritime appropriation bill. The

amount finally agreed upon for construction subsidy funds at that time was \$100 million, down from the \$237,400,000 originally provided for in the measure as it left the House committee.

## President Signs 1-Year Extension Of Ship Subsidies

WASHINGTON—Extension of the existing 55-percent ceiling on federal ship construction subsidies has been signed into law by President Nixon. The measure—now designated Public Law 91-40—also extends to June 30, 1970, the 60-percent government subsidy allowed on reconstruction or reconditioning of passenger vessels.

Representative William S. Mailliard (R-Calif.), ranking minority member of the House Merchant Marine and Fisheries Committee, introduced the original bill, H.R. 265, as a two-year extension. However, the full Committee voted to go along with a White House recommendation that the period be kept to one year pending the Administration's promised new maritime program which is expected to touch on subsidies as well as other matters vital to the U.S. merchant fleet.

Ship construction subsidies were originally provided for in the Merchant Marine Act of 1936 as a means of enabling domestic shipbuilders to compete with foreign yards, where costs are much lower. The cost gap continued to widen, however, and in 1960 the ship construction subsidy ceiling was raised from 50 to 55 percent in an amendment to section 502 of the 1036 Act.

Since 1960, succeeding sessions of Congress have extended the increased ceiling as an interim measure—generally for a one-year period—as the expiration date drew near.



Gonzalez Daniels

Cayetano Gonzalez, 50, a native of Texas, joined the SIU in the Port of Houston in 1966. He shipped out as an FOWT before enrolling in the School of Marine Engineering in January. After completing the course of study at the school and passing his Coast Guard licensing exam, he received his Temporary Third Assistant Engineer's License in June.

Jacquith Daniels, 23, entered the school in March. Born in Nags Head, North Carolina, he is a skilled carpenter and a veteran of the U.S. Army. Brother Daniels joined the SIU in the Port of Norfolk in 1964, and shipped out as a wiper. He received his Temporary Third Assistant Engineer's License last month. Daniels lives in Apalachicola, Florida.

Daniel Casavan, 31, was born in Crookston, Minn., and is a veteran of the U.S. Navy. He joined the SIU in the Port of San Francisco and shipped out as an FOWT before being accepted to the SIU-MEBA District 2 School of Marine Engineering in February, 1969. After successfully completing the training course at the school, he passed the licensing exam and received his Third Assistant Engineer's License last month.



Casavan Cartledge

James Cartledge, 30, joined the SIU in the Port of New York in 1967. A native of Augusta, Georgia, he sailed as an oiler before entering the engineering school in March. Brother Cartledge a veteran of the U.S. Coast



# 14th Biennial SIU Convention Closes on Optimistic Note

(Continued from page 3)

sent state of the American merchant marine and called for positive action aimed at revitalizing the maritime industry.

Meany also told the delegates that the current inflationary wave is not being caused by high wages but rather by enormous and exorbitant profits. Similarly, he said, the present housing crisis has not been provoked by high wage scales enjoyed by construction unionists but by "high interest rates and high mortgage rates."

The AFL-CIO president warned that Conservatives are using the "law and order" slogan as a smokescreen to defeat liberal candidates and capture control of Congress next year.

He emphasized that so far as labor is concerned, the 1970 congressional election is "when the chips are really down." Many of the 33 Senate seats to be filled are held by labor-supported senators with good records who will face "tremendous opposition" in the election and need all the help that labor can give them. A unique legis-

## U. S.-Flag Ships Seek Carriage of More AID Cargo

WASHINGTON—A recent claim advanced by the Agency for International Development that U.S. ship owners "chose" to haul only 40 percent of foreign aid shipments because of heavy Vietnam commitments was punctured by a spokesman for unsubsidized U.S.-flag shipping lines.

Speaking before the House Select Committee on Small Business, Alfred Maskin, director of research and legislation for the American Maritime Association which represents companies operating some 250 U.S.-flagships without benefit of federal subsidies, pointed out that, to the contrary, "some ships were squeezed out by administrative fiat." Maskin asked that Congress require AID to channel much more of its shipments to American-flag vessels.

Although the cargo preference law requires that "at least" 50 percent of such government-generated cargoes must move in U.S.-flag bottoms, he asserted, these ships did, in fact, haul only 2.7 million tons out of a total of 6.6 million tons of such shipments.

Maskin told the committee during hearings on AID's small business procurement policies that every percentage point of cargo and the use of "every American ship" was vital. The 50 percent rule should be a "floor", not a ceiling, he stated, adding that AID is "at liberty" to ship 100 percent of its cargoes in U.S.-flag ships.

lative solution to the problem of America's decaying merchant fleet was proposed by Senator Russell Long (D-La.), chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee.

Long told the SIUNA delegates that he is preparing a bill which would levy a one-percent tax on all imports—producing \$330,000,000 in revenues annually. This money, the influential Louisiana Senator said, would then be placed in a revolving fund to which would be added any shipbuilding or operating subsidies later approved by Congress.

"About 90 percent of the \$330,000,000 import tax—maybe more—would fall on foreign ships entering American ports," Long said, adding that the one percent rate could be increased by Congress if more is necessary to stem the decline of the American merchant marine.

House Minority Leader Gerald R. Ford (R-Mich.) gave the convention a strong indication of what the Nixon Administration's new maritime program will be like when it is sent to Congress.

At the outset of his remarks, Representative Ford made a flat statement on one of the most controversial questions facing the U.S. maritime labor and management for a long time: "I can assure of this—the Maritime Administration has no intention of proposing that American merchant ships be built in foreign yards."

"I think it also would be a giant step forward," he continued, "if the government considered building ships in series of 10 for 15, instead of building ships one at a time. You may see this in the new maritime program."

The virtue of this, Ford added, would be that "once U.S. shipyards know they will have an assured volume of future business, they will act to modernize their yards and thus reduce future costs."

On the issue of subsidized versus unsubsidized lines, the Republican leader said:

"I believe the benefits of the Merchant Marine Act in terms of subsidy and certain tax advantages should be made available to the non-subsidized lines, the bulk carriers and possibly even the tanker companies. This also may be a recommendation of the new maritime program. At the present time, the basic beneficiaries of the federal maritime program are the subsidized carriers. They get an operating subsidy and a shipbuilding subsidy. Everyone else is on the outside looking in."

Ford also struck a responsive chord among the delegates when he told them, "It is conceivable today that we can put some of our ships on a parity

with foreign vessels if the government would simply build the ships and then turn them over to the lines to operate on their own. This again, is a concept which may wind up in the new maritime program."

Key officials of SIU-contracted companies also addressed the delegates.

Joseph Kahn, chairman of the board of Seatrain Lines, predicted that in view of a commitment from the President to seek a vital and viable merchant marine, "a rebirth of the American merchant," is at hand.

"I will go further," he said, "and say that at the next SIU convention you undoubtedly will be discussing some of the tangible results of that rebirth."

Kahn based his prediction in part upon what he labelled as "new economic opportunities now available to American shipping that have not been open to it in many years... the discovery of oil in Alaska, and the worldwide container revolution."

He pointed out that this oil must be brought to market by American seamen in American ships and this will be a boon to the maritime industry, which offers the only truly economical way to move this product.

The Seatrain official earmarked the new technology of containerization as the second prime factor working toward a rebirth of the merchant fleet.

He added that American shipping companies, through the use of a system for containerizing cargo, have developed a method that will eventually deprive foreign-flag operators of the "crushing advantage" they have had over American break bulk shipping.

Ran Hettena, senior vice president of Maritime Overseas Corporation, urged that a capital reserve fund be instituted in order to encourage investment in new tonnage by the unsubsidized sector of the U.S. merchant marine.

"My assessment of the future of the U.S. merchant marine," Hettena stated, "is not as pessimistic as those you may usually hear. In fact, even within the limits of national shipping policy, I believe that the U.S. shipping industry holds great promise."

Hettena added, however, that "We must of course continue every effort to bring about the more fundamental and more enduring long-term improvements in the American merchant marine; but at the same time we must not lose sight of the very significant benefits we can achieve over the short-term."

Representative Edward Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee assured delegates to the convention that his committee will take swift action on the Administration's forthcoming maritime

program as soon as it is received from the White House.

The Maryland Congressman also promised that the new maritime legislation "will be considered wholly on its own merits and without partisanship or political bias."

In his report to the convention, SIUNA President Paul Hall described the International as being "in a sound and healthy condition" and noted that affiliates "have continued to maintain a close relationship with headquarters" in pursuit of greater strength and effectiveness for all through "mutual cooperation."

Noting the leading part the SIUNA has taken in all activities of the AFL-CIO Maritime

Trades Department, Hall said, "our affiliates in the port cities have been instrumental in making the MTD Port Councils among the most effective voices in their communities."

In reviewing the progress made by the International since the last convention, the SIUNA president continued, "our organization has remained active both inside and outside our own structure. We have endeavored to be of assistance to our affiliates wherever possible, while at the same time not losing sight of the fact that our own fortunes are closely tied in with those of the rest of the labor movement. As a result, we are better known in the labor movement today than ever before."

## SIUNA Officers Elected To New Two-Year Terms

President Paul Hall and Secretary-Treasurer Al Kerr were unanimously re-elected at the final session of the recently-concluded biennial convention of the SIUNA.

Vice Presidents elected to two-year terms, their base affiliates, and the city in which they are located are:

**Ed Allensworth**, Transportation & Allied Workers of California, San Diego.

**Everett Clark**, Democratic Union Organizing Committee Local 777, Chicago.

**Frank Drozak**, SIU-Atlantic, Gulf, Lakes & Inland Waters District, San Francisco.

**Steve Edney**, United Cannery & Industrial Workers of the Pacific, Los Angeles.

**Fred Farnen**, SIU-Great Lakes District, Detroit.

**Gilbert Gauthier**, Canadian Marine Officers Union, Montreal.

**Milfred M. Gomez, Jr.**, Sugar Workers Union of Crockett California, Crockett, California.

**Steve Hoinsky**, Seine and Line Fishermen's Union of San Pedro, San Pedro, Calif.

**Harry Jorgensen**, Marine Firemen's Union, San Francisco.

**Burt E. Lanpher**, Staff Officers Association of America, New York City.

**Joseph Leal**, Military Sea Transport Union, San Francisco.

**Carl C. Marino**, Cannery Workers and Fishermen's Union of San Diego; San Diego.

**Leonard J. McLaughlin**, Seafarers International Union of Canada, Montreal.

**Earl Shepard**, SIU-Inland Boatmen's Union, Brooklyn, N.Y.

**Austin P. Skinner**, New Bedford Fishermen's Union, New Bedford, Mass.

**Keith Terpe**, Seafarers International Union of Puerto Rico, San Juan, P.R.

**Ed Turner**, Marine Cooks & Stewards Union, San Francisco.

**Raoul A. Vicillione**, Inland Boatmen's Union of the Pacific, Seattle.

**Morris Weisberger**, Sailors Union of the Pacific, San Francisco.

**Lindsey Williams**, SIU-United Industrial Workers of North America, New Orleans, La.

**J. S. Winter**, International Union of Petroleum Workers, Bakersfield, Calif.

**John Yarmola**, United Industrial Workers of North America-Midwest, Chicago.

Appointed to a term on the Executive Board was **Merle Adlum**, in charge of Inland Boatmen's Organization and Affairs.



# Living Costs Show Sharp June Rise; Purchasing Power of Wages Lower

WASHINGTON—The cost of living shot up sharply in June and workers' pay checks continued to buy less than they did last year, the Labor Department reported.

A six-tenths of one percent jump in living costs sent the Consumer Price Index to 127.6. That means it cost \$12.76 to buy goods and services that cost \$10 in the 1957-59 base period.

Arnold Chase, assistant commissioner of the Bureau of Labor Statistics, said that the index increased 3.2 percent in the first half of 1969, compared with a 2.3 percent rise in the first six months of 1968. The index is up 5.5 percent from last June.

Gross average weekly earnings of production and non-supervisory workers rose by \$1.58 in June to a new high of \$115.06, attributable primarily to a four-tenths of an hour increase in the workweek and a 1-cent gain in hourly earnings.

For the worker with three dependents, weekly take-home pay rose by \$1.21 to \$100.34. For the worker with no dependents the increase was \$1.13 to

\$91.29. Both figures were new highs.

When expressed in 1957-59 dollars, to take account of price changes, the take-home pay of the worker with three dependents in June was \$78.64 and \$71.54 with no dependents. Both of these figures averaged about 46 cents higher than in May.

However, these real spendable earnings were down over the year by 39 cents for the worker with three dependents and 16 cents for the worker with one dependent. The figure for three dependents was down 1.2 percent from its September high.

The sharp rise in the cost of living in June stemmed largely from big increases in prices for meat, poultry and fish, BLS said. The increase for meats was the largest since June 1965.

Charges for all types of consumer services were higher in June and accounted for about one-fourth of the index rise. Costs of mortgage interest and home maintenance and repair services continued to climb.

Higher physicians' fees contributed mainly to a five-tenths of 1 percent increase in medical care costs, and boosts in public transportation fares pushed the cost of transportation services up.

Prices of commodities other than food rose by four-tenths of 1 percent during the month. Consumers paid more for clothing, gasoline, cigarettes and used cars.

In looking over the index, BLS reported commodities were up 4.7 percent over the year and services were up seven percent.

Food prices were up 3.2 percent seasonally adjusted over the first six months of this year. That compared with 1.8 percent increases in food prices in both the first and second halves of 1968.

The cost of housing rose 3.3 percent in the first six months of 1969 compared with a 2.2 percent increase in the first half of last year and a three-percent increase in the last half of 1968.

Chase translated the price trend into some readily understandable market-basket prices:

### 20 Cents a Pound More

Round steak in June cost \$1.33 a pound, 20 cents higher than a year ago; celery at over 20 cents a pound was up more than three cents; tomatoes cost 48 cents a pound, up more than 10 cents; a six-ounce can of orange juice, at 24 cents plus, was up three cents.

Chase shrugged off questions about the effectiveness of President Nixon's anti-inflation program, but he saw "some hope in the slowing down in the rise in apparel prices and possibly medical care services."

Approximately 77,000 workers will receive cost-of-living pay boosts based on the June CPI. For 40,000 employees, mostly in aerospace, the increase will be 8 cents an hour; 22,000 workers, mainly in public transit, will receive four to six-cent-an-hour hikes; and 6,000 California metal workers will get a seven-cent-an-hour increase. About 6,300 workers in varied industries will receive raises ranging from one to five cents per hour.

## Wage-Price Control Firmly Rejected By President in 'Foreseeable Future'

WASHINGTON—The Nixon Administration has firmly rejected wage and price controls as a way of dealing with inflation, clearing up confusion over its position created by statements of some of its spokesmen.

The question of controls was revived after Treasury Secretary David M. Kennedy told a news conference that he would "close no doors on any kind of possibilities."

At a White House news briefing, Press Secretary Ronald L. Ziegler was asked if this meant the Administration might consider wage and price controls as an anti-inflationary move.

Ziegler returned with an answer at his afternoon briefing. He said that after talking to the President, Kennedy, Chairman Paul W. McCracken of the Council of Economic Advisers, and Dr. Arthur F. Burns, counsellor to the President, he was authorized to say:

"The President is not for wage and price controls. He has consistently taken that position. This Administration is consistently pursuing a course of action to cool the economy.

"The strategy does not include wage and price controls. The Administration has ruled out wage and price controls as a way of dealing with inflation under conditions that are now foreseeable."

"Looking into the future with the knowledge and experience that this Administration has and projecting various alternatives that could be used in the foreseeable future, wage and price controls would not be considered."

The White House, in off-the-record comments to newsmen, had indicated Nixon's displeasure with previous references by Kennedy to controls. This time the squelch was firmly on the record.

## Shipping Out in Yokohama



Seafarer Robert S. Cossiboin checks in with Miss Keiko Nakatagawa at the SIU hall in Yokohama as he makes ready to ship out as FWT.

### Labor Economist Shows:

## Tax Load Burden to Poor While Wealthy Ride Easy

ATLANTA—The truth about taxes today is not just that they are too high, but that they "are too high for some and too low for others," AFL-CIO Economist Arnold Cantor declared here.

"In other words," he asserted, "our basic tax structures are unjust and therefore the costs of government are not being shared fairly."

Cantor analyzed local, state and federal tax systems in an address before a seminar jointly sponsored by the Atlanta and Georgia AFL-CIOs.

Such an analysis shows, Cantor said, that taxes are "much too harsh" on the poor who have no taxpaying ability and "much too easy" on those who have considerable wealth and ability-to-pay.

And, he added, the moderate- and middle-income groups "who can pay taxes and should pay taxes are paying more than their fair share" to make up for what corporations and the wealthy do not pay.

The major flaw in the federal tax system, Cantor said, is that it "falls far short of its goals of taxing income and, in the main, those who have privileged types of income."

He cited the examples of a married worker who receives \$8,000 a year in wages, an individual who receives that gain from selling stock and a third person who garners \$8,000 from interest on municipal bonds.

The worker, he noted, would pay \$1,000 on a full \$8,000 of taxable income; the stock seller would take a capital gain and pay \$354 on \$4,000 in taxable income; the beneficiary of the bonds could report zero income and pay no taxes.

Because of such inequities and others, Cantor told the seminar, the AFL-CIO has proposed reforms that would eliminate the poor from tax rolls, close major loopholes benefiting the rich and provide "a measure of tax relief for workers."

At the state and local level, Cantor said, "the best thing that could happen would be complete elimination of property and sales taxes and substitution of progressive income taxes."

Granting that it is "unrealistic" to believe this will happen, he said, states and localities should at least be moving toward increasing reliance upon income taxes and easing the impact of sales and property taxes on low, moderate and middle incomes.

In terms of sales taxes "the most important thing to do is eliminate from the tax those items that take a high proportion of the income of lower-income groups—particularly food," Cantor stated.

"Pennsylvania's 6 percent sales tax is really fairer than Georgia's 3 percent because food, most clothing, and prescription drugs are not taxed in Pennsylvania," he said.

The property tax can be made more equitable, Cantor suggested, by removing "inequities" in assessment practices and following the example of Minnesota and Wisconsin, which give elderly home-owners and renters with low incomes a special rebate.

## Republic of China Sets 4-Year Plan To Rebuild Fleet

TAIPEI, Taiwan—The Republic of China is the latest nation to recognize the growing importance of its merchant fleet—and to do something about it.

A vast rebuilding and modernization program—to cost the equivalent of \$62.5 million over the next four years—has been announced here by the island government's minister of communications, Y. S. Sun.

New construction will be given priority. In each of the four years, over 100,000 tons of new shipping will be built in Formosan yards, for a total of 410,000 tons. Another 420,000 tons will be contracted to foreign shipbuilders over the period.

To gear up for the program, the government is recommending to its domestic shipyards that they order new shipbuilding machinery and technical equipment.

At the same time, the Taiwan government is expediting plans for the construction of steel producing plants and will also promote light and heavy industries which will supply components needed for the shipbuilding program.

In order to keep costs of domestic shipbuilding production down, stress will be placed on avoiding unnecessary imports. This will require additional Taiwan steel and other domestic manufacturing plants.



## Excerpts from Speeches To SIUNA Convention

(Continued from page 3)

**Vice Admiral Lawson P. Ramage, Commander of MSTs**—"The conflict in Vietnam is lessening in intensity. Hopefully, we are nearing a peace in Vietnam. This will allow us to lay up Reserve Fleet ships moving ammunition to Vietnam." "Hard work, imagination and co-operation" within the maritime industry is greatly needed if the merchant marine is to be helped.

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**Representative John J. Rooney (D-N.Y.)**—Calling for a renewal in the maritime industry, Rooney said that 30 new ships should be built in 1970 instead of the 10 proposed by the Maritime Administration.

\* \* \*

**Representative Patsy Mink (D-Hawaii)**—There is a need for an independent Department of Maritime Affairs "completely free of intrusion by any other department or agency of the government."

\* \* \*

**Representative Hale Boggs (D-La.)**—"A real national policy on the merchant marine" is essential. "Russia's outbuilding us every day and if it keeps on there's not going to be any [American] merchant marine." The state of the U.S.-flag fleet is "a disgrace."

\* \* \*

**Senator Joseph D. Tydings (D-Md.)**—Pledged his full support for a comprehensive maritime program and contended that if Congress is to practice economy it should scrutinize the currently huge military expenditures—which take 65 cents out of every \$1—with the same insistence on economy that is applied to "the few pennies" now devoted to domestic programs.

\* \* \*

**Senator Joseph M. Montoya (D-New Mexico)**—Statistics show "just how unfair our tax structure is." One tax inequity which injures the maritime industry and the national economy is the exemption granted American-owned ships registered in foreign countries. "Runaway vessels enjoy several lucrative benefits at the expense of the American economy." Runaway ship owners "are wholly exempt from paying U.S. taxes and therefore they can use the extra money—normally needed to pay U.S. taxes—to build more ships to operate under this same foreign-flag tax shelter; and all this at the expense of the American taxpayers!"

\* \* \*

**Representative John M. Murphy (D-N.Y.)**—"I sincerely believe that we are on the threshold of better things for the entire maritime industry . . . there is hardly anywhere to go but up" and the industry's plight "has now become known to a sufficient number of people so that resistance is changing to support."

\* \* \*

**Representative Ray Blanton (D-Tenn.)**—Pledged full support for the enactment of a "healthy" maritime program and predicted an upward turn for the maritime industry, because of increasing public awareness for the need of a more vital merchant marine.

\* \* \*

**Lane Kirkland, Secretary-Treasurer, AFL-CIO**—Assured the delegates that they could count on the full support of the AFL-CIO in the fight for a greatly expanded U.S. shipping and shipbuilding program.

\* \* \*

**Andrew E. Gibson, Federal Maritime Administrator**—Instead of conducting more studies, the Nixon Administration plans to build ships fast. "Very positive action will soon be taken."

\* \* \*

**Ralph Casey, Executive Vice President, American Institute of Merchant Shipping**—Noting some past differences, emphasized "we have agreed more than we've disagreed." He called it "unfortunate that we've wasted so much time" in regards to maritime legislation.

\* \* \*

**Emanuel Celler (D-N.Y.)**—"You have my unqualified support for a new maritime program."

\* \* \*

**Michael R. McEvoy, President, Sea-Land Services, Inc.**—Informed delegates that "containerization is an American product and the future of the Nation's economy depends on it."

## Summary of Resolutions Acted Upon By Delegates to SIUNA Convention

(Continued from page 3)

**Runaway Operations**—Took account of the adverse impact of runaway-flag operations on American employment, taxes and the economy and endorsed legislation introduced by Representative James Howard (D-N.J.) which would amend Internal Revenue Code by eliminating tax loopholes for runaway operations.

**Conference of Transportation Trades**—Noted the creation of the Conference of Transportation Trades comprising AFL-CIO unions involved in all phases of transportation as a means of co-ordinating activities and exchanging information on mutual problems, and pledged SIUNA support of these efforts.

**War in Vietnam**—Paid tribute to the continuing efforts of American servicemen to preserve democracy in Southeast Asia, and expressed SIUNA's hope that the diplomatic efforts to effect a lasting peace, without sacrifice of our national principles, will prove fruitful.

**Union Training Programs**—Recalled the long involvement of SIUNA and its affiliated unions in job training programs and urged their continuance and extension.

**The Role of Water Transportation**—Reviewed the dimensions of the transportation crisis facing the United States, both internationally and domestically, and pointed to the valuable contribution which water transportation can make to the resolution of the problem. Called for a comprehensive program that would utilize deep sea, Great Lakes, intercoastal and inland water transportation to this end.

**Ohio Unemployment Insurance Restrictions**—Condemned restrictions applicable to seamen in Ohio that limit eligibility to apply for unemployment compensation to only during 40 weeks following the fourth Sunday in March and urged continuation of the fight for legislation to give seamen full and complete coverage.

**Opposing Foreign Flag Passenger Ships Operating on the Great Lakes**—Cited the SIU Great Lakes District's long-time representation of unlicensed seamen on the Chicago, Duluth and Georgian Bay Lines Great Lakes vessels, whose operations were discontinued at the close of the navigation season in 1967 due to Coast Guard restrictions, thus creating unemployment of the crew members. The company has been purchased by a foreign-flag company, operating at sub-standard levels, posing danger to passengers and avoiding payment of taxes to the United States. The resolution

cited the company's intention to extend operations to the Great Lakes in 1970, flying a foreign flag and employing foreign crews and urged action to halt foreign flag operations in the Great Lakes and promote a program to alert the American public to the facts, nature and dangers of such operations.

**Situs Picketing**—Cited the discriminatory character of the restriction on the picketing rights of building trades workers and called for the enactment of legislation to permit situs picketing.

**State and City Central Bodies**—Noted the usefulness and effectiveness of the AFL-CIO State and City Central bodies as instruments for co-ordinating trade union activity and urged all SIUNA local and district union affiliates to maintain affiliation with, and participate in their respective state and city bodies.

**Section 14(b), Taft-Hartley**—Pointed up the fact that Section 14(b) of the Taft-Hartley law permits abrogation of national policy by any state by allowing it to enact so-called "right-to-work laws," which hold down wages and discourage union organizing. The resolution pledged full and active support to AFL-CIO efforts toward repeal of Section 14(b).

**Consumer Protection**—Cited the exploitation and harassment to which the American consumer is exposed by unscrupulous sales promotions, lending institutions and collection agencies and the consequent need for federal protection and then urged federal legislation assuming full consumer protection and congressional investigation of discriminatory price practices and advertising excesses.

**Industrial Safety**—Noted the strides made in on-the-job safety for American workers but recognized the fact that large numbers of workers still are exposed to unnecessary hazards in their employment, and supported AFL-CIO position for federal legislation aimed at achieving industrial safety.

**National Health Care**—Decried the fact that economic deprivation still keeps millions of Americans from adequate medical care, noting that the situation would be more acute were it not for organized labor's efforts in the establishment of health and welfare plans. Described health care as a right of every American and reaffirmed support for a comprehensive national health program to bring the best medical treatment to all citizens.

**Community Services**—Stressed labor's citizenship responsibility in working with community network of volun-

tary health, education and welfare services, commended the AFL-CIO Community Services program for involving trade unionists in these activities, and pledged continued SIUNA support for these essential programs.

**Hunger in America**—Pointed to the fact that 22 million Americans are still victims of poverty, hunger and malnutrition, cited need for a comprehensive social welfare program as a basic requirement for alleviating these conditions. Called for an increase in the federal minimum wage, enlargement of the food stamp program, and a continued and concerted campaign by all government agencies to wipe out hunger and malnutrition in America with all possible speed.

**Public Health Service Hospitals**—Condemned the reversal by the Department of Health, Education and Welfare of its position on the providing of care and treatment of merchant seamen and other workers eligible for Public Health Service Hospitals, and in particular the most recent closings of hospitals in Detroit, Mich., and Savannah, Ga. Commended members of Congress who have attempted to prevent these closings and called for full-scale hearings to demonstrate the need for maintenance of these vital facilities.

**Compulsory Arbitration**—Called free collective bargaining an indispensable element of democracy and warned against efforts of those who would impose third-party compulsion for the give-and-take of free collective bargaining. Reaffirmed unalterable opposition to all forms of compulsory arbitration in labor relations.

**Tax Reform**—Called attention to the inequities of present tax structure and recommended closing of loopholes which allow special interest groups to escape their fair share of taxes thus putting major burden on shoulders of low and middle-income families. Urged Congress to adopt a meaningful program of tax reform.

**Social Security**—Expressed concern over the plight of the aged, dependent on Social Security in periods of rising costs, and declared that the Social Security System is not attuned to the realities of the times. Pledged to work for liberalization of Social Security laws, including increased benefits to lift the economic burden from the shoulders of retirees.

**Farm Labor**—Resolved to give continued support to AFL-CIO Farm Workers, called for ban against use of imported strikebreakers, and urged extension of National Labor Relations Act to agricultural workers.



## Drug Firms Assessed \$100 Million In Price-Fixing Refund to Consumers

Consumers who bought certain antibiotics between 1954 and 1966 will be able to share in a \$100 million refund if they search their memories and take action.

The money represents a settlement reached in a damage suit against five drug manufacturers. The suit involved charges that the manufacturers illegally agreed to fix prices and overcharge buyers over the 12-year period.

Many states, cities and other groups joined in the legal action. Consumers in 43 states could benefit from refunds for overcharges. Also, drug wholesalers and retail pharmacists are eligible.

### Companies Involved

The five companies, which have denied any liability while making the settlement, are American Cyanamid Company, Chas. Pfizer and Company, Bristol-Myers Company, Upjohn Company, and Squibb

Beech-Nut, Inc.

The drugs involved include Aureomycin, Terramycin, and Tetracycline, sold under the brand names: Achromycin, Mystecilin, Panalba, Panmycin, Polycycline, Steclin, Tetracyclin and Tetrex.

The drugs are used in treating respiratory infections such as tonsillitis, sinusitis and bronchitis; certain urinary tract and skin infections; and viral infections, the most important of which are pneumonia.

### How to File

Instructions on how to file claims and where to send them have appeared in many local newspapers as part of a nationwide advertising campaign announcing the settlement.

To collect a refund, a consumer must check his records and memory to determine approximately how much he paid for the drugs during the years involved.

The next step is to total the amounts for each year and write out a statement explaining the figures.

The statement must be taken to a notary public and signed in his presence. This will certify that the claim is true to the best of the claimant's knowledge. A druggist may also certify that the drugs were purchased in the amount stated.

The notarized statement, including totals for each year separately, must be sent to Post Office Box 752, The Bronx, New York 10451. Claimants are not to send along records of purchases unless asked to do so. The deadline for filing claims is August 16.

In another development, the Justice Department announced that it has filed an additional suit against Pfizer and American Cyanamid seeking \$25 million in damages and cancellation of the patent for Tetracycline.

In this latest suit, filed in U.S. District Court in Washing-

ton, D. C., the government charged the two companies with failing to disclose that Tetracycline had been produced during the manufacture of Aureomycin, an identical antibiotic, and therefore was not eligible for a patent.

Pfizer was accused of making false and misleading statements to the U.S. Patent Office, while Cyanamid was charged with aiding Pfizer in getting the patent by sending the office similar misleading statements.

The government, a big purchaser of antibiotics, estimated its damages at \$25 million because of having to pay higher prices on Tetracycline based on the fact that it was supposed to be non-competitive.

### Ban Lifted by MARAD

## Dominican Ships Reinstated As U.S. Aid Cargo Haulers

WASHINGTON—The Maritime Administration has reinstated waivers which permit vessels under the flag of the Dominican Republic to carry U.S. government-financed cargoes to that country following more than 18 months' suspension because of discriminatory Dominican practices against American flag ships.

The action means that up to 50 percent of American cargoes shipped to the Dominican Republic under Export-Import Bank credits worth \$20.9 million can once again be transported in Dominican ships.

In January of 1968, the Dominican Republic was denied the necessary waivers to participate in the movement of such cargoes because MARAD contended that American flag ships were "discriminated against" in that country.

At the time James W. Gulick, then Acting Maritime Administrator, said MARAD did not like the way U.S. flag vessels were treated—"specifically with respect to port dues assessed against vessels of the United States but not against vessels of the Dominican Republic."

Prior to last month's action, all cargoes under the Export-Import Bank credits were required by law to be carried exclusively by U.S. ships.

Up to half of the following four categories of credit cargoes may now be carried by ships of the Dominican Republic:

- U.S. machinery and equipment to expand the power generating capacity of Corporacion Dominica de Electricidad. The amount of this credit is \$8.9 million and a waiver to carry the shipment was originally au-

## SIU WELFARE, PENSION & VACATION PLANS

Cash Benefits Paid  
Report Period: June 1—June 30, 1969

|  | Number of Benefits | Amount Paid           |
|--|--------------------|-----------------------|
| <b>SEAFARERS' WELFARE PLAN</b>   |                    |                       |
| Scholarship .....  | 3                  | \$ 697.35             |
| Hospital Benefits .....  | 2,150              | 52,999.05             |
| Death Benefits .....   | 34                 | 88,224.23             |
| Medicare Benefits .....  | 19                 | 728.00                |
| Maternity Benefits .....   | 22                 | 4,400.00              |
| Medicare Examination Program .....                                     | 2,861              | 28,619.46             |
| Dependent Benefits .....   | 2,121              | 92,781.76             |
| (Average) \$437.44   |                    |                       |
| Optical Benefits .....   | 526                | 6,981.47              |
| Meal Book Benefits .....   | 1,155              | 11,550.00             |
| Out-Patients Benefits .....  | 4,612              | 41,185.00             |
| <b>SUMMARY OF WELFARE BENEFITS PAID</b>                                |                    |                       |
|  | <b>13,503</b>      | <b>328,166.32</b>     |
| <b>SEAFARERS' PENSION PLAN-BENEFITS PAID</b>                           |                    |                       |
|  | <b>1,367</b>       | <b>313,950.00</b>     |
| <b>SEAFARERS' VACATION PLAN-BENEFITS PAID</b>                          |                    |                       |
|  | <b>1,545</b>       | <b>703,148.43</b>     |
| (Average \$455.11)   |                    |                       |
| <b>TOTAL WELFARE, PENSION &amp; VACATION BENEFITS PAID THIS PERIOD</b> |                    |                       |
|  | <b>16,415</b>      | <b>\$1,345,264.75</b> |

## Spanish Galleon Found Lying off Florida Coast

VERO BEACH, Fla.—An ancient Spanish galleon has been discovered here lying practically intact in 15 feet of water off the Florida coast.

The ship was believed to be the Capitana, the flagship of the Galeones fleet, which sank in the Atlantic on the way from Bogota, Columbia to Spain in 1715.

Because the 135-foot galleon is in such good shape, a marine biologist, Carl Clausen, hailed it as one of the most valuable archeological discoveries in Florida's history. Clausen said the Capitana was loaded with tobacco, hides, dyes and some gold and silver when it sank.

The vessel was discovered by a diver working for Treasure Salvors, Inc.

## A New Lady on SIU Pension



Seafarer Ellen Gaines ends her sailing career of many years with the Ann Arbor car ferries as she receives her first SIU pension check from Frankfort, Michigan, Port Agent Harold Rathbun. Sister Gaines was sailing as cabin maid. Her last vessel was the M/V Viking.

## Bosses Withhold Taxes from Pay; Hang Onto Cash

WASHINGTON—Employers during 1968 illegally withheld \$339,428,000 from the paychecks of their workers that they did not return to the U.S. Treasury.

This was reported by Senator John Williams (R-Del.) in making what he called his "15th annual report on the inventory of delinquent taxpayer accounts."

Williams said that the illegally kept withholding taxes in 1968 represent an increase of 32 percent over 1967.

"These monies should be treated as trust funds and the government should not condone these continuous delinquencies, oftentimes by the same companies," Williams said.

## Oil Workers End Boycott As Shell Comes to Terms

DENVER—The Oil, Chemical and Atomic Workers announced the end of a nationwide consumer boycott against the products of Shell Oil Company after reaching "satisfactory agreements" with the company at its California installations.

The Shell boycott, supported by the AFL-CIO, was launched March 17, 1969 after 2,000 striking union members returned to work in Shell California plants without a contract. The OCAW had earlier won new gains with all major oil companies with which it has contracts.

OCAW President A. F. Grospron said "we have had splendid support from organized labor and from our friends outside labor in this effort. We have won our dispute. We now urge our friends who find it convenient to do so to resume buying Shell products in the United States."

The union has a separate dispute with Shell in Canada where workers at the refinery in Vancouver are on strike.



## States Urged to Grant Union Rights And Bargaining to Public Employees

WASHINGTON—State laws should firmly establish the right of public employees to union representation and meaningful collective bargaining, the AFL-CIO told the Advisory Commission on Intergovernmental Relations.

The commission, made up of federal, state, city and county officials and private citizens, is considering a staff report which poses an assortment of alternative approaches to state legislation.

The alternatives range from a mandatory commitment to collective bargaining in the public sector to a toothless grant of "permission" for local governments "to meet and confer with employee organizations."

AFL-CIO Legislative Representatives Clinton Fair and Kenneth A. Meiklejohn said the bargaining procedures should be flexible enough to permit unions and public employers to work out solutions to complex problems. It should offer a variety of approaches to avoid strikes—but affirm the right to strike when all procedures have been exhausted.

Similar views were expressed in testimony before the commission by Thomas R. Donahue, executive secretary of the Service Employees, and in a statement from President Jerry Wurf of the State, County and Municipal Employees.

### Recognition Key Issue

Some of the most bitter struggles in public employment have been fought to establish the right of public workers to union recognition and collective bargaining, Wurf noted. "Disputes over recognition are responsible for more strikes in public employment than any other single issue," he said.

Donahue urged the commission members not to "take the

path of least resistance" and recommend that public employees be barred from striking.

"The right to strike is what brings reality to negotiations," he said. "It is that right which turns conversations into discussions, and discussions into bargaining, and bargaining into agreements with which parties can live in harmony for a number of years at a time."

The basic AFL-CIO testimony stressed that labor does not object to requiring a series of steps to seek a settlement before a strike can take place, including mediation, fact-finding and the offer of voluntary binding arbitration.

But only in the case of law enforcement officers, the AFL-CIO said, should there be a flat ban on striking as a last resort.

The AFL-CIO suggested that a state law establish a single labor-relation agency for public employees, comparable to the National Labor Relations Board and separate from mediation and fact-finding activities.

### Dues Checkoff Urged

Public employers and unions should be permitted to negotiate

union security provisions as well as a dues checkoff, the federation said. And where a union has exclusive bargaining rights because it represents a majority of employees in the unit, "that organization alone should have the exclusive right of dues checkoff."

The labor witnesses stressed that it is appropriate and desirable to have state and federal minimum standards dealing with wages and working conditions in public employment, with the parties free to improve on those minimums through negotiations, just as unions and employers do in the private sector of the economy.

Fair, who presented the AFL-CIO testimony, cited the hospital workers' strike in Charleston, S.C., and the highway workers' dispute in West Virginia as evidence of the bitter antagonism to union organization by many public employers.

Neither of these strikes would have been necessary, he noted, if there had been effective union recognition and collective bargaining legislation in those states.

### Role of Unions Threatened as:

## Argentina Proposes Rigid Shipowner Controls

If Captain Bligh, the infamous master of the *Bounty*, were alive today he would nod with approval at the new maritime legislation which the government of Argentina is preparing to slap on the seamen of that South American country.

Introduced in the Argentine legislature, the government's bill has aroused strong protests from the nation's maritime unions. The unions, affiliated with the International Transport

Workers Federation, label the proposals as "not a step forward, but a step back" and as a "piecemeal and incoherent collection of regulations" which in many respects appears "to go back to the days of sail."

If the new laws are placed into effect substantially as they are now worded the master of a ship would be given virtually unlimited powers over the men under him, with little check or redress possible, even under existing collective agreements with the unions.

For one thing, the proposed regulations say that the master may assign a member of the crew to any task whatever, solely at his own discretion. Not only that, he may also set the hours of work for every service and, if deemed necessary, for each crew member. One might readily imagine what could happen to a seaman who happened to somehow incur the disfavor of the master.

Mildly enough, the seamen's unions merely point out that the loose wording gives the master "excessively wide powers under normal conditions." They do not quarrel with such absolutism when the ship is in danger.

But they do point out that hours of work should properly be set by agreement between the parties concerned.

Another section of the law gives into the master's hands the right to break up the work-

ing day of any crew member, if he sees fit to do so, just so long as a rest period of at least two hours is observed.

With such extensive powers, it is not difficult to imagine what could happen. Let's say a captain takes exception to a certain crewmember and decides to "teach him who's boss." He could order him to work one hour, swing two, work for another hour, and so on, so that the seaman would be on duty on a practically permanent basis.

A protective device is inserted—the law says that a minimum rest period of eight hours is allowed for sleep. However, the unions feel that the protection is not good enough, and "arbitrary and excessive power" is thus placed into the hands of the shipowners, through the master.

### Harsh Penalties Set

In addition, the section of the proposed regulations which deals with penalties and disciplinary measures is termed by the unions "unnecessarily harsh." They go on to charge, "It is clear that these provisions are designed to ensure the submission of seafarers, and even of passengers, to strict discipline on board Argentine-flag ships."

Apparently the authors of the proposed legislation were anxious to place seamen into a status paralleling a branch of the armed forces, utilizing a military type of discipline and unques-

tioned obedience.

Such para-military measures bypass the unions just as if they did not exist. To make matters worse, the determination of the size of the crew for an Argentine-registered vessel is left to a government body. The provisions even state that "any clause in a collective agreement altering the crew complement set by the government shall have no validity."

The unions consider this provision in violation of the Argentine constitution.

### Hiring Assigned to Police

The bill also provides that the engagement of seamen shall be in the hands of a body under the authority of the Labor Police.

Convention Number 9 of the International Labor Organization sets forth several alternatives for hiring seamen, the first of which stipulates a system maintained by representative associations of shipowners and seamen jointly, under the control of a central authority. This bill ignores it completely.

The combined effect of the proposals is to give the shipowners total and absolute control, assigning the ship's master as an agent with unquestioned authority even greater than that enjoyed by the kings and tyrants of long ago.

It looks as if the Argentine seamen's unions have quite a task on their hands.

## Underwater Crew Rescue Aim of New Submarine

A new deep submergence submarine, designed to rendezvous with submarines in distress for the purpose of making underwater crew rescues, will soon make its debut in a test dive off California.

The craft is the first of a new class of Navy submarines called Deep Submergence Rescue Vehicles. It is 50 feet long and eight feet wide and features a bell-shaped mating device designed to make a water-tight seal with a submarine hatch in a rescue operation under water.

Inside are three eight-foot spheres enclosed in a typical submarine-shaped outer hull. The forward sphere is the control station for a crew of two or three. The center and aft spheres are passenger compartments for survivors of the rescued submarine with a capacity of about 24.

A bell-shaped skirt is mounted on the underside of the center sphere. The skirt is slightly larger than the largest hatch of a submarine and is designed to link up with the corresponding hatch of any stranded sub in a covering manner. Once the connection is made, water is pumped out into a storage tank within the rescue craft. A passage is thus formed between the two submarines through which crew members can then move.

A computerized guidance and control system was designed for the craft and unveiled recently at the Massachusetts Institute of Technology. It should parallel the results achieved in the rendezvous operations conducted in outer space and is supposed to be just as precise under water. This would enable the rescue craft to locate and link up with a distressed submarine in water as much as 5,000 feet deep, provided the disabled vessel is still intact.

At distances much below that—the exact depth is classified—the water pressure is so intense that it will cave in a submarine's hull.

### Ending Long Career



Seafarer Albert Jensen, right, receives his first pension check together with best wishes from SIU Representative Pete Loleas at New York hall. Jensen, who comes from Bergen, Norway, sailed as FOWT. He joined the Union in 1943, has spent 26 years at sea.



## BOOK Reviews

### THE AUTOBIOGRAPHIES OF THE HAYMARKET MARTYRS (Humanities Press—\$6.00)

In the 1880s the industrial revolution was rapidly turning men into slaves to the machine. The American worker was forced to labor ten, twelve—and often more—hours a day, to feed, clothe and house his family.

Women and children worked long hours alongside the men. When, in desperation, the workers sought to alleviate their condition, they were met with the full force of company and police resistance.

On May 4, 1886, a crowd gathered in Haymarket Square, Chicago, to protest police brutality at the nearby McCormick Works. It was a small, peaceful gathering until the police moved in to disperse the crowd. Then someone threw a bomb.

History has recorded how a wave of hysteria swept over Chicago and how eight men were tried and convicted. We have read how John Peter Altgeld, as governor of Illinois, placed his political life on the chopping block to free the remaining Haymarket martyrs and to declare a tragic miscarriage of American justice.

Now, we are given the opportunity to read the autobiographies of the men involved—Albert Parsons, August Spies, Samuel Fielden, Michael Schwab, Adolph Fischer, George Engel, Louis Lingg and Oscar Neebe. Written while they awaited the hangman's noose—only Oscar Neebe escaped a death sentence—the autobiographies vary in style.

Some were written with eloquence, others were turgid and pendent. All are filled with bitterness of men who saw injustice in a system where men, women and children worked long hours to produce clothing and shoes while they were denied decent clothing and shoes for themselves.

Caught up in the social ferment of the times, these men were tried for their beliefs and not their implications in the Haymarket bomb throwing. All realized the odds they faced in changing the people. As August Spies wrote: "I soon became convinced that the bulk of humanity were automatons, incapable of thinking and reasoning . . . simply tools of custom."

\* \* \*

### YESTERDAY'S PEOPLE by Jack E. Weller (Kentucky—\$1.75)

Written in 1965 and now available in inexpensive paperback, this book is the result of 13 years of study. Jack Weller was a missionary to churches in the Southern Appalachians during those years.

While the plight of the Appalachian mountaineer is generally better known today than it was a decade ago, Weller's book offers a unique insight into the habits, traits and culture of the mountain people. It should give the reader a better understanding of these people who have remained locked behind mountain walls for generations.

The 1960 presidential primary first brought the plight of these people to our attention. Since then television cameras, concerned labor and civic leaders and gifted writers have helped sweep back the mountain walls. Progress has been made but the closed-in society of the mountaineer remains a hard nut to crack.

Weller's book tells why. It is good reading for anyone coming in contact with these people, either in their mountain homes or in the surrounding industrial centers to which some have migrated.

\* \* \*

### THE BEST MEN by John G. Sproat (Oxford—\$7.50)

In the period following the Civil War, America experienced the so-called Gilded Age, an era of unchecked expansion. It was a time when the almighty dollar ruled. A man was judged by his wealth and not his moral fiber or compassion for others.

During this period, a group of self-styled liberals worked to raise the tone of American politics. The extent of their influence and success is the subject of this study.

The author strips away the cloak of propaganda and self-justification to reveal men who were personally burdened with prejudices against the Negro, the immigrant and the worker. These prejudices helped to determine the collective action of these liberals and to prevent a closer alliance with these important segments of American society.

These men—Henry Adams, Mark Twain, Carl Schurz, Wendell P. Garrison, E. L. Godkin and others—were not selfish, self-serving opportunists. Sincere and dedicated, their ideas were too far advanced for a nation concerned with money and not morality.

This is the story of men who sought to change the course of a nation hell-bent on a collision course that led to such infamous events as Haymarket, Homestead, Pullman and Cripple Creek.

## The Breath of Death



A recent unexpected promise by the tobacco industry to discontinue all radio and TV advertising by September of 1970 has unfortunately created an effective smokescreen which is likely to seriously hamper efforts by members of Congress and government regulatory agencies to enact new laws and restrictions aimed at curbing glamorously misleading promotion of the tobacco industry of its products—particularly cigarettes.

In recognition of a growing public awareness and alarm over increasingly convincing evidence that cigarette smoking is harmful to the health, the Federal Communications Commission had been considering issuing regulations of its own against blatant and misleading cigarette advertising.

The voluntary offer by the cigarette manufacturers to halt their promotions in the broadcasting medium alone appears to have stymied this plan, however.

Quite conveniently, this pledge from the industry came at a time when Congress was considering a House-approved bill to renew prohibition against any mandatory health warning in cigarette advertising.

Meanwhile, the broadcasting industry is up in arms over the not entirely public-spirited gesture by cigarette makers.

Testifying on the inequity of such a move, the National Association of Broadcasters testified that it derives more than ten percent of its revenues from cigarette advertising and urged—at the very least—a gradual tapering off of this income to put off elimination until September of 1973.

The perhaps unfair economic discrimination against the broadcasters while the printed media remains untouched, notwithstanding, it seems that in view of the proven ill effects of cigarettes on the health of millions of Americans all the fuss about how much is spent on advertising them—and who gets it—is somewhat barbaric.

Bit by bit scholarly studies, reports, statistics and medical records all combine to paint a starkly realistic picture: tobacco, particularly in cigarettes, is sending more Americans to an early grave than are killed on the battlefield.

The tobacco industry isn't really kidding anyone with their so-called contribution to the public welfare. An NAB official was quite correct when he charged that it "was no great sacrifice on their part," to quit broadcast commercials. To the contrary, he said each year "they will save \$200 million with full knowledge that consumption of cigarettes will not decrease."

If this is so, it should be recognized as such by our lawmakers and regulators and stern measures taken—not in four years or even one year—but with the utmost promptness. Regard for the public health should supersede regard for the profits of any business.

After all, we keep other poisons under strict control and out of the reach of people who shouldn't have them—particularly our children. Why should cigarettes be different?



# Twenty Seafarers Join Growing SIU Pension Ranks

The ever-growing roster of Seafarers collecting their SIU pensions after completing their long sailing careers added the names of twenty more members during the last month.

Julian Dicatoria, a chief steward who last sailed aboard the Columbia, joined the SIU 31 years ago in the Port of Philadelphia. He was born in the Philippine Islands and is now 70 years old. Brother Dicatoria lives in Philadelphia with



Dicatoria Cash

his wife, Ada. He served four hitches in the U.S. Navy—from 1918 to 1934.

Joseph Cash, a native of Pulaski, Virginia, has been sailing for 43 years. Presently living in South Mills, North Carolina, with his wife, Olgaritte, Brother Cash last sailed on the Tucson Victory as an AB in the deck department. He joined the Union in the Port of Baltimore.

Leon Harper, who lives in Jacksonville, Florida, with his wife, Estelle, joined the SIU in 1939 in the Port of Tampa. He was an FOWT in the engine department and last sailed aboard the Globe Producer. A native



Harper Guiliano

of Alabama, Brother Harper is 65 years old.

Anthony Guiliano, a native of Newark, now lives in Elizabeth, New Jersey, with his wife, Lena. An OS in the deck department, Seafarer Guiliano last sailed with Sea-Land Service in November of 1968. Brother Guiliano is an Army veteran of World War II. He joined the Union in the Port of New York.

Julian Hensen of Manhattan joined the SIU in 1941 in the Port of New York. He is a na-



Hensen Calliqrina

tive of the Philippine Islands who sailed as an AB in the deck department. He last shipped-out on the Trenton in November of 1968. Brother Hensen is 65 years old.

A native of Norway, Hans Richardson has been sailing the

seven seas for 46 years. He joined the Union in the Port of New York and shipped as an



Sierra Cogswell

AB in the deck department. His last vessel was the Steel Voyager. Brother Richardson, who is 72 years old, now lives in the Canadian province of New Brunswick.

Ramon Sierra, a messman in the steward department, last shipped-out on the Seatrain Delaware in 1968. Born in Puerto Rico, Seafarer Sierra now makes his home in Los Angeles with his wife, Fran-



McLeod Calliqrina

cesca. He is 62 years old and joined the Union in the port of New York in 1944. Brother Sierra was issued an SIU picket duty card in 1963.

William F. Cogswell of Mobile, Alabama, last sailed on the De Paragay in 1968. He was in the Navy from 1916 to 1918 and had been sailing for 40 years before his retirement. Seafarer Cogswell joined the SIU in Mobile where he now lives with his wife, Della Flora. He sailed as a junior engineer in the engine department.

James McLeod, who lives in Chester, Pennsylvania, joined



Schultz Jones

the Union in the Port of New York in 1944. A messman in the steward department, he last sailed on the Highland Park. He is 65 years old and was a 21-year veteran of the Navy at the time he joined the SIU. Brother McLeod was born in Alabama.

Benny R. Calliqrina, a native of the Philippine Islands, now makes his home in Brooklyn. He joined the SIU in 1944 in the Port of New York and sailed as a chief cook in the steward department. Brother Calliqrina is 63 years old and had been sailing for 31 years before he retired.

Harry Schultz was born in Brooklyn at the turn of the cen-

tury. He is 69 years old. He now lives in Manhattan with his wife, Florence. During World War II, Seafarer Schultz served in the Navy. An FOWT in the engine department, Schultz last sailed aboard the Robin Sherwood in 1968. Schultz joined the Union in the Port of San Francisco.

Walter Jones of Simms, Texas, joined the SIU in the Port of Galveston. A native of



Game Fancher

Ketchum, Oklahoma, Brother Jones shipped in the deck department as an AB. He last sailed aboard the Del Oro in 1967. Seafarer Jones will share his retirement years with his wife, Martha Ellen.

Eddie Game lives in Bryson City, North Carolina. He joined the Union in the Port of Baltimore and sailed as steward. His last vessel was the Long Beach. Brother Game, a native of Johnson County, North Carolina, lives with his wife, Gertrude.

Earl A. Fancher, a native of Illinois, now makes his home in Teaneck, New Jersey, with his daughter, Mary. He joined the SIU in the Port of Boston and was sailing as steward at the time of his retirement. Brother

Fancher last shipped aboard the Robin Hood earlier this year. In both 1961 and 1969, Seafarer Fancher received safety awards. During World War I he served a hitch in the Marine Corps.

Frederick Blankenberg, a native of Germany, sailed in the deck department as AB and bos'n. His last vessel was the Robin Kirk. He joined the Union in the Port of Mobile where he now makes his home with his wife, Mattie. Brother Blankenberg is 63 years old.

Williard Blumen joined the SIU in the Port of New York. He was an OS in the deck department and last sailed on the Bienville in 1968. A native New Yorker, Brother Blumen continues to live in Brooklyn with his wife, Francis.

Lawrence McCullough, who is 62 years old, is also a native of New York. He sailed in the deck department and last shipped aboard the Del Campo in 1968. A Seafarer since 1942, Brother McCullough joined the SIU in the Port of New Orleans



Blankenberg Blumen

where he now makes his home. Seafarer McCullough served in the Army from 1924 until 1927. Arthur Langley, a native of



McCullough Langley

Chicago, now lives in Holmestrand, Norway. He joined the Union in the Port of New York in 1943 and worked as AB and bos'n in the deck department. Sailing since 1928, Brother Langley's last vessel was the Charleston.

Everett Pridgeon was born in Georgia and now lives in Jack-



Pridgeon Williams

sonville, Florida, with his wife, Vera. He joined the SIU in the Port of New Orleans and worked as a FWT in the engine department. His last ship was the Ponce. Brother Pridgeon is 63 years old.

John A. Williams, a messman in the steward department, joined the Union in the Port of New Orleans. He last sailed on the Yellowstone. A native of Algiers, Louisiana, Seafarer Williams is now living in Gretna, Louisiana, with his wife, Kitty.

## Terminate 'Double Subsidy Loophole' In Maritime Law, Congressman Urges

WASHINGTON—A realistic call for action to close a "double subsidy loophole" in maritime law, under which "hundreds of millions of dollars" are paid out "needlessly" each year to 14 American shipping companies, was issued here recently by a Montana Congressman.

Representative Arnold Olsen said the double subsidy comes about because—in addition to receiving 55 percent of the cost of building their ships and more than \$2,000 per ship per day toward their operation—these companies also "carry government cargo at preferential rates."

Speaking at a meeting sponsored by the AFL-CIO Maritime Trades Department, Olsen derided the "propaganda" of the subsidized operators who "claim that they are paid subsidies to maintain a 'service,' and who deny 'receiving any preferential treatment, because they submit 'competitive bids' for the carriage of government cargo."

The Montana Democrat called these arguments "nonsense." "If we are paying these lavish subsidies just to have American

ships moving back and forth across the oceans, whether or not they carry any cargo," he declared, "then we are cheating ourselves because we have a lot of commercial cargo to be carried—so much commercial cargo, in fact, that 95 percent of it is moving on foreign ships."

As for the "competitive bid" claims, Olsen said "they just don't hold water."

"If I had 55 percent of my construction cost paid for by the government, and if I received more than \$2,000 per ship per day to operate my vessels, you bet I could underbid the other fellow who gets no such assistance," he declared.

"But to be really meaningful, my bid should reflect the subsidies I received. If it didn't, the government would be paying me a double subsidy—and no double-talk could change that fact."

The Congressman was particularly critical of government bureaucrats, who, he said, know that the subsidized operators "could carry the (government) cargo at the same rate that for-

eign ships carry it," but who "don't seem to care."

"We have divided responsibility," Olsen said. "The agencies that give out the government cargo don't have to administer the maritime subsidy program, and everyone in government seems bent on making the best showing for his agency, even if the showing is only on paper, and the 'savings' to the government are phony ones."

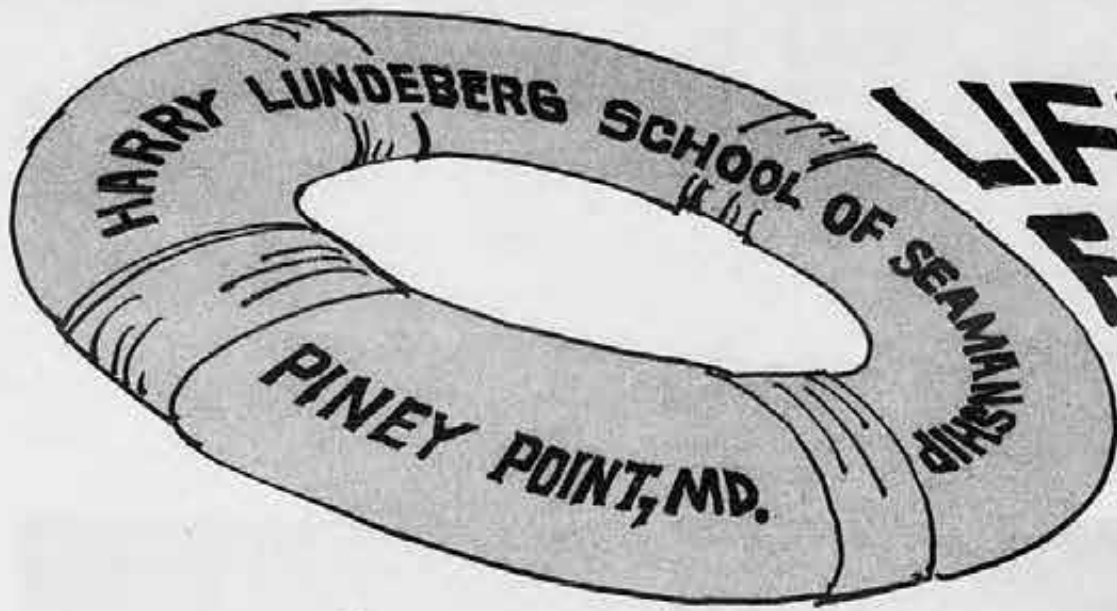
### Tanker Evades Bottle In Self-Launch Spree

BIRKENHEAD, England—A tanker with a way of its own evaded launching ceremonies here as the bottle of champagne was poised to be formally smashed across her bow.

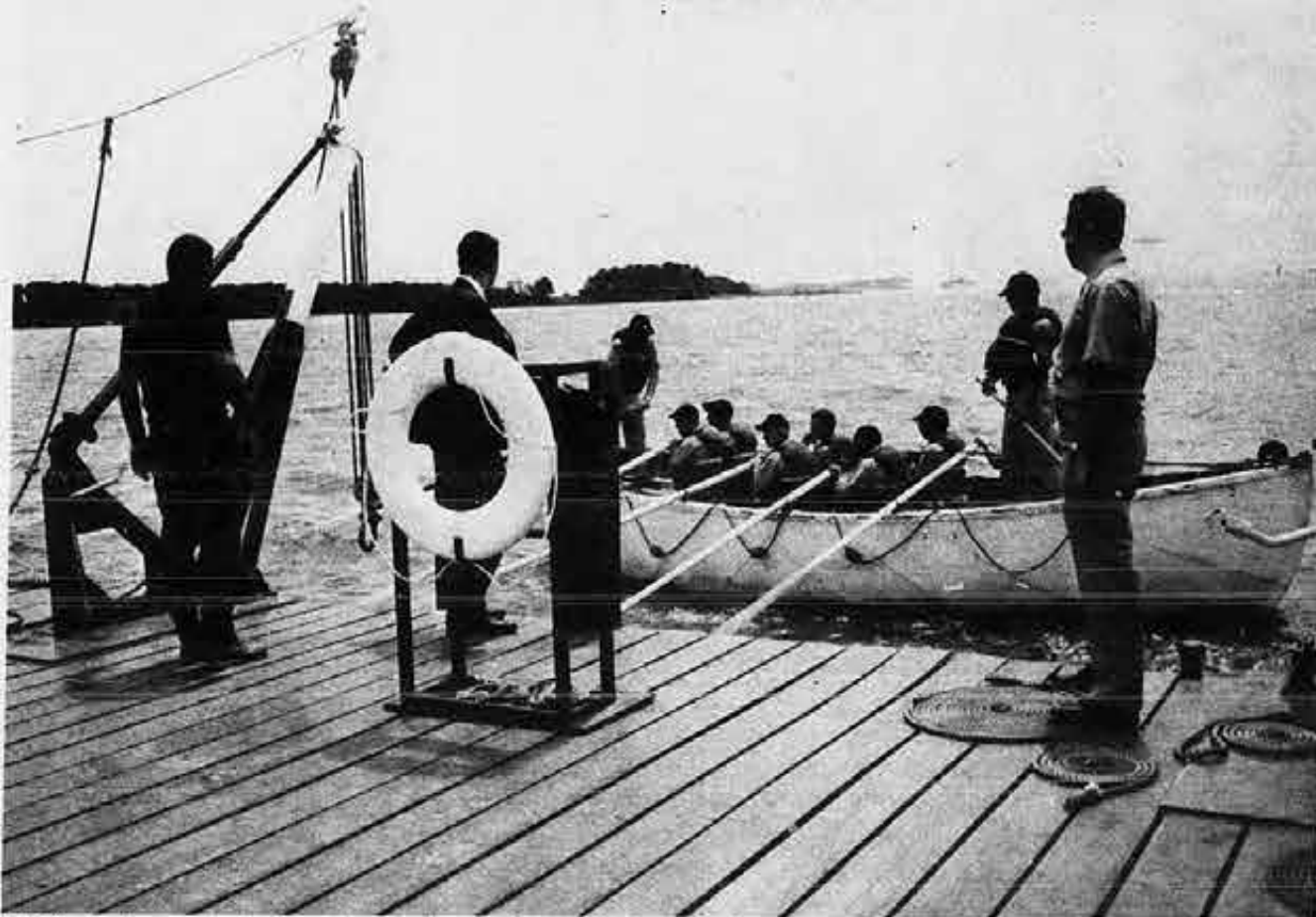
Officials and guests were left speechless on the dock when retaining bolts gave way unexpectedly and the 10,000-ton vessel slipped silently down the ways in an unscheduled self-launch.

Another ceremony will be scheduled later, the builders said, after the maverick tanker had been corraled.





# LIFEBOAT TRAINING FOR SAFETY AT SEA



HLSS trainees stroke together under the watchful eyes of Instructor Tom Brooks, left, and U.S. Coast Guard examiners during their demonstration test. Trainees must also pass a written lifeboat exam.



Trainees study hard and long for their lifeboat endorsement. All apprentice seamen and upgrading seamen, such as this group seen in class aboard the S.S. Claude "Sonny" Simmons, get 14 hours classwork.

**S**AFETY AT SEA is stressed in all of the training programs at the Harry Lundeberg School of Seamanship at Piney Point, Md., and heavy emphasis is placed on the school's lifeboat qualification program.

Every trainee—whether he is an apprentice seaman who has never been aboard a ship, or an upgrader seeking an AB, FOWT or Cook's endorsement—is required to pass a Coast Guard examination and secure a lifeboat ticket before he completes his training.

The course is long and thorough. Both apprentice seamen and upgraders begin their lifeboat training as soon as they come to the school, and by the second day they are actually in the lifeboats beginning to execute the coxwain's commands and learning the importance of teamwork.

Every trainee and every upgrader who does not have a lifeboat endorsement when he comes to the school is required to spend a minimum of 30 hours in the boats and 14 hours in classroom instruction before he takes his Coast Guard qualifying examination.

Under the guidance of experienced Seafarer instructors, trainees are thoroughly drilled in all operations connected with the launching of lifeboats and liferafts, the practical handling of boats, and taking command of a boat's crew. Boats are swung out from davits on the S.S. Claude "Sonny" Simmons, lowered away, and the crews then take them out for several hours of practice each day.

Classroom instruction includes lectures and films on the parts of the lifeboat, description and use of required equipment aboard the boats, proper handling of boats in heavy seas, and the operation of all commonly used davits. The trainees are also given instruction in the practical use of all firefighting equipment aboard ship.

Upgraders seeking lifeboat endorsements are also exposed to the practical handling of the school's small sailboats to qualify them to handle the sail rigs used in lifeboats. This sailboat training has



Kneeling: Donald Harless, David Crouch. First row: James Palmer, James Parrish, Paul Craig, Mark Miller, Pedro Tirado, Xavier Clause, Richard Hamilton, Richard Kalish, James O'Keefe. Second row: Tom Brooks, Instr., Wm. Capwell, M. Dacher, Frank Randazzo, Clarence Malpass, W. Hightower. Back row: G. Prewitt, J. Donovan, J. Nettleton, Joe Bizier, R. Smith, G. Klauder, Wm. Stone, Thos. Michaels, M. Malue.



First row: Frederico Varela, Walter Ward, Raymond Lankford, Jr., Barry O'Toole, James Jones, Joseph Griffin, Richard Muckle, Steve Hope, Clarence McCutcheon, Ronald Seabreeze. Second row: Martin McAndrew, Ernest Page, Charles Bowen, John McLean, Russell Sherman, Robert Reich, Ronald Stubbs, Joseph Metz, Theodore Padolsky, Thomas Haddox. All had 30 hours training in the lifeboats.



First row: Matthew Miller, Steven Wilkinson, John Heller. Second row: J. Barber, Geo. Cox, F. Dutch, Jos. Bolletino, M. Welch, A. Ruiz.





Every trainee, and all upgraders who do not have a lifeboat ticket, must spend at least 30 hours in a lifeboat before he can take his test. Trainees learn all aspects of launching and handling boats.



HLSS Lifeboat Class 16 is seen here as they took their written test. Examinations are held weekly at Piney Point by the Coast Guard, and in the past four months alone, more than 400 trainees have passed.

been found to be valuable in giving the trainee a better knowledge of the effects of wind, weather and tide on a small boat, and to instill greater confidence in boat handling.

The effectiveness of the school's lifeboat training program is reflected in the success the trainees have had in demonstrating their qualifications before the Coast Guard examiners. In the past four months alone, more than 400 trainees and upgraders at Piney Point have taken the written and demonstration exams given by the Coast Guard—and every one has passed. The tests are given weekly at the school with an average of 22 trainees and upgraders sitting for the examination.

The success of the training program is due both to the desire of the trainees to secure their endorsement and to the school's aim to provide the most complete training possible. In addition to the regularly scheduled daytime classes, special night sessions are held throughout the week on a voluntary basis. Voluntary classes for trainees are also held to teach basic knots and splices. There is almost always a 100 percent attendance at these classes.

The lifeboat training provided by the school—as with the upgrading programs—is geared not merely to produce an endorsement, but to achieve a real proficiency in the rating. It is training that is superior to anything offered before, and provides a solution to the old complaint of having young men come aboard a ship without any knowledge of what is expected of them.

The apprentice seaman who goes up the gangway after completing his 60-day training period at HLSS, and demonstrating his proficiency in the handling of lifeboats, has shown that he can work as a member of a team and that he has achieved a sense of responsibility to his shipmates. And both the apprentice seaman and the upgrader who successfully complete the lifeboat course will contribute to the goal of greater safety at sea.



Left to right, first row: Jose M. Muniz, Patrick E. Riberdy, John F. Sampson, Terry M. Holley, David M. Ketchbaw, Guillermo Quinones, William W. Asch; second row: Richard E. Eiser, Jr., Thomas Kegney, Bobby L. Corbin, John T. Bloodworth, John P. Robbins, Gary O'Neal Miller, John A. MacLay, Aaron Mangle, James A. Delay, Willie Singleton, Jr., Ralph W. Price, Jr., Tom Brooks, instructor; third row: Dewey L. Bolen, Stanley C. Barnhart, George J. Corr, Richard Pedlico, John J. Kofron, Dale Bradley, Gregory Sheridan, Wm. Dexter, Donald Coulter, Wm. Lasater, H. Alexander, Dimas Rodriguez, D. Rich.



Left to right, first row: Elliot A. Rhodes, Donald R. Alexander, Milton Johns, Ronnie C. Mack, Jr., Charles W. Comer, George N. Reed, Ferdinand R. Quiles, Victor DeJesus, Jr., Mark Thomas, Edward F. Ledwak, Jr., Joel E. Madden; second row: George P. Redman, Eugene Kyzar, Jaime S. Rios, Louis A. Perez, Ronald H. Enos, Roosevelt Blizzard, Jr., Jose L. Valle, Ray D. Strickland, Walter L. Petty, Jr., Atley J. Harrell, Jr., Jack C. Carlton, Roy Delay, Daniel J. Hastings, Gary R. Williams, Tom Brooks, instructor; back row: William T. Mackey, Jr., John H. Wilson, Jr., Larry White, Frank H. Playter, Henry S. Fuller III, Rickey E. Taylor, Steven G. Conner, Charles E. Soechting, Galen W. Underwood, John E. Moscoffian, James W. Baglama, Dennis L. Parker, Roger D. Hurt, and Leo D. Glover.



Left to right, first row: Donald T. McGowan, William E. Ashman, Peter G. Smith, Gerado Velez, Ameil P. DiGiovanni, John P. Delisi, Jr., Alfredo F. Ortiz, Harry N. Moore, Jr., David Bonfont, Robert H. Creech, Jr., Herman G. Martin; second row: Philip L. Goodwin, Robert L. French, Cletus D. Woodard, Charles J. Decker, Jerald Reese, Louis H. Ludeman, Jr., Russell C. Gonzalez, William M. Scanlon, Albert P. Murray, Ronald H. Harris, Brian L. Miller, Arnold D. Kimble, Jr., Tom Brooks, instructor; third row: G. McKenna, Edward J. Paul, Dennis S. McGovern, John M. Hampel, David Downs, Charles A. Mullen, Charles Engstrom, Donald McGregor, Thos. Keenan, Jr., Leroy Bowles, Jr., Trawn Gooch, John Wheeler.



Left to right, first row: Wallace Bibbs, Michael L. McFall, Jerry Gainey, James G. Worrell, Jr., Keith Jackson, Ralph M. Keely, Melvin Duerson, Steven C. Burch, Phillip A. Dalton, Tom Brooks, instructor. In the second row are HLSS trainees: A. Smits, R. Meridith, Horace L. Taylor, Scott L. Mintzer, Robert Y. Wallace, Marvin E. Roberts, Frederick R. Kidd, Herman G. Martin, James H. Pritchett.



First row: Thomas Fadden, Jerome Dunham, John Lumbley, Jay Thomas, Thomas Walsh. Second row: Charles Miller, Ray Morrell, Edmond Segzdnis, Thomas Brooks, Instr. In the third row are: Carnett Gardner, Robert Schmidt, Claude Ellis, Fred Sheely, Michael Miner.



## Farm Workers Call Increased Purchases 'Outrage'

# Defense Dept. Strictly 'Neutral' on Grape Growers' Side

WASHINGTON — A Defense Department official insisted recently that the Pentagon is remaining neutral in the California grape strike and boycott even as he admitted that the department had sharply stepped up its purchase of the struck table grapes.

Deputy Executive Director Dale R. Babione of the Defense Supply Agency, in testimony before the Senate Migratory Labor subcommittee, also acknowledged that the agency had notified all supply officers they could order table grapes as a substitute for oranges and other fruit.

Subcommittee Chairman Walter F. Mondale (D-Minn.) asked Babione: "When you increase grape purchases 40 percent in one year, and shipments to Vietnam nearly 400 percent, what's the limit before you become non-neutral?"

Mrs. Dolores Huerta, vice president of the United Farm Workers Organizing Committee, called the increased grape purchases by an arm of the U.S. government "a national outrage."

"How can the department explain its intervention in this strike?" she asked.

Mrs. Huerta, Babione and AFL-CIO Organization Director William L. Kircher were the first witnesses as the subcommittee opened its third set of hearings into the problems of farm workers in dealing with organized growers.

### Change Asked

After Babione testified, Senator Alan Cranston (D-Calif.)

of the subcommittee urged Defense Secretary Melvin R. Laird to advise the Pentagon to show "true neutrality" by holding its grape purchases to their pre-strike level.

Despite all the supply agency's good intentions, the "end result" of its policies is "not to be neutral," Cranston informed Babione at the hearing.

Babione agreed to supply additional information, including data on whether the agency is violating its neutrality policy, and whether it is observing Laird's directive to department personnel to consider the domestic impact of their decisions.

The UFWOC, which has been organizing grape workers since 1965 and boycotting growers who refuse to bargain, was asked to supply evidence supporting its charges of bias by some growers in refusing to hire Negroes.

The subcommittee also agreed to seek an investigation by the Justice Department into what the union called company-inspired incidents of violence against the strikers.

Kircher and Mrs. Huerta also testified on a related problem—alien "green-card" workers from across the Mexican border—before a House Labor subcommittee. They backed passage of "green-card" holders for use as strike breakers in a labor dispute.

Before the Senate hearings opened, the subcommittee had asked the Defense Department to answer 77 questions on the purchase of table grapes and other fruit for the armed forces.

Babione supplied a fact sheet showing that the Defense Supply Agency, which buys food for military dining halls and commissaries, increased its table grape procurements from 7.5 million pounds costing \$1.04 million in fiscal 1966 to a projected 11 million pounds and \$1.98 million in fiscal 1969.

Shipments of grapes to Vietnam totaled 468,000 pounds in fiscal 1967; 555,000 pounds in 1968 and an estimated 2.5 million pounds in the fiscal year ended last June 30.

The policy of the Defense Department, Babione told the subcommittee, is "to refrain from taking a position on the merits of any labor dispute."

He cited rulings by the General Accounting Office and the Comptroller General that an agency may consider the labor practices of a contractor only to the extent that they interfere with contract performance and has "no authority to reject bids" where an employer does not hire union labor.

Mondale asked the witness if he had read a June 30 directive by Laird calling on Defense establishments to exhibit "social consciousness." When Babione said he had not, Mondale asked if he thought an increase of nearly 400 percent in grape shipments to Vietnam could be called a "neutral response" to the grape boycott.

"Yes, I do," Babione replied.

Mrs. Huerta noted that "many farm workers are members of minority groups—Filipinos and Mexican-Americans and black Americans" and de-

clared that "these same farm workers are on the front lines of battle in Vietnam."

She said "it is a cruel and ironic slap in the face to these men who have left the fields to fulfill their military obligation to find increasing amounts of non-union grapes in their mess kits, picked by strikebreakers who took the places of their relatives" in California vineyards.

UFWOC's only weapon is the boycott, she stressed, adding: "Just when our boycott is successful, the U.S. military doubles its purchases of table grapes, thus creating a major obstacle to farm worker organizing and union recognition." The department is "obviously acting as a buyer of last resort for scab grapes and is, in effect, providing another form of federal subsidy for anti-union growers who would destroy the efforts of the poor to build a union," she said.

### Cites Terrorism

Mrs. Huerta charged that after 10 California employers announced they would bargain with the union, one lost 35,000 boxes of grapes in a fire, another was attacked so viciously that he almost lost his sight, and others have received telephoned death threats.

"The growers have all the economic power, and the help of government agencies, state and federal," she said. "Our union offices in Delano have been bombed, armed gunmen took our files, our auto insurance is being canceled and our pickets are beaten and arrested. Yet the growers say we are violent."

Kircher said he was "amazed and shocked" at the Defense

Department's purchasing policies, and at the persistent law violations by employers like J. P. Stevens and Co., which continue to violate the law and continue to win Defense Department contracts.

Farm workers are not protected by the labor laws, Kircher noted. But he cited the "terrible impact of employer intimidation on impoverished workers even where there is a law."

At the House Labor subcommittee hearings Chairman Frank Thompson (D-N.J.) cited evidence that some employers are using alien "green-card" workers from Mexico to depress wages and working conditions.

Kircher said the AFL-CIO strongly supports bills under which aliens admitted for permanent residence under green card permits or "wetbacks" who enter illegally "could no longer be used by employers to undercut wages and working conditions, or restrict employment opportunities, or act as strikebreakers in labor disputes on the American side" of the U.S. Mexico border.

The AFL-CIO is not opposed to the green card in principle but only as it has been used in practice, Kircher said, as "a commuter ticket to cheap jobs, strikebreaking, sub-standard wages" and other practices that erode U.S. standards.

Kircher called attention also to the so-called Mexican border development program, started in 1965 by the Government of Mexico. The program operates to "lure U.S. firms to avoid Fair Labor Standards Act and National Labor Relations Act provisions" by importing exploited people south of the border.

## Support of HEW and Unions Sought For Setting Up Group Health Plans

NEW YORK—The federal government has been urged by Group Health Association of America to take steps to "vigorously promote" the development of group practice prepayment health plans.

The GHAA, at its 10th annual meeting here, also called on labor unions as "the largest of the groups of organized consumers" to intensify their efforts on behalf of such plans.

In another action, representatives of the eight-million member association endorsed the principles of a National Health Insurance system, with incentives to expedite improvements in medical care.

A resolution urged the government, through the Health, Education and Welfare Department, to make available technical consultant services and grants for seed money to start new group practice programs.

It also urged grants for programs in early development.

Further, the meeting asked HEW to make available technical assistance to support efforts to remove restrictions on group practice in state and local laws, and aid in framing corrective legislation.

The GHAA pointed out that "almost half of the states have laws on their books which restrict or prevent the organization of consumer-sponsored medical care plans."

### Call to Unions

The resolution asked unions to seek provisions in health-and-welfare bargaining which will give their members the choice between traditional indemnity insurance and prepaid group practice in communities where it is available.

In endorsing National Health Insurance, the meeting observed that adequate health care is

"recognized to be a human right" which is not sufficiently available to U.S. citizens.

It noted that 60 nations already have some form of national health insurance or national health service and the United States lags "substantially behind" many of these nations "by the major indices which measure a nation's health."

The NHI resolution also emphasized that the nation's present system of voluntary health insurance does not cover the needy and rarely offers comprehensive care.

At the same time, it observed, "the costs of medical care in this country continue to escalate at a rate more than twice as rapidly as increases in the cost of living."

The resolution concluded by pledging the association's support of the efforts being made to obtain NHI by the AFL-CIO and other organizations.

### Two New SIU Pensioners



SIU Representative Leon Hall, left, gives their first pension checks to Seafarers John Liston and Juan M. Soto, right, now on the beach after full careers at sea. Liston, an AB, last sailed on the Oceanic Tide and makes his home in Brooklyn, N.Y. Soto, a bosun whose last ship was Robin Locksley, hopes to stay active working with youth.





Delegates register before convention gets underway.



Rep. HALE BOGGS  
Louisiana



Rep. EDWARD GARMATZ  
Maryland



LANE KIRKLAND  
Sec.-Treasurer, AFL-CIO



Vice Adm. L. P. RAMAGE  
Commander, MSTs



Rep. JOHN McCORMACK  
Massachusetts



AL BARKAN, Dir., AFL-CIO COPE, Addresses assembled convention delegates.



STEVE EDNEY  
Cannery Workers of Pacific



ANDREW BIEMILLER  
AFL-CIO Legislative Dir.



Sen. VANCE HARTKE  
Indiana



DON SLAIMAN  
Dir., AFL-CIO Civil Rights



LEO PERLIS  
Dir. AFL-CIO Com. Service



S. FRANK RAFTERY  
Pres., Painters

*Photo Story*

# 14<sup>th</sup> SIUNA

## Biennial Convention

**T**HE Fourteenth Biennial Convention of the Seafarers International Union of North America, AFL-CIO, was held in Washington, D.C., the week of July 28 to chart a course for the next two years. Delegates representing more than 85,000 members and 38 affiliated district and local unions acted on a broad range of issues affecting the SIUNA membership, the labor movement and the community. They adopted a program aimed at revitalizing the U.S. Merchant Marine.

Photos and details of convention highlights are contained on these and other pages in this issue of the SEAFARERS LOG.



Sen. JOSEPH D. TYDINGS (r.) chats with BILL MOODY, MTD.



Rep. GERALD R. FORD  
Michigan



Rep. JAMES HOWARD  
New Jersey



KEITH TERPE (right) chats with CARLOS ROMERO-BARCELO, Mayor of San Juan.



Pres. HALL welcomes Rep. EMANUEL CELLER, New York.



Rep. JOHN MURPHY  
New York



Sen. RALPH YARBOROUGH of Texas, left, with PAUL DROZAK, AGLIWD.





Delegates to IBU Convention meet at Statler-Hilton Hotel in Washington.



Rep. BROCK ADAMS  
Washington



JOHN YARMOLA  
Pres., UIW-Midwest



C. J. HAGGERTY  
Pres., Building Trades



Rep. JACOB GILBERT  
New York



PETER A. MCGAVIN  
Maritime Trades Dept.



The SIU Civil Rights Committee, under the chairmanship of ED TURNER of MCS, discussed many vital issues.



ALBERT ALBERTONI  
Sec., Fire Fighters



Rep. SPARK MATSUNAGA  
Hawaii



ROBERT A. MATTHEWS  
SIU-AGLIW Dist.



SAM KOVENETSKY  
RWDSU



JAMES REYNOLDS  
Pres., AIMS



ANDREW A. GIBSON  
Maritime Administrator



J. S. WINTER  
SIUNA Sugar Workers



ANDY IMUTAN  
Rep. of UFWOC



The Great Lakes Organizational and Grievance Committee was chaired by RED McLAUGHLIN, SIU of Canada.



Rep. JOHN ROONEY  
New York



EARL SHEPARD  
SIU-AGLIW Dist.



Rep. THOMAS PELLY  
Washington



ANTHONY SCOTTO  
Vice President, ILA



Rep. CHARLES WILSON  
California



GEORGE HEARNE  
Federal Maritime Commission



The Inland Boatmen's Organizational and Grievance Committee was chaired by MERLE ADLUM, IBU-PAC.



PAUL JENNINGS  
Pres., IUE



WALTER DAVIS  
Dir., AFL-CIO Education Dept.



STEVE EDNEY, UGIW-PAC, chaired the Fishermen's and Fish Cannery Workers' Organization and Grievance Committee.



LINDSEY WILLIAMS  
SIU-AGLIW Dist.



ED CARLOUGH  
Sheetmetal Workers





Many committee meetings, such as this one of the Resolutions Committee were conducted throughout the convention. Chairing group was JOE GOREN of the MCS.



Rep. SAM GIBBONS  
Florida



Rep. JOSEPH KARTH  
Minnesota



HARRY JORGENSEN  
MFOV



W. J. USERY, JR.  
Asst. Sec. of Labor



JOSEPH TONELLI  
Pres., Paper Sulfite Workers



RAN HATTENA  
Maritime Overseas



BURT E. LANPHER  
Staff Officers



PENNY SINGLETON  
Variety Artists



Pres. PAUL HALL greets Rep. THOMAS DOWNING, Virginia



RICHARD LIVINGSTON  
Sec., Carpenters



JAMES M. DOOLEY  
SUP



WILLIAM KIRCHER  
AFL-CIO Dir. of Organizing



Rep. JOSEPH ADDABBO  
New York



DAVE SULLIVAN  
Pres., Service Employees



STEVE LESLIE  
Marine Division, IUOE



Among convention delegates were, from left, WILDER SMITH, MCS; AUSTIN SKINNER, NBFU; LINDSEY WILLIAMS, SIU-AGLIW Dist.; KEITH TERPE, SIU of Puerto Rico and JERRY POSNER, MCS.



JOE LEWIS  
Dir. AFL-CIO Un. Label Dept.



The SIU of Puerto Rico provided an interesting display in the lobby.



JOSEPH KAHN  
Seatrail Lines



ED TURNER  
Sec. Treas., MCS



Sen. DANIEL INOUE  
Hawaii



BERT SEIDMAN  
Dir. AFL-CIO Soc. Sec.



LEONARD J. McLAUGHLIN  
SIU of Canada



NAT GOLDFINGER  
AFL-CIO Dir. of Research



SIU Vice President LINDSEY WILLIAMS talks with Senator RUSSELL B. LONG of Louisiana.



Rep. CARL ALBERT  
Oklahoma



JOSEPH D. KEENAN  
Sec.-Treas., IBEW



AL KERR  
SIUNA Sec.-Treasurer





Rep. WILLIAM MAILLIARD  
California



The more than 300 delegates at the Convention represented more than 85,000 workers on deepsea vessels, inland waterways, tug boats, the commercial fishing fleet and transport workers.



Rep. CLAUDE PEPPER  
Florida



JOSEPH AMES  
Sec., AFSCME



Rep. PATSY T. MINK  
Hawaii



JAY LOVESTONE  
Dir., AFL-CIO Int'l Affairs



Rep. MARIO BIAGGI  
New York



RED RAMSEY  
MFW



MORRIS WEISBERGER  
SUP.



Rep. FRANK BRASCO  
New York



BRANDON TYNAN  
Marine Staff Officers



ROCCO C. SICILIANO  
Under Secretary of Commerce.



Rep. FRANK THOMPSON, JR.  
New Jersey



Rep. ROBERT LEGGETT  
California



GEORGE STEINBRENNER  
Kinsman Maritime Transport



ANDREA GOMEZ, International Vice President Emeritus, administers the oath of office to the officers elected by delegates at the concluding session of the convention.



Rep. JAMES BURKE  
Massachusetts



Rep. WILLIAM MOORHEAD  
Pennsylvania



Rep. JOSHUA EILBERG  
Pennsylvania



Rep. PHILLIP BURTON  
California



Rep. JONATHAN BINGHAM  
New York



Senator JOSEPH MONTOYA  
New Mexico.



Rep. PETER RODINO  
New Jersey



Rep. JAMES BYRNE  
Pennsylvania



MERLE ADLUM  
Inland Boatmen of Pacific



CHICK MORAN  
Boilermakers



JOE GOREN  
Marine Cooks



Rep. FLOYD HICKS  
Washington



## MSTS Chief Warns MTD:

# U.S. Sinking Rapidly as a First Class World Sea Power

WASHINGTON — The United States is in immediate danger of losing all grip on the dominant position it long enjoyed as the number one sea power of the world, Vice Admiral L. P. Ramage, Commander of the Military Sea Transportation Service, warned at a meeting of the AFL-CIO Maritime Trades Department, here this month.

"It is equally true and alarming," Ramage told the audience of government officials, union leaders and industry executives, "that the American public is not fully aware of the threat to our security and prosperity inherent in our decline as a sea power."

Both the U.S. Navy and the merchant marine are becoming antiquated and decrepit while the Russian combat navy and merchant fleet have been enlarged and constantly modernized at the swiftest rate in the world today, he emphasized.

"Today, about 80 percent of the Soviet merchant fleet is less than 10 years old," the Admiral said, "while 80 percent of the U.S. fleet is more than 20 years old. In the past 20 years the Russians have added about 1,000 ships to their merchant marine; the U.S. fleet has decreased by about 1,000 ships. In November 1968 the Soviet Union was constructing 458 new ships; the U.S. was building 62. The USSR spent \$600 million in building merchant ships

in 1968; the U.S. spent \$150 million."

He added that the most shocking figure of all—in terms of President Nixon's statement that a maritime power must be able to project its economic strength into the oceans of the world—is the less than five percent of America's trade with the world which moves in U.S.-flag ships.

"Relate that figure," Ramage continued "to such realities of national security as the fact that 66 of the 77 strategic and critical commodities needed in the United States must be imported, and that 99 percent of these must be moved by searift because of their bulk. It adds up to a conclusion that our supplies of critical and strategic raw

materials depend upon the ability and willingness of other nations to transport them. We are a nautical dependent in an era when we should be commercially and militarily standing on our own feet."

On this score, the Admiral recalled that during the Vietnam buildup—because of the inadequacies of the American merchant fleet—the MSTS had to charter foreign-flag tankers and approached the owners of 400 U.S.-owned ships operating under foreign flags. Theoretically, he pointed out, these are under "effective U.S. control" but all these ships were manned by foreign crews and some of the crews refused to go to Vietnam.

Yet the statistics on the searift to Vietnam are distinctly im-

pressive, Ramage said. Last year 1,100,000 tons of dry cargo went to Vietnam each month, which amounted to 38,000 tons a day. Shipment of petroleum products averaged 18 million barrels a month with much of this used by the Air Force for return flights to the U. S.

Between 96 and 98 percent of all supplies going to Vietnam have been searifted, the Admiral pointed out. But despite this success, prospects for the immediate future are not happy, he declared. The U.S. is now the fifth-ranking maritime power; the USSR sixth. But by the end of 1969, he predicted, the U.S. will be sixth and the USSR fifth.

The Admiral gave this picture of the National Defense

Reserve fleet and the present condition of the nation's merchant marine:

"All 1,000 Defense Reserve Fleet ships were built prior to 1946. Four hundred are designated for scrapping. Does that mean 600 are left? No! Three hundred are naval auxiliaries, repair ships and net tenders. Does this leave 300 usable ships? No! Approximately 225 are uneconomical or unsuitable dry cargo ships. We don't have 75 usable ships. The sad fact is that we have only 37 victory hulls left in reserve."

"Simply stated," Ramage concluded, "the U.S. is a fast-fading merchant marine power. If we can't carry peacetime trade, how can we expect to handle wartime military needs?"

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

### New Packaging Law Makes Shopper Work

By Sidney Margolius

You may already have noticed in the stores some of the changes resulting from the new Truth-in-Packaging law. All food packages and cans now show the net contents on the front face in fairly large type.

In a few product lines the previous jungle of many different sizes has been thinned down a little. Also, where manufacturers say how many servings the package provides, they now also say how big the servings are.

For example, in dehydrated mashed potatoes the packages now specify "eight half-cup servings," or for rice, "12 two-thirds cup servings." This is a help in two ways. The manufacturers now admit how small their concept of a serving may be, such as a half-cup of mashed potatoes (about four ounces). Some in fact no longer specify the number of servings.

Also, the relative number of same-size servings provided by different brands can give you another way to compare values. Obviously, a 21-serving box of French's dehydrated mashed potatoes for 65 cents costs less than an eight-serving box of Hungry Jack mashed for 33 cents—without attempting to compare taste—since both are half-cup servings.

That, however, is most of the benefit so far from the Truth-in-Packaging law. In shopping for most food and toiletry products, you still have to go through a process of dividing the cost per ounce into a large number of package sizes, brands and related varieties.

For example, just one supermarket offers four different brands of tuna fish, each of which comes in three or four types and four or five sizes. This adds up to 45 different choices. You have to figure out the best buy among 3½ ounces of tuna for 27 cents; 6½ ounces for 37 cents; 7 ounces for 45, and 9¼ for 57. In canned sardines you have to compare among such sizes as 1½ ounces, 3¼, 3¾, 4, and 4¾. Have fun.

We found nine different sizes of dehydrated mashed potatoes in just one store, including 5, 5¼, 5½, 6, 8, 13¾, 16 and 16½ ounces.

It still is virtually impossible to compare relative values in baby foods. Among meat products for infants and toddlers, there were three different major brands offering approximately 90 different varieties in four or five different sizes such as 4¼ ounces, 6½ ounces, 7 ounces and so on. Here the consumer has a terrifying amount of "free choice," with a potential of over 300 different mathematical computations. No wonder the birth rate is beginning to decline.

Among frozen vegetables, we found six different sizes of packages ranging from eight to 24 ounces, and with the face of some of the eight- and nine-ounce packages as large as the 10-ounce. An unwary or hurried consumer can be fooled if he doesn't stop to look at the weights.

Even in fresh produce, you can be fooled by the practice of selling some produce by the piece instead of the pound. We weighed four heads of Boston lettuce, all marked 17 cents, and found they ranged from nine to 15 ounces. One buyer gets 40 percent less than another for the same price—depending entirely on chance. The same lottery exists in citrus fruits and other produce sold by the piece.

In shopping for soaps and detergents, you still have a multiplicity of weights. Bar soaps now have to show their weights for the first time. But you have to work to compare their values.

Just among the newly popular deodorant soaps we found soaps in 3½, 3¾, 4.65, 4¾, 5 and 5.7 ounce sizes. If you look closely you do get some information. You see, for example, that Dove, which looks like the biggest bar, actually is only 4.65 ounces, and Phase III, only 5, even though both look bigger than Zest which is 5.7 ounces. Dove and Phase III have a cardboard inner wrapper which makes them look bigger than they are.

Since Congress failed to require standard sizes, as the original Senate Truth-in-Packaging bill called for, the only immediate help in sight is if local governments accomplish this goal through unit pricing. This would require stores to mark the price per ounce, pound, pint or other standard measure on the package as well as the price of the package itself.

Thus, they would have to label the tuna fish "6½ ounces, 37 cents; 91 cents a lb." In most areas stores do this for meats, poultry, fish and some produce, and there is no reason why they can't for packaged foods.

Some co-ops voluntarily post prices per ounce of various items; for example, one of the Berkeley, Calif., co-ops, and Hyde Park in Chicago. New York City now is considering a regulation that would require all stores there to show the unit prices.

If this responsibility is put on the stores, it is reasonable to expect that they in turn will press canners and packers to use more uniform and standard sizes. Certainly both stores and consumers would benefit.

Bess Myerson Grant, the former Miss America who is doing a remarkable job as New York City Consumer Commissioner, reports that a survey by her department found that even experienced shoppers fail to select the best buys as much as 40 percent of the time. This failure, Mrs. Grant warns, may cost you up to 11 cents of every shopping dollar.

A real battle is shaping up over the new drive to get cities and towns to require unit pricing, warns Ralph Reuter, of the Ladies Garment Workers Union, who is also active in consumer organizations. The grocery industry is bitterly opposing unit pricing, Reuter reports.

Consumers are especially warned to watch bread weights these days. Some brands now are "balloon" type 22-ounce loaves which look as big as 1½ or two-pound loaves. Another potential fooler is 12-ounce "balloon" loaves (puffed up with air) that look as big as one-pound standard loaves.

### Hula Girls Swing Into Leafy Fringe

HONOLULU—Hula dancers at major Hawaiian hotels and night clubs have just won a two-year union contract with a literal "fringe benefit."

The hip-swingers, members of the American Guild of Variety Artists, will now get a special allowance to purchase ti-palm leaves for making their skirts. And that aint hay!

### Well-Earned



Seafarer Nickolai Hill holds his first pension check. Hill retired after sailing for over 30 years with the SIU on the Great Lakes.



# ANNUAL REPORT

For the fiscal year ended November 30, 1968  
**SEAFARERS PENSION FUND**  
 275 20th Street, Brooklyn, N. Y. 11215

to the  
**SUPERINTENDENT OF INSURANCE**  
 of the  
**STATE OF NEW YORK**

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

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

| Item  |                 |  |
|---|-----------------|--|
| 1. Contributions: (Exclude amounts entered in Item 2)               |                 |  |
| (a) Employer (Schedule 1)   | \$13,319,382.36 |  |
| (b) Employee  |                 |  |
| (c) Other (Specify)   |                 |  |
| (d) Total Contributions   | \$13,319,382.36 |  |
| 2. Dividends and Experience Rating Refunds from Insurance Companies |                 |  |
| 3. Investment Income:   |                 |  |
| (a) Interest  | 766,507.68      |  |
| (b) Dividends   | 343,372.30      |  |
| (c) Rents   |                 |  |
| (d) Other (Specify)   |                 |  |
| (e) Total Income from Investments                                   | 1,109,879.98    |  |
| 4. Profit on disposal of Investments                                | 357,622.27      |  |
| 5. Increase by adjustment in asset values of investments            |                 |  |
| 6. Other Additions: (Itemize)                                       |                 |  |
| (a)   |                 |  |
| (b)   |                 |  |
| (c) Total Other Additions   |                 |  |
| 7. Total Additions  | \$14,786,884.61 |  |

## DEDUCTIONS FROM FUND BALANCE

|  |                 |  |
|--|-----------------|--|
| 8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)   |                 |  |
| 9. Benefits Provided Directly by Trust or Separately Maintained Fund   | 3,177,985.23    |  |
| 10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.) |                 |  |
| 11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)   |                 |  |
| 12. Administrative Expenses:   |                 |  |
| (a) Salaries (Schedule 2)  | 41,738.05       |  |
| (b) Allowances, Expenses, etc. (Schedule 2)  | 7,259.91        |  |
| (c) Taxes  | 1,984.62        |  |
| (d) Fees and Commissions (Schedule 3)  | 51,774.25       |  |
| (e) Rent   | 3,576.10        |  |
| (f) Insurance Premiums   | 265.86          |  |
| (g) Fidelity Bond Premiums   | 1,632.34        |  |
| (h) Other Administrative Expenses (Specify) Schedule Attached  | 68,090.66       |  |
| (i) Total Administrative Expenses  | 176,321.79      |  |
| 13. Loss on disposal of investments  | 190,512.95      |  |
| 14. Decrease by adjustment in asset values of investments  |                 |  |
| 15. Other Deductions: (Itemize)  |                 |  |
| (a)  |                 |  |
| (b)  |                 |  |
| (c) Total Other Deductions   |                 |  |
| 16. Total Deductions   | \$ 3,544,819.97 |  |

## RECONCILEMENT OF FUND BALANCE

|   |                 |
|---|-----------------|
| 17. Fund Balance (Reserve for Future Benefits at Beginning of Year) | 21,474,699.07   |
| 18. Total Additions During Year (Item 7)                            | 14,786,884.61   |
| 19. Total Deductions During Year (Item 16)                          | 3,544,819.97    |
| 20. Total Net Increase (Decrease)                                   | 11,242,064.64   |
| 21. Fund Balance (Reserve for Future Benefits) at end of Year       |                 |
| (Item 14, Statement of Assets and Liabilities)                      | \$32,716,763.71 |

### Part IV

Part IV data for trust or other separately maintained fund are to be completed for a plan involving a trust or other separately maintained fund. It also is to be completed for a plan which: (1) Has incurred expenses other than: (a) Payments for unfunded benefits or (b) Insurance or annuity premiums or subscription charges paid to an insurance carrier or service or other organization; or (2) Has assets other than: (a) Insurance or annuity contracts or (b) Contributions in the process of payment or collection.

Part IV—Section A  
 Statement of Assets and Liabilities  
 Seafarers Pension Plan  
 For Year Beginning December 1, 1967 and Ending November 30, 1968  
 File No. WP-158707  
**ASSETS<sup>1</sup>**

| Item  | End of Prior Year | End of Reporting Year |
|---|-------------------|-----------------------|
| 1. Cash   | \$ 339,687.55     | \$ 1,615,843.86       |
| 2. Receivables:   |                   |                       |
| a. Contributions: (See Item 18)   |                   |                       |
| (1) Employer  | 288,889.50        | 200,397.72            |
| (2) Other (Specify)   |                   |                       |
| b. Dividends or experience rating refunds   |                   |                       |
| c. Other (Specify)  |                   |                       |
| 3. Investments: (Other than real estate)  |                   |                       |
| a. Bank deposits at interest and deposits or shares in savings and loan associations  |                   |                       |
| b. Stocks:  |                   |                       |
| (1) Preferred   | 1,153,396.83      | 1,449,099.56          |
| (2) Common  | 7,002,408.76      | 9,460,509.06          |
| c. Bonds and debentures:  |                   |                       |
| (1) Government obligations:   |                   |                       |
| (a) Federal   | 1,243,135.24      | 1,381,887.29          |
| (b) State and municipal   |                   |                       |
| (2) Foreign government obligations  |                   |                       |
| (3) Nongovernment obligations   | 10,189,473.11     | 17,336,294.70         |
| d. Common Trusts:   |                   |                       |
| (1) (Identify) AFL-CIO Mortgage Investment Fund   | 1,000,000.00      | 999,732.43            |
| (2) (Identify)  |                   |                       |
| e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary) |                   |                       |
| (1)   | %                 |                       |
| (2)   | %                 |                       |
| 4. Real estate loans and mortgages  | 255,556.08        | 244,802.93            |
| 5. Loans and Notes Receivable: (Other than real estate)   |                   |                       |
| a. Secured  |                   |                       |
| b. Unsecured  |                   |                       |
| 6. Real Estate:   |                   |                       |
| a. Operated   |                   |                       |
| b. Other real estate  |                   |                       |
| 7. Other Assets:  |                   |                       |
| a. Accrued income   | 4,489.60          | 43,396.06             |
| b. Prepaid expenses   |                   |                       |
| c. Other (Specify)  |                   |                       |
| 8. Total Assets   | \$21,477,036.67   | \$32,731,963.61       |

## LIABILITIES

|  |                 |                 |
|--|-----------------|-----------------|
| 9. Insurance and annuity premiums payable    | \$              | \$              |
| 10. Unpaid claims (Not covered by insurance) |                 |                 |
| 11. Accounts payable                         | 2,337.60        | 15,199.90       |
| 12. Accrued expense                          |                 |                 |
| 13. Other liabilities (Specify)              |                 |                 |
| 14. Reserve for future benefits              | 21,474,699.07   | 32,716,763.71   |
| 15. Total Liabilities and Reserves           | \$21,477,036.67 | \$32,731,963.61 |

<sup>1</sup>The assets listed in this statement must be valued on the basis regularly used in valuing investments held in the fund and reported to the U.S. Treasury Department, or shall be valued at their aggregate cost or present value, whichever is lower, if such a statement is not so required to be filed with the U.S. Treasury Department.

## SEAFARERS PENSION PLAN

Attachment to the Superintendent of Insurance  
 Year Ended November 30, 1968

### Other Administrative Expenses

|   |                    |
|---|--------------------|
| Stationery and printing                 | \$ 6,618.60        |
| Postage                                 | 101.48             |
| Telephone and telegraph                 | 1,088.10           |
| Tabulating service                      | 49,889.05          |
| Microfilming                            | 823.96             |
| Equipment rental                        | 2,802.07           |
| Employee benefits                       | 2,248.85           |
| Miscellaneous                           | 3,348.88           |
| Miscellaneous trustees meetings expense | 94.09              |
| Repairs and maintenance                 | 735.94             |
| Dues and subscriptions                  | 315.39             |
| Outside office help                     | 24.25              |
|   | <u>\$68,090.66</u> |

ANNUAL REPORT OF THE  
 SEAFARERS PENSION FUND  
 STATE OF New York  
 COUNTY OF Kings  
C. J. BRASCO and AL KEER  
 Trustees of the Fund and

affirm, under the penalties of perjury that the contents of this Annual Report are true and correctly describe the same.

Employee trustee:  
R. J. M...

Employee trustee:  
x [Signature]

Others (Indicate titles):





# Meet Your Ship's Committee



JEFFERSON CITY VICTORY—Pictured with SIU Vice President Earl Shepard are William Datzke, W. L. Rackley, ship secretary; T. Catharle, deck delegate; A. Boney, ship chairman; T. Lynch, ship delegate; Lester Borges, engine delegate; AB Odell Powell.

**THE SHIP'S COMMITTEE** is the vital link between the SIU at sea and the SIU ashore. This committee, with the bosun serving as the chairman, the steward acting as secretary, and a delegate from each department, is charged with the responsibility of holding weekly meetings at sea so that all Seafarers can continue to participate in the affairs of their Union. Close communication between the members aboard ship and Union headquarters ashore is vital to maintaining the proud reputation of the SIU as a democratic Union.



PONCE—Left to right are William Strickland, steward delegate; Peter Patrick, secretary; Clarence Hemby, engine delegate; Zenon Rivera, bosun and ship chairman; and Sam Nickerson, deck delegate.



MARYMAR—Pictured left to right are Stanley Wojcik, steward department delegate; Paul Sabe, deck delegate; Willis Addison, engine delegate; Fetas DeLeon, steward delegate; Irwin Moen, chairman.



BROOKLYN—Left to right: Harry Chromiak, engine delegate; James Barclay, steward delegate; John Cabral, ship's chairman; William Reid, steward and ship's secretary, and Norman Tukey, deck delegate.



PORTLAND—Left to right are H. G. Bentz, chairman; George Malinowski, engine delegate; Ferdinand Prieto, steward department delegate; Paul Halloway, deck delegate, and Juan Roderiguez, sec.



HOUSTON—Left to right: Roman Aguior, secretary; Victor Silva, retiring steward delegate; Thomas Magras, deck delegate; Esturdo Cuenca, engine; D. Lallabe, chairman; Franco Comez, steward delegate.



## National Safety Council Course:

## Defensive Driving Enrollees Increase; Training Sharply Reduces Accidents

The National Safety Council's nationwide Defensive Driving Course, designed to curb the traffic death and injury toll, is currently at its highest levels.

By the end of 1967, drivers who had been through the course totalled 600,000. Drivers have since graduated at a rate equivalent to a million per year.

The training course in defensive driving is a capsulized version of the professional driver training programs the council's Motor Transportation Department has developed for motor fleet operators.

Drivers in fleets that are council members last year had an average accident rate that was approximately half that of all drivers in the country.

The Defensive Driving Course usually consists of four two-hour sessions. They are taught by instructors trained and qualified by the NSC.

The course is designed for the average motorist who wishes to improve his driving. The only prerequisite is a driver's license.

The sessions concentrate on the six situations that can cause a two-car crash. In 1966, two-car crashes accounted for 42 percent of all traffic fatalities, 68 percent of all disabling injuries, and 78 percent of all

property damage accidents. This type of accident also accounted for 72 percent of total motor vehicle accident costs and involved 87 percent of the drivers who were in accidents.

Over the years, the council's Motor Transportation members have made sharp reductions in two-vehicle crashes. It is estimated that, if their rates could be achieved by all drivers, the two-car crash would decline by 40 percent.

The motor fleet operators' chief method of attacking this problem has been built around the question of whether the accident could have been prevented by the company's own driver. If he could have prevented it and didn't, he is held accountable even though he may have been legally "in the right."

Drivers are trained to reach their destinations safely despite mistakes of other drivers or adverse road, weather, light, traffic or driver conditions. This concept, called defensive driving, is the heart of the council course.

The sessions are being presented across the country in small groups under the sponsorship of church organizations, labor unions, service clubs, employers and military installa-

tions.

Volunteer instructors—trained by the council—present the course, utilizing films, visual aids, and training techniques provided by the council. Understanding of defensive driving principles is built up as students analyze actual accidents.

## Admiral Labels U.S.-Flag Fleet Antique Buckets

The U.S. Navy and merchant marine are unbelievably ancient and inadequate, Vice Admiral Bernard F. Roeder, commander of the Navy's First Fleet, told a press group on board his flagship, the USS Providence, on a visit in Portland, Oregon, during last month's Rose Festival.

Admiral Roeder noted that his flagship was 24 years old, had been updated several times and was filled with so many things that nothing more can be added. It has 300 tons of lead ballast to keep it stable.

"We've got hundreds of ships we can't put anything more on unless we take off something vital or they will become top-heavy," he said.

"On the old ships, living conditions are unbelievably crude and living spaces are horrible. The heads are not the sort of thing the young man of today counts on. This has a tremendous impact on retention rates (re-enlistments)."

Roeder said 58 percent of the Navy's 900 vessels are over 20 years of age. He compared the U.S. Navy with Russia's younger navy and merchant marine.

"Our merchant marine is inadequate, much of it nothing more than antique buckets that are a disgrace to the flag. They're worn out and rusty."

## Steady As She Goes



These two youngsters, Alan Bowles, left, and Winfred Countiss, seem to be charting a course for a career at sea as they steady the helm of the "Manitou," once the favorite yawl of President Kennedy and now used as a training ship for apprentice and upgrading seamen at the Harry Lundeberg School of Seamanship at Piney Point, Maryland. The two young "sailors" were a part of a group of 70 local Head-Start children who visited the school's varied training facilities.

## Tramp Shipping Emphasized:

## West German Merchant Fleet Undergoing Modern Expansion

HAMBURG—West Germany, apparently fully aware of the importance of a strong merchant marine, is investing heavily in the expansion and modernization of its commercial fleet, with particular emphasis on tramp shipping.

Latest figures published by the Ship Owners Association showed 123 vessels either on order or under construction, with an aggregate of nearly two million deadweight tons (1.22 million gross registered tons) at the end of March.

This is nearly twice the construction of a year ago, when 66 vessels totalling one million deadweight tons (680,000 gross registered tons) were on order or in the process of being built.

Bulk cargo shippers are the major contractors, with 11 ships of 780,000 deadweight tons on order, accounting for 39.5 percent of the total. More than half of this new tonnage is accounted for by three giant bulk carriers of 140,000 deadweight tons each—among the biggest dry cargo ships currently being built anywhere.

Tanker operators have only one 140,000 deadweight ton tanker on order with German shipyards.

More than half of the ships on order are being built for tramp shipping, a total of 64 vessels of 620,000 deadweight tons. Of these, 25 units are in the 14,000 to 16,000 deadweight ton class and 22 vessels are in the 7,200 ton class.

Among the new cargo liners are five container vessels, of

1,000 to 1,300 containers capacity each. All but six of the 29 new cargo liners, with an aggregate 415,000 deadweight tons, will be built in West German shipyards for delivery late this year or early in 1970.

At the end of March, the German merchant marine fleet comprised 4,105 units with a combined tonnage of 7,434,087 gross registered tons, according to statistics furnished by the marine division of Bonn's Ministry for Traffic and Transport. This was 70,040 gross tons over the figure at the end of 1968.

Of 2,693 ships with a total tonnage of 7,134,694 gross registered tons, 2,317 were dry cargo vessels with an aggregate gross tonnage of 5.22 million. Refrigerated cargo ships are a part of the fleet which is expanding very vigorously, with some 80 units of 305,669 gross registered tons and a 352,517 deadweight ton capacity in service at the end of March.

Even with this impressive effort, however, the West German tanker fleet is growing at a slower pace than the world's average. With 111 vessels of 1.47 million gross registered tons (2.5 million deadweight tons capacity), it accounts for only two percent of the world's tanker capacity. Of these, only 46 units are seagoing tankers, but they account for 96.4 percent of the total West German tonnage.

German-flag tankers average 52,486 deadweight tons capacity. The nation has one 192,000 ton vessel and five 100,000 ton vessels in service.

## Port of New York Sets Foreign Trade High in '68

NEW YORK—The Port of New York moved 57,136,756 long tons of foreign trade goods in 1968 to set a record high.

Of this total 56,891,307 tons entered or left by sea, the remaining 245,449 tons going by air, the Port of New York Authority announced.

The gain in volume of waterborne goods over 1967 was 6.3 percent. Last year 53,539,097 tons of foreign trade goods were carried by sea and 186,824 tons by air—the air-borne trade showing a 31.4 percent increase. The over-all increase in general cargoes above 1967 tonnage was 7.8 percent.

Over-all value of the foreign-trade goods moved by ships and aircraft through the port during 1968 totalled \$19.1 billion, also a new high.

This compares with \$12.8 billion handled in 1967, a gain of close to 50 percent.

A major factor in the port's improved performance included a substantial increase in the movement of high-value general cargo. It is estimated that upwards of 20 percent of the port's total volume of general cargoes—aggregating 16,368,775 tons—were containerized.

Bulk cargo—mainly oil, grain and ore—handled by the port in 1968 totalled 40,522,532

tons, a six percent improvement over the 38,355,098 tons in the previous year.

General cargoes are defined as high-value commodities, mainly packaged goods, which produce the greatest revenue for the port.

Custom collections of \$1,136,986,464 also set a record. Of this, sea-borne trade duties accounted for \$994,125,086 and air-borne duties were \$192,861,378.

## It's Your Move



Deep concentration is evidenced by Seafarer Istvan Szeibert (left), who sails as baker, as Brother Vanvi Tibor, chief cook, settles down to planning next move on the chess-board. Action took place at N.Y.



## Doctors Making Fortunes Through Medicare Abuses

WASHINGTON—Although organized medicine once bitterly fought Medicare, a number of doctors are now using the program for the aged to become rich overnight.

And they are finding that the Medicaid program is even more lush.

The Senate Finance Committee is planning open hearings on the two programs in the near future, but committee investigators are coming up with some sensational cases in the meantime.

The most precise records are on Medicare.

They show that 47 physicians were getting \$50,000 or more a year from the Medicare program.

Senate Finance Committee investigators believe that far more doctors are receiving in excess of \$50,000 annually under Medicaid but records are loosely kept.

The biggest bonanza under Medicare was received by a Miami osteopath who raked in \$285,000 over a year-and-a-half.

Reports also show that a New Jersey osteopath received \$199,992 over a year-and-a-half period and his brother picked up \$175,560 over the same period.

The combined payments to the two New Jersey brothers helped pay for a medical staff of six, serving three nursing homes. The total did not include the daily charges for room and board.

Medicaid checks are running far larger than Medicare payments. However, Senate Finance Committee staff members are finding it far tougher to run down the full extent of the payments.

In California, it has been reported that 35 doctors and 11 dentists averaged nearly \$100,000 a year under the Medicaid program in that state, called Medi-cal.

A total of 11 doctors exceeded \$50,000 under the Medicaid program in Kentucky. One doctor was paid more than \$100,000 under Medicaid in poverty-stricken Appalachia.

Senate probes seem convinced that while most doctors are staying within the law they are using loopholes to make themselves personally wealthy and the elderly are not being protected to the extent they should.

## AFL-CIO Tells Senate Group:

# Remedies for Medicare Gaps, Abuses Possible Under National Health Plan

WASHINGTON—Medicare has contributed "very significantly" to meeting the health needs of the elderly but the program has "glaring gaps" that must be corrected, AFL-CIO Social Security Director Bertrand Seidman told Congress.

He testified on Medicare—its accomplishments and changes needed—as a member of an advisory committee to a Senate subcommittee headed by Senator Edmund S. Muskie (D-Me.).

A key recommendation in the advisory committee's report to the subcommittee was a call for a national health insurance program, which has become an important goal of the AFL-CIO.

Seidman said that Medicare has made it possible for millions of the elderly "to obtain necessary health care that they could not have obtained otherwise." But, he added, the program must be improved to "fulfill its original purpose of assuring medical care of high quality to all elderly Americans."

"Moreover, if we make Medicare the success it can be," he pointed out, "we will also be demonstrating that through a universal system of comprehensive national health insurance we can assure high quality health

care to all the American people."

To assure that the elderly will no longer be denied adequate health care due to any lack of money, Seidman proposed the following changes in Medicare:

- Coverage of all medical services, mainly doctors' fees, under the social insurance feature of the program. As it now stands, retired persons must pay a share of medical services.

- Elimination of the co-insurance and deductible features.

- Extension of the program to cover the cost of prescription drugs, dental care and eyeglasses.

- A requirement that half of the program's total cost be met out of general revenue to meet the additional costs involved in the recommendations.

The advisory committee's report said "physicians' fees cannot remain subject to the whims of individual providers of service" if Medicare and the federal-state Medicaid program for the poor are to be fiscally responsible and "gross abuses stopped."

"The same is true of hospital costs," the committee added.

In calling for a comprehensive, compulsory health insurance program "for all age groups," the committee said the program should have built-in cost controls, standards for health care, incentives for pre-paid group practice and "other badly needed reforms."

Such a program, it concluded, "offers the best hope this nation has for living up to the oft-expressed declaration that good

health care is the right of every man, woman and child who lives in the land."

Advisory panel members, in addition to Seidman, were Mrs. Agnes W. Brewster, a medical economics consultant; Dr. S. J. Axelrod, director of public health economics at the University of Michigan; and Melvin A. Glasser, Auto Workers' social security director.

The Senate subcommittee also heard from Dr. John H. Knowles, who had been slated for the Nixon Administration's top health services post. His nomination was withdrawn after it came under heavy fire from the American Medical Association.

Knowles, director of the Massachusetts General Hospital, said that "it's inevitable in this country that there will be a comprehensive medical care program for all Americans, whether it takes two years or 20."

Nelson H. Cruikshank, president of the National Council of Senior Citizens, testified along with four senior aides who described a community service program being carried out by the council in ten U.S. cities.

Cruikshank explained the council's program of striving to "build a better America and winning a better life for all older Americans," including protection from illness.

"Because adequate health care is so essential," he said, "the idea of limiting it to those who can afford it is no longer acceptable to a nation which can put a man on the moon."

## Growing Transport Industry Trend:

# Dangers of Big Conglomerates Cited By Transportation Trades Chairman

WASHINGTON—The trend toward creation of conglomerates in the transportation industry "may have its economic advantages, but it also has some built-in dangers," a leader of transportation labor warned here recently.

C. L. Dennis, president of the Brotherhood of Railway and Airline Clerks and chairman of the recently formed Conference of Transportation Trades, said that the rise of the conglomerates, "with their control usually vested in the financial community rather than the transportation industry, places the ultimate decisions in the hands of those with no real background or interest" in transportation.

Under such circumstances, Dennis said, there is a "real danger" that the transportation segment of the conglomerate "could be put out of business, not for reasons growing out of the nation's transportation needs but purely for economic advantage."

Dennis spoke at the semi-annual meeting of the Conference—a grouping of 28 AFL-CIO unions representing 4.5 million workers involved in land, sea and air transport.

Representative Harley Staggers (D-W.Va.), chairman of the House Interstate and Foreign Commerce Committee, criticized the nation's "hodge-podge" transportation system.

The railroads, he told the conference, "have been allowed to let their rolling stock and rights-of-way fall into shocking disrepair," and while the government has "heavily subsidized the air industry" to develop passenger service, the rail industry has been permitted to "completely degenerate" its passenger service.

"We build highways for trucks and cars and we maintain airports for air carriers," the Congressman continued. "We have seen great strides forward in air transportation while the merchant marine fleet has fallen into rusting decay."

The Conference heard reports from leaders in a number of its sections, representing workers in particular modes of transportation. Among these were:

- Frank Heisler (International Association of Machinists), Air Section: Unions in the air industry support a proposal that the Federal Aviation Agency develop one standard of air-

worthiness for all commercial air carrier operations. Proposals now before the FAA call for five different standards of airworthiness, with substantially lower standards, for instance, on smaller air taxi planes.

- Andrew A. Pettis (Marine & Shipbuilding Workers), Marine Section: "There is no great shipbuilding program in the offing . . . The U.S. merchant marine is a prime tool in the arsenal of defense. Every segment of the U.S. merchant marine needs and must get federal help."

- Charles Luna (United Transportation Union), Operating Rail Section: An amendment to modernize the 1907 Hours-of-Service Act would make it unlawful to keep an employee on duty more than 12 hours in a 24-hour period, a limitation "essential to maintain safety on the railroads." Cases before the Department of Transportation show some men working as long as 32 hours continuously.

Other reports were made by Jerry Wurf of the State, County and Municipal Employees, on behalf of the General Section, and by John Elliott of the Amalgamated Transit Union, for the Highway Transit Section.

## Seafarer Ends 40 Year Sailing Career



Marian Lubiejewski, who went to sea at the age of 16, is ending a sailing career of 40 years, as he makes out his SIU pension application while Welfare Director Al Bernstein looks on. Brother Lubiejewski had three ships torpedoed and sunk under him during World War II. A bosun, he last sailed aboard the S.S. Selma Victory.



# 'Equality of Opportunity' in Shipping Pushed by Unsubsidized Operators

WASHINGTON — Enactment of a new maritime program that would guarantee "equality of opportunity" for all segments of the merchant marine—the unsubsidized as well as the subsidized—was recently demanded by a leading spokesman for the unsubsidized shipping industry.

Alfred Maskin, director of research legislation for the American Maritime Association, charged that few laws "have been more discriminatory, or have brought about greater inequality of treatment" than the Merchant Marine Act of 1936, which is the basis for the pres-

## Island of Mauritius Is Newest ILO Member

GENEVA—Mauritius, an island nation off the East coast of Africa, has become a member of the International Labor Organization, it was announced here.

The affiliation brings ILO membership to a total of 121 countries, Director-General David A. Morse said.

ent federal maritime program.

Speaking to more than 100 industry, labor and government representatives attending a meeting sponsored by the 7.5 million-member AFL-CIO Maritime Trades Department, Maskin declared:

"When only 14 companies, operating one-third of the ships in the merchant marine, are given direct construction subsidies to build new ships, and all of the other companies are not given such construction subsidies, that is not equality.

"When these same 14 companies are given direct operating subsidies, and all of the other companies are not . . . that is not equality.

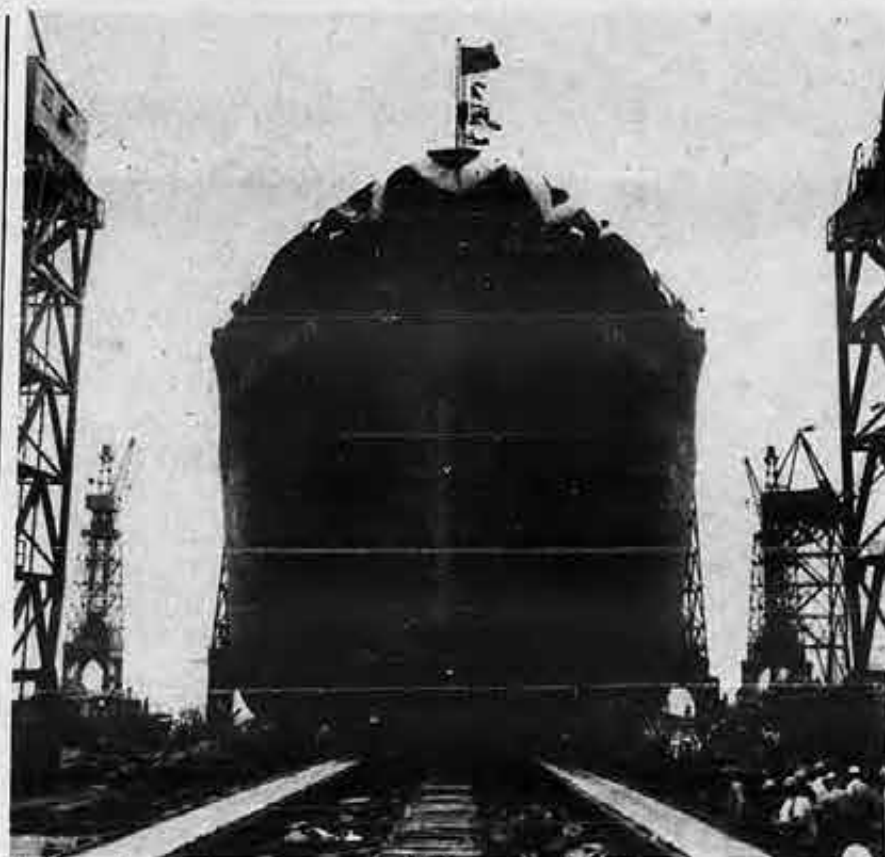
"When again the same 14 companies are permitted to deposit monies in tax-deferred construction reserve funds, and the same privilege is denied to the rest of the industry, that is not equality.

"And when these 14 subsidized companies are permitted to carry government cargoes at premium rates, on top of their

subsidy, while the unsubsidized companies must survive on the rates alone, this also is not equality."

Maskin — whose association represents 82 operators of 242 unsubsidized American-flag vessels, including virtually all of the leading tramp and independent tanker operators—said that the remedy is not to provide subsidy to everybody. "That's impractical," he said. However, Maskin added, "if subsidy cannot be provided to everybody, then steps should be taken to equate the treatment given to those who do not receive subsidy with that given to those who do."

One of the ways to achieve this goal, the AMA spokesman said, would be to "insist that operators receiving direct subsidy use that subsidy only for the purpose for which it was intended—to compete with foreign-flag lines for commercial cargoes—and not use the subsidy to compete with unsubsidized operators" for government cargoes.



Sliding down the ways at Bethlehem Steel's Sparrows Point yard, the Penn Champion, 37,250-deadweight-ton tanker built for the SIU-contracted Penn Tanker Co., has a cruising range of 12,000 miles.

## SIU Tanker, Penn Champion, Launched for Delivery in Fall

BALTIMORE — The Penn Champion, a 37,250-deadweight-ton tanker, was launched here recently at the Sparrows Point shipyards of Bethlehem Steel Corporation for the SIU-contracted Penn Tanker Company.

The vessel will have an extended cruising range of about 12,000 miles. Storerooms, both dry and refrigerated, are large enough to hold a six-months supply of stores.

Scheduled for fall delivery, she will be assigned to the petroleum products trade, primarily in the U.S. domestic service. The tanker will meet standards of the Military Sea Transportation Service and is fitted with fueling-at-sea facilities.

Her 15 tanks have a capacity of 334,800 barrels and her cargo handling pumps will be capable of discharging a full liquid cargo in 14 hours. She is capable of being converted to the grain trade, with a carrying capacity of approximately 1,500,000 bushels.

With a 15,000 shaft horsepower turbine driving a single screw, the ship is expected to operate at a normal sea speed of 16 knots. The design includes a curved rake stem, a cruiser stern and a spade rudder.

Overall length is 660 feet, two inches, with length between perpendiculars of 630 feet. Molded breadth is 90 feet and molded depth 48 feet 9 inches. The draft at loading capacity will be about 36 feet, eight inches. The vessel, built under the latest American Bureau of Shipping rules, will be inspected and classified by the bureau.

Crew quarters consist of modern-designed single rooms, fully air-conditioned and with permanent prefinished plastic-coated bulkheads which will require a minimum of maintenance. The exterior hull from

keel to rail and the weather deck are all protected by epoxy coatings.

The house-aft vessel features the latest in navigation and safety-at-sea equipment in full compliance with latest U.S. Coast Guard regulations.

## 79 New Vessels Made New York On Maiden Trips

NEW YORK—Seventy-nine vessels called at the Port of New York on maiden voyages during the first half of 1969, William F. Giesen, the Port's general manager and counsel has announced.

The newcomers were of various sizes and included 73 dry cargo ships, two passenger vessels and four tankers. They aggregated 891,288 gross tons—the dry cargo ships and the two passenger vessels accounting for 845,118 gross tons while the four tankers registered a total of 46,170 gross tons.

First to call during the year was the Belocean, a 11,344 gross ton motor vessel of Norwegian registry. The two liners, accorded "the usual noisy welcome," were the British Queen Elizabeth 2 of the Cunard Steamship Company, 65,863 gross tons, and the 23,000-ton German Hamburg, agented by Holland American Line, the Maritime Association of the Port of New York reported.

Of the tanker arrivals, the largest was the SIU-contracted American flagship Overseas Vivian of 20,879 gross tons. Among the other large tankers reported was the British flagship Athelduchess, 11,102 gross tons.

## DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 1 to July 31, 1969

### DECK DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 6                              | 1       | 5                           | 4       | 1       | 10                                | 9       |
| New York      | 144                            | 125     | 86                          | 82      | 29      | 193                               | 143     |
| Philadelphia  | 31                             | 25      | 12                          | 9       | 1       | 30                                | 26      |
| Baltimore     | 50                             | 37      | 39                          | 16      | 11      | 91                                | 50      |
| Norfolk       | 37                             | 40      | 24                          | 30      | 7       | 35                                | 39      |
| Jacksonville  | 36                             | 42      | 19                          | 24      | 7       | 35                                | 12      |
| Tampa         | 16                             | 12      | 5                           | 6       | 1       | 19                                | 18      |
| Mobile        | 48                             | 42      | 40                          | 40      | 6       | 66                                | 25      |
| New Orleans   | 103                            | 95      | 76                          | 73      | 11      | 132                               | 73      |
| Houston       | 104                            | 123     | 58                          | 66      | 27      | 118                               | 110     |
| Wilmington    | 37                             | 66      | 33                          | 61      | 28      | 29                                | 2       |
| San Francisco | 105                            | 74      | 72                          | 76      | 61      | 52                                | 13      |
| Seattle       | 50                             | 33      | 26                          | 24      | 21      | 60                                | 24      |
| Totals        | 767                            | 715     | 495                         | 511     | 211     | 870                               | 624     |

### ENGINE DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 7                              | 0       | 4                           | 4       | 3       | 7                                 | 3       |
| New York      | 83                             | 148     | 68                          | 145     | 49      | 122                               | 95      |
| Philadelphia  | 18                             | 24      | 7                           | 13      | 2       | 14                                | 21      |
| Baltimore     | 52                             | 51      | 28                          | 35      | 8       | 50                                | 54      |
| Norfolk       | 24                             | 39      | 18                          | 31      | 8       | 19                                | 24      |
| Jacksonville  | 11                             | 56      | 15                          | 40      | 5       | 7                                 | 12      |
| Tampa         | 4                              | 10      | 2                           | 4       | 2       | 3                                 | 10      |
| Mobile        | 29                             | 51      | 27                          | 54      | 16      | 34                                | 37      |
| New Orleans   | 79                             | 92      | 60                          | 86      | 10      | 83                                | 74      |
| Houston       | 67                             | 94      | 34                          | 64      | 25      | 91                                | 119     |
| Wilmington    | 30                             | 34      | 24                          | 23      | 25      | 21                                | 4       |
| San Francisco | 93                             | 103     | 76                          | 86      | 67      | 50                                | 20      |
| Seattle       | 40                             | 34      | 21                          | 24      | 18      | 46                                | 15      |
| Totals        | 537                            | 736     | 384                         | 609     | 238     | 547                               | 488     |

### STEWARD DEPARTMENT

| Port          | TOTAL REGISTERED<br>All Groups |         | TOTAL SHIPPED<br>All Groups |         |         | REGISTERED on BEACH<br>All Groups |         |
|---------------|--------------------------------|---------|-----------------------------|---------|---------|-----------------------------------|---------|
|               | Class A                        | Class B | Class A                     | Class B | Class C | Class A                           | Class B |
| Boston        | 2                              | 0       | 1                           | 1       | 0       | 0                                 | 3       |
| New York      | 92                             | 146     | 45                          | 37      | 37      | 141                               | 58      |
| Philadelphia  | 7                              | 6       | 6                           | 3       | 1       | 15                                | 9       |
| Baltimore     | 29                             | 17      | 19                          | 17      | 10      | 43                                | 22      |
| Norfolk       | 23                             | 25      | 14                          | 28      | 15      | 25                                | 19      |
| Jacksonville  | 13                             | 24      | 12                          | 18      | 15      | 4                                 | 19      |
| Tampa         | 8                              | 3       | 3                           | 3       | 0       | 9                                 | 5       |
| Mobile        | 31                             | 23      | 26                          | 31      | 11      | 49                                | 16      |
| New Orleans   | 89                             | 60      | 75                          | 40      | 2       | 123                               | 71      |
| Houston       | 68                             | 56      | 36                          | 52      | 25      | 87                                | 54      |
| Wilmington    | 16                             | 19      | 13                          | 16      | 12      | 16                                | 5       |
| San Francisco | 87                             | 102     | 72                          | 78      | 54      | 41                                | 36      |
| Seattle       | 35                             | 30      | 24                          | 25      | 7       | 56                                | 17      |
| Totals        | 500                            | 511     | 356                         | 347     | 189     | 609                               | 334     |



# Two-Year Study Discloses New Carbon Monoxide Evils

Even non-fatal doses of carbon monoxide may bring serious disorders to the vital human organs, according to a two-year study sponsored by the Fire Fighters.

Repeated inhalation of carbon monoxide has cumulative effects and could cause severe damage to the heart, brain and other organs, the study found.

Through the John R. Redmond Memorial Fund, the IAFF commissioned Dr. Gerald S. Gordon of Denver to study the effects of non-fatal doses of carbon monoxide. The research was conducted with the cooperation of the Denver Fire Dept. and Fire Fighters Local 858.

The fire fighter is subject to a significant exposure to carbon monoxide during the routine course of his occupation, Dr. Gordon observed. And the hazard to all Americans is increasing because of the constantly growing air pollution problem.

Dr. Gordon found that fire fighters need better protection against the poisonous gas and said there is an urgent need for research to improve breathing apparatus.

"Carbon monoxide has become increasingly important to us all," he observed. "It is a hazard in our collective and personal public health. It produces half of the deaths due to poisoning each year in this country. It is a leading and growing pollutant in the air we breathe. . . ."

As a public service, the IAFF has published a summary of Dr. Gordon's findings. The pamphlet is available from the Fire Fighters, 905 16th St., N.W., Washington, D.C. 20006.

# Runaway-Flag Fleet Growing; Now Tops U.S.-Flag Tonnage

WASHINGTON—A fleet of 434 ships owned and operated by American companies under 17 foreign flags now has a larger carrying capacity than the privately owned United States flag fleet of 976 vessels, according to statistics released by the Federal Maritime Administration.

A report on the United States-owned foreign-fleet released recently by the agency showed that at the end of last June, its capacity was 16.5 million deadweight tons. The domestic fleet had a capacity of 15.3 million tons.

Thirty-two corporations, according to the report, were operating ships with an aggregate tonnage that was exceeded by only four nations—Liberia, Britain, Norway and Japan.

The report also showed that although a number of American companies had ceased foreign-flag operations, others had entered the field to result in an 800,000-ton increase in the fleet since December, 1967.

Although the list was dominated by oil companies, operators of bulk and ore carriers and freighters also appeared to find foreign registration of their vessels attractive.

The fleet, which has long been under attack by maritime unions as being composed of "runaways," is described by owners as a "flags-of-necessity" operation. The owners contend they could not remain competitive with their international rivals if they had to face the wage costs and work rules applicable to United States flag ships.

The Standard Oil Company of New Jersey continued to

maintain its first-place ranking, with 120 ships aggregating 4.8 million deadweight tons.

Daniel K. Ludwig's Universe Tankships with 31 vessels aggregating 1.8 million tons dropped into third place as Standard Oil Company of California rose to second place with 61 tankers of 1.9 million tons.

Liberia continued as the favorite flag of registration with 157 ships of 7.2 million tons. Panama ranked second with 3.1 million tons, and the United Kingdom was third with 2.9 million tons. The smallest registration was in Finland—a total of three ships of 8,721 tons.

# Use of Pesticides, Impasse on Wages Snag Grape Growers-UFWOC Talks

DELANO, Calif.—An employer ultimatum on the use of hazardous pesticides in the vineyards, coupled with a wage disagreement, has snarled peace talks between a group of table grape growers and the AFL-CIO United Farm Workers Organizing Committee.

High hopes had been held for a historic model contract after the group of 10 prominent table grape growers, admitting for the first time that the worldwide boycott was hurting them, sued for peace with the union and called for unprecedented intervention by the Federal Mediation Service late last month.

But the hopes were dashed last week when the growers abandoned the bargaining table and called on President Nixon to appoint a fact-finding committee to investigate the dispute.

UFWOC Director Cesar Chavez immediately blasted the grower proposal as "attempted blackmail, an attempt to muzzle us on the dangers of pesticides."

Chavez said the growers had proposed a clause in the contract which would read: "The

union agrees that it will not embark on any program which will in any way harm the industry to which the employer is a member."

"That clause would prevent us from lobbying in Sacramento or Washington for better laws on the regulation of pesticides, or even safety and sanitation laws," said Chavez.

He added that the union, which has filed suit in Bakersfield and Riverside to force agricultural commissioners to disclose pesticide formulas in order for farm workers to be adequately treated for illnesses caused by the economic poisons, will continue to publicize the facts.

"We're concerned about harm done to people, much more than harm done to an industry," he said.

Meanwhile, a bill to ban all use of the controversial pesticide DDT in California within three years was approved unanimously Tuesday in the state Senate.

In the contract talks, the union had proposed a clause which would have banned the use of DDT and certain other poisons. The clause would have specified procedures for applying and using other chemicals, and would have provided protection to workers coming in direct contact with the poisons, and consumers endangered by residues on the fruit.

Chavez pointed out that "over 1,000 people, mostly farm workers, are injured and poisoned every year in California alone from misuse of the pesticides."

On another front in the long drawn out battle, unprecedented legal action has been started to punish growers who use Mexican aliens as farm workers.

The California Court of Appeals ruled July 22 in Sacramento that attorneys for California Rural Legal Assistance, an anti-poverty agency, may take statements from illegal

aliens to show whether growers knowingly hired them.

The court also said the unusual legal procedure invoked by CRLA is "at least an open question" which could end up in forcing growers who use the aliens to pay damages and fines.

Currently, when growers are found using illegal aliens, the aliens are deported but there is no further action.

The CRLA is proceeding against the growers in such cases by invoking California's civil code which prohibits "unfair competition" by businessmen.

The legal group contends it is "unfair competition" for U.S. farm workers to have to compete with illegal "wetbacks" employed at cheap wages.

The grape strike in the Coachella Valley, near the Mexican border, wound up last month with the union hailing it as a victory.

Over a half-million lugs of grapes were estimated to have been left to rot on the vines as the boycott cut off markets and forced the bottom to fall out on the price of table grapes.

Organizers for the union immediately moved their operations to the Arvin-Lamont area, south of Bakersfield, where a strike is set as soon as picking begins.

Growers who have been insisting that the boycott isn't hurting at all, have filed a \$75 million lawsuit in U.S. District Court in Fresno to recover losses they now say they have suffered.

Attorneys for the farm workers union, against which the suit was filed, labeled it a hoax—"their annual attempt to scare chain stores."

The suit, brought by 81 vineyardists, claimed triple damages for \$25 million losses they say they suffered.

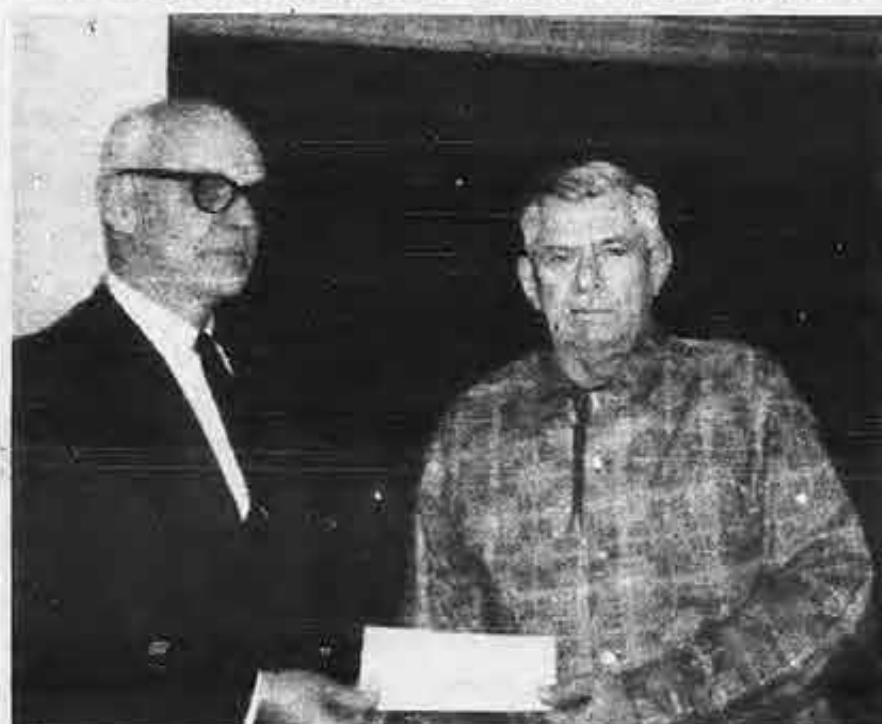
It accuses the union of conspiring with retailers to prevent sale of table grapes in violation of antitrust laws.

## No Monkey Business With Grape Boycott

MILWAUKEE, Wis.—County Supervisor Richard Nowalkowski has found a unique way to show his solidarity with the widely-supported boycott of California table grapes by the AFL-CIO United Farm Workers Organizing Committee. He has asked the Milwaukee County Zoo not to feed Samson the gorilla grapes while the boycott is on.

"Even the monkeys should make a sacrifice to support the migrant workers of California," he said.

## Great Lakes Seafarer Joins Pension Roster



Frankfort Port Agent Harold Rathbun presents the first SIU pension check to Henry Bramer who sailed in the engine department. A native of Frankfort, Bramer joined Union in Elberta, Michigan. He lives in Frankfort and last worked for Ann Arbor Towing Co.

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

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**Former Seafarer Recalls Sailing Days**

To the Editor:

I have just finished reading the LOG for June 1969. I very much enjoyed the back page article on the Steel King.

I was a crew member (oiler) on board the Steel King on a round-the-world trip in 1952. If it would be possible, I would very much appreciate a picture of the vessel.

I joined the SIU in Norfolk, Va., in 1943 and sailed until 1946. I returned to the sea for 13 months in 1952.

At the present time I own and operate my own auto body repair shop and I'm doing very well.

Thanks a lot for more happy days at sea than can ever be told. Keep up the good work.

Yours truly,  
Paul Jacks,  
Marion, Ind.

**Member's Widow Thanks Union**

To the Editor:

I wish to express my sincere gratitude and appreciation for the prompt manner in which the SIU sent the Seafarers Welfare Fund check to me following the untimely death of my husband, Robert L. Swords.

I know that he was proud to know that he belonged to an organization that takes care of its people so well in time of their bereavement.

Sincerely,  
Anne R. Swords,  
Norfolk, Virginia

**LETTERS To The Editor**

**Seafarer's Mother Sends Her Thanks**

To the Editor:

I would like to express my appreciation to the SIU for the check I received after the death of my son, Thomas Sullivan. I also want to thank all of you in the Seafarers Union for your kindness and sympathy.

Mrs. Freida Sullivan  
Marshfield, Mass.

**Seafarer Thanks Crew for Kindness**

To the Editor:

I want to thank the crew of the SS Robin Hood for their kindness to me on Trip No. 57 to Zeebrugge, Rotterdam and Bremerhaven.

You know my ankle was broken while I was painting the off-shore bow on the raft. My leg will never be the same.

Tony Ferrara  
F-131

**Crew of Producer Sends Regards**

To the Editor:

Just a few lines from the crew and delegates aboard the SS Producer on our way home from India.

We hope all the brothers in the hall had a happy Fourth of July weekend. We are hoping for better luck next year so we can celebrate at home.

So far the trip has been a good one. We have a ship's crew from Norfolk, Baltimore and New York and everyone is doing fine.

I will close for now with best regards from crew and delegates.

William E. Richardson,  
Book No. 30257

**Seafarer's Sister Expresses Gratitude**

To the Editor:

Thank you for your letter of July 2, 1969, enclosing a Seafarers Welfare Fund check for \$4,000 payable to me as beneficiary of my late brother, James N. Kennedy.

Thank you also for your offer of assistance in completing the personal affairs of my late brother. I appreciate the assistance you have already extended to me, and for your kind expression of sympathy.

Sincerely,  
Mrs. Gladys K. Paglieri,  
Wyckoff, N.J.

**What's Panlibhonco? That's Foreign Flag**

To the Editor:

"The Cold War Gets Hot on the High Seas," the article which appeared in the LOG recently, prompts this note . . .

Panlibhonco (U.S. ships registered in Panama, Liberia and Honduras) is the greatest menace to our country and its merchant marine. It is in general practice by those Americans who pay only 33 percent in taxes to our federal government. The American worker pays a huge 67 percent of all federal taxes, and there are those who demand that tax money be made available to further Panlibhonco.

How-un-American can you get? Let us make the practice of Panlibhonco treason, instead of putting school kids in jail for telling it like it is. Then and only then will our American flag fly aft on most of the largest seagoing vessels.

If the price of gold can be set by our government in agreement with others, then the price of everything connected with a merchant fleet can come about.

Captain Frank Hudak  
Philadelphia, Pa.

**JOHN B. WATERMAN (Waterman), June 15—**Chairman, Joseph D. Blanchard; Secretary, Frederick R. Sullivan; Ship's Delegate, Joseph D. Blanchard; Deck Delegate, T. Robinson; Engine Delegate, Stanley P. Granon; Stewards' Delegate, Milton J. Thehdeau.

**TRANSPACIFIC (Hudson), June 16—**Chairman, John C. Hunt; Secretary, R. T. Jackson; Ship's Delegate, Tadeusz Chlinski; Deck Delegate, Calvin N. Smith; Engine Delegate, V. Canfisk; Stewards' Delegate, C. M. Carson. Everything is running smoothly. Vote of thanks was extended to the stewards' department for a job well done.

**ALBION VICTORY (Bulk Transport), June 15—**Chairman, L. A. Behm; Secretary, M. H. Beasley; Ship's Delegate, Gibson H. Lakes; Deck Delegate, Gibson H. Lakes; Engine Delegate, Milton H. Beasley, Jr.; Stewards' Delegate, Harry D. Hammond. Everything is running smoothly.

**FANWOOD (Waterman), June 1—**Chairman, Joseph N. Rioux; Secretary, Anthony J. Kuberski; Ship's Delegate, Michael F. Curry; Deck Delegate, Salvatore Shanglia; Engine Delegate, Alfred R. Fry; Stewards' Delegate, C. B. Pedregosa. All repairs are taken care of. No beefs. Everything is running smoothly. Vote of thanks to the steward department for a job well done.

**TRANSONTARIO (Hudson Waterways), June 22—**Chairman, J. C. Keel; Secretary, Clyde J. Gibson; Ship's Delegate, Milton Poole; Stewards' Delegate, Mike Kaminski. No beefs and no disputed OT.

**ERNA ELIZABETH (Albatross), May 25—**Chairman, Billy Brewer; Secretary, Denis Brodner; Ship's Delegate, Billy Brewer; Deck Delegate, C. W. Gabriel; Engine Delegate, Michael Fritch; Stewards' Delegate, Walter Cutter. Disputed OT in engine and steward department.

**ELIZABETHPORT (Sea-Land), June 3—**Chairman, J. A. Rusheed; Secretary, W. Thompson; Ship's Delegate, J. A. Rusheed; Deck Delegate, R. C. Hanson; Stewards' Delegate, A. L. LaMorthep. \$19.00 in ship's fund. Disputed OT in engine department. Crew complaining about non-delivery of mail by Sea-Land.

**HALAULA VICTORY (Alcoa), March 2—**Chairman, Pat Ryan; Secretary, William S. Sharp; Ship's Delegate, Frank Rodriguez, Jr.; Deck Delegate, Frank Rodriguez, Jr.; Engine Delegate, Steve E. Cruz; Steward Delegate, Frank Rakas, Jr. No beefs were reported by department delegates.

**OVERSEAS EVA (Maritime Overseas), June 16—**Chairman, None; Secretary, Fred Sullins; Ship's Delegate, R. Carbone; Deck Delegate, Sterling B. Anderson; Engine Delegate, Robert S. Caslow; Stewards' Delegate, Frank Hills. \$35.00 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the entire crew.

**MIDLAKE (American Bulk), May 4—**Chairman, Albert R. Willis; Secretary, Timothy Gallagher; Ship's Delegate, Albert R. Willis; Deck Delegate, O. C. Harris; Engine Delegate, F. A. Lee; Stewards' Delegate, Victory T. Bonura. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

**FAIRLAND (Sea-Land), June 10—**Chairman, Robert R. Mortensen; Secretary, R. W. Hodges; Ship's Delegate, Robert R. Mortensen; Engine Delegate, Steven J. Beckley. No beefs were reported by department delegates.

**STEEL SCIENTIST (Isthmian), June 8—**Chairman William Harrell; Secretary, F. S. Omega; Deck Delegate, James W. Edson; Engine Delegate, Lloyd A. Taylor; Stewards' Delegate, F. S. Omega. \$20.00 in ship's fund. Disputed OT in deck department. No beefs.

**STEEL SCIENTIST (Isthmian), March 16—**Chairman, E. Hayden; Secretary, F. S. Omega. Discussion held regarding the crew-members who did not show up on time as scheduled for sailing.

**TRENTON (Sea-Land), June 15—**Chairman, R. J. McConnell; Secretary, J. A. Owsen; Ship's Delegate, Albert N. Ringuette; Deck Delegate, James Fuller; Engine Delegate, Thomas A. Delaney; Stewards' Delegate, George Elliott. Discussion held regarding new containership agreement with Sea-Land. Disputed OT in deck and engine departments.

**MERIDIAN VICTORY (Waterman), June 19—**Chairman, Sal Rallo; Secretary, R. F. Marion; Ship's Delegate, Sal Rallo; Deck Delegate, Robert F. D'Ferrafait; Engine Delegate, Walter Goldfinger; Stewards' Delegate, Henry L. Kornaby. Vote of thanks was extended to the stewards department for a job well done. Everything is running smoothly with no beefs and no disputed OT.

**DIGEST of SIU SHIP MEETINGS**

**DEL MUNDO (Delta), May 29—**Chairman, Woodrow W. Perkins; Secretary, Vincent J. Fitzgerald; Ship's Delegate, Willie G. Barron; Deck Delegate, Benny Brunson; Engine Delegate, A. S. Dry; Stewards' Delegate, Freddie Batista. No beefs were reported by department delegates.

**DEL MUNDO (Delta), May 1—**Chairman, James N. Bales; Secretary, Vincent J. Fitzgerald; Deck Delegate, B. Brunson; Engine Delegate, A. S. Dry; Stewards' Delegate, Freddie Batista. No beefs and no disputed OT.

**FAIRLAND (Sea-Land), June 10—**Chairman, Robert R. Mortensen; Secretary, R. W. Hodges; Ship's Delegate, Robert R. Mortensen; Engine Delegate, Steven J. Beckley. No beefs were reported by department delegates.

**BROOKLYN (Sea-Land), May 18—**Chairman, F. Gaspar; Secretary, Bill Campbell; Ship's Delegate, F. Gaspar; Deck Delegate, Jose D. Bonfont; Engine Delegate, H. C. Mornack; Stewards' Delegate, Jose N. Castro. No beefs were reported by department delegates. Motion was made that the next contract be brought under a modified version of the tank agreement especially as to wages, since these ships, in many cases, have less time in port than some tankers. Discussion held regarding pension plan. Vote of thanks was extended to the steward department for a job well done.

**NOTICE TO ALL SHIP CHAIRMEN SHIP SECRETARIES DEPARTMENT DELEGATES**

Seafarers on SIU ships around the world would like to have your crew share their experiences with them. You can do this by sending in any newsworthy, interesting or humorous experience of members of the crew which can be published in the Seafarers LOG. Pictures are also wanted. Have your shipboard photographer snap some photos of the crew at work or relaxing ashore and send them to the LOG. (Be sure the photos are sharp and clear, and that everyone is identified by name and rating.)

**OVERSEAS TRAVELER (Maritime Overseas), March 27—**Chairman, Ivan Anderson; Secretary, F. Corcoran; Deck Delegate, J. Waller; Engine Delegate, F. Claphan; Stewards Delegate, C. Campbell, Jr.

**SPITFIRE (General Cargo), June 8—**Chairman, Marion Beeching; Secretary, Phil Reyes; Ship's Delegate, John D. Moore; Deck Delegate, Henry O. Jette; Engine Delegate, Jack B. Davis; Stewards' Delegate, Arnie B. Glassecock. Crewmembers were urged to fill out pension questionnaire. The steward thanked the crew for their co-operation, and for being a good bunch of SIU men. Department delegates reported that everything is running smoothly.

**TAMARA GULDEN (Transport Commercial), June 29—**Chairman, Kenneth Gahagan; Secretary, Charles W. Pelen; Ship's Delegate, Edward J. Rogg; Deck Delegate, Albert S. Coles; Stewards Delegate, Edward Dale. Vote of thanks was voted to Brother William K. Kerwin, former ship's delegate, for a job well done. Thanks also extended to the steward department for a job well done. Ship's fund, \$6.10. Movie fund, \$626.00. No beefs were reported by department delegates.

**MISSOURI (Ogden Marine), April 26—**Chairman, Paul Smith; Secretary, W. S. Rudd; Ship's Delegate, W. S. Rudd; Deck Delegate, Ernest Kolenowsky; Engine Delegate, Sidney Sokolle; Stewards Delegate, Charles A. Darrough. No beefs were reported. Vote of thanks to the steward department for a job well done.

**MOBILIAN (Waterman), June 29—**Chairman, John J. DeCulty; Secretary, Richard Buie. Motion was made that all companies shall be required to have clothes driers on all ships. Discussion held regarding shortage of ship's stores. Some disputed OT in steward department to be taken up with boarding patrolman.

**STEEL SCIENTIST (Isthmian), June 8—**Chairman, Wm. Harrell; Secretary, F. S. Omega; Deck Delegate, James W. Edson; Engine Delegate, Lloyd A. Taylor; Stewards Delegate, F. S. Omega. Few hours disputed OT in deck department. \$20.00 in ship's fund.

**DE SOTO (Waterman), May 23—**Chairman, Leo Bruce; Secretary, J. F. Castronover. No beefs and no disputed OT. Everything is O.K. Brother Leo Bruce was asked, and agreed, to remain as ship's delegate.

**DE SOTO (Waterman), June 25—**Chairman, Wm. Valazquez; Secretary, J. F. Castronover; Ship's Delegate, William Valazquez; Deck Delegate, H. L. Meacham; Engine Delegate, Stewards Delegate, John Wright. Discussion held regarding pension plan.

**JEFFERSON CITY VICTORY (Victory Carriers), June 19—**Chairman, T. Lynch; Secretary, Hector M. Torres; Ship's Delegate, T. Lynch; Deck Delegate, Tim Catherine; Engine Delegate, Lester A. Borques; Steward Delegate, William Datzho. Some disputed OT in deck and engine departments. General discussion held regarding repairs.

**DEL MAR (Delta), June 22—**Chairman, James L. Tucker; Secretary, Darrell G. Chafin; Ship's Delegate, Ramon R. Roque; Deck Delegate, James L. Tucker; Stewards Delegate, R. R. Roque. No beefs were reported by department delegates. Vote of thanks was extended to Brother Roque for a job well done.

**PECOS (Ogden Marine), June 1—**Chairman, R. Principe; Secretary, T. Cara; Ship's Delegate, David H. Ikirt; Deck Delegate, Donald E. Smith; Engine Delegate, George Horpes. \$27.00 in ship's fund. No beefs were reported by department delegates.

**COUNCIL GROVE (Cities Service), April 21—**Chairman, James L. Danzey; Secretary, C. Demer; Ship's Delegate, James L. Danzey. No beefs reported by department delegates. Very smooth trip, enjoyed by all.

**CANTON VICTORY (Columbia), June 21—**Chairman, R. Mills; Secretary, J. Savold; Ship's Delegate, David J. Barry; Deck Delegate, M. F. Kramer; Stewards' Delegate, John Savold. No beefs and no disputed OT.

**OAKLAND (Sea-Land Service), May 28—**Chairman, Charles J. Mehl; Secretary, J. J. Doyle; Ship's Delegate, Charles J. Mehl; Stewards' Delegate, B. P. Burke. Discussion held regarding retirement plan. Complaints about cooling and heating system to be brought to the attention of the patrolman. \$145.00 in movie fund.



# From the Ships at Sea

**Anthony Notturmo, AB**, was elected ship's delegate on the **Lafayette** (Waterman). At a meeting held abroad the Lafayette while the ship was on the run to Saigon, Meeting Chairman **F. J. Johnson** cautioned all crewmembers to be especially careful on the trip up the Saigon River. He reminded the crew that the vessel had been hit by enemy shore batteries on its last trip, and that it was only by luck that no Seafarer had been hurt. Meeting Secretary **Richard Dupre** reported that there has been great improvement in the steward department, and that the crew gave the galley crew a vote of thanks for doing an excellent job.



Johnson

The crew aboard the **Robin Trent** (Moore McCormack) has held an election for delegates, reports **C. J. Hall**, meeting secretary. Those elected were **Frank Parsons**, deck delegate; **Claude D. Berry**, engine delegate; **Alva R. Baley**, steward delegate and **Philip Rubish**, ship's delegate. **Daniel Carey** was re-elected ship's treasurer and promptly reported \$8.70 in the ship's fund. There was a discussion on the new agreement. A motion was made and seconded to have the ice-cube machine moved into the butchershop and that refrigerators be furnish all mess halls. It was also moved that the mess-halls be air-conditioned and that the more comfortable passenger quarters be used for the crew. All members were present at the meeting, which was chaired by **Ferlton J. Mears**.



Rubish

Meeting Secretary **M. L. Leache** aboard the **Jeff Davis** (Waterman) reports that the ship is headed for Midway Island with two members of the crew needing medical attention—a wiper who was injured in the engine room and one messman who has an unknown illness. Lack of mail service by the company has been the subject of complaints to the Union. The men discussed the new raise in pay and overtime. Ship's delegate **Louis W. Cartwright**, who chaired the meeting, reported everything was OK. No beefs were reported



Leache

by department delegates. A discussion was also held on the pension plan. A request was made that the crewmembers keep the messhall and recreation room clean at night.

Aboard the **Iberville** (Waterman) a full discussion was held on the new wages and OT provisions negotiated by the Union and the entire crew was very proud of the increases. Meeting Secretary **W. L. Kilgore** reports. At the meeting, which was chaired by **John Cisiecki**, **Floyd Hungate** was elected new ship's delegate. It was decided to set up an arrival pool to help the ship's fund. The men were asked to remove their clothing from the laundry as soon as possible after they were dry because of space limitations. The ship is headed for Yokohama and will pay off in San Francisco.



Kilgore

Meeting Secretary **Ben Shore** reports from the **Ericson** (Crest Overseas) that the crew has set up a committee which met with the captain, together with Ship's Delegate **Ronald A. Lawrence**, to discuss the crew's beefs prior to sailing. Seven items were brought up and all were resolved. This points to the necessity of bringing beefs to the ship's delegate. The ship sailed from Oakland bound for Hawaii next. There is still some doubt as to whether it will then make for Seattle or go on to the Far East. The LOG supplement on the wage increase was read and discussed. A motion was made by **Louis F. Greaux** and seconded by **Alfredo G. Lopez** to acquire an ice-making machine and a water cooler for the engine room and topside. New mattresses have been received. There was a discussion on the TV set which was bought during the last trip. It was decided to sell it and put the money into the ship's fund.



Greaux

**Eddie Bonfont** was meeting chairman aboard the **Newark** (Sea-Land) as the ship headed for the Port of Baltimore on the way to San Juan. Deck Delegate **C. W. Maynard** reported that the crew's washing machine is out of order and that he had re-



Maynard

ported to the chief engineer but was told no parts are available for repair. They will try to straighten the matter out in Baltimore. Meeting Secretary **Ralph Hernandez** reports a discussion on transportation in San Juan. The crew feels something must be done, since the transportation situation at Puerto Nuevo is getting worse. The steward will try to get a hot plate installed in the crew mess to save the messman so many trips to the galley. No beefs were reported from the department delegates.



McCloskey

Ship's Delegate **Jesse S. Lewis** reports from the **Columbia Eagle** (Columbia) that the captain has agreed to recognize all sections of the new SIU contract. The men were informed of the new meeting procedures and a meeting will be held each Sunday. A motion was made by **W. Holland** and seconded by **Vincent McCloskey** to ask the Union to supply sports equipment for the crew's exercise needs. A discussion was held on the importance of safety and **McCloskey** was elected safety delegate with instructions to check and report on all safety hazards and have them corrected. A vote of thanks was given **McCloskey** for a fine job as ship's delegate on previous voyages. There is \$20 in the ship's fund. No beefs were reported from the department delegates.

**R. J. Barker**, meeting secretary, reports that the captain of the **Los Angeles** (Sea-Land) had passed the word that it had been a very pleasant trip thanks to a very good crew. Ship's Delegate **Waymon R. Lee** advised the men that all beefs should be brought to him to take up with the boarding patrolman. He also advised all hands to be present for the payoff. **John Chermesino**, meeting chairman, was elected ship's treasurer. The ship's fund now totals \$6. Outside of some disputed OT in the engine department, everything is running smoothly. A discussion was held on motions for earlier retirement and also on duties of electricians aboard containerships. A motion was made to have the company install automatic washers and dryers. The steward department received a vote of thanks for a job well done. Ship's Delegate **Lee** was thanked for the efficient handling of his job.



Lee

After a discussion on the new contract provisions the crew aboard the **Yellowstone** (Ogden Marine) voted 100 percent in favor of the proposals at meeting attended by all hands. Meeting Chairman **Manuel A. Rendueles**, who also acted as meeting secretary, reports that the contract supplement was posted for all to read. A motion was made favoring a straight pension based on 25 years paying dues with 15 years sea time regardless of age or disability. It was decided to see the captain about changing supper time to 4 p.m.-5 p.m. while in port so that the men can have time ashore before curfew begins at 11 P.M.



Rendueles

Aboard the **Lafayette** (Waterman), Ship's Reporter **Larkin C. Smith** reports an exceptionally good crew. Bos'n **Don Hartman** is missed but was replaced by veteran **Joe E. Lujan**. **Warren E. Barr**, dayman, plans to do some fishing in Canada after this trip. **John Hourigan**, the smiling Irishman from New York, is back aboard this trip and **Red Evans** and **E. Sam Muse** are newcomers in the engine department. The new ship's delegate, **Billy Kubecka**, is doing a top class SIU job. New Chief Cook **E. J. "Joe" Rushing**, former chef at the Roosevelt Hotel in Seattle, is running the galley and **F. J. "Whitey" Johnson** is steward. Everybody is happy with the chow. As the engineers, mates, even Sparks and the gang say, "She's a feeder."



Rushing

Illness has been dogging the **Overseas Ulla** (Maritime Overseas), Meeting Secretary **Harold P. Du Cloux** reports. One man who was sick paid off in Honolulu. An injured wiper was paid off in Beaumont and a replacement was hired in Panama. A third man is also ill, but still aboard. Deck Delegate **Stephen H. Fulford** reports 40 hours disputed OT. There is also some disputed OT in the engine department. Delegate **Raymond Gorju** reports. Provision has been made for men to switch watches. The relieving man must sign a paper with the chief mate. An insufficient slop chest was also noted. The **Overseas Ulla** has called at Subic Bay and Yokohama and is due at Balboa, Canal Zone by mid-August.



Gorju

The Seafarers aboard the **Delta Brasil** (Delta) voted to accept the new contract as it was presented to them, with one exception, Meeting Secretary **Willie Braggs** reports. The disagreement was on officers for ship's meetings. A motion was made by **Al Saxon** and seconded by **V. W. Bryant** that these be elected by the crew. Ship's Delegate **Mike Dunn**, who presided at the meeting, conveys the appreciation of all to **H. Fisher** for sending a copy of the new contract to the ship. Mike says the captain told him that this was one of the best trips he has ever made. One man was left in Fortaleza. Outside of a few hours of disputed OT in the deck department, no beefs were reported. The meeting, which was attended by all the members, voted to have an awning put up aft of the ship. The patrolman will be asked to check the food supply and working gear. A vote of thanks was given the steward department with special commendation to the crew messman.



Braggs

Crew quarters came in for extensive discussion by Seafarers aboard the **Trenton** (Sea-Land), **John Owen**, meeting secretary says. A written resolution made by **Owen** and seconded by **C. Czeslowski** was adopted suggesting that the SIU form a panel to check new and conversion ship plans of contracted companies to make sure that individual rooms are provided for each crew member. Ship's Delegate **Tom Delaney** says he will investigate the non-receipt of LOGS and headquarters communications while in Cam Ranh Bay. A dollar draw beef will be taken up with the new captain at payoff, which is expected to be in San Francisco. The radio officer is trying to get an instruction sheet for the crew recreation room radio. A lodging claim for the previous voyage was invalidated because the condition was not reported to the captain or chief engineer for correction at the time of occurrence and a memo on this has been posted in the recreation room for the benefit of the Seafarers. **Faatagi Palega** will act as ship's treasurer. He will collect one dollar donations from the crew, keeping a record and issuing receipts. The meeting, over which **Dan Butts** presided, was held en route from Cam Ranh Bay to Kobe.



Owen



# PERSONALS

## Tom Rowe

Pat Ramsey asks that you get in touch with her c/o Thera Griffin, College View, St. Mary's Road, Cork City, Ireland, before August 14. After that date, she will be at 14212 S.E. Fair Oaks Avenue, Milwaukie, Oregon.



## John W. Cade

Please contact your wife, Mrs. Sharon Ann Cade, 309 Georgia Ave., Apt. 5, Mobile, Alabama 36605, as soon as possible.



## Albert Robert Packert

Please get in touch with your mother, Mrs. Jennie Packert, 3332 Nostrand Ave., Brooklyn, New York 11229, as soon as possible.



## Walter Ammann

Please contact Thomas M. Geisness, Vance, Davies, Roberts & Bettis, Attorneys, 1411 Fourth Avenue Building, Seattle, Washington 98101, as soon as possible.



## Wayne M. Napier

Please get in touch with your mother, Mrs. Grace M. Napier, 1013 Fair Park Boulevard, Little Rock, Arkansas, as soon as possible.



## Francis D. Wall

Please contact your sister, Mrs. Margaret F. Koster, 310 Hibiscus Drive, Deerfield Beach, Florida 33441, as soon as possible.

## Guy F. Plahn

Please contact your wife as soon as possible at 5903 Dauphine Street, New Orleans, Louisiana.



## Robert Bruce Foote

Please contact Miss Diana Neilson, 14423 58th Avenue South, Tukwila, Washington 98067, regarding your son.



## Jack E. Gervais

Please contact your mother as soon as possible. Her address is P.O. Box 25, Hubert, North Carolina 28539.



## William J. Bowles

Please contact your sister, Mrs. Sam H. Ray as soon as possible. Her address is 147 Howle, San Antonio, Texas 78223.



## Kenneth Callahan

Please call Louise or Corrie as soon as possible in regard to an urgent family matter. Call Collect.



## Peter Buscarons

Please contact your granddaughter, Judy McMann, at 1753 St. Charles Ave., New Orleans, Louisiana. Phone: 523-0794 as soon as possible regarding an urgent matter.



## Kenyon Parks

Mr. Robert Ellis Gardiner, 1218 St. Charles Ave., New Orleans, Louisiana 70130 would like you to contact him.



## James F. Gladin

Your wife, Rita, asks that you get in touch with her as soon as possible. The address is 423 Glenmore, Baton Rouge, Louisiana 70806.



## Ralph M. Bartlett, Jr.

Please contact your parents at 2705 Seymour Avenue, Cleveland, Ohio 44113, as soon as you possibly can.

**ROBIN TRENT** (Moore-McCormack), June 23—Chairman, F. J. Mears; Secretary, C. J. Nall; Ship's Delegate, Philip Rubish; Deck Delegate, Frank Parsons; Engine Delegate, Claude D. Berry; Stewards Delegate, Alva R. Baley. \$8.70 in ship's treasury. No beefs reported by department delegates.

**SUMMIT** (Sea-Land), June 22—Chairman, Walter Gustavson; Secretary, William Seltzer; Engine Delegate, Rafael Matos; Stewards Delegate, Wm. A. Hamlin, Jr. Discussion held regarding repair of washing machine. Few hours disputed OT in deck department.

**STEEL SEAFARER** (Isthmian), June 22—Chairman, Roy Guild; Secretary, Ira C. Brown; Ship's Delegate, E. F. Morales; Deck Delegate, Howard Faulkner; Engine Delegate, Alva B. Burton; Stewards Delegate, Armando B. Vidal. Discussion held regarding new contract. Crew concur unanimously. No beefs. Everything running smoothly.

**COUNCIL GROVE** (Cities Service), June 21—Chairman, J. L. Danzey; Secretary, C. Demers. Ship's delegate reported that everything is running smoothly with no beefs and no disputed OT. Discussion held regarding pension plan. Discussion held regarding repairs that were not completed.

**YAKA** (Waterman), June 22—Chairman, Walter Sibley; Secretary, C. DeJesus. New contract was read and discussed. No beefs were reported by department delegates.

**JEFF DAVIS** (Waterman), June 22—Chairman, L. W. Cartwright; Secretary, M. L. Leache; Ship's Delegate, L. W. Cartwright; Deck Delegate, Calvin D. Morris; Engine Delegate, H. H. Johnson; Stewards Delegate, George Putan. Discussion held regarding pension plan, and new raise in pay and OT. No beefs reported by department delegates.

**TRANSLOBE** (Hudson Waterways), July 4—Chairman, A. Andersen; Secretary, T. Conway. F. Van Dusen elected ship's delegate. New port hole screens and scoops to be ordered. Next port, Danang.

**TRANSMALAYA** (Hudson Waterways), July 7—Chairman, Charles Wyatt; Secretary, Charles Boyle. Chief cook reports that lock was found sawed off dry storeroom in Pusan. Steward department stores will be picked up in Singapore. Vote of thanks to new steward and chief cook for putting department on even keel.

**FAIRPORT** (Waterman) July 6—Chairman, George H. Bryant; Secretary, E. H. Jackson. Disputed OT in deck and engine departments. Vote of thanks to galley force and steward on menu and fine cooking.

**ERICSON** (Crest Overseas), July 6—Chairman, Bill Butts; Secretary, Ben Shore. Committee settled crew's beefs with captain prior to sailing. LOG Supplement on new wage increase read to Seafarers. New ice-making machine and water cooler to be acquired.

**RICE VICTORY** (Victory Carriers), July 6—Chairman, John W. Alstatt; Secretary, Johnny W. Givens. Ben D. Buck elected new ship's delegate. No disputed OT. New range top needed for oil stove. Bos'n suggests that chief steward be present at chow times to check that everything goes well.

## DIGEST of SIU SHIP MEETINGS

**OVERSEAS SUZANNE** (Maritime Overseas), June 23—Chairman, Joseph A. Stevens; Ship's Delegate, Herbert Archer; Deck Delegate, Thomas Reiss; Engine Delegate, T. A. Stubbs, Jr.; Stewards Delegate, Joseph A. Stevens. Some disputed OT in deck and engine departments.

**LINFIELD VICTORY** (Alcoa), June 22—Chairman, Walter F. Wallace; Secretary, Ernest M. Bryant. Last trip's repair list turned over to Earl J. DeAngelo, new ship's delegate. Everything running smoothly, no beefs.

# SIU ARRIVALS

**Quetsy Filippetti**, born April 16, 1969, to Seafarer and Mrs. Alberto Filippetti, Baltimore, Md.



**Vanessa Tousset**, born May 6, 1969, to Seafarer and Mrs. Gerineldo Tousset, Philadelphia, Pa.



**Dana Frazier**, born March 6, 1969, to Seafarer and Mrs. Thomas E. Frazier, Elkton, Va.



**Karen Cheng**, born June 18, 1969, to Seafarer and Mrs. Edie Cheng, San Francisco, Calif.



**Joy Rennee Kelley**, born January 13, 1966, to Seafarer and Mrs. Bob Kelley, Port Neches, Texas.



**Thomas Ellis**, born May 21, 1969, to Seafarer and Mrs. Thomas G. Ellis, Vidor, Texas.



**Steven Denais**, born March 21, 1969, to Seafarer and Mrs. Redley J. Denais, Maurice, La.

**Christopher McClellan**, born March 25, 1969, to Seafarer and Mrs. Byron M. McClellan, Frankfort, Mich.



**James McCall, Jr.**, born to Seafarer and Mrs. James R. McCall, West New York, N.J.



**Jaynine Coleman**, born May 22, 1969, to Seafarer and Mrs. Edward L. Coleman, Theodore, Ala.



**Monica Devine**, born June 13, 1969, to Seafarer and Mrs. Paul A. Devine, Jr., Galveston, Texas.



**James Worth**, born June 11, 1969, to Seafarer and Mrs. Gordon V. Worth, Jr., Lachine, Mich.



**Sarah Hawkes**, born April 14, 1969, to Seafarer and Mrs. Douglas E. Hawkes, Brighton, Mass.



**Jude Ann Auerswald**, born June 25, 1969, to Seafarer and Mrs. Frank H. Auerswald, Deptford, N.J.



**Lauren Pedersen**, born May 6, 1969, to Seafarer and Mrs. Otto Pedersen, Pass Christian, Miss.



**Angelique Williams**, born February 5, 1969, to Seafarer and Mrs. Willie Williams, Jr., Mobile, Ala.



**Carmen Schwall**, born May 21, 1969, to Seafarer and Mrs. Michael H. Schwall, San Antonio, Texas.



**Angel Manuel Salcedo**, born May 6, 1969, to Seafarer and Mrs. Manuel Salcedo, Santa Juanita, Bayamon, P. R.

**Christopher Smith**, born April 20, 1969, to Seafarer and Mrs. James W. Smith, Picayune, Miss.



**Joel Courville**, born May 15, 1969, to Seafarer and Mrs. Joseph H. Courville, Groves, Texas.



**Cassle Carter**, born May 25, 1969, to Seafarer and Mrs. Cassle B. Carter, Elizabeth, N.J.



**Doris M. Salem**, born May 30, 1969, to Seafarer and Mrs. Alfred Salem, Houston, Texas.



**Gary Zubovich**, born March 23, 1969, to Seafarer and Mrs. Michael Zubovich, Houston, Texas.



**Christopher Smith**, born November 1, 1968, to Seafarer and Mrs. R. E. Smith, Boaz, Ala.



**William Perez**, born June 4, 1969, to Seafarer and Mrs. Jose D. Perez, New York, N.Y.



**Darrell Roberson**, born October 12, 1968, to Seafarer and Mrs. J. C. Roberson, New Orleans, La.



**Keith Southard**, born May 30, 1969, to Seafarer and Mrs. William P. Southard, Philadelphia, Pa.



**Amy Rowland**, born June 2, 1969, to Seafarer and Mrs. Jack Rowland, Houston, Texas.



**Ronald Packer, Jr.**, born February 27, 1969, to Seafarer and Mrs. Ronald Packer, Mobile, Ala.



**Lisa Johnson**, born April 4, 1969, to Seafarer and Mrs. Hazel Johnson, Wilmington, Delaware.

## SEAFARERS LOG

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# NARCOTICS

ANYTIME-ANYWHERE MEANS NO MORE SHIPS - EVER!

SEAMANS PAPERS REVOKED



# FINAL DEPARTURES

**Arthur Mattson, 53:** Seafarer Mattson died of a heart attack

April 22 at his home in Seattle. Born in Ashland, Wisconsin, he had lived for many years in Seattle. Brother Mattson had been sailing for nearly 20 years as FOWT and deck engineer and joined the SIU in Seattle. His last vessel was the La Salle. Brother Mattson is survived by a sister, Mrs. Florence Pearce. Burial services were held at Mt. Pleasant Cemetery in Seattle.



**Odis Davenport, 50:** Brother Davenport passed away January 26 at Mobile General Hospital in Mobile, Alabama.

A native of Mississippi, he had lived in Prichard, Alabama, while he was on the beach. Brother Davenport began sailing in 1943, and joined the SIU the same year in the Port of Mobile. Rated FOWT, his last vessel was the Madaket. Brother Davenport is survived by a sister, Mrs. Aline Glass. Burial was at Shadowland Cemetery in Prichard.



**Billie Koontz, 43:** An AB in the deck department, Brother Koontz had been a member of the Union since 1951 when he joined in the port of Baltimore. He died suddenly on May 30 in Houston, Texas.

His last ship was the Lafayette. Born in Winston-Salem, North Carolina, Seafarer Koontz made his home in Seattle, Washington. From 1943 until 1948 he served in the Navy. Survivors include his mother, Helen Elizabeth Tesh. Burial was in Rosewood Memorial Park, Houston.



**Sixto Escobar, 65:** Brother Escobar died suddenly on January 17 in his San Francisco home after returning from a 16-day trip aboard the R. Semmes. An SIU member for 30 years, Escobar

joined the Union in the port of Baltimore. A native of Curacao, West Indies, Brother Escobar lived in San Francisco with his wife and two children. He sailed as a chief steward. Burial was in Cypress Lawn Cemetery, California.



**John Capps, 68:** Brother Capps last served on the Transhuron. He joined the SIU in Galveston, Texas, in 1947. An FOW in the engine department, Seafarer Capps was born in Kentucky and made his home in Galveston with his wife, Stella. Brother Capps died on May 13 in St. George's Hospital, Hamilton, Bermuda, where he had been taken after becoming ill while aboard ship. During World War II, he served in the Navy from 1943 until 1945.



**Norman De Lapouyade, Sr., 60:** Brother De Lapouyade, who sailed in the deck department as AB, died May 9 at the USPHS Hospital in New Orleans. Joining the SIU in the Port of New Orleans in 1962, he last served aboard the Delta Argentina. He was a native of New Orleans where he continued to make his home with his wife, Frances. Brother De Lapouyade was buried in the Crescent City at Greenwood Cemetery.



**Thomas Purcell, 57:** A Seafarer since 1947 when he joined the Union in the Port of New York, Brother Purcell died on February 1 in Seattle, Washington, from heart disease. Purcell was an active Union man who served the SIU on the picket line in various beefs. He sailed as electrician in the engine department. Born in Connecticut, he was living in Seattle at the time of death. Seafarer Purcell is survived by three sisters, two brothers, and a half-brother.



**Henry Deacon, 68:** Brother Deacon passed away on June 30 at the USPHS Hospital in Staten Island, New York. Born in Texas, Deacon made his home in Philadelphia with his wife, Thelma. He had sailed as a cook in the steward department for many years before he retired in 1965 on an SIU pension. Seafarer Deacon joined the Union in the Port of New York and his last vessel was the Alcoa Runner. He was buried in White Chapel Garden Cemetery in Pennsylvania.



**Ronald Wylie, 19:** Brother Wylie last shipped out on the Overseas Rose in October of 1968. He died on June 22 in Harlem Hospital, Manhattan. Wylie lived in Manhattan with his mother, Fay. Brother Wylie was a native of Brooklyn. A B.R. utilityman in the steward department, Seafarer Wylie joined the Union in the Port of New York in 1968. Burial was in Evergreen Cemetery, Brooklyn.



**Miller Little, 38:** A member of the Union since 1955 when he joined in the Port of New York, Brother Little was lost at sea on July 29, 1968, while serving aboard the Overseas Rose two days out of Honolulu. A search of the area by the vessel and the Coast Guard was unsuccessful in locating him. An OS in the deck department, Little was a native and lifelong resident of Kentucky. He is survived by a sister.



**Edward Pritchard, 67:** Seafarer Pritchard died May 28 in Las Cruces, New Mexico, of heart disease. He was a bos'n in the deck department and last sailed on the Overseas Alice in August of 1968. Brother Pritchard joined the SIU in the Port of Tampa in 1943. At the time of his death, he was making his home in Baldwin Park, California, with his wife, Mary. Pritchard was a native of Georgia and served in the Army from 1942 to 1943. Burial was in Baldwin Park Cemetery, Baldwin, California.



**Waddell Platt, 19:** Brother Platt was lost at sea on April 1 while sailing aboard the Overseas Anna off the coast of Formosa. He joined the SIU in the Port of New York in June of 1968 and graduated from the Harry Lundeberg School of Seamanship before shipping out for the first time from San Francisco. A native of Norfolk, Virginia, Brother Platt continued to reside there with his mother, Claudia. He was serving as an OS in the deck department of the Overseas Anna at the time of his death.



**Nicholas Peters, 51:** A pensioner since 1968, Brother Peters last sailed on the Rice Victory. He sailed in the engine department as wiper and joined the SIU in the Port of New York. A native of West Virginia Peters lived there with his mother, Stella. Seafarer Peters died on February 12 in Fairmont, West Virginia. He served in the Navy during World War II. Burial was in Woodlawn Cemetery, Fairmont.



**Frank McIlwain, 27:** Brother McIlwain died suddenly in San Francisco on December 13, 1968. A member of the engine department, he last sailed aboard the Robin Gray as oiler in the summer of 1968. McIlwain, a native of Mobile, Alabama, joined the SIU in the Port of San Francisco in 1967. He served in the Navy from 1959 until 1963. Seafarer McIlwain is survived by his wife, Jonnie May, with whom he had been living in San Francisco. Burial services were at Santa Rosa Memorial Park, California.



**Charles Little, 50:** An AB in the deck department, Brother Little last sailed aboard the Antinous. He died on April 11 in New Orleans. A native of West Virginia, Little lived in New Orleans. From 1936 until 1941 he served in the Navy and in 1944 he joined the SIU in South Carolina. In the greater New York harbor strike of 1961, Brother Little stood the 12 to 8 watch. Burial was in Grandview Cemetery, Bluefield, Virginia.



**Virgil Schrage, 47:** Brother Schrage died of a heart attack on April 5 while serving aboard the Yaka as it was sailing off the coast of Washington state. An AB, Schrage made his home in Covington, Louisiana. He was born in Springfield, Illinois, and served in the Coast Guard during World War II. A member of the deck department, Seafarer Schrage joined the SIU in the Port of New Orleans. He is survived by his wife, Mary.



**Charles Catterson, 46:** Brother Catterson died in Martinez, California, from coronary thrombosis on December 19, 1968. An OS, he sailed in the deck department and last shipped aboard the Baylor Victory. Seafarer Catterson was a native of Nebraska and made his home in Laton, California, where he was buried in Oak Grove Cemetery in Laton. From 1943 until 1946 he had served in both the Army and the Navy.



**Philip Rogers, 50:** A member of the engine department who last sailed aboard the Chilore as a wiper, Brother Rogers succumbed to pneumonia at Charity Hospital in New Orleans on April 20. He was a native of Wilmington, California, but had been making his home in New Orleans. Seafarer Rogers is survived by a daughter, Mrs. Phyllis Anderson, and a sister Mrs. Oma Henry. He was buried at Green Hill Memorial Park in San Pedro, California.



**Jose Rivero, 78:** Brother Rivero passed away at the De Poo Hospital in Key West, Florida, on May 12. He had been going to sea as a member of the steward department for 46 years before his retirement on SIU pension. His last vessel was the Florida, in 1952. Born in Spain, Seafarer Rivero had been spending his retirement years in Key West. Brother Rivero is survived by his wife, Antistia. Burial services were held at Key West City Cemetery.



**Charles Williamson, 33:** Brother Williamson was lost at sea on March 19 in the Mallaccas Straits of Indonesia while sailing aboard the National Defender. He had joined the Union in the Port of Norfolk in 1964 and had been working as an FWT in the engine department. Brother Williamson was a native of East Liverpool, Ohio, and continued to make his home there with his mother. He served two hitches in the Navy from 1954 to 1962.





HALAULA VICTORY (Alcoa), May 11—Chairman, F. J. Munz; Secretary, W. Rust; Ship's Delegate, Frank Rodriguez, Jr.; Deck Delegate, Frank Rodriguez, Jr.; Engine Delegate, P. Drevas; Stewards' Delegate, W. Rust. Vote of thanks was extended to the steward department for a job well done. All departments running smoothly.

WARRIOR (Sea-Land), May 3—Chairman, Otto Niessner; Secretary, Walter Lesovich; Ship's Delegate, Otto Niessner; Deck Delegate, Otto Niessner. Vote of thanks was extended to the ship's delegate and to the steward department for a job well done. Air-conditioning is not working.

ELDORADO (Clairship), June 2—Chairman, Bill Hamilton; Secretary, John Sanders; Ship's Delegate, C. L. Hickenbottom; Deck Delegate, John Sanders; Engine Delegate, Eddie Jordan; Stewards' Delegate, Joseph Simpson. No beefs were reported by department delegates.

ALCOA MARINER (Alcoa), June 6—Chairman, T. Forsberg; Secretary, R. Taylor; Ship's Delegate, F. L. Forsberg; Deck Delegate, G. C. Glennon; Engine Delegate, R. Taylor, Jr.; Stewards' Delegate, Michael Darwick. Written motions and resolutions submitted to headquarters regarding retirement after 20 years service and increase in wages and OT.

TRENTON (Sea-Land), May 18—Chairman, Barney McNally; Secretary, Dan Butts; Ship's Delegate, Albert N. Ringerette; Deck Delegate, James Fuller; Engine Delegate, Thomas Delaney; Stewards' Delegate, George Elliott. No beefs were reported by department delegates.

THETIS (Rye Marine), April 18—Chairman, Stefan Kadziolo; Secretary, Russell L. Caruthers; Ship's Delegate, S. Kadziolo; Deck Delegate, William R. Baker; Stewards' Delegate, Pablo Laverre. No beefs were reported by department delegates. Vote of thanks to steward department for a job well done.

DIGEST of SIU SHIP MEETINGS

HOUSTON (Sea-Land), June 4—Chairman, H. W. Ehmsen; Secretary, J. J. McHale; Ship's Delegate, L. Cevette; Deck Delegate, H. W. Ehmsen; Engine Delegate, S. Rodriguez; Stewards' Delegate, Victor Silva. No beefs were reported by department delegates.

HALCYON TIGER (Halcyon), June 1—Chairman, Harold Moody; Secretary, Roland Hebert; Ship's Delegate, Harold Moody; Deck Delegate, William D. Bushing; Engine Delegate, Albert Holmes; Stewards' Delegate, G. A. Vergara. Vote of thanks was extended to Brother Moody for a job well done. Disputed OT in deck and steward departments.

PANAMA (Sea-Land), June 8—Chairman, R. O. Masters; Secretary, Bill Stark; Ship's Delegate, W. Tellez; Deck Delegate, John Brady; Engine Delegate, John Nauser; Stewards' Delegate, Ralph Q. Masters. Vote of thanks was extended to the entire steward department for the good food and variety of menus.

ROBIN HOOD (Moore-McCormack), May 11—Chairman, Thomas Faulkner; Secretary, Aussie Shrimpton; Ship's Delegate, Thomas P. Faulkner; Deck Delegate, Thomas M. Doherty; Engine Delegate, Garry M. Hoffman; Stewards' Delegate, Mack Rice. No major beefs. Everything is running smoothly.

ROBIN SHERWOOD (Robin Line), May 25—Chairman, Ray Theiss; Secretary, W. C. Sink; Ship's Delegate, Ray Theiss; Deck Delegate, Bell L. Olson; Engine Delegate, David J. Burke; Stewards' Delegate, Paul Crozi. Disputed OT in engine department. \$2.50 in ship's fund. General discussion held regarding the new agreement. No beefs were reported by department delegates.

COLUMBIA BARON (Columbia), June 21—Chairman, A. R. Booth; Secretary, J. P. Davis; Ship's Delegate, Walter H. Harris; Deck Delegate, Louis Galuska; Engine Delegate, David E. Davis; Stewards' Delegate, C. Buax. Discussion held regarding new agreement. No beefs and no disputed OT.

UNFAIR TO LABOR DO NOT BUY

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

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

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

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

Boren Clay Products Co. (United Brick and Clay Workers)

"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman

Atlantic Products Sports Goods (Amalgamated Clothing Workers of America)

Jamestown Sterling Corp. (United Furniture Workers)

Richman Bros. and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

White Furniture Co. (United Furniture Workers of America)

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

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

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

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

All California Table Grapes (United Farm Workers)

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

Fisher Price Toys (Doll and Toy Workers)

Economy Furniture Co. Smithtown Maple Western Provincial Bilt-Rite (Upholsterers)

Schedule of Membership Meetings

SIU-AGLIWD Meetings New Orleans Sept. 16—2:30 p.m. Mobile . . . Sept. 17—2:30 p.m. Wilmington Sept. 22—2:00 p.m. San Fran. . . Sept. 24—2:00 p.m. Seattle . . . Sept. 26—2:00 p.m. New York Sept. 8—2:30 p.m. Philadelphia Sept. 9—2:30 p.m. Baltimore . . Sept. 10—2:30 p.m. Detroit . . . Sept. 19—2:30 p.m. Houston . . . Sept. 15—2:30 p.m.

United Industrial Workers New Orleans Sept. 16—7:00 p.m. Mobile . . . Sept. 17—7:00 p.m. New York Sept. 8—7:00 p.m. Philadelphia Sept. 9—7:00 p.m. Baltimore . . Sept. 10—7:00 p.m. †Houston . . Sept. 15—7:00 p.m.

Great Lakes SIU Meetings Detroit . . . Sept. 15—2:00 p.m. Alpena . . . Sept. 15—7:00 p.m. Buffalo . . . Sept. 15—7:00 p.m. Chicago . . . Sept. 15—7:30 p.m. Duluth . . . Sept. 15—7:00 p.m. Frankfort . . Sept. 15—7:00 p.m.

Great Lakes Tug and Dredge Section Chicago . . . Sept. 16—7:30 p.m. †Sault Ste. Marie Sept. 18—7:30 p.m. Buffalo . . . Sept. 17—7:30 p.m. Duluth . . . Sept. 19—7:30 p.m. Cleveland . . Sept. 19—7:30 p.m. Toledo . . . Sept. 19—7:30 p.m. Detroit . . . Sept. 15—7:30 p.m. Milwaukee Sept. 15—7:30 p.m.

SIU Inland Boatmen's Union New Orleans Sept. 16—5:00 p.m. Mobile . . . Sept. 17—5:00 p.m. Philadelphia Sept. 9—5:00 p.m. Baltimore (licensed and unlicensed) Sept. 10—5:00 p.m. Norfolk . . . Sept. 11—5:00 p.m. Houston . . . Sept. 15—5:00 p.m.

Railway Marine Region Philadelphia Sept. 16—10 a.m. & 8 p.m. Baltimore Sept. 17—10 a.m. & 8 p.m. \*Norfolk Sept. 18—10 a.m. & 8 p.m. Jersey City Sept. 15—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.

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CHICAGO, Ill. . . . . 9885 Ewing Ave. SIU (312) SA 1-0733 IBU (312) ES 5-9570

CLEVELAND, Ohio . . . . . 1420 W. 25th St. (216) MA 1-5450

DETROIT, Mich. . . . . 10225 W. Jefferson Ave. (313) VI 3-4741

DULUTH, Minn. . . . . 2014 W. 3rd St. (218) RA 2-4110

FRANKFORT, Mich. . . . . P.O. Box 287 415 Main St. (616) EL 7-2441

HOUSTON, Tex. . . . . 5804 Canal St. (713) WA 8-3207

JACKSONVILLE, Fla. . . . . 2608 Pearl St. (904) EL 3-0987

JERSEY CITY, N.J. . . . . 99 Montgomery St. (201) HE 5-9424

MOBILE, Ala. . . . . 1 South Lawrence St. (205) HE 2-1754

NEW ORLEANS, La. . . . . 630 Jackson Ave. (504) 529-7546

NORFOLK, Va. . . . . 116 3rd St. (703) 622-1872

PHILADELPHIA, Pa. . . . . 2604 S. 4th St. (215) DE 6-3818

PORT ARTHUR, Tex. . . . . 1348 Savannah St. SAN FRANCISCO, Calif. . . . . 350 Fremont St. (415) DO 2-4401

SANTURCE, P.R. . . . . 1313 Fernandez Juncos Stop 20 724-2848

SEATTLE, Wash. . . . . 2506 First Avenue (206) MA 3-4334

ST. LOUIS, Mo. . . . . 457 Gravois Blvd. (314) CE 1-1434

TAMPA, Fla. . . . . 312 Harrison St. (813) 229-2788

TOLEDO, Ohio . . . . . 935 Summit St. (419) 248-3691

WILMINGTON, Calif. . . . . 450 Seaside Ave. Terminal Island, Calif. (213) 832-7285

YOKOHAMA, Japan. . . . . Isaya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 2014971 Est. 281

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 a 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 1950, 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, in-lings, 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.



IT IS DOUBTFUL whether there are many Seafarers still alive today who can recall the old sailing vessels, or know the difference between a schooner, a brig or a bark from first hand experience. And there are probably fewer still who can recollect the uses of raffle top-sails, square rigs or flying jibs. They belong in another era.

Glamorous as it may seem to some of us today, work aboard a beautiful, sail-loaded windjammer was full of hardships and danger. The handling of sail aloft was always a perilous task, especially in heavy seas. The hardy men who sailed those glorious hulls into the sun were continually pitted against the quirks of the weather at the risk of their lives. And many lives were lost, as many ships went down—more than half of those that left the ways.

But they did have their day in the sun, however, and what a glorious day it was!

For a period of almost 70 years, the West Coast carried the bulk of its commerce under sail. It was the time of the American pioneer, the opening of the West, and the sea lanes were the only lifeline in an age before the first railroads chugged their way across the continent.

Along about the middle of the 19th Century, the discovery of gold in California acted as a magnet to thousands of speculators and others from the East who were eager for a new chance at life in the great West, and willing to brave many dangers encountered en route. Many of them travelled aboard the clipper ships—which had reached a high stage of development in the East—on the long voyage around Cape Horn to the promising shores of the Pacific.

Wherever there is a need, men rise to fill it. And so it was that master shipbuilders from New England soon gravitated to the West Coast to establish small shipyards alongside the lumber mills which appeared almost overnight along the shores where the tall timber stood.

Applying their knowledge and skill with the most meager collection of tools, these artisans managed to turn out some of the finest coastal and offshore windjammers ever seen anywhere.

Timbers were shaped almost where they were felled. Experience led these early builders to develop barks, barkentines, brigs, brigantines and full-rigged ships. The two-masted brig led to the finest examples of the West Coast shipbuilders' art—the four-masted and five-masted schooner.

The schooner was not only a beauty to behold, it was a practical development which combined the utmost in marine engineering of the time with fine design. She carried sail which could take the fullest advantage of prevalent inshore and offshore winds and was able to maneuver in tight spots or fast-changing weather with a small crew.

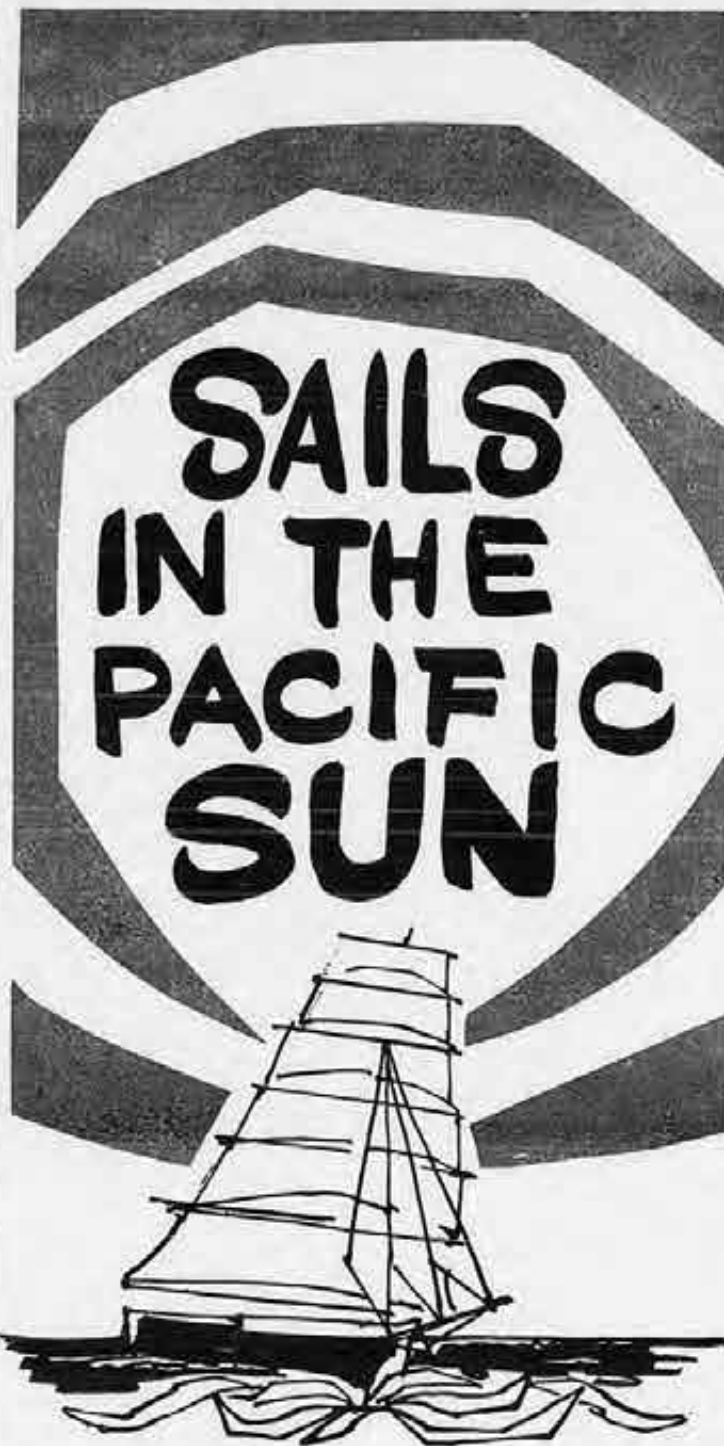
Lumber was the prime cargo for which these ships were built—lumber for the homes and buildings of the West Coast cities which sprang up rapidly and grew like magic. The gold prospectors brought with them the school teachers, the millwrights, the pants makers, the sailors and—eventually—the ranchers and farmers. All needed homes and mills and factories where goods could be made as well as shops, saloons and drug stores.

San Francisco, with its natural harbor, quite naturally became the big port. The brig and the schooner brought lumber from the Pacific Northwest to Frisco and returned north with general stores and supplies. As trade demands grew, the ships expanded their routes, sailing to Hawaii for sugar, to the South Sea islands for copra. They even carried lumber to the Antipodes.

The early coast-wise tradelanes were well travelled from British Columbia and Puget Sound—even from as far north as Alaska—to San Francisco. Salmon and cod were loaded in Alaska, and coal came from Canada and the Puget Sound.

The hardy mariners who plied these routes relied entirely on the wind, a simple compass, a sextant and the stars. Even the charts were sketchy, often filled in through the day-to-day experiences of the venturesome masters of these vessels who charted the best course as they went.

Basil Knauth, former editor of the San Francisco



Maritime Museum Sea Letter, graphically described what it was like for the men who sailed the windjammers of the time:

"Now—about crossing the bar, those fearsome shoals that built up and choked the entrance to the rivers and lumber ports along the coast—Humboldt Bay, Umpqua, Coos Bay, Noyo, Coquille, Willapa, Grays Harbor and the Columbia.

"Remember you are on a lee shore in command of a three-masted schooner that has been at sea for a couple of weeks. You have been unable to get a good sight for the last few days. You have no power except your sails. The coast is likely rock-bound. There is a buoy—somewhere, and a lighthouse—somewhere. Your vessel, which was designed to carry cargo, is light and unwieldy because you have not much to bring from San Diego (West Coast schooners scorned ballast); maybe a piano and supplies for the mill town and logging camps, Flower Girl chewing tobacco, Russian Salve, Snowflake Lard, Kennedy's Medical Discovery, hoarhounds for the children, Noyo axes, blanket-lined canvas coats, etc.

"So you stand off and outside the bar waiting for proper conditions to set in. What are these conditions?

"The last reported soundings at low water on the bar were nine feet. You draw 12, and every storm changes the location of the best channel and its depth. The most favorable situation is, of course, a fairly smooth sea, an onshore breeze, the last of the flood tide which will help you in at high water, and being within a mile of the bar when these circumstances prevail. At best these conditions exist for a couple of hours a day. They also exist at night but you don't have a searchlight. Still, you might have a desperate fling at it."

It is small wonder that the coast was lined with the weather-beaten wrecks of those sailing ships—lying across a sand-spit, bar or reef or in shallow waters hard on to the jagged rocks which make the Pacific Coast so picturesque. Many were lost in the deep waters, victims of heavy seas or of chance encounters with treacherous icebergs.

Manning the ships and securing full crews was not always easy. The formal historians don't often record very much about this aspect of sailing but many stories have come down through the decades of masters—short of crew—who sent strong-arm parties to invade the waterfront saloons and other haunts to shanghai men aboard their ships. Once aboard, the recourse was limited—work and eat or be put in irons below.

Among the shipbuilders who helped to shape West Coast history were the Hall brothers—Henry K., Winslow G. and Isaac. Natives of Cohasset, Massachusetts, they went to the West Coast during the Civil War. Having learned their trade as master ships' carpenters in the East, they set up shop at San Francisco, building such vessels as the Sarah Louise, the California and the Stranger.

Isaac later established a yard at Port Ludlow in Puget Sound, close to the tall timber. His first ship from this site—the 107-ton, two-masted schooner Z. B. Heywood—was widely-known in the lumber trade until her loss at the mouth of the Navarro River in California 15 years later.

The Hall brothers became highly respected with building the schooner Annie Gee and their first three-masted schooner, the Emma Utter. These were followed by a number of other three-masters, including the Republic.

Other well-known ships constructed by the Halls were the Quickstep, a barkentine famous for its speed, the barkentine Catherine Sudden, and the schooner Luka. Perhaps their finest vessel was the 470-ton barkentine Wrestler, but the Hesper, a two-skysail yard bark, is better remembered because of a mutiny and attempted act of piracy aboard which ended in failure.

The three-masted schooner Fred E. Sander, also a Hall vessel, set a record by sailing from San Francisco to Seattle in 72 hours, without the aid of tugs. She was 157 feet long with a 37-foot beam and weighed 463 gross tons.

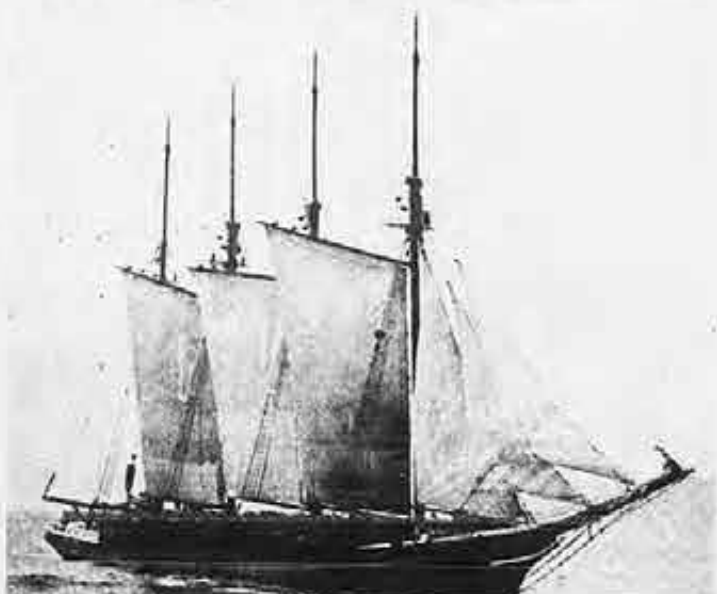
Another famous West Coast shipbuilder was Captain Matthew Turner, a native of Ohio who first went to California for gold. After a period devoted to placer-mining, he went to sea as master of his own sailing vessels.

Later, he designed vessels, successfully utilizing the general principle—new at the time—of a long fore-body and a short after body. Turner opened his first yard in San Francisco, then moved to Benicia. In all, he turned out a total of 228 sailing vessels, believed to be a record for any individual shipbuilder in the sailing era. Turner also introduced the Bermudan sail, a large triangular fore and aft sail without gaff.

Among the more famous Turner ships were the barkentines Benicia and Amaranth; the schooners Solano, Papeete, Emma Claudina and Anna; the brigantines Galilee, William G. Irwin, John D. Spreckels (for the sugar tycoon), Geneva and W. H. Dimond as well as the brig Nautilus.

Hans Bendixsen, a Dane by birth, constructed one of the largest three-masted schooners ever to be built in North America, the Wawona. She was a vessel of 468 gross tons and measured 165 feet in overall length, exclusive of her 30-foot bowsprit.

The era of the windjammer, which played a never-to-be-forgotten role in the growth of the West, has become history along with the other key elements of the past which helped make the present possible.





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



## One Hour Before Sailing On the Seatrain San Juan



Alfred Sanger, left, talks over an overtime beef with SIU Representative Bill Hall after Union officials met with the crew to discuss the new contract and pensions.



Luis Cepeda, chief electrician; John Ryan, FWT, and Craig Tellefsen, wiper (standing l-r) read along as SIU representatives fill in details on the new pact.



Juan Vega, bosun; D. Pineiro, AB, and Roman Rozpedowski, oiler, pay close attention as the terms of the wage agreement and overtime provisions are explained.



SIU Representative E. B. McAuley uses the special LOG supplement on "Improving the Pension Plan" to point out comparisons between the SIU plan and other pension plans.



Third Cook Abraham Carmoega, left and Chief Cook Raymond Perez prepared dinner for a hungry crew as the ship prepared to cast off from Perth Amboy for Puerto Rico.



Victor Carbone, deck maintenance, and AB Enrique Vargas were seen finishing a paint job on the lifeboat equipment of the San Juan as the vessel was about to sail.



Crewmembers filled the messhall when a special meeting was called to discuss and vote on the new contract, and to elect a Ship's Committee to represent the crew at sea.