



## *An Editorial*

As we head for Election Day, November 5, our nation is facing one of the most crucial decisions in its history. The man who becomes our next President will have to deal with domestic and foreign problems of unprecedented magnitude.

Hubert Humphrey has the superior skills to deal with them.

He has already shown his mettle in decades of service as a member of Congress and as vice-president. Humphrey was an original sponsor of Medicare and the skillful parliamentary manager for the social reform legislation enacted during the Kennedy and Johnson administrations. He was the author of the Peace Corps and Food for Peace. He fully understands the desperately urgent needs of the nation's cities for better housing, quality education, improved hospitals and mass transit facilities. He has already proven his concern for the problems of air and water pollution.

Certainly, no man but Humphrey has shown more capacity for leadership in foreign affairs. Peace is no empty word for him—he has been fearless in spelling out a real program to achieve it. A leader in trying to slow the spiralling nuclear race, he was the author of the bill establishing an Independent Arms Control and Disarmament Agency in 1961, and is even now working actively for the ratification of the Nuclear Nonproliferation Treaty.

This is a record which no other man comes within miles of matching.

Humphrey has led the fight for elimination of the open-shop provisions of Taft-Hartley through repeal of Section 14(b). He has thrown his unreserved weight behind collective bargaining for farm workers and working people everywhere. He speaks out for labor.

It is up to the American worker to dispel the smokescreen of fear and distrust thrown up by candidates who wave the American flag but secretly hold many of their fellow Americans in contempt.

We must build a better America. We must look forward, not backward. The keynote is not repression, but progress—not fear, but confidence in our country. That confidence must come from positive programs expressed honestly and fought for with the passion of conviction.

There is one man, and only one man who fits this need. That man is Hubert H. Humphrey.

**Secretary-Treasurer's Report  
On SIU Voting Procedures**

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## **SIU Election Supplement**

- Voting Instructions
- Candidates' Photos and Biographies
- Sample Ballot

(See Centerfold)

# Secretary-Treasurer's Report on SIU Voting Procedures

(In connection with the election of officials which starts November 1st, the following is the Secretary-Treasurer's Report dealing with that subject which was submitted to and approved by the membership at the membership meetings held in October of 1968.)

## MAILING TO THE MEMBERSHIP

Under the terms of the Landrum-Griffin Act a mailing to the membership is required by law, giving the membership notice of an election to be held. At the present time, the office of the Secretary-Treasurer is in the process of preparing this mailing, and such mailing will be completed prior to the deadline required by law, which will be on or prior to October 15, 1968.

## MEMBERSHIP LIST FOR ELECTION

In compliance with the law, your Secretary-Treasurer has had prepared a membership list of the Union. However, as you know, not being able to define at any particular moment exactly who will or will not be eligible to vote in our General Election is a somewhat difficult question to answer.

The membership is fully aware that our Constitution, specifically Article III, Section 3, Paragraph (a) through Paragraph (e) provides reasons for a member being late in paying his dues. As a result of these reasons, the Secretary-Treasurer, in having this membership list compiled, has had listed therein the name and address of any member who had paid dues to the organization at any time during the year 1967 even though it may only have been for one quarter. It is also possible that some names not now on this list should appear on this list at a later date. An example of this being a ship that sailed prior to the first of the year and has been out on a long voyage from which it will return in the near future; then the crew thereof, although not having any dues payments in 1967, would then be entitled to be placed on this membership list upon the payment of all dues and assessments.

Many members have stated that they objected to having their addresses given out, and insisted that the Union adhere to its long-term policy in withholding

this information. As your Secretary-Treasurer, after having checked with counsel, it is my duty to advise you that the Union has no other alternative but to comply with the request of any bona fide candidate to inspect this list, but at the same time, it is also my duty to advise you that under the law the Union is not obligated to permit any candidate to copy the list or any part thereof. The law does, however, give a bona fide candidate the right to inspect, at the Union's principal office (New York Headquarters) this list containing the names and last known addresses of the membership, once within thirty days prior to the election.

## ELECTION SUPPLEMENTS, ELECTIONEERING, ETC.

The policy of the Union has been and is, equal electioneering limits and facilities for all candidates. As usual, the Seafarers LOG will contain an election supplement, which includes the biographical sketches of each candidate and his photo, together with a sample ballot with voting instructions. The usual distribution pattern will be followed. That is, it is sent to all contracted vessels, is made available in substantial quantities, in all Union Halls, and is otherwise distributed. Candidates and members will, therefore, have available to them those materials for electioneering, or any other purpose. In addition to that, the Secretary-Treasurer recommends the printing of this election supplement in enough copies so that there will be available to each candidate, at his request, 100 copies thereof, to be used for such purposes as the candidate may choose. It is felt that 100 copies for each candidate is reasonable. There must obviously be some limit to the Union's expenditures in this regard. To insure equal treatment for each candidate, copies of this special material shall be made available in each Union Hall. The Port Agent shall deliver the amount requested (up to 100) to each candidate, obtain a receipt therefor, keep a record of the same, and notify the Secretary-Treasurer, Al Kerr immediately. It will be the Secretary-Treasurer's duty to keep a central tally, and to replenish stocks of this material when, as and if needed.

To insure good order and to further preserve the

secrecy of the ballot, electioneering must not take place within 25 feet of the polling place. In any event, the Union continues to insist on good order and decorum, which must be preserved. Any member whose ballot has been solicited within the prohibited area is required to make this fact known to the Polls Committee, which shall record the complaint in its report, as well as its findings and recommendations thereon. In addition, the member is required to notify the Secretary-Treasurer, Al Kerr, at Headquarters, within 24 hours of the occurrence, by registered mail, return receipt requested, of the facts, which notification must be signed by the complainant, together with his book number.

In that connection, the Secretary-Treasurer recommends that the membership also adopt the rule that, in case any member has a complaint that any of the election and balloting procedures of this Union have been violated, the same procedure as above set forth shall be followed. While the members have already been notified, through the LOG, as to notifications to the President in case of a claimed violation of any rights, it is recommended that the rule set forth herein be adopted with reference to the balloting and election procedures in this election, since the Secretary-Treasurer, under the Constitution, is charged with specific administrative duties in connection with elections and referendums. The member's duty to report violations in this manner should be emphasized. If situations exist which call for corrective action, that action ought to be taken. It can't be taken if the responsible parties under the Constitution are not made aware of the facts.

Obviously, nothing in these recommendations is to be deemed to deprive any candidate or member of his constitutional right to observe the conduct of the election, the tallying of ballots, and so on, provided he maintains proper decorum.

In accordance with established policy, the Union, its officers, the LOG, and, indeed, the entire membership, should continue to encourage the utmost interest in the election. The Secretary-Treasurer urges the largest possible vote, and encourages the use of proper electioneering to further stimulate interest in the exercise of this important right.

## Total Now Stands at 285

# SIU's Upgrading Program Produces Six Additional Licensed Engineers

Six additional Seafarers have graduated from the school of marine engineering sponsored jointly by the SIU and District 2, MEBA. Five of the men are new third assistant engineers, while one received his second assistant engineer's license. The men passed examinations conducted by the Coast Guard, following completion of their course of instruction at the school. This brings to 285, the number of Seafarers who have graduated from the school.

A new third assistant engineer, Clarence George formerly sailed as FOWT. A native of Mobile, he still makes his home in that city and joined the Union there in 1964. Brother George is 27 years old.

A second assistant, B. J. Power sailed as FOWT. A native of Buffalo, N.Y., he continues to live in that city. The 40-year-old Seafarer joined the SIU in 1953 in New York.



George

Power

Formerly sailing as chief electrician, Vincent Spade has received a third assistant's license. The 38-year-old native of New York City joined the Union in 1968 in the



Spade

Moody

Port of New York. He makes his home in Newport News, Va.

A new third assistant engineer, Robert Moody had sailed as a FOWT before attending the school. He is 31 years old and a native of Norfolk where he continues to make his home. Brother Moody joined the SIU in Norfolk in 1964. He is a four year veteran of the Air Force.

Howard Eidschun formerly sailed as FOWT. A new third assistant engineer, he was born in New Jersey and now resides in St. Petersburg, Fla. A Seafarer since March of this year, he joined the SIU in Tampa. Brother Eidschun is a Navy veteran and is 29 years old.

Prior to receiving his third assistant's license, Irvin Harrington held a FOWT's rating. Born in

Fort Lauderdale, Fla., he now lives in St. Petersburg. The 40-year-old seaman joined the SIU in the Port of New York in 1968.

Engine department Seafarers are eligible to apply for any of the upgrading programs if they are at least 19 years of age and have 18 months of Q.M.E.D. watchstanding time in the engine department, plus six months experience as wiper or the equivalent.

Those who qualify and wish to enroll in the School of Marine



Eidschun

Harrington

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

## A Memo from the Kremlin: 'Capitalist' Shipping Beware

NEW YORK—An official Soviet boast that their maritime efforts are constraining "the expansion of certain capitalist states in world shipping" has been revealed in a U.S.S.R. publication, excerpts of which were published in the September issue of a U.S. publication, the *Marine Engineering Log*. Outlined in detail are the intentions of the Russians in merchant shipping.

"The marine policy of the U.S.S.R. proceeds from the tasks of making the merchant fleet contribute extensively to the economic competition between the socialist and capitalist countries (and) to the satisfaction of the country's needs in domestic and external carriages by means of its own fleet," the Soviet magazine states.

"Such a policy creates favorable conditions for the development of the Soviet merchant marine, constrains the expansion of certain capitalist states in world shipping, and 'finally' renders complete assistance to the developing countries in the advancement of their economies and foreign trade."

Seaborne trade has almost tripled between the U.S.S.R. and the major capitalist countries during the past 5 years. The report mentions the life-line to Cuba, which involves the full-time use of some 300 ships. Soviet-flag ships called at 430 European ports 8,400 times in 1965 and at 60 African ports 1100 times the same year.

"The volume of cargo carried by the Soviet merchant marine for foreign charterers has increased 180 percent in the past seven years," the Russian report states, continuing, "A major result of the development of the Soviet merchant fleet was that Soviet foreign trade has become independent of the world charter market. Today the Soviet merchant marine can maintain shipping relations with any country in the world and effect all carriages in its own bottoms."

Commenting on the article, the *Marine Engineering Log* sums up:

"So you can conclude from the report that the Soviet merchant marine is going to be an ever more powerful tool in the growing assault upon the bastions of capitalism. And it is a disaster that the only answer the United States government has to this are a few platitudes about the Soviet fleet never amounting to more than a small fraction of the total world fleet, and therefore is only a bogeyman created by special interests to get some kind of ship-building program in the United States begun. The latter thinking is wrong. It is a fast and cynical appraisal of a very dangerous situation, a turning of one's head to the wall."

## SIU Hits Agriculture Dept. For Laxity on Cargo Law

WASHINGTON—The SIU has charged the Agriculture Department with "ignoring" a Congressional mandate that a minimum of 50 percent of all food-for-peace cargoes be carried on American-flag ships.

In telegrams to members of the Senate Commerce Committee and the House Merchant Marine and Fisheries Committee, SIU President Paul Hall said that American-flag tramp ships carried only 26 percent of these cargoes in 1966, and only 24 percent in 1967.

Hall said that the decline in American carriage of these cargoes was due in part to Agriculture Department "laxity" in enforcing the 50-50 requirements, and in part to "the activities of brokers for foreign trade missions who are systematically denying this cargo to U.S.-flag vessels."

The SIU president said that while the increasing use of foreign-flag vessels could be "partially explained" in the past because U.S. vessels were heavily committed to the Vietnam sealift, "it becomes totally intolerable now with so many U.S. tramp vessels idled and facing lay-up unless they receive cargoes."

In the telegram to key House and Senate members, Hall said that "American vessels which responded to the nation's urgent need in the Vietnam crisis are now being ignored once the demand for military sealift capability has eased."

He also sent telegrams to Acting Maritime Administrator James Gulick and to Joseph Ryan, director of the Agriculture Department's Ocean Transportation Division urging "immediate and vigorous action" to assure that all food-for-peace cargoes "scheduled to move now and in coming months . . . be awarded only to American-flag vessels so long as they are available."

## New Transport Union Group Formally Adopts Constitution

WASHINGTON—The Conference of Transportation Trades, an organization composed of more than 55 AFL-CIO-affiliated unions involved in all phases of transport, met here on October 15 to approve a constitution and select Section Chairmen and Vice Chairmen for each of the six sections that make up the organization.

SIU President Paul Hall was named Chairman of the Marine Section.

Conference Chairman C. L. (Les) Dennis, president of the Railway and Airline Clerks Union, told the assembled members that the purpose of the CTT was:

First, to serve as a clearing house of ideas and as a forum for the exchange of views between those unions sharing the common bond of relationship, direct and indirect, to the transportation industry.

Secondly, to develop programs to deal with the issues and problems which effect any and all segments of this industry.

Finally, to affiliate national and international unions with the Conference to strengthen the inter-union ties between all transportation labor as a means of promoting the best interests of the affiliates of this Conference; recognizing the need for joint action against the anti-labor attacks of common enemies and the value of creating an effective relationship for the development of the transportation industry with which the participating unions are associated.

Highlights of the proposed constitution that will govern the actions of the organization were read by its Secretary-Treasurer O. William Moody, Jr., of the AFL-CIO Maritime Trades Department. After due discussion and deliberation, the constitution was formally adopted.

Chosen as Hall's vice-chairman in the Marine Section, was Andrew Pettis, President of the In-

dustrial Union of Marine and Shipbuilding Workers of America. Other selections were:

- General (Inter-modal) Section; Jerry Wurf, American Federation of State, County and Municipal Workers, Chairman; Hunter Wharton, International Union of Operating Engineers, Vice Chairman.

- Air Section; Frank Heister, International Association of Machinists and Aerospace Workers, Chairman; James F. Horst, Transport Workers Union of America, Vice Chairman.

- Highway and Transit Section; John Elliott, Amalgamated Transit Union, Chairman; Maurice Sullivan, International Association of Machinists and Aerospace Workers, Vice Chairman.

- Non-Operating Rail Section; A. R. Lowry, Transportation-Communication Employees Union, Chairman; Harold Crotty, Brotherhood of Maintenance of Way Employees, Vice Chairman.

- Operating Rail Section; Charles Luna, Chairman and Al Chesser, Vice Chairman. Both represent the Brotherhood of Railroad Trainmen.

At the CTT's original organizational meeting last May, SIU President Hall welcome its formation, declaring: "We in the maritime trades have had a difficult time for several years. The support of CTT will help each of us protect the interests of our membership. The ICC also affects shipping and the ICC is management oriented. It serves management primarily and not the unions. Only the encouragement of the ICC has made many of the recent transportation mergers possible."

## Senate Approves Separate MARAD; Bill Awaiting White House Action

WASHINGTON—A bill to reconstitute the Maritime Administration as a completely independent federal agency cleared its last legislative hurdle this month, as the Senate approved the House-passed measure by a voice vote.

The independent agency bill—which had been strongly advocated by the SIU, the AFL-CIO Maritime Trades Department, and the overwhelming majority of maritime management—was sent to the White House in the closing hours of the 90th Congress.

The final fate of the measure was in doubt, in view of the Administration's long-standing preference for putting MARAD into the Department of Transportation.

Passage of the measure in the 90th Congress was a personal victory for Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee; Senator E. L. (Bob) Bartlett (D-Alaska), chairman of the Merchant Marine Subcommittee; Senator Daniel B. Brewster (D-Md.); and Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, who had been the bill's chief architects and who had steered it through the legislative channels.

### Climaxes Long Fight

The bill's enactment climaxed a long, uphill fight by the SIU and the MTD for restoring to the Maritime Administration the independent status which it had enjoyed between 1936 and 1950—a period which marked the greatest sustained growth of the merchant marine in modern times.

The battle had its beginning back in 1965, when the Sixth Constitutional Convention of the AFL-CIO, in the first omnibus maritime resolution in labor history, called for a long list of remedial actions to rescue the U.S.-flag fleet from the doldrums. Re-establishment of an independent Maritime Administration was a key element in that program, adopted unanimously at the San Francisco convention. This recommendation was reaffirmed by the AFL-CIO Executive Council the following year.

In 1966, however, the situation was complicated by Administration efforts to pull together a score or more agencies into a single new Cabinet-level Depart-

ment—the Department of Transportation. Although the AFL-CIO supported the concept of a new Department for domestic modes of transportation, it flatly opposed inclusion of maritime because of the industry's dual roles in both commerce and defense.

As a result of labor's efforts, Congress in 1966 created the new Department but specifically excluded the Maritime Administration, leaving the agency where it had been since 1950, within the Department of Commerce.

### Took Offensive

Victorious in what they frankly described as a "defensive fight," the SIU and the MTD moved over onto the offensive in the opening days of the 90th Congress, when a record-breaking 104 bills for the creation of an independent MARAD were introduced in the House.

In the fall of 1967, the Garmatz bill (H.R. 159) was passed by the House with strong bipartisan support. Approval came by a lopsided vote of 326-44, indicating the mood of Congress on the need for an independent agency that would halt the present maritime decline and head the nation on a new course toward regaining its maritime supremacy.

The House-passed measure lay

dormant in the Senate until this summer, when it became clear that no progressive maritime program would be forthcoming from Transportation Secretary Alan Boyd, chief architect of the Administration's maritime policy.

In August, the Senate Commerce Committee cleared the measure for floor action by a vote of 17 to 1. At that time, Senator Magnuson's Committee told the Senate:

### Plight Worsened

"It has become increasingly clear and alarmingly certain that the present Administration has not been able to come forth with a reasonable and well-calculated proposal to revitalize the American merchant marine.

"In the meantime, the plight of the fleet has worsened, the need for remedial action has heightened, and the resolve of the Committee to establish an independent Maritime Administration has solidified."

In approving the measure just prior to adjournment, the Senate thus put its stamp of endorsement on the Senate Commerce Committee's view that only through the establishment of an independent agency would the government have an "efficient mechanism" with which to carry out national maritime policy.

## President OKs Bill Extending Ship Subsidies for One Year

WASHINGTON—President Johnson this month signed into law a bill extending the authority of the Secretary of Commerce to pay a differential subsidy of up to 55 percent in the construction

of merchant vessels. The measure, introduced as H.R. 17524 and subsequently designated Public Law 90-572, also allows a subsidy of up to 60 percent in the case of reconstruction or reconditioning of passenger vessels.

The extension of the construction differential subsidy ceilings is only for a one-year period—to June 30, 1969. The House of Representatives had originally

voted the extension for a two-year period. This traditional version, however, met opposition in the Senate, where a joint amendment by Senators Frank J. Lausche—the lame-duck Ohio Democrat—and John J. Williams, (R.-Del.) cut back the extension period by one year.

Lausche—a consistent opponent of legislation favorable to the U.S.-flag merchant marine—has had an ally in Transportation Secretary Alan S. Boyd, who previously forecast that there would be little, or no, government money available for subsidized shipbuilding in fiscal 1969 because of Congressional demands for budgetary economy.

Boyd's prediction has since been repudiated by Congress. Pitiful though they were, MARAD's funds were uncut.

When returned to the House, the House Merchant Marine and Fisheries Committee, chaired by Representative Edward A. Garmatz (D-Md.) had accepted the trimmed-down Senate version of its subsidy bill—which must be periodically renewed by Congress—rather than fight at the last minute for a measure which might ultimately have been defeated by an anti-maritime minority in the Senate.



CTT Chairman C. L. (Les) Dennis addresses group's constitutional meeting. At right is MTD's Bill Moody, CTT Secretary Treasurer.

# AMA Raps Cargo Bidding Advantage Made Possible by 'Double Subsidies'

WASHINGTON—An American shipping company was charged with using a \$2,000-a-day government operating subsidy to underbid an unsubsidized operator by only 25 cents a ton for the carriage of a Food-for-Peace shipment of grain to Indonesia.

Alfred Maskin, director of research and legislation for the American Maritime Association, said that this practice constituted a "double subsidy," which, he said, "subverts the purpose of the subsidy (and) substantially increases the cost to our government . . . of shipping these government cargoes."

Maskin, whose organization consists of some 90 companies operating 240 of the nation's unsubsidized merchant ships, said that the subsidized company was able to obtain the full 50 percent American share of 100,000 tons of flour which the Department of Agriculture is sending to Indonesia "by submitting a bid of 25 cents a ton lower than its nearest unsubsidized rival."

The management official told a meeting sponsored by the AFL-CIO Maritime Trades Department that the direct subsidy which the shipping line receives "compensates it for over 40 percent of its vessel operating expenses." He went on:

"Obviously the substantial competitive edge which this direct subsidy gives it, over an unsubsidized operator, would permit it to bid not only 25 cents a ton lower, but virtually whatever rate is necessary for it to obtain the cargo."

"Equally important, however, is that even though this subsidized company is paid direct subsidy to enable it to carry cargoes at world rates, the bid that it submitted, although just low enough to squeeze out its unsubsidized rival, was still high enough to give it a

premium of almost \$16 a ton above the foreign-flag rate for this cargo—or virtually the same differential that the unsubsidized operator would need in order to survive without direct subsidy.

"Thus, the subsidized operator clearly received a double subsidy—once in the form of direct subsidy, which is in itself a competitive weapon against the unsubsidized operator, and once in the form of the rate differential which normally should have gone to the unsubsidized operator."

The AMA official outlined a four-step program for improving the status of the American-flag fleet, including:

- Extension to all unsubsidized operators the privilege now available only to subsidized operators of establishing tax-deferred construction reserve funds to replace obsolete vessels with "new and more efficient tonnage."

- Granting of long-term contracts for the carriage of government cargoes to assure ship operators of cargo over a given period of time to enable them "to more accurately determine their future requirements for new tonnage."

- Preventing the entry into the American-flag fleet of vessels built "either wholly or partially abroad at half the capital costs of American-built ships," since such foreign construction would jeopardize the investment American owners now have in ships built in this country.

- Ending the double subsidy involved in putting government-

generated cargoes, at preferential rates, aboard ships already subsidized for the purpose of competing for commercial cargoes.

Maskin said that none of the recommendations would cost the government money, and that two of them—relating to long-term charters and the double subsidy—"would actually save the government money."

## Four State AFL-CIO Units Adopt SIU, MTD Resolutions on Maritime

Four State Councils of the AFL-CIO, two in the midwest and two on the West Coast, each acting independently of each other during their recent conventions, have unanimously endorsed resolutions sponsored by the SIU and the AFL-CIO Maritime Trades Department urging strong ac-

tion to stem the deterioration of the American merchant marine. The actions serve notice on the government that much-needed legislation required to upgrade the nation's merchant fleet is long overdue.

The Illinois, Missouri, and California state labor councils each gave their stamp of approval to an SIU-sponsored resolution emphatically stating that the government could, and should, do more to improve a situation which has brought about the "deplorable state of the Nation's merchant fleet," and implement a "positive program for its revitalization." A 10-point maritime program submitted by the MTD was adopted by Oregon's State AFL-CIO.

The SIU resolution, backed overwhelmingly by all three states conventions, quotes graphic statistics on the nation's maritime decline and proposes a partial solution to the balance-of-payments problem that is currently vexing government economists.

### "Growing Awareness"

In calling attention to the fact that "over the past several years there has been a growing awareness on the part of the American public" over the plight of the nation's shipping industry, the SIU-backed resolution points out that this vital awareness "has been generated in a considerable degree by the efforts of organized labor."

Noting the ever-worsening statistics on the plight of U.S.-flag shipping, the statement declares:

"In the past 20 years, this country has slipped from first to sixth place among the world's maritime leaders in terms of shipping, and from first to 16th place in terms of shipbuilding.

"Right now when this nation is concerned over the mounting deficit in the balance of payments, U.S. flag ships are carrying only 5.6 per cent of this country's export-import cargo."

Referring specifically to the balance-of-payments problem, the resolutions offers a forthright solution: "It has been pointed out by the trade union movement, by members of Congress, and by other qualified groups that if American vessels carried but half of our foreign commerce, the



When Headquarters Rep. E. B. McAuley called out jobs in New York hall recently response was heavy, with plenty of jobs for everyone.

payments deficit could be eliminated without resort to any other devices. . . ."

The resolution, in conclusion, reaffirms organized labor's solid intention to "go on record in support of a strong merchant marine program that will provide us with an adequate, balanced fleet and a positive shipbuilding program geared to the principle of maintaining an American-built, American-owned and American-manned merchant marine. . . ."

Each State Convention, after endorsing the resolution, then forwarded a copy of it to Representative Edward A. Garmatz, Chairman of the House Merchant Marine and Fisheries Com-

mittee, and to Senator E. L. Bartlett, Chairman of the Merchant Marine Subcommittee of the Senate Commerce Committee.

In an action similar to the resolutions endorsed by other three state councils, the Oregon state AFL-CIO state convention adopted a resolution introduced by the Portland Port Council of the Maritimes Trades Department, which attacked Transportation Secretary Boyd's recent maritime proposals and offered a 10-point counter-program designed to truly improve and upgrade the industry—including specific recommendations for the U.S. fishing industry which is threatened with extinction because of over-importation.

Under fire were proposals by Boyd, condemned by the resolution as being actually harmful to the merchant marine, shipbuilding and fishing industries. They include: Construction of American vessels in foreign yards, rejection of a program to build nuclear-powered vessels; elimination of existing tax-free capital reserve funds; and stopping all subsidization of American-flag passenger liners.

In place of these proposals, the Oregon council's resolution urges steps similar to those proposed by the other three state councils, including the creation of an independent maritime agency, an expanded shipbuilding program, necessary subsidies; effective taxation, limitation and regulation of runaway-flag ships; and import ceilings on foreign fishery products now menacing the domestic fishing industry.

Because of existing government policy on the latter, the resolution notes, it is now possible for foreign countries to "out-compete domestic producers to a point where 71 per cent of all fishery products consumed in the United States (or 10.2 billion pounds of fishery products out of a total annual consumption of 14.2 billion) is now supplied to the American market by foreign countries," the resolution declared.

After adoption, copies of the resolution were sent to the President and all appropriate government agencies and members of Congress.

### SIU Supports Teachers



Seafarers picket outside City Hall in New York in support of striking United Federation of Teachers. The Oct. 17 demonstration drew crowd of 50,000. The teachers walked out of classrooms for the third time this term in effort to get Mayor Lindsay and the school superintendent to enforce recently negotiated contract and permit 83 unlawfully suspended teachers to resume their duties free of harassment by "militants" in a semi-autonomous Brooklyn school district.

## Leo Marsh Dead; SIU Patrolman Succumbs at 53

MOBILE—Leo Marsh, SIU Joint patrolman in the Port of Mobile, died suddenly at his home in Mobile on October 18. He was 53 years old. Brother Marsh



Marsh

was one of the original members of the SIU and took an active part in all SIU strikes and beefs since the Union was organized.

Having sailed as chief steward for many years, until 1951, he was very popular with the Seafarers with whom he worked on SIU-contracted ships. Appointed steward patrolman for the Port of Mobile in December, 1951, Marsh was elected steward patrolman in 1953 and served in that capacity for five years. In 1957 he was elected joint patrolman and had served in that post continuously until his death.

Burial was at Catholic Cemetery in Mobile on October 21.

Surviving are his wife, Ethel Iuanita, one son, Leo Patrick, Jr.; three stepsons, Freddie, Harold and William McPherson; and a stepdaughter, Mrs. Juanita Jarman.

In Closing Weeks of Campaign

# Humphrey Steps Up Attack As New Support Surges

WASHINGTON—Vice President Hubert H. Humphrey entered the final weeks of his drive for the presidency with an air of confidence and aggressiveness, spurred by the belief that his campaign is catching fire.

As he swung through the mid-America states of Indiana and Missouri, Humphrey was greeted at every stop by huge, enthusiastic crowds.

Speaking in the home territory of former President Harry Truman, Humphrey reminded his audiences of Truman's come-from-behind victory in 1948 despite predictions of the polls that he would lose. Humphrey suggested that a similar upset is now in the making 20 years later.

This drew exhortations from his listeners to "give 'em hell" in the Truman style.

The crowds roared their approval as Humphrey repeatedly challenged Nixon to abandon his strategy of silence and join him in debate before the voting public.

### Nixon Fears Truth

He suggested that the reason Nixon has so far refused to do so is that he is well aware of his own record and fears that "the American people will find out where he stands."

"Richard the Lionhearted is Richard the Chickenhearted," Humphrey declared.

"Mr. Nixon is afraid that I will ask him, if he and his party still think that medicare won't work, because that is what I am going

to ask him. I am tipping him off. He is afraid I will ask him if he still thinks it is a harmful socialist scheme, because that is what they said.

"Or maybe he is afraid I will ask him why he cast the tie-breaking vote that killed federal aid to education when he was vice president.

"I think he is afraid I will ask him if he still think the Peace Corps is a haven for draft dodgers.

"He is possibly afraid I will ask him why he writes special letters—little secret communications—to Wall Street brokers telling them that the Securities and Exchange Commission is being unfair to them, apparently forgetting that the purpose of the commission is to be fair to the investors.

"Maybe he is afraid that I'll ask the 'real' Richard Nixon to stand up. I'm not worried about the 'new' one or the 'old' one; it is the 'real' one you need to be thinking about."

### Charges Stalling

Then, playing on the Republican slogan, "Nixon's the one," Humphrey asked:

"Is he the one that says he's for a treaty to prevent the spread of nuclear weapons, to prevent Mr. Nasser and Mr. Castro from getting their itchy, erratic fingers on the nuclear trigger?"

"Or is he the one who says he's for delaying the ratification of that treaty?"

"Is he the one who favors integration in the North or the one



Enthusiastic students at Rockhurst College in Kansas City greet Vice President Humphrey as the Democratic presidential candidate arrives for an address and a question-and-answer session.

who is sort of against it when he tours in the South with his new-found ally, Strom Thurmond?

"Yes, Nixon's the one, all right. He is afraid and I don't blame him, because the record is there."

The Vice President's warmest reception on the current campaign tour came at the COPE meeting, where more than 1,000 St. Louis union leaders jammed Carpenters Hall to welcome him.

Trade unionists made up a large part of the gathering of more than 10,000 in Evansville. Communications workers waved Humphrey signs among the crowd of 8,000 that filled a busy intersection for the downtown Kansas City rally. And at the St. Louis airport, when the Vice President's plane arrived, the welcoming throng included machinists and steelworkers, retail clerks and service employees.

Humphrey told the COPE audience that he had learned Nixon plans to reserve four hours of television time on the Saturday night before the election for his final TV "blitz."

That, the Vice President noted, would be more TV time than the Humphrey forces have been able to purchase in the entire campaign.

"Let him have 10 hours," Humphrey declared. "I'd like to give him 24; maybe he'd finally say something."

Again he called on Nixon to come from behind the "bush" and debate. The American voters, he said, "have a right to hear us speak—to cross-examine each other" on the issues.

### "Nothing to Say"

"If you have a candidate who can't talk to you when he wants to be President, he'll have nothing to say to you when he is President," Humphrey declared.

The Vice President warned the COPE delegates that "this is not just my fight—it's yours," and he cited a suggestion from an adviser to Nixon that the country could use a little more unemployment as a means of combatting inflation.

"Whose job is he talking about?" Humphrey asked.

He said there would be no ques-

tion about the outcome of the election if only two parties were involved. But he noted there is a third-party candidate—Wallace—who is "boring in."

And he pointed to a COPE pamphlet to emphasize its title: "Don't Let George Do to the United States What George Did to Alabama."

"And when they tried to unionize to do something about those wages, former Gov. Wallace used to call out the state troopers to take care of the organizers."

The Vice President derided Wallace's choice of General Curtis LeMay as his running mate, calling the third-party slate "The Bombsey Twins."

As for Wallace's attempts to "scare" people about "law and order," Humphrey ridiculed the example the former governor had set while he was in office.

"Mr. Wallace decided which

coufts suited him—and he disobeyed the rest.

"He decided which judges he liked—and he vilified the rest.

"He decided which laws he preferred—and he violated the ones he didn't like."

Humphrey emphasized that he alone among the major candidates has had actual experience in improving law enforcement. As mayor of Minneapolis, he recalled, he strengthened and professionalized a weak police force and wiped out corruption that had been rampant until he took office.

The Vice President spoke bluntly about the support Wallace is reportedly drawing from a small segment of rank-and-file union members and attributed it to baseless racial fears.

"What I want is an economy that will give everyone a job—black or white. . . . I want a bigger pie to split up, not a smaller one to share among more people."

## Magnuson Warns Government On Aging U. S. Tramp Fleet

SEATTLE—Senator Warren G. Magnuson (D-Wash.), warned here recently that the United States-flag tramp fleet, the aging workhorse of the merchant marine, faces "block obsolescence" unless strong measures are taken by the government.

The chairman of the Senate Commerce Committee strongly favored the allowance of tax-free construction reserve funds to the entire fleet to encourage private investment in the building in this country of U.S. ships to revitalize the cargo-carrying capacity of the nation.

In remarks before a seminar on Federal Regulation of Transportation, Magnuson declared that "the maritime industry has one clear distinction: Probably no other mode of transportation in our nation's history has been allowed to deteriorate to such a dangerous extent. I think this is one of the great tragedies of today, and one of the most costly failures of recent administrations—Republicans and Democrats alike."

### "Disastrous Shape"

"While we have the best ocean liner fleet in the world," Magnuson pointed out, "our tramp fleet, made up almost entirely of World War II vessels," is in disastrous shape. While much can be done to narrow the cost differentials surrounding an American ship with that of its foreign-built, foreign manned counterpart, he said, "the fact remains that if we are

to have a merchant marine we must have government assistance to the maritime industry."

"Our present subsidy system has no direct application to tramp vessels," the Commerce Committee Chairman charged, "and in the absence of a revitalization program there will be no U.S. flag tramp fleet in another five to seven years. I and others in Congress have proposed a massive rebuilding of the fleet, but our efforts have not been well received."

Explaining the financial facts of life so far as ship-building is concerned, Magnuson declared that, depending upon the type of vessel under discussion, construction costs can range from \$12 million for a tanker to \$30 million for a new, modern cargo liner.

"The plain fact of the matter," he indicated, "is that we cannot compete on a dollars and cents basis with foreign shipyards or with the low wage scales of foreign seamen. It costs more to build an American ship, and it costs more to operate an American ship."

"The fact remains that if we are going to have a merchant marine we must have government assistance to the maritime industry."

## Alex Jarrett Dies at 50 In Calif.; Was Vice Pres. of Marine Firemen

SAN FRANCISCO—Alex Jarrett, vice president of the SIUNA-affiliated Marine Firemen's Union, passed away suddenly at his home in Walnut Creek, Calif., last month after an apparent heart attack. He was 50 years old.

Jarrett had served as MFOW vice president since April, 1962, after 13 years in office as MFOW port agent in Honolulu.

Funeral services were held in Honolulu and burial was at the Diamond Head Memorial Park.

A memorial service was also conducted here, at the Apostleship of the Sea.

MFOW President Bill Jordan, in commenting on Jarrett's death, said that he was stunned and saddened upon learning that Jarrett had died, as he had fully expected him to assume the presidency when he stepped down as Presi-

dent after completing this term of office in February.

He said that Jarrett was a fine man who was completely dedicated to the welfare of the MFOW and its members, as well as to the American labor movement.

"Jarrett commanded the admiration and respect of all those who knew him, both in the labor movement and the business community," Jordan said. "He was a big, quiet, unassuming guy and an outstanding, exceedingly competent official, who had served the Union well ever since he became an official in 1949."

Jarrett is survived by his wife, Mae; three daughters, Paula and Leslie who live at home, and Mrs. Beth Clark of Honolulu; and one son, Alex, Jr., of Los Angeles.



Jarrett

## Scab Grapes—His Favorite Dish



We hope Richard Nixon enjoys those California grapes he is flaunting. They are anti-union grapes and they are symbolic. By eating them, the Republican Presidential candidate is exposing himself for just what he is—the candidate of the growers, the choice of the manufacturers, the darling of Wall Street.

By this time everybody knows that Nixon has denounced the boycott against California grapes now being conducted by the United Farm Workers. The striking workers—amongst the most shamefully and miserably underpaid in the country—have the complete support of the labor movement. They also have the full and sympathetic backing of Hubert H. Humphrey.

Nixon's record is clear. And an unfortunate one for American workers, as documented by his voting score when he was in Congress—a record distinguished by opposition to all progress. He fully supported the Taft-Hartley Act and its crippling Section 14(b), cast the deciding vote against federal aid to education, denied social security coverage to 750,000 persons.

The Republican candidate prefers to woo Wall Street, rather than the struggling grape workers. In an unpublicized "Secret Letter" he has passed the word that, if he gets in, he will "lay off" what he calls "heavy-handed bureaucratic regulatory schemes"—translation, no protection for the small stockholders. No wonder the "big boys" love him.

Taking note of the strange appeal the third-party candidate seems to have because he gives voice to the irrational fears and prejudices of many people—thus arousing anger instead of reason—Nixon has also under-

taken to out-Wallace Wallace. He simply puts the white gloves on the same demagogic slogans geared to "hardline" quickie police-action attacks on complicated problems. Here, too, Big Business laughs up its sleeve behind the scenes. After all, police are cheaper than progressive programs. Even if they don't lead to solutions in the long run.

So Nixon goes on his way, hopefully peddling an undefined "something for everybody" in vague terms and slogans without substance. His biggest problem is to avoid being pinned down; he shuns open TV debate because he can't stand the spotlight of truth. He knows he can't compete with the searching, sharp realism of Hubert Humphrey because, stripped of his speech-makers and his research army, Nixon has nothing to sell but a carefully couched appeal to reaction.

Nixon can smile; he thinks he has it made—if he doesn't take chances. But behind the studied smile is a sneer.

He obviously believes "the masses are asses." He has nothing but contempt for the people he is trying to trick. He relies instead, on manufactured enthusiasm, synthetic ovations and a saturation of publicity pouring out of public-relations mills. All paid for—you guessed it—by the men who remain behind the scenes anonymous and unpublicized: the big money crowd, rubbing their hands in gleeful anticipation.

Can money buy an election? Nixon thinks so. But Humphrey has faith in the American worker to see through the fakery and the phoniness. His appeal is to the common people to swarm to the polls on November 5 to cast their votes for decency and for progress.

## Vote for Humphrey Seen Vital Investment in America

WASHINGTON—AFL-CIO President George Meany has called on American workers to protect "the investment we have made in America in the past eight years" by doing their best to help elect Hubert Humphrey as President, Edmund Muskie as Vice President and congressional candidates "who believe, as we do, in a better America for everyone."

Meany issued the appeal in the first of a series of four scheduled radio messages over the National Broadcasting Company network on the issues in the 1968 political campaign.

The November 5 election, Meany said, poses "a crucial decision" for the nation and the American trade union movement "has a vital interest" in that decision.

"In a time when the world is in ferment, and in a time when there is contention at home, the decision we make on these matters is not one to be made on the basis of whim, or fear, or hate," Meany declared. "It is a decision that demands thought and an objective assessment of where we've been, where we are, and where we hope to go."

"My concern, and I believe the concern of all working men and women in this country, is that we not squander the investment we have made in America in the past eight years. They have been years of productivity and creativity that have no parallel in history."

Meany summarized the record of accomplishments during the last eight years of "uninterrupted economic growth":

- "We have made basic social reforms within the framework of our democratic society.

- "The real income of the overwhelming majority of Americans has constantly risen.

- "Full equality for all Americans, in every aspect of life, has been established by law and we can see the day when it will be established in custom.

- "The road to a full education for every person is now broad and wide.

- "Medical care for the elderly is on a sound social basis.

- "The minimum wage has been strengthened and improved.

- "There is government concern, expressed in concrete terms, for the quality of life in our country. Compassion has been firmly rooted in governmental policy."

All of this, the Federation president said, stems from a philosophy, advocated by the AFL-CIO, "that regards the human individual as our basic resource, a philosophy that contends when you invest in the human individual you achieve richness for the entire nation."

"The American working people have invested too much effort—they have fought too hard and too long to achieve the goals we have reached—there is still too much to be done to achieve the goals ahead—for us to do less than our best in the remaining weeks of this election campaign," Meany continued.

"If we do that, I am confident we will win a victory this fall—a victory of all America—through the election of Hubert Humphrey, Edmund Muskie and congressional candidates who believe, as we do, in a better America for everyone."

"So talk to your fellow workers—to your neighbors—to your family and friends. And," he concluded, "urge them to vote with you for Humphrey, Muskie and a better America."

## LABOR ROUND-UP

Shipbuilders meeting in Miami Beach during the World Series, pitched American League President Joe Cronin a fast wire protesting the firing of two umpires. The organization's convention went on record opposing the dismissal of umpires Valentine and Salerno for alleged incompetence. The arbiters claim their dismissal was due to their attempt to organize the league's umpires in order to get the same wages and benefits National League umpires receive. "In all fairness, we, as labor, condemn the president's action in dismissing these men for making efforts to organize their fellow umpires to achieve better working conditions," the Shipbuilders said.

Two pioneer labor leaders are among the hundreds of subjects depicted in paintings, sculptures and photographs on exhibit at the Smithsonian Institution's new National Portrait Gallery in Washington. Included in the exhibition of art works on great Americans are busts of Samuel Gompers, founder of the American

Federation of Labor and Eugene V. Debs, secretary-treasurer of the Locomotive Firemen in the 1800s and candidate for President on the Social Democratic Party ticket in 1900.

Eugene A. Kelley, 56, a veteran labor editor and newspaperman, died October 5 after a lengthy illness in Lawrence, Mass. Kelley joined the staff of the Textile Workers Union of America in 1947 after years as a labor reporter for Lawrence papers, serving as an editor and public relations specialist. After a stint with the labor affairs office of the foreign aid administration he joined the CIO News. He became assistant editor of the AFL-CIO News when the AFL and CIO merged. In 1959 he joined the firm of Maurer, Fleisher, Zon and Associates handling various trade union accounts of the public relations and advertising firm until his illness. Kelley is survived by his wife, Jennie B. a son, Eugene A. Kelley, Jr., of Trenton, N. J., and a daughter, Joan, of Lawrence.



# The 90th Congress: A Report

*Organized labor—Seafarers as well as all other members of the American trade union movement—have such an enormous stake in the national election on November 5, 1968, that we feel all available information on Representatives and Senators who have represented us during the past session of Congress should be considered before ballots are cast.*

*On this and the following pages is an AFL-CIO report on what the 90th Congress has—or has not—done for the cause of labor. The commentary is by AFL-CIO Director of Legislation Andrew J. Biemiller. The official voting tabulations—issue by issue and man by man—speak for themselves.)*

Liberals in the 90th Congress fought with courage and determination to prevent the anti-labor conservative coalition from cutting back and destroying the social progress achieved during the Kennedy-Johnson-Humphrey Administration.

Unfortunately, this defensive battle was not always successful. Again and again conservative Republicans and their conservative Dixiecrat bedfellows joined forces to chop, slash, undercut, or starve the basic programs that help working people and their families.

If a direct, frontal attack didn't work, the coalition raised an "economy" battle-cry, the traditional round-about back-door attack of conservatives opposing popular programs like education, health, labor, welfare, anti-poverty, housing, and conservation.

Thus, the AFL-CIO was forced to fight to protect the social gains of the New Deal, Fair Deal, New Frontier and Great Society. Instead of plowing new ground, we had to protect medicare, aid to education, improved social security benefits, civil rights, and anti-poverty measures from being weakened or destroyed.

The reactionary anti-civil rights, anti-civil liberties, anti-democratic bias of the conservative coalition has emerged clearly in the 1968 fight on the Fortas nomination. Republican Senator Robert Griffin, Dixiecrat-turned-Republican Strom Thurmond, and Dixiecrat Senator Sam Ervin have led an outrageous attack on the Supreme Court, using as a pretext the nomination of Justice Fortas to be Chief Justice.

GOP-Dixiecrat teamwork forced a "states' rights" amendment into the 1967 aid-to-education bill, seriously weakening the bill.

An anti-civil rights amendment aimed at weakening federal school desegregation guidelines got coalition approval in 1968.

The anti-labor compulsory arbitration proposal rammed through the 90th Congress in 1967 forced striking railroad shopcraft workers back on the job. action was a serious setback to the cause of free collective bargaining.

Fortunately, in spite of the victories won by the conservative coalition, liberals in the Senate and House were able to muster a majority on a number of key issues.

When Republican Senator John Williams tried to stop AFL-CIO's COPE collection of voluntary dollars for political contributions to COPE-endorsed candi-

dates, we won by a healthy 49-19 margin. Republicans cast 18 of the anti-labor votes and the 19th came from a Southern Democrat.

A landmark civil rights law with strong, wide-ranging "fair-housing" requirements was passed in 1968 after the Dixiecrat-Republican filibuster in the Senate was broken.

A far-reaching, massive \$5.3 billion housing law—with new programs to help low and moderate income families get adequate homes—was approved in 1968.

Four major consumer protection laws—truth-in-lending, meat inspection, poultry inspection and a new Commission on Product Safety—won approval in the 1968 session. These programs the conservative coalition didn't dare oppose.

We must not let the conservative coalition strengthen its position in the 91st Congress. There is too much at stake. The loss of even a small number of liberal congressmen will almost certainly mean further dismantling of the important social programs already under attack in Congress.

We must not let a conservative candidate win the presidency in 1968. Election of a conservative President would bring a flock of new conservative congressmen into office. Election of a conservative President would open the door to a new anti-labor campaign by the conservative coalition.

Our choice is clear. The AFL-CIO has endorsed the election of Hubert Humphrey and Edmund Muskie and all candidates for Congress who share their views and ours.

Hubert Humphrey, the Democratic candidate, has a 100 percent perfect record on our COPE score sheets. Time after time during a national career spanning more than 20 years, Humphrey has spoken up and voted for every good, decent, constructive, progressive cause. He is a tried and true friend of labor.

The Republican candidate, Richard Nixon, also has a long public career and he should be judged by that career. Nixon claims he was elected to Congress in 1947 "to smash the labor bosses." Maybe he didn't

The next three pages carry labor's report card on the 90th Congress as it neared adjournment. Congressmen have been judged on 13 key issues; senators on 12. The symbols—"R-right" or "W-wrong"—are based on the position the AFL-CIO took on the legislation.

Alongside the voting records are brief descriptions of the issues—what the vote was about and why it was important to the labor movement and the nation.

A congressman or senator may claim he supported labor's position because he voted for final passage of a bill. But in most cases, the key vote was on an amendment that would have seriously weakened or greatly improved the bill. The votes used here are those considered most significant.

deliver on that promise, but he managed to vote wrong 86 percent of the time as congressman and senator, casting his lot again and again with the anti-labor, anti-people lobbies like the U.S. Chamber of Commerce, the National Association of Manufacturers, and the American Medical Association.

The third party candidate, George Wallace, has no platform, no policies, and no program—nothing except racism and hatred. His record as governor of Alabama makes a mockery of his claim to be a friend of labor. Alabama's regressive, soak-the-worker sales taxes are among the highest in the history of the United States—after Wallace promised not to raise them. Low wages, poor working conditions, high crime rates, high illiteracy rates, anti-unionism, segregation and prejudice in Alabama all testify to the kind of America that Wallace wants.

The national campaign for the Presidency holds the center spotlight Nov. 5—but the shape of the future is also taking form as liberals and conservatives fight for control of the U.S. Senate and the House of Representatives.

The loss of more than 40 liberal congressmen in the 1966 elections made the difference between the fabulously productive liberal 89th Congress and the conservative-dominated 90th Congress. If more liberal congressmen lose their seats in the 1968 elections, we face a serious anti-labor campaign.

We can expect the conservative coalition to push "labor court" legislation, compulsory arbitration, a national "right-to-work" law, bills applying anti-trust laws to labor unions, bills banning nation-wide bargaining and anti-COPE legislation.

The build-up is planned and coordinated. It is being cultivated in Congress by the conservative coalition. It is spearheaded in the public forum by the giant business associations, the U.S. Chamber of Commerce, and the National Association of Manufacturers.

The signs point inescapably to the conclusion that these anti-labor forces are counting on conservative political gains in 1968 to pave the way for restrictive labor legislation in 1969.

We must carry the fight at the national level, in the states, and in every congressional district to win a liberal majority in the 91st Congress. Only with a liberal President and a liberal Congress will the 91st Congress improve on the sorry, conservative record of the 90th Congress.

From the 91st Congress we must get a massive new job program, occupational safety, expanded health, education, manpower training, anti-poverty programs, organizing and bargaining rights for farm workers, situs picketing rights in the construction industry, and adequate funding to meet the urgent needs of the urban crisis.

This voting record tells how senators and representatives answered the roll calls on the major issues of the 90th Congress. With this information, working men and women can make their informed judgment and decision on Election Day.





# SEAFARERS LOG

## 1968 Election Supplement

# SIU ATLANTIC, GULF, LAKES & INLAND WATERSDISTRICT ELECTION



**Voting Procedures**



**Qualified Candidates**

*with photos and records submitted by candidates*



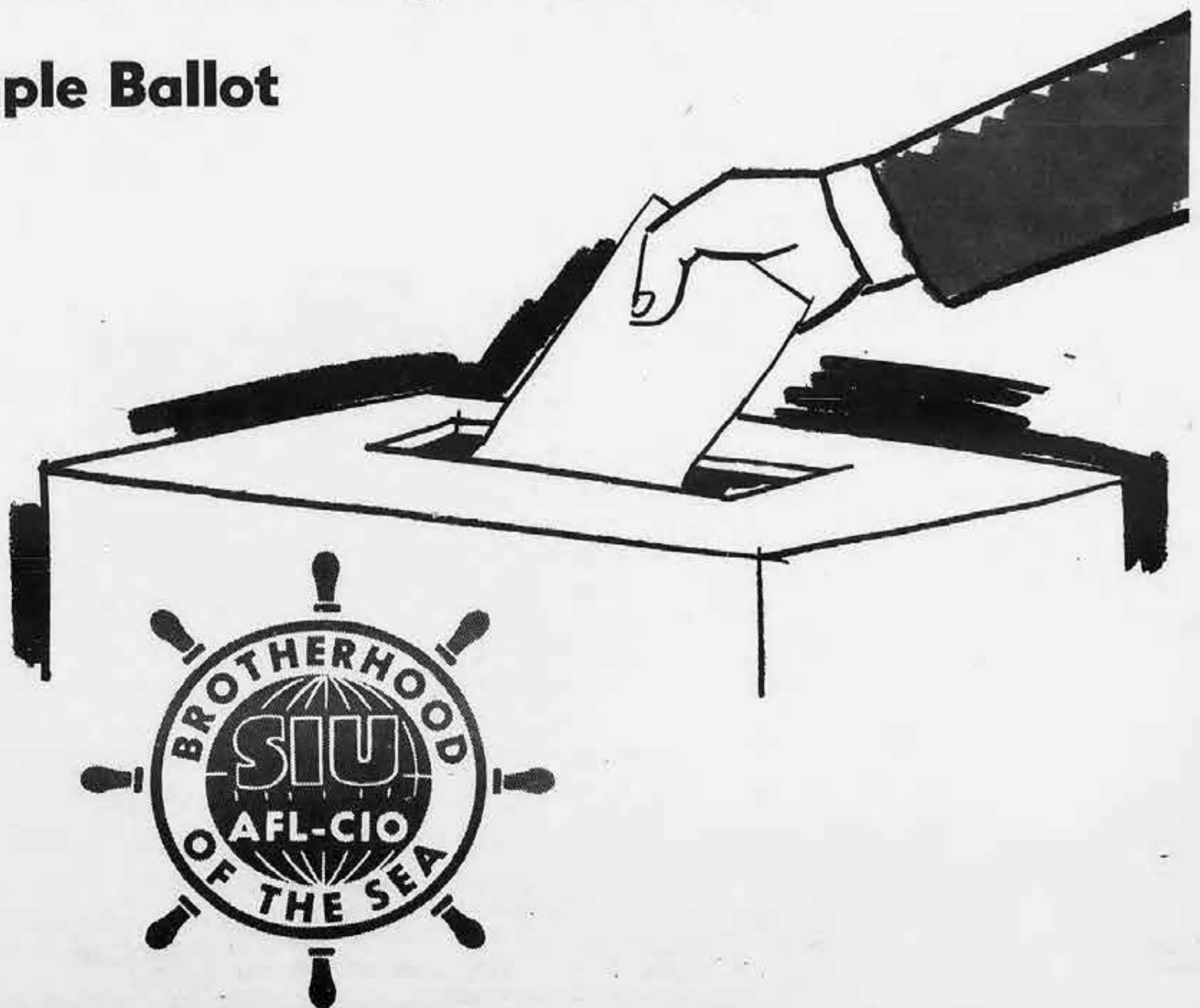
**Sections of SIU Constitution**



**Addition to Voting Procedures**



**Sample Ballot**



# Candidates For SIU Elective Posts

## For: President

(Vote For One)



**PAUL HALL—Book No. H-1— No. 1 On Ballot**

Original member of SIU. Hold all strike clearances. Elected secretary-treasurer 1948. Participated in all SIU organizing campaigns and major beefs since earliest days. Served on all SIU negotiating committees since 1948. Helped initiate Welfare, Vacation and Pension Plans. Participated in drive for SIU seniority hiring system to save Union hiring hall. Now serving as SIU president.



**ANDREW PICKUR—Book No. P-172— No. 2 On Ballot**

Andrew Pickur started his career with the SIU in 1943, sailing out of the port of Boston. An AB, Pickur last shipped aboard the Wacosta. A native of Iselin, Pennsylvania, Brother Pickur is 42 years old, married and the father of three sons. He makes his home in Pittsburgh. Seamen, Brother Pickur believes, are lacking in economic and living conditions and if elected, he will use his 25 years experience to change these conditions.



**SIDNEY ROTHMAN—Book No. R-325—No. 3 On Ballot**

I started sailing with the SIU in 1944 and have over 15 years seetime, with U. S. Coast Guard discharges. I participated in all the principal Union organizing beefs, 1946-1947-1948-1961. My platform would include the following plans: (1)—I will return the Union to the professional seamen by changing the Constitution. (2)—Seamen should have improved shipboard conditions, better quarters, more personnel in steward department, etc. (3)—All Union jobs must be put on rotary shipping board, and a good 20-year pension plan which is long overdue.

## For: Executive Vice-President

(Vote For One)



**CAL TANNER—Book No. T-1— No. 4 On Ballot**

Charter member of the SIU since the beginning. Sailed actively during the war, seeing service in most combat zones. Active in Isthmian organizing drive both on ship and ashore as organizer. Elected Mobile agent from 1947 to 1960. Participated in various A&G District organizing drives of past years. Active in all SIU beefs and holds clearances for all strikes the Union has engaged in since it was first organized. Now serving as executive vice-president, to which I was elected in 1960.

## For: Secretary-Treasurer

(Vote For One)



**AL KERR—Book No. K-7— No. 5 On Ballot**

Joined the SIU on November 6, 1943, in Port of New York. Sailed in all ratings in the deck department. Hold a clear record on all Union beefs and picketing actions since I joined the SIU. Have served the Union in many official capacities since 1945, including organizer, dispatcher, patrolman, Trustee of the SIU Welfare, Vacation and Pension Plans, as well as Secretary-Treasurer of all the Union's corporations. At present serve as Secretary-Treasurer of the Union and its corporations.

## For: Vice-President in Charge of Contracts and Contract Enforcement

(Vote For One)



**DOMINGO La Llave—Book No. L-44—No. 6 On Ballot**

I joined SIU in 1944 and I have fulfilled all obligations as a Union member and I am proud to be a member of the biggest and most outstanding Union in the maritime field. In the 24 years I have been active in the SIU I have been most dedicated to help my brother members and to perform my duties with the Union and my brother members. Through the past years I have been delegated as ship's delegate in various ships.



**ROBERT A. MATTHEWS—Book No. M-1—No. 7 On Ballot**

Joined SIU when it was chartered. Served as patrolman and port agent in Mobile and later as agent in Jacksonville and San Francisco. Assigned in 1946 to NY as hq representative. Served on every Union negotiating committee from 1946 to 1954. Elected assistant secretary-treasurer 1948, 1949 and 1950; hq representative for 1951-'52. Assistant secretary-treasurer 1953-'54, 1955-'55, 1957-'58. Houston agent from 1958 to 1962, when assumed post of vice-president in charge of contracts and contract enforcement. Participated in all SIU strikes and beefs.

## For: Vice-President in Charge of the Atlantic Coast

(Vote For One)



**JAMES M. DAWSON—Book No. D-82—No. 8 On Ballot**

I have been in the Union close to 24 years. I have been clear of all major beefs since 1946. Been elected ship and deck delegate on many ships and am well qualified to run. I have not been a Communist or belong to the party, or convicted of any felony. I was born in the U.S.A.



**EARL SHEPARD—Book No. S-2— No. 9 On Ballot**

One of SIU's original members. Active in P&O strike and other early Union actions. Directed field work in Isthmian organizing drive. Participated in Great Lakes organizing. Directed N.Y. waterfront activities in 1946 general strike. Appointed New Orleans port agent in 1947. Elected New Orleans agent for 1948, 1949, 1950. Elected assistant secretary-treasurer for 1951. Appointed Baltimore agent in 1951. Elected Baltimore Agent in each Election from 1952 to 1960, when elected Vice-President in charge of the Atlantic Coast.

## For: Vice-President in Charge of the Gulf Coast

(Vote For One)



**LINDSEY J. WILLIAMS—Book No. W-1—No. 10 On Ballot**

Joined SIU in January, 1942, in New Orleans. Sailed in the deck department during the war in practically every war zone. Served as Gulf area organizer during Union drive to organize Isthmian. Director of organization for Cities Service drive and was responsible for bringing many other new companies under contract. Elected New Orleans port agent in each election from 1950 to 1960, when elected vice-president in charge of Gulf Coast. \*

## For: Vice-President in Charge of the Lakes and Inland Waters

(Vote For One)



**J. AL TANNER—Book No. T-12— No. 11 On Ballot**

Sailed steward department ratings on SIU ships for many years. Became SIU member December, 1951. Came off ship to manage Baltimore Port O'Call when new hall opened. Participated in Baltimore HIWD and MAWD organizing including successful drive for harbor tugs. Active in aid to Westinghouse strikers. Also in N.Y. Marine Allied Workers organizing and as Welfare Services representative. Now coordinator of Great Lakes organizing for the Maritime Trades Dept. Elected vice-president in charge of Lakes and Inland Waters in 1960.

**For: Headquarters Representative**

(Vote For Three)

**WILLIAM W. HALL—Book No. H-272—No. 12 On Ballot**

Joined SIU, A&G District, in 1944, in the Port of New York. Served actively in many of the Union's major strikes and beefs, including the 1946 general strike, the 1947 Isthmian strike, the Wall Street strike and the Canadian beef. Was elected deck delegate and ship's delegate on most of the ships I sailed. Hold clearances for all Union actions. Elected assistant secretary-treasurer for 1953-'54. Re-elected 1955-'56, 1957-'58. Serving as headquarters representative since 1960.

**EDWARD X. MOONEY—Book No. M-7—  
No. 13 On Ballot**

Joined SIU in 1945. Served as ship's delegate or steward delegate on majority of ships. Member of Food and Housing Committee for 1946 general strike. Assisted during Canadian beef, and represented Union in various beefs in Puerto Rico. Participated in Wall Street strike. Appointed New York patrolman in 1952. Elected NY joint patrolman 1953-'54. Served as headquarters representative since 1955. Played major role in Robin Line beef.

**FREDDIE STEWART—Book No. S-8—No. 14 On Ballot**

Was volunteer organizer for SIU when it was founded. Participated in all major strikes including bonus strike, Isthmian, 1946 general strike and other actions. Was leader of direct action to secure milk, good provisions and decent shipboard conditions for all Seafarers. Served as steward patrolman in NY in 1947 and joint patrolman in 1948 and 1949. Elected steward or joint patrolman for all years, 1950-1960, and as headquarters representative in 1960. Assisted in drawing up many of the Union's past contracts.

**For: New York Agent**

(Vote For One)

**JOSEPH DI GIORGIO—Book No. D-2—No. 15 On Ballot**

Joined the Atlantic & Gulf District in 1951 in New Orleans. Served actively in many of the Union's major beefs and strikes in the years since then, including the 1946 general strike, the Isthmian strike, the Wall Street beef and numerous others. Elected Baltimore patrolman 1955-1956. Served on numerous rank and file committees and elected ship's delegate and steward delegate on many occasions. Was elected New York joint patrolman 1960-64. Elected New York Port Agent in 1964.

**For: New York Joint Patrolman**

(Vote For Ten)

**TED BABKOWSKI—Book No. B-1—  
No. 16 On Ballot**

Joined SIU in 1941 and sailed in all combat zones during World War II. Was volunteer organizer in Isthmian drive and various tanker drives. Served on NY Isthmian strike committee. Active in 1946 strike, Coos Bay and shipyard beefs. Served on Baltimore committee aiding shipyard and telephone workers. Elected engine or joint patrolman in each election since 1949.

**ANGUS CAMPBELL—Book No. C-217—No. 17 On Ballot**

I have been a member of the Union since 1943, sailing in the deck department. I served as a voluntary organizer in the successful Isthmian organizing campaign and the Cities Service organizing campaign. I have been active in practically all Union strikes and have strike clearance in all major beefs. On most ships that I have sailed I have served as department and ship's delegate. Throughout the years I have been elected and served on various constitutional committees such as the Union financial committee, balloting committee. In 1960-63 I served as joint patrolman in the Port of New York. Since 1963 I have been serving as acting agent in San Juan, Puerto Rico.

**JOHN F. FAY—Book No. F-363—  
No. 18 On Ballot**

I sailed in both the steward and deck departments before coming ashore in 1957. Since then have been employed by the Seafarers International Union in various capacities. I served as dispatcher, patrolman and welfare representative. I have been active in various beefs and organizing drives such as the American coal beef, Bull beef, Robin Line and most recently the Puerto Rican organizing drive. Have served as Boston Port Agent, and New York patrolman.

**RUFINO GARAY—Book No. G-770—No. 19 On Ballot**

Brother Garay joined the SIU in New York in 1955. Although this is his first try at an elective position in the Union, he took part in the Bull Line Strike. The 41-year-old Seafarer is a native of New York and lives in Brooklyn. A frequent ship and steward department delegate, Brother Garay feels there should be more patrolmen in New York. "It's a big area and they are frequently short of patrolmen with many delays on pay-offs as a result," he maintains. A veteran of the Navy, he served from 1945 to 1953. Garay sailed as relief bartender and waiter on the Wilson Line excursion runs along the Hudson River at the beginning of his career.

**LUIGE IOVINO—Book No. I-11—  
No. 20 On Ballot**

First started sailing with the SIU in 1946, and has shipped in both steward and deck departments since that time. Took part in 1946 general strike, the Wall Street strike and was active in the Isthmian organizing campaign. Also helped organize Government workers. On many occasions during the past fourteen years, has taken role in shipboard responsibility by serving as delegate. Now serving as joint patrolman in New York.

**PASQUALE (Pat) MARINELLI—Book No. M-462—  
No. 21 On Ballot**

Have been sailing in the SIU since 1950 when I joined in the Port of New York. Sailed in the deck department as AB and carpenter. Have active Union record and have participated in all major Union beefs and organizing activities since joining the Union. Took part in many successful organizing campaigns in Puerto Rico. Served as Patrolman in the Port of New York and now serving in that capacity in San Francisco.

**E. B. "Mac" MCAULEY—Book No. M-20—No. 22 On Ballot**

Have been member of the SIU since 1943. Sailed all zones during World War II in both steward and engine departments. Was an official SIU observer during 1946 Isthmian election. Was acting Savannah agent in 1946. Have been ship's delegate and engine delegate on numerous ships. Was patrolman-dispatcher in Savannah during 1952-53. Served as headquarters organizer in 1953-54. New York dispatcher in 1954. New York joint patrolman 1955-56. Elected Savannah Agent 1957-58. Part of 1958-61 worked on headquarters staff. Was West Coast representative in 1962-64, and New York Patrolman since then.

**GEORGE McCARTNEY—Book No. M-948—  
No. 23 On Ballot**

Started sailing in 1949. Have sailed in all departments at one time or another aboard freighters, tankers and passenger vessels. Have been departmental or ship's delegate aboard most ships on which I sailed. Came ashore in 1961 to serve as patrolman in New York and Philadelphia. Served as agent in the Port of Wilmington, California, for two years. Was reassigned to headquarters in January of 1964 where I am presently serving as patrolman. If elected, will represent the membership to the best of my ability and will at all times abide by the Constitution and policies of the Union.

**FRANK MONGELLI—Book No. M-1111—  
No. 24 On Ballot**

Started sailing in 1938 in the deck department. Came ashore to work for SIU in 1952. Has served in numerous capacities including building superintendent for five years. In charge of SIU training school activities including responsibility for lifeboat class, entry training and upgrading. Active in all SIU beefs since coming ashore including longshore, American Coal, Bull Line strike, Robin Line and SS Cleopatra. Has a clear record on all Union beefs. Elected New York joint patrolman in 1960, and 1964.

**KEITH TERPE—Book No. T-3—  
No. 25 On Ballot**

Sailed throughout World War II. Was headquarters organizer during 1949-51, active in winning successful Cities Service drive. Also served as acting port agent in Lake Charles during 1950-51. Helped organize several other non-union companies. Was New York patrolman, contract negotiator and headquarters representative 1951-1952. Elected NY joint patrolman 1955-56, 1960-64, and 1964-68. Have been serving Union in Puerto Rico.

**STEVE (Zubovich) TROY—Book No. T-485—  
No. 26 On Ballot**

First sailed on Seafarers International Union ships in 1944. Received full book in 1945. Have clearance for all major beefs while shipping. Was in US Navy in 1946. Then returned to sea. Sail in deck department. Elected ship's delegate or deck delegate on majority of ships I sailed on. Elected New York Joint Patrolman 1960-64, and 1964-68. During the last term I have been assigned as Agent in Seattle.

**For: Philadelphia Agent**

(Vote For One)



**FRANK DROZAK—Book No. D-22— No. 27 On Ballot**

Joined SIU in 1944 from port of Mobile. Sailed boatswain. Elected ship's delegate on most of contracted vessels. Active in all major beefs: Cities Service, Isthmian, Moore-McCormack, NMU, Railroad Strike, SS Atlantic Beef, Teamster beefs in Puerto Rico and Philadelphia. Acting port agent in New York from 1959 to 1961. Port Agent Philadelphia since 1962 and reassigned to Port Agent, San Francisco.

**For: Philadelphia Joint Patrolman**

(Vote For Two)



**BELARMINO (Bennie) GONZALEZ—Book No. G-4— No. 28 On Ballot**

Joined the SIU in 1938, in Tampa. Active in organizing P&O Line and in subsequent P&O strike. Helped organize Florida East Coast Carferry in 1940. Was New York dispatcher in 1946-47, steward department patrolman in 1948. Elected Baltimore steward patrolman in 1949. Served as AFL organizer in Florida. Was patrolman in Tampa, patrolman and dispatcher in New York during 1953-54. Elected Tampa joint patrolman in 1955-56. Elected Philadelphia Joint Patrolman 1964-68.



**LEON HALL, JR.—Book No. H-125—No. 29 On Ballot**

Joined Union in the Port of Mobile, Ala., in 1939. Shipped out in the steward department. Worked up to rating of chief steward after serving as cook or cook and baker. Inducted into service in 1942 during World War II. Returned to shipping in 1946. Participated in the general strike, 1946; also Isthmian organizing and Wall Street strikes and many other Union beefs. Was elected to the Port of Philadelphia as joint patrolman in 1964.

**For: Baltimore Agent**

(Vote For One)



**ALFRED H. ANDERSON—Book No. A-11 No. 30 On Ballot**

Having sailed in the deck department for 29 years and having worked in the Port of Norfolk as patrolman, I feel that I am fully qualified for this position. I am in favor of a larger pension for the membership as well as a prescribed period of employment for retirement. Also I believe that all SIU officials should be elected by membership rather than appointed.



**REXFORD DICKEY—Book No. D-6— No. 31 On Ballot**

I was elected and served as patrolman for 10 years, from 1938-1948. During World War II, I took a leave of absence and shipped as AB, and also served as patrolman and organizer during the Isthmian Line drive. I shipped as AB from 1948-1952. In May of 1952 I was appointed patrolman in which position I served until 1964 when I was elected as Baltimore port agent. I was active in the 1946 strike and on all picket lines established by SIU affiliates in and around Baltimore.

**For: Baltimore Joint Patrolman**

(Vote For Four)



**W. PAUL GONSORCHIK—Book No. G-2--- No. 32 On Ballot**

Joined SIU in 1938 at its inception. Sailed as chief steward, chief cook and baker. Elected dispatcher in 1940. Elected as Rank and File Committee member to Washington, D.C., 1942, War Defense Mediation Board for War Bonus. Sailed for five months in 1943 on leave of absence. Participated in all major beefs, including general strike, 1946, U.F.A., Cities Service and Isthmian beefs and strikes. Served as negotiator and on strike committee. Served as dispatcher, patrolman and agent in Port of Norfolk, Va., and agent in Port of San Francisco. Presently, patrolman in Port of Baltimore. Sailing since 1928 and Union representative for 28 years.



**ELI HANOVER—Book No. H-313— No. 33 On Ballot**

I have been a member in good standing of the SIU since March, 1941. I have served as dispatcher from August, 1953 to February, 1954. I then returned to the sea and sailed as able seaman until I came ashore to run as patrolman in Baltimore in 1956. I have been elected joint patrolman for the past four elections. I feel I am well qualified to hold office because of the many beefs I have been involved in since I have been in this Union, including the 1946 strike and all major beefs since.



**TONY KASTINA—Book No. K-5— No. 34 On Ballot**

I have been employed by the SIU Atlantic, Gulf, Lakes and Inland Waters District since June 9, 1950. During that time, I have served as dispatcher, patrolman and have handled the Union Welfare Plan for a number of years. Also active in Baltimore and other areas including the American Coal beef. I have all strike clearances since joining the SIU.



**BENJAMIN WILSON—Book No. W-217— No. 35 On Ballot**

I started sailing with the SIU Atlantic, Gulf, Lakes and Inland Waters District in 1943 and worked for the Union since 1957 in various positions. I was elected joint patrolman in the Port of Baltimore in 1964. Was active in the Isthmian drive and all strikes since joining SIU.

**For: Mobile Agent**

(Vote For One)



**LOUIS NEIRA—Book No. N-1— No. 36 On Ballot**

Joined the SIU in the Port of NY in 1943. Sailed in the engine department. Appointed organizer in Mobile in 1945. Organized Mobile Towing Company and other towboat companies in Mobile and Gulf area. Chairman of strike committee in Mobile for 1946 general strike. Active in 1947 Isthmian strike and numerous other Union beefs. Served as acting SIU agent, patrolman and organizer in Mobile and other ports. Appointed Miami port agent in 1958. Elected Tampa agent for 1959-1960. Elected Mobile agent, 1960-1968.

**For: Mobile Joint Patrolman**

(Vote For Four)



**HAROLD J. FISCHER—Book No. F-1—No. 37 On Ballot**

Have been a member of the SIU since 1938. Sailed steadily in the engine department during the war until December, 1943 when I was appointed Mobile branch dispatcher. Was drafted into the U.S. Army in 1944 and discharged in 1946. Returned to sea, serving again in Mobile as patrolman-dispatcher from 1946 to 1950. Served as Port of San Francisco agent and West Coast representative, 1950 through 1952. Elected Mobile joint patrolman, serving from 1953 to 1964. Re-elected in 1964 to serve until 1968. Have clear strike record all beefs.



**ROBERT L. JORDAN—Book No. J-1 No. 38 On Ballot**

Sailed as a member in the engine department since 1938. Was organizer in the Gulf Area for Isthmian ships and tugboats from September, 1945, on. Served as Mobile engine department patrolman in February, 1946 as well as acting dispatcher and organizer in the port. Was elected engine patrolman in Mobile in each election from 1949 to 1956. Elected joint patrolman from 1956 to 1968. Active in all SIU beefs and picketing actions for many years. Have strike clearance records.



**LEO MARSH—Book No. M-9— No. 39 On Ballot**

I have been a member of the SIU since its inception and have always sailed in the steward department, in all ratings and on almost all types of vessels under Union contract. Have clearances for all SIU strikes and beefs since the Union was organized and have taken active part in all of them. Was appointed steward patrolman for the Port of Mobile in December, 1951. Elected Mobile steward patrolman, 1953-1956. Elected Mobile joint patrolman, 1957 through 1968.



**BLANTON (Mack) McGOWAN—Book No. M-1351—  
No. 40 On Ballot**

Brother McGowan sailed with the SIU since 1957. A bosun, he joined in New Orleans. He lives in McCool, Mississippi, with his wife and three daughters. Last sailing on the Steel Artisan, Brother McGowan believes he can "offer experience and represent the men well in the position of patrolman."

**WILLIAM J. MORRIS—Book No. M-4—  
No. 41 On Ballot**



Have sailed since 1939 and through World War II. Appointed acting agent for Jacksonville in March, 1945. Later assigned to New York and then to Norfolk as patrolman. Served as acting agent at Charleston, S.C. Appointed patrolman for Mobile 1947; served as deck patrolman in Mobile in 1948; joint patrolman in 1949; deck patrolman 1953-1956 and 1958-1960 and served as such until Savannah hall closed. Elected as joint patrolman in Mobile 1961-1964 but was assigned Jacksonville port agent. Have taken part in Union beefs and strikes and hold strike clearance records.

**For: New Orleans Agent**

(Vote For One)

**C. J. "Buck" STEPHENS—Book No. S-4—  
No. 42 On Ballot**



One of the early members of the SIU, joining in December, 1938. Active in 1939 Isthmian strike, 1939 bonus strike, 1946 general strike and 1947 Isthmian strike when company signed. Served A&G District in many capacities from dispatcher to agent in New Orleans. Sailed in all combat zones during WW II. Elected New Orleans engine or joint patrolman since 1947 in every election up to 1960 when I was elected as Port Agent. Have participated in many Union beefs.

**For: New Orleans Joint Patrolman**

(Vote For Four)

**ERNEST C. de BAUTTE—Book No. D-208—  
No. 43 On Ballot**



Born January 8, 1920 in Lucy, La. Veteran of World War II. Started going to sea, August 14, 1947, shipping out of New Orleans. Shipped out of New York from 1954 to the middle of 1963. Active in all strikes. Going to sea for 21 years, with better than 16 years seatime in deck department. Union dues paid up to end of 1971; have always been a member in good standing. My great grandfather came to what was then the Isle of Orleans in 1790. His name was Douglas de Bautte. I believe in walking erect before God and man. Have been delegate aboard many ships. All my seatime was aboard SIU ships, with but 67 days on a tanker, which the SIU was trying to organize.

**THOMAS E. GOULD—Book No. G-267—  
No. 44 On Ballot**



Joined SIU in Port of New Orleans on December 23, 1942. Sailed regularly throughout the war years. Active in Union's post-war organizing campaigns in the Isthmian and Cities Service fleets. Took part in 1946 general strike and other major beefs through the years. Elected to various rank and file committees. Served as welfare services representative, dispatcher and patrolman in New York. Also served in Seattle. Elected New York deck patrolman in 1955-1956. Elected joint patrolman in New Orleans in 1956-1958. Presently serving as joint patrolman in New Orleans.

**LOUIS GUARINO—Book No. G-520—No. 45 On Ballot**



Have been sailing since 1946, in the deck department the majority of the time. Last ship was the SS Del Norte in the capacity of boatswains mate. Participated in various beefs and picket lines in and around the Port of New Orleans, for the SIU and other unions. Acted as delegate on various ships. Was appointed joint patrolman in the Port of New Orleans in July of 1961 and have been joint patrolman in the Port of New Orleans since July of 1961. Presently joint patrolman in the Port of New Orleans.

**HERMAN M. TROXCLAIR—Book No. T-4—  
No. 46 On Ballot**



Joined SIU in March, 1941, and have been active in Union since that date in all strikes, beefs and organizational campaigns, serving on many committees. During World War II sailed widely in many combat areas. Always sailed in steward department. Was first elected steward department patrolman for New Orleans in 1948. Was reelected for 1949 and 1950. Elected steward patrolman in same port for '52, '53, '54. Elected joint patrolman in 1960. Strike clearances for all beefs.



**PAUL WARREN—Book No. W-3— No. 47 On Ballot**

Joined the SIU in 1938. Sailed in the deck department with all deck department ratings. Sailed during World War II in all theaters of operation. Participated and took an active part in all SIU beefs since the inception of the Union as an active member. Appointed to various jobs in the Union including Great Lakes organizer, Cities Service and Isthmian organizer and patrolman. Worked as joint patrolman in the Port of New Orleans for the past 15 years. Presently joint patrolman in the Port of New Orleans.

**For: Houston Agent**

(Vote For One)

**PAUL DROZAK—Book No. D-180— No. 48 On Ballot**



Became SIU member in 1945 in Mobile, Ala. Active in many major Union strikes and beefs from 1946 general strike to present. Served as Seattle and San Francisco patrolman from 1951 to 1954. Served a two year hitch in the U.S. Army, 1954 to 1956 and then was assigned as New York patrolman. Major assignment was on Robin Line beef where I was active for a full year from time the ships were sold until SIU won the beef. Have clear Union record. Elected New York joint patrolman in 1958, and agent in 1960. Elected Houston port agent in 1964.

**For: Houston Joint Patrolman**

(Vote For Four)

**MARTIN (Marty) BREITHOFF—Book No. B-2—  
No. 49 On Ballot**



Started sailing with SIU in 1942 and sailed during World War II in the combat zones in both engine and steward departments. Served on grievance committee in Tampa during 1946 general strike. Was shipboard organizer at start of Cities Service drive in 1946. Served as chief dispatcher, Port of New York, in 1951 and 1952. Elected NY joint patrolman 1953 to 1956. San Francisco agent for four years. Elected Houston Joint Patrolman 1964-68.

**"Pete" DREWES—Book No. D-177— No. 50 On Ballot**



Started sailing during World War II at age 16, servicing most of the major war areas. Have clearances for all major strikes. Originally came ashore in 1959 to participate in organizing drive on Great Lakes. Have worked in various capacities, thereby obtaining a broad knowledge of the functions of the Union. Assigned in the fall of 1966 to Yokohama, Japan, servicing contracted vessels in the Far East area.

**ROAN LIGHTFOOT—Book No. L-562—No. 51 On Ballot**



Began sailing with the SIU in 1952 and sailed as AB and bosun. Have been active in all organizing campaigns and Union beefs since coming into the SIU. Served in various capacities in the Port of Houston. Am now serving as patrolman in the Port of Houston.

**JOSEPH N. McLAREN—Book No. M-1209—  
No. 52 On Ballot**



I would like to become an official of the Union because I like that kind of work and I think that I can serve my Union in an efficient capacity. The Union has done a great deal for me. I would like to get in a position to help the Union as much as possible. I have sailed as ship's delegate many times and at the present I am ship's delegate on the Steel Maker. I have all strike clearance stamps in my book.

**ROBERT F. "Mickey" WILBURN—Book No. W-6—  
No. 53 On Ballot**



Joined the SIU in the Port of New Orleans on August 8, 1944. Sailed in the deck department and have AB's rating. Have served in all major Union beefs and organizing campaigns. Participated in the 1946 general strike and have strike clearance. Was active in a great many successful organizing campaigns in behalf of the Union in the tugboat and other inland fields. Presently serving as agent in Port Arthur, Texas.

**For: Detroit Agent**

(Vote For One)

**FRANK "Scottie" AUBUSSON—Book No. A-8—  
No. 54 On Ballot**



Joined the SIU, A&G District, in 1942 and sailed with the Union during World War II. Active in numerous major strikes and beefs of the Union, including the 1946 general strike, the 1947 Isthmian strike and many other beefs since then. Served as dispatcher at headquarters in 1955-60 and also as headquarters patrolman. Served as organizer and patrolman on Great Lakes. Elected Detroit Agent 1964-68.

# SIU Constitution Rules on Elections

## Article XIII

### Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

#### Section 3. Balloting Procedures.

(a) The Secretary-Treasurer shall insure the proper and timely preparation of ballots, without partiality as to candidates or ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category. The listing of the ports shall follow a geographical pattern, commencing with the most northerly port on the Atlantic coast, following the Atlantic coast, following the Atlantic coast down to the most southerly port on that coast, then westerly along the Gulf of Mexico and so on, until the list of ports is exhausted. Any port outside the Continental United States shall then be added. There shall be allotted write-in space, on each ballot, sufficient to permit each member voting to write in as many names as there are offices and jobs to be voted upon. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be placed a short statement indicating the nature of the ballot and the voting date thereof.

(b) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraph and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots, when received, to insure that the amount sent, as well as the numbers thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for ballots actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer.

(c) Balloting shall take place in person, at port offices, and shall be secret. No signatures of any voter, or other distinguishing mark, shall appear on the ballot, except that any member may write in the name or names of any member or members, as appropriate, for any office, or the job of Headquarters Representative, Port Agent or Patrolman.

(d) Only full book members may vote. However, immediately prior thereto they must present their books to the Polls Committee of the port in which they are voting. The voter's book number shall be placed upon the roster sheet (which shall be kept in duplicate) in the space opposite the proper ballot number, and the member shall sign his name. The portion of the ballot on which the ballot number is printed shall then be removed, placed near the roster sheet, and the member shall proceed to the voting site with the ballot. An appropriate notation of the date and of the fact of voting shall be placed in the member's Union book.

(e) Each Port Agent shall be responsible for the establishment of a booth or other voting site where each member may vote in privacy.

(f) Upon completion of voting the member shall fold the ballot so that no part of the printed or written portion is visible. He shall then drop the ballot into a narrow-slotted ballot box, which shall be provided for that purpose by the Port Agent and kept locked and sealed except as hereinafter set forth.

(g) Voting shall commence on November 1st of the election year and shall continue through December 31st, exclusive of Sundays and (for each individual Port) holidays legally recognized in the city in which the port affected is located. If November 1st or December 31st falls on a holiday legally recognized in a port in the city in which that port is located, the balloting period in such port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, voting in all ports shall commence at 9:00 A.M., and continue until 5:00 P.M. except that, on Saturdays, voting shall commence at 9:00 A.M. and continue until 12 noon.

#### Section 4. Polls Committees.

(a) Each port shall elect, prior to the beginning of the voting on each voting day, a Polls Committee, consisting of three full book members none of whom shall be a candidate, officer or an elected or appointed job holder. For the purpose of holding a meeting for the election of a Polls Committee only, and notwithstanding the provisions of Article XXIII, Section 2, or any other provision of this Constitution, five (5) members shall constitute a quorum for each port, with the said meeting to be held between 8:00 A.M. and 9:00 A.M. with no notice thereof required. It shall be the obligation of each member wishing to serve on a Polls Committee, or to observe the election thereof, to be present during this time period. It shall be the responsibility of the Port Agent to see that the meeting for the purpose of electing the said Polls Committee is called, and that

the minutes of the said meeting are sent daily to the Secretary-Treasurer. In no case shall voting take place unless a duly elected Polls Committee is functioning.

(b) The duly elected Polls Committee shall collect all unused ballots, the voting rosters, the numbered stubs of those ballots already used, the ballot box or boxes and the ballot records and files kept by the Port Agent. It shall then proceed to compare the serial numbers and amounts of stubs with the number of names and corresponding serial numbers on the roster, and then compare the serial number and amounts of ballots used with the verification list, as corrected, and ascertain whether the unused ballots, both serial numbers and amount, represent the difference between what appears on the verification list, as corrected, and the ballots used. If any discrepancies are found, a detailed report thereon shall be drawn by the Polls Committee finding such discrepancies, which report shall be in duplicate, and signed by all the members of such Polls Committee. Each member of the Committee may make what separate comments thereon he desires, provided they are signed and dated by him. A copy of this report shall be given the Port Agent, to be presented at the next regular meeting. A copy shall also be simultaneously sent to the Secretary-Treasurer, who shall cause an investigation to be made forthwith. The results of such investigation shall be reported to the membership as soon as completed, with recommendations by the Secretary-Treasurer. A majority vote of the membership shall determine what action, if any, shall be taken thereon. Notwithstanding anything to the contrary contained in this Constitution, the Executive Board shall not make any determination in these matters.

(c) The Polls Committee shall also insure that the ballot box is locked and sealed, which lock and seal shall not be opened except in the manner hereinafter set forth. The same procedure as is set forth in the preceding paragraph with regard to discrepancies shall be utilized in the event the Polls Committee has reason to believe the lock and seal have been illegally tampered with.

(d) The Polls Committee shall permit full book members only to vote. Prior thereto, it shall stamp their book with the word "voted" and the date, issue ballots to voters, insure that proper registration on the roster takes place, collect stubs, and keep them in numerical order. It shall preserve good order and decorum at the voting site and vicinity thereof. All members and others affiliated with the Union are charged with the duty of assisting the Polls Committee, when called upon, in the preservation of order and decorum.

(e) In order to maintain the secrecy and accuracy of the ballot, and to eliminate the possibility of errors or irregularities in any one day's balloting affecting all the balloting in any port, the following procedure shall be observed:

At the end of each day's voting, the Polls Committee, in the presence of any member desiring to attend, provided he observes proper decorum, shall open the ballot box or boxes, and place all of that day's ballots therein in an envelope, as required, which shall then be sealed. The members of the Polls Committee shall thereupon sign their names across the flap of the said envelope or envelopes, with their book numbers next to their signatures. The committee shall also place the date and name of the Port on the said envelopes, and shall certify, on the envelope or envelopes, that the ballot box or boxes were opened publicly, that all ballots for that day only were removed, and that all of those ballots are enclosed in the envelope or envelopes dated for that day and voted in that Port. The Polls Committee shall check the rosters, and any other records they deem appropriate, to insure the foregoing. At the discretion of the Executive Board official envelopes may be prepared for the purpose of enclosing the ballots and the making of the aforesaid certification, with wording embodying the foregoing inscribed thereon, in which event these envelopes shall be used by the Polls Committee for the aforesaid purpose. Nothing contained herein shall prevent any member of a Polls Committee from adding such comments to the certificate as are appropriate, provided the comments are signed and dated by the member making them. The envelope or envelopes shall then be placed in a wrapper or envelope, which, at the discretion of the Executive Board, may be furnished for that purpose. The wrapper or envelope shall then be securely sealed and either delivered, or sent by certified or registered mail, by the said Polls Committee, to the depository named in the pre-election report adopted by the membership. The Polls Committee shall not be discharged from its duties until this mailing is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

The Polls Committee shall also insure that the ballot box or boxes are locked and sealed before handing them back to the Port Agent, and shall place the key or keys to the boxes in an envelope, across the flap of which the members of the committee shall sign their names, book numbers, and the date, after sealing the envelope securely. In addition to delivering the key and ballot box or boxes as aforesaid, the Polls Committee shall deliver to the Port Agent one copy of each of the roster sheets for the day, the unused ballots, any reports called for by this Section 4, any files that they may have received, and all the stubs collected both for the day and those turned over to it. The Port Agent shall be responsible for the proper safeguarding of all the aforesaid material, shall not release any of it until duly called for, and shall insure that no one illegally tampers with the material placed in his custody. The remaining copy of each roster sheet used for the day shall be mailed by the Polls Committee to the Secretary-Treasurer, by certified or registered mail or delivered in person.

(f) Members of the Polls Committee shall serve without compensation, except that the Port Agent shall compensate each Polls Committee member with a reasonable sum for meals while serving or provide meals in lieu of cash.

#### Section 5. Ballot Collection, Tallying Procedure, Protests, and Special Votes.

(a) On the day the balloting in each port is to terminate, the Polls Committee elected for that day shall, in addition to their other duties hereinbefore set forth, deliver to headquarters, or mail to headquarters (by certified or registered mail), all the unused ballots, together with a certification, signed and dated by all members of the Committee that all ballots sent to the port and not used are enclosed therewith, subject to the right of each member of the Committee to make separate comments under his signature and date. The certification shall specifically identify, by serial number and amount, the unused ballots so forwarded. In the same package, but bound separately, the committee shall forward to headquarters all stubs collected during the period of voting, together with a certification, signed by all members of the committee, that all the stubs collected by the committee are enclosed therewith subject to the right of each member of the committee to make separate comments under his signature and date. The said Polls Committee members shall not be discharged from their duties until the forwarding called for hereunder is accomplished and evidence of mailing or delivery is furnished the Port Agent, which evidence shall be noted and kept in the Port Agent's election records or files.

(b) All forwarding to headquarters called for under this Section 5, shall be to the Union Tallying Committee, at the address of headquarters. In the event a Polls Committee cannot be elected or cannot act on the day the balloting in each Port is to terminate, the Port Agent shall have the duty to forward the material specifically set forth in Section 5(a) (unused ballots and stubs) to the Union Tallying Committee, which will then carry out the functions in regard thereto of the said Polls Committee. In such event, the Port Agent shall also forward all other material deemed necessary by the Union Tallying Committee to execute those functions.

All certifications called for under this Article XIII shall be deemed made according to the best knowledge, and belief of those required to make such certification.

(c) The Union Tallying Committee shall consist of 14 full book members. Two shall be elected from each of the seven ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, and Detroit. The election shall be held at the regular meeting in December of the election year, or if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid ports on the first business day of the last week of said month. No Officer, Headquarters Representative, Port Agent, Patrolman, or candidate for office, or the job of Headquarters Representative, Port Agent or Patrolman, shall be eligible for election to this Committee, except as provided for in Article X, Section 4. In addition to its duties hereinbefore set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters, verification lists, and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into port totals. The Tallying Committee shall be permitted access to the election records and files of all ports, which they may require to be forwarded for inspection at its discretion. The report shall clearly detail all discrepancies discovered, and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

The Tallying Committee is also charged with the receipt and evaluation of written protests by any member who claims an illegal denial of the right to vote. If it finds the protests invalid, it shall dismiss the protest and so inform the protesting member, by wire, on the day of dismissal. If it finds the protest valid, the committee shall order a special vote, to be had no later than within the period of its proceedings, on such terms as are practical, effective, and just, but which terms, in any event, shall include the provisions of Section 3(c) of this Article and the designation of the voting site of the port most convenient to the protesting member. Where a special vote is ordered in accordance with this Section 5(c), these terms shall apply, notwithstanding any provision to the contrary contained in this Article. Protests may be made only in writing and must be received by the Union Tallying Committee during the period of its proceedings. The reports of this committee shall include a brief summary of each protest received, the name and book number of the protesting member, and a summary of the disposition of the said protest. The committee shall take all reasonable measures to adjust the course of its proceedings so as to enable the special vote set forth in this Section 5(c) to be completed within the time herein specified. No closing report shall be made by it unless and until the special votes referred to in this Section 5(c) shall have been duly completed and tallied.

(d) The members of the Union Tallying Committee shall proceed to the port in which headquarters is located, as soon as possible after their election but, in any event, shall arrive at that port prior to the first business day after December 31 of the election year. Each member of the committee not elected from the port in which headquarters is located shall be reimbursed for transportation, meals, and lodging expenses occasioned by their traveling to and returning from that Port. All members of the committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. Decision as to special votes,

# SIU CONSTITUTION RULES ON ELECTIONS

## Continued

protests, and the contents of the final report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at nine (9). The Union Tallying Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain the ballots from the depository immediately after the termination of balloting and to insure their safe custody during the course of the committee's proceedings. The proceedings of this committee, except for the actual preparation of the closing report and dissents therefrom, if any, shall be open to any member, provided he observes decorum. In no event, shall the issuance of the hereinbefore referred to closing report of the Tallying Committee be delayed beyond the January 15th immediately subsequent to the close of voting. The Union Tallying Committee shall be discharged upon the completion of the issuance and dispatch of its reports as required in this Article. In the event a recheck and recount is ordered pursuant to Section 5(g) of this Article, the committee shall be reconstituted except that if any member thereof is not available, a substitute therefore shall be elected from the appropriate port, at a special meeting held for that purpose as soon as possible.

(e) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be sent by the committee to each Port Agent and the Secretary-Treasurer prior to the first regular meeting scheduled to take place subsequent to the close of the committee's proceedings or, in the event such meeting is scheduled to take place four days or less from the close of this committee's proceedings, then at least five days prior to the next regular meeting. Whichever meeting applies shall be designated, by date, in the report and shall be referred to as the "Election Report Meeting." As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board, in a conspicuous manner. This copy shall be kept posted for a period of two months. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(f) At the Election Report meeting, there shall be taken up the discrepancies, if any, referred to in Section 5(c) of this Article and the recommendations of the Tallying Committee submitted therewith. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include

the ordering of a special vote unless the reported discrepancies affect the results of the vote for any office or job, in which event, the special vote shall be restricted thereto. A majority of the membership, at the Election Report Meeting, may order a recheck and a recount when a dissent to the closing report has been issued by three or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 5(f) the closing report shall be accepted as final.

(g) A special vote ordered pursuant to Section 5(f) must take place and be completed within seven (7) days after the Election Report Meeting, at each port where the discrepancies so acted upon took place. Subject to the foregoing, and to the limits of the vote set by the membership, as aforesaid, the Port Agents in each such port shall have the functions of the Tallying Committee as set forth in Section 5(c), insofar as that Section deals with the terms of such special vote. The Secretary-Treasurer shall make a sufficient amount of the usual balloting material immediately available to Port Agents, for the purpose of such special vote. Immediately after the close thereof, the Port Agent shall summarize the results and communicate them to the Secretary-Treasurer. The ballots, stubs, roster sheets, and unused ballots pertaining to the special vote shall be forwarded to the Secretary-Treasurer, all in the same package, but bound separately, by the most rapid means practicable, but, in any case, so as to reach the Secretary-Treasurer in time to enable him to prepare his report as required by this Section 5(g). An accounting and certification, made by the Port Agent, similar to those required of Polls Committees, shall be enclosed therewith. The Secretary-Treasurer shall then prepare a report containing a combined summary of the results, together with a schedule indicating in detail how they affect the Union Tallying Committee's results, as set forth in its closing report. The form of the latter's report shall be followed as closely as possible. Two (2) copies shall be sent to each port, one copy of which shall be posted. The other copy shall be presented at the next regular meeting after the Election Report Meeting. If a majority vote of the membership decides to accept the Secretary-Treasurer's report, the numerical results set forth in the pertinent segments of the Tallying Committee's closing report shall be deemed accepted and final without modification.

If ordered, a recheck and recount, and the report thereon by the Union Tallying Committee, shall be similarly disposed of

and deemed accepted and final, by majority vote of the membership at the regular meeting following the Election Report Meeting. If such recheck and recount is ordered, the Union Tallying Committee shall be required to continue its proceedings correspondingly.

### Section 6. Installation into office and the Job of Headquarters Representative, Port Agent or Patrolman.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs, and assume the duties thereof, at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at, that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office the provisions of Article X, Section 2, as to succession shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

Section 7. The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

## ADDITION TO VOTING PROCEDURES IN FORTHCOMING ELECTION OF OFFICERS

(Under Article XIII, Section 7, of the Union's Constitution, the Secretary-Treasurer of the Union, Al Kerr, presented the following "Addition To The Voting Procedures In The Forthcoming Election of Officers." These procedures were adopted by the membership in the May and June membership meetings and are now a part of the election procedures of the Union.)

### President's Pre-balloting Report

Article X, Section 1, "The President" Sub-section (e), provides that the President's Pre-balloting Report shall be submitted to the membership at the regular meeting in July of every election year. It is recommended to the membership in this connection that such Pre-balloting Report be made both at the June and July meetings so as to give more than adequate notice to any prospective nominee for office.

### Provision for Nomination by Others

Article XIII, Section 1, "Nominations," provides for self-nomination to office. In order to square any ambiguity as to the meaning of this section, it is recommended that a member may place his name in nomination or have his name placed in nomination by any other member, and further, that in either event, such member nominated must comply with the provisions of the Constitution, as they are set forth, relating to the submission of credentials. This change is an amplification of the existing provisions of the Constitution and should not be construed to be an alteration of same.

### Absentee Ballot

Article XIII, Sections 3 and 4, "Balloting Procedures" and "Polls Committee," of the Constitution, provide that balloting shall be manual in nature. It is now recommended that the following absentee ballot procedure be presented to the membership upon advice of counsel as an amplification of such provisions. Full book members may request an absentee ballot under the following circumstances only. While such member is employed on an American-flag merchant vessel, which vessel's schedule does not provide for it to touch a port in which voting is to take place during the voting period provided in Article XIII, Section 3(g) of our Constitution. In that event, the member shall make a request for an absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such request is made, if such be the case. Such request must contain a designation as to the address to which such member wishes his absentee ballot returned. Such request shall be received no later than 12:00 PM on the fifteenth day of November of the election year and shall be directed to the Secretary-Treasurer at 675 Fourth Avenue, Brooklyn, New York 11232. Upon receipt of such request, the procedures as established in Article XIII, Section 3(d) of our Constitution, shall not apply. The Secretary-Treasurer shall be responsible for determining whether such member is a member in good standing, and, further, whether such member has, in fact, voted previously. He shall send the processed ballot by Registered Mail—Return Receipt Requested to the address designated by such member in his absentee ballot request. The Secretary-Treasurer shall send to such member with his ballot, instructions for returning the ballot, which instructions must be complied with exactly. The Secretary-Treasurer shall further maintain a record showing the name, book number of the member,

his ballot number and the date on which such ballot was sent, which information shall be turned over to the Union Tallying Committee, when elected, in accordance with Article XIII, Section 5(c) of the Constitution. The member, after voting, shall return his absentee ballot by Registered or Certified Mail, or the equivalent mailing device at the location from which such absentee ballot is returned, if such be the case, to the depository named in the President's Pre-balloting Report. These absentee ballots must be post-marked prior to midnight of December 31, 1968, and must be received by the depository named in the President's Pre-balloting Report, prior to January 10, 1969, regardless of when post-marked, for them to be counted as eligible votes. Such ballots will be maintained separately by such depository and shall then be turned over to the Union Tallying Committee, as provided in Section 5(d) of Article XIII, of the Constitution.

### Committee Procedure

If during balloting at any location, a procedural error in casting a ballot occurs, e.g., a member having previously voted or ineligible to vote casts a ballot, then the ballots contained in that ballot envelope shall be set aside. If the amount of such ballots are not determinative of the election of any office, they shall not be counted. If the amount of such ballots would be determinative of the election of any office or offices, then the eligible members whose ballots were not counted shall be afforded a second opportunity to vote, only for such office or offices as to which such ballots were determinative. The procedures for such second opportunity shall be in accordance with the constitutional provisions for special vote for office and in accordance with applicable law.

No. 0000

# OFFICIAL BALLOT For Election of 1969-1972 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA  
Atlantic, Gulf, Lakes and Inland Waters District

FOR ELECTION OF OFFICERS 1969-1972  
VOTING PERIOD NOVEMBER 1st, 1968 THROUGH DECEMBER 31st, 1968

VOTING PERIOD NOVEMBER 1st, 1968 THROUGH DECEMBER 31st, 1968

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.  
YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

### PRESIDENT Vote for One

- 1  Paul Hall, H-1
- 2  Andrew Pickur, P-172
- 3  Sidney Rothman, R-325

### EXECUTIVE VICE-PRESIDENT Vote for One

- 4  Cal Tanner, T-1

### SECRETARY-TREASURER Vote for One

- 5  Al Kerr, K-7

### VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT Vote for One

- 6  Domingo La Llave, L-44
- 7  Robt. A. Matthews, M-1

### VICE-PRESIDENT IN CHARGE OF THE ATLANTIC Vote for One

- 8  James J. Dawson, D-82
- 9  Ed Shepard, S-2

### VICE-PRESIDENT IN CHARGE OF THE GULF COAST Vote for One

- 10  Lindsey J. Williams, W-1

### VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS Vote for One

- 11  J. Al Tanner, T-12

### HEADQUARTERS REPRESENTATIVES Vote for Three

- 12  William W. Hall, H-272
- 13  Edward X. Mooney, M-7
- 14  Freddie Stewart, S-8

### NEW YORK PORT AGENT Vote for One

- 15  Joseph DiGiorgio, D-2

### NEW YORK JOINT PATROLMAN Vote for Ten

- 16  Ted Babkowski, B-1
- 17  Angus Campbell, C-217
- 18  John F. Fay, F-363
- 19  Rufino Garay, G-770
- 20  Luige Iovino, I-11
- 21  Pasquale (Pat) Marinelli, M-462
- 22  E. B. "Mac" McAuley, M-20
- 23  George McCartney, M-948
- 24  Frank Mangelli, M-1111
- 25  Keith Terpe, T-3
- 26  Steve (Zubovich) Troy, T-485

### PHILADELPHIA AGENT Vote for One

- 27  Frank Drozak, D-22

### PHILADELPHIA JOINT PATROLMAN Vote for Two

- 28  Belarmino (Bennie) Gonzalez, G-4
- 29  Leon Hall, Jr., H-125

### BALTIMORE AGENT Vote for One

- 30  Alfred H. Anderson, A-11
- 31  Rexford Dickey, D-6

### BALTIMORE JOINT PATROLMAN Vote for Four

- 32  W. Paul Gonsorchik, G-2
- 33  Eli Hanover, H-313
- 34  Tony Kastina, K-5
- 35  Benjamin Wilson, W-217

### MOBILE AGENT Vote for One

- 36  Louis Neira, N-1

### MOBILE JOINT PATROLMAN Vote for Four

- 37  Harold J. Fisher, F-1
- 38  Robert L. Gordon, J-1
- 39  Lee Marsh, M-1
- 40  William J. Gowan, M-1351
- 41  William J. Morris, M-4

### NEW ORLEANS AGENT Vote for One

- 42  C. J. "Buck" Stephens, S-4

### NEW ORLEANS JOINT PATROLMAN Vote for Four

- 43  Ernest C. de Baulte, D-208
- 44  Thomas E. Gould, G-267
- 45  Louis Guarino, G-520
- 46  Herman M. Troxclair, T-4
- 47  Paul Warren, W-3

### HOUSTON AGENT Vote for One

- 48  Paul Drozak, D-180

### HOUSTON JOINT PATROLMAN Vote for Four

- 49  Martin (Marty) Breithoff, B-2
- 50  "Pete" Drewes, D-177
- 51  Roan Lightfoot, L-562
- 52  Joseph N. McLaren, M-1209
- 53  Robert F. "Mickey" Wilburn, W-6

### DETROIT AGENT Vote for One

- 54  Frank (Scottie) Aubusson, A-8

SAMPLE BALLOT





# HOW YOUR SENATORS VOTED

## 1. Filibuster Rule

The Senate's Rule 22 requires a two-thirds vote to stop a filibuster. Because of this, the Senate has been unable to act on repeal of Taft-Hartley's Sec. 14(b) and major civil rights bills. The filibuster has also been used to block any change in the rule. On Jan. 24, 1967, the Senate voted 53-46 for Majority Leader Mansfield's motion to close debate on the rules change, but it was defeated for lack of a two-thirds margin. For—right; Against—wrong.

## 2. Compulsory Arbitration

Sen. Ralph Yarborough sought to balance the compulsory arbitration bill by an amendment impounding 10 percent of the railroads' profits during the period in which rail workers were prohibited from striking—thus creating an incentive for a voluntary settlement of the dispute. The amendment was rejected, 23-59, on June 7, 1967. For—right; Against—wrong.

## 3. Congressional Redistricting

A House-passed bill would have allowed states to evade one man-one vote standards for congressional districts until 1972. An amendment by Sen. Edward Kennedy (D-Mass.) improved the bill by limiting the population variation to no more than 10 percent, beginning with 1968 elections, and barring gerrymandering. It was adopted, 44-39, on June 8, 1967. For—right; Against—wrong.

## 4. Political Contributions

An amendment by Sen. John J. Williams (R-Del.) to an election reform bill was aimed at the AFL-CIO Committee on Political Education. It would have prevented COPE from giving dollars voluntarily contributed by union members to endorsed candidates. The amendment was rejected, 19-46, on Sept. 11, 1967. For—wrong; Against—right.

## 5. Social Security

The Senate social security bill was greatly superior to the House-passed bill. An amendment to reduce benefits to the level of the House bill was defeated, 22-58, on Nov. 21, 1967. For—wrong; Against—right.

## 6. Aid to Education

A "states' rights" amendment to give control of federal school funds to state boards of education was rejected, 35-38, on Dec. 11, 1967. For—wrong; Against—right.

## 7. Civil Rights

A filibuster against the fair housing civil rights bill was broken when a motion to limit debate received the necessary two-thirds majority. The vote to end the filibuster was 65-32, on Mar. 4, 1968. For—right; Against—wrong.

## 8. Runaway Shops

Many cities have used tax-exempt industrial bonds to finance plants as a lure to runaway industry—along with low wages and a non-union workforce. The Senate on Mar. 28, 1968, voted 50-32 to end this tax exemption. For—right; Against—wrong.

## 9. Rent Supplements

Funds for rent supplements to help poor families live in decent housing would have been cut in half under an amendment rejected by the Senate, 34-55, on Sept. 20, 1967. For—wrong; Against—right.

## 10. Emergency Jobs

A labor-supported proposal by Sen. Prouty (R-Vt.) would have set up a one-year, \$925 million emergency job program—a step in the direction of the large-scale program urged by the AFL-CIO and the Urban Coalition. It lost, 42-47, on Oct. 4, 1967. For—right; Against—wrong.

## 11. Head Start

Pre-school children have been helped to overcome poverty handicaps through the Head Start program. An amendment by Sen. Clark (D-Pa.) to appropriate \$25 million for Head Start was approved, 43-42, on Mar. 11, 1968—after Vice Pres. Humphrey cast the tie-breaking vote. For—right; Against—wrong.

## 12. Anti-Poverty Funds

A House-Senate conference committee recommended knocking out \$75 million for the 1968 summer youth manpower training programs and \$25 million from Head Start. The conference report was rejected, 24-54, on Apr. 10, 1968. For—wrong; Against—right.

## ALABAMA

Hill (D) W W W R R W W W W W W W  
Sparkman (D) W W W R R W W W W W W W

## ALASKA

Bartlett (D) W — — R R R R R R R R R R R R  
Grutens (D) W — — R R R R R R R R R R R R

## ARIZONA

Hayden (D) W — — R R R R R W W W W W W W  
Fannin (R) W W W W W W W W W W W W W

## ARKANSAS

Fulbright (D) W W W R R W W W W W W W W W  
McClellan (D) W W W R R W W W W W W W W W

## CALIFORNIA

Kuchel (R) R W W R W R R R R R R R R R R  
Murphy (R) W W W W W W W W W W W W W W

## COLORADO

Allott (R) R W W R W W R R R W W W W R  
Dominick (R) R W W R W W R R R W W W W R

## CONNECTICUT

Dodd (D) R — R — — — R R R R W R —  
Ribicoff (D) R R R R R R R R R R R R R R

## DELAWARE

Boggs (R) R W R W W W R R R R R W R  
Williams (R) W W R W W W W R W W W W W

## FLORIDA

Holland (D) W W W R W W W R W W W W W  
Smathers (D) W W W — R W W R — W — —

## GEORGIA

Russell (D) W W W — R W W R W W W W W  
Talmadge (D) W — W R — W W W W W W W W

## HAWAII

Inouye (D) W — — — R R R R R R R R R R  
Fong (R) R W W W — W R R R R R W R

## IDAHO

Church (D) R R R — R R R R R — R W R  
Jordan (R) W W W W W W R R W W W R

## ILLINOIS

Dirksen (R) W W W W W — R R R R R W —  
Percy (R) R W W — W W R R R R R R R

## INDIANA

Bayh (D) R W R R R R R R R — R R R  
Hartke (D) R — W — R — R R R W R R R

## IOWA

Hickenlooper (R) W W W W W W W W W W W W —  
Miller (R) W W R W W W R W W W W W W

## KANSAS

Carlson (R) W W W W W W R R W W W W  
Pearson (R) R W W R W W R W W W W W W

## KENTUCKY

Cooper (R) R W R R — W R W R R R R R  
Morton (R) R W — — W W R W R R R R R

## LOUISIANA

Ellender (D) W — W R R W W W R W W W W  
Long (D) W W W R R W W W R W W W W

## MAINE

Muskie (D) R W R — R R R R W R R — R  
Smith (R) R W R W R W R W W W W W W

## MARYLAND

Brewster (D) R — R R R R R R R — R R R  
Tydings (D) R W R — R R R R R R R R R

## MASSACHUSETTS

Kennedy (D) R R R R R R R R R R R R —  
Brooks (R) R — R R — R R R R R R R R

## MICHIGAN

Hart (D) R — R — R R R R R R R R R R  
Griffin (R) R W R R R — R R R R R R R R

## MINNESOTA

McCarthy (D) R R — R R — — — R — — —  
Mondale (D) R R R R R R R R R R R R R R

## MISSISSIPPI

Eastland (D) W W W — W W W W W W W W W  
Stennis (D) W W W R W W W W W W W W W

## MISSOURI

Long (D) R R W R R — R — R R W R  
Symington (D) R R W — R R R R R — W R R

Senate Rules  
Compulsory Arbitration  
Congressional Redistricting  
Election Reform  
Social Security  
Education  
Civil Rights  
Runaway Shops  
Rent Supplements  
War on Poverty Jobs  
War on Poverty Funding  
War on Poverty Funding

	1	2	3	4	5	6	7	8	9	10	11	12
<b>MONTANA</b>												
Mansfield (D)	R	W	R	—	R	R	R	—	R	W	R	R
Nevitt (D)	R	R	R	R	R	R	R	R	R	R	R	—
<b>NEBRASKA</b>												
Curtis (R)	W	W	W	W	W	W	W	W	W	W	W	—
Hruska (R)	W	W	W	W	W	W	W	W	W	W	W	W
<b>NEVADA</b>												
Bible (D)	W	W	R	—	R	W	W	R	W	W	W	R
Cannon (D)	W	R	R	R	—	R	R	R	W	W	R	R
<b>NEW HAMPSHIRE</b>												
McIntyre (D)	R	R	R	R	R	R	R	R	R	R	W	—
Cotton (R)	W	W	R	W	R	—	R	R	W	W	W	R
<b>NEW JERSEY</b>												
Williams (D)	R	R	R	—	R	R	—	R	R	R	R	R
Case (R)	R	R	R	W	R	R	R	R	R	R	R	R
<b>NEW MEXICO</b>												
Anderson (D)	R	W	W	—	R	R	R	—	R	W	W	W
Montoya (D)	R	R	W	—	R	R	R	—	R	—	R	—
<b>NEW YORK</b>												
Goodell (R)	R	W	R	R	R	R	R	R	R	R	R	R
Javits (R)	R	W	R	R	R	R	R	R	R	R	R	R
<b>NORTH CAROLINA</b>												
Ervin (D)	W	W	W	R	R	W	W	R	—	W	W	—
Jordan (D)	W	—	W	—	—	W	W	R	—	W	W	W
<b>NORTH DAKOTA</b>												
Burdick (D)	R	R	R	R	R	R	R	R	W	R	W	R
Young (R)	W	W	W	—	R	—	W	W	W	W	W	W
<b>OHIO</b>												
Lausche (D)	W	W	R	—	R	W	R	—	W	W	—	—
Young (D)	R	W	R	R	R	R	R	R	W	R	R	R
<b>OKLAHOMA</b>												
Harris (D)	—	R	R	—	R	R	R	W	R	R	—	R
Monroney (D)	W	W	—	R	R	R	R	W	R	W	W	W
<b>OREGON</b>												
Morse (D)	R	W	R	—	R	R	R	W	R	R	R	—
Hatfield (R)	R	W	W	—	R	R	R	W	R	R	R	R
<b>PENNSYLVANIA</b>												
Clark (D)	R	W	R	R	R	R	R	R	R	R	R	R
Scott (R)	R	W	W	R	R	W	R	R	R	R	R	R
<b>RHODE ISLAND</b>												
Pastore (D)	R	W	R	—	R	R	—	W	R	—	—	—
Pell (D)	R	R	R	—	R	R	—	R	R	—	—	—
<b>SOUTH CAROLINA</b>												
Hollings (D)	W	W	W	W	R	W	W	R	W	W	R	R
Thurmond (R)	W	W	W	W	W	W	W	W	W	W	W	W
<b>SOUTH DAKOTA</b>												
McGovern (D)	R	R	R	R	R	R	R	R	W	R	R	R
Mundt (R)	W	W	R	W	—	W	W	W	W	W	W	W
<b>TENNESSEE</b>												
Gore (D)	R	R	R	R	R	R	R	R	R	W	—	—
Baker (R)	W	W	R	—	W	W	R	W	W	R	W	R
<b>TEXAS</b>												
Yarborough (D)	R	R	R	R	R	R	R	R	R	R	R	R
Tower (R)	W	—	—	W	—	—	W	W	—	W	W	W
<b>UTAH</b>												
Moss (D)	R	R	R	—	R	R	R	R	R	—	R	R
Bennett (R)	W	W	W	W	W	W	W	W	W	W	W	W
<b>VERMONT</b>												
Aiken (R)	R	—	—	R	R	—	R	W	R	R	R	—
Prouty (R)	W	W	W	R	R	—	R	W	R	R	R	R
<b>VIRGINIA</b>												
Byrd (D)	W	W	W	R	W	W	W	R	W	W	W	W
Spong (D)	W	W	W	R	W	W	W	R	W	W	R	R
<b>WASHINGTON</b>												
Jackson (D)	R	—	R	—	R	R	R	R	R	R	R	R
Magnuson (D)	R	R	R	—	R	R	R	R	R	R	R	R
<b>WEST VIRGINIA</b>												
Byrd (D)	W	W	W	R	R	R	W	W	W	W	W	W
Randolph (D)	R	W	R	—	R	R	R	R	R	R	R	R
<b>WISCONSIN</b>												
Nelson (D)	R	R	R	R	R	R	R	R	R	R	R	R
Proxmire (D)	R	R	R	R	R	R	R	R	R	R	W	W
<b>WYOMING</b>												
McGee (D)	W	W	R	R	—	R	R	R	R	R	R	—
Hansen (R)	W	W	R	W	—	W	W	W	W	W	W	R

### Key to Symbols

R Voted Right or was Paired Right.  
W Voted Wrong or was Paired Wrong.  
— Absent and not paired.

Catching Up with the LOG



S. Perdakis, oiler, and Moses Broussard, third assistant engineer and a member of MEBA, District 2, read about the latest shipping news while the Steel Chemist is tied up at Yokohama dock.

Rep. Moorhead Sees Outlook Good For Action on Maritime Next Year

WASHINGTON—The maritime industry has made progress in the 90th Congress, Representative William S. Moorhead (D-Pa.), declared here recently, forecasting even "more substantive action" by the new Congress that will convene in January.

The Pennsylvania lawmaker said that the intensive activities by the nation's shipping and shipbuilding interests over the past two years had created a climate of opinion that will make it "far easier" to win enactment of a new maritime program in the 91st Congress.

Speaking to maritime management and union representatives at a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department, Moorhead lauded the industry for having "turned a national spotlight on our shortcomings" in the maritime field. As a result of increased awareness, he said, Congress passed legislation giving the House Merchant Marine and Fisheries Committee and the Senate Commerce Committee power to recommend annual authorizations for the merchant fleet.

Not a Fair Test

He said the new procedure, used this year for the first time, "didn't get a fair test" because it was caught up in the "fiscal crunch" of budget-cutting growing out of the Vietnam war and the balance-of-payments deficit. In future years, the Congressman predicted, the authorization procedure "will provide effective Congressional scrutiny of executive policy decisions" and will secure for maritime "the appropriations to which it is entitled."

Moorhead pointed to House passage of legislation reconstituting the Maritime Administration as an independent agency, calling this evidence of "a strong tide of sentiment" in favor of revitalizing the merchant marine.

The bill, then awaiting Senate action, has since been passed by the full Senate and sent to the White House.

While the industry did not secure a new maritime program

**BE SURE TO VOTE**

11th-Hour Hearing on Midbody Bill Poses New Battle in 91st Congress

WASHINGTON—A group of maritime labor and industry leaders delivered strong—but too late—testimony in favor of the "Midbody" bill (H.R. 163) before a one-day hearing of the Senate Commerce Committee's subcommittee on Merchant Marine this month.

Urging a prompt, favorable report by the full committee in hopes that the House-passed measure could be enacted into law by the now adjourned 90th Congress, Page Groton of the Boilermakers Iron Shipbuilders Marine Council spoke also on behalf of the nearly seven-million member AFL-CIO Maritime Trades Department, the American Tramp Ship Owners Association, and the Western Shipbuilding Association. Senator Daniel B. Brewster (D-Md.) presided in the absence of subcommittee Chairman E. L. Bartlett (D-Alaska).

In a separate statement filed with the subcommittee, the Maritime Trades Department pointed out that the introduction of foreign-built midbodies into the American-flag fleet is an attempt to get around the very clear intent of the Merchant Marine Act of 1936, which called for the development of an American-owned, American-built and American-manned merchant marine.

"In the past two years," the MTD statement declared, "considerable controversy has surrounded the efforts by Transportation Secretary Alan S. Boyd to

turn to foreign shipyards for the vessels that are needed in our fleet. It would be unfortunate if, after Congress had directly rebuffed the 'built-abroad' scheme, it should permit an indirect approach to foreign building via the midbody route. Yet this is precisely what would happen if federal bureaucrats are permitted to hand down interpretations making these vessels eligible for the benefits previously reserved for American-built vessels.

"H.R. 163 breaks no new legislative ground. It seeks only to close loopholes in existing law—loopholes which have made possible bureaucratic interpretations which are at odds with the intent of Congress, as expressed in the Merchant Marine Act of 1936, and with the repeated decisions of Congress in the intervening years concerning the need for preserving the American-built aspect of our fleet."

In his opening remarks, Senator Brewster had pointed out that, under existing law, a U.S.-flag ship with a foreign-built midbody is ineligible to carry preference cargoes—for three years after U.S. documentation—if the for-

eign midbody was installed in a foreign yard.

"This bill would broaden that exclusion to prohibit use of foreign midbodies for three years as to both cargo preference cargo and military cargo, even if the midbody was towed to the U.S. and put into a vessel in a U.S. shipyard," the Senator noted.

"Existing law has been construed so as not to bar vessels which have been rebuilt by the insertion of foreign-built major components of hull or superstructure where such components are assembled into the rebuilt vessel in the United States," Brewster added.

In his support of the bill, Groton stated that the need for a comprehensive program has been repeatedly emphasized, but there has been no program forthcoming, "and none can now be expected until next year—if then. In the absence of a comprehensive program it is necessary that intermediate steps be adopted to prevent a complete scuttling of the U.S. maritime effort. H.R. 163 is a stepping-stone to a stable maritime program."

"Briefly stated," Groton summarized, "enactment of H.R. 163 would . . . provide equitable treatment for all U.S. shipping operators who participate or who desire to participate in the carriage of government-generated cargoes."

Also supporting the bill were Andrew Pettis, president of the Industrial Union of Marine and Shipbuilding Workers of America; Alfred Maskin, Director of Research and Legislation, American Maritime Association; Joseph Kahn, Chairman of the Board of the SIU-contracted Seatrain Lines; and Edwin M. Hood, president of the Shipbuilders Council of America.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

October 4 to October 17, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	2	1	2	0	12	4
New York	62	38	49	42	16	179	111
Philadelphia	6	6	16	5	2	24	14
Baltimore	23	19	24	8	3	98	38
Norfolk	8	11	7	5	1	30	26
Jacksonville	11	10	12	14	2	20	18
Tampa	7	7	3	6	2	18	19
Mobile	30	14	27	10	4	20	23
New Orleans	22	31	10	17	2	116	119
Houston	56	32	26	21	16	69	75
Wilmington	14	24	18	28	18	30	2
San Francisco	35	44	25	31	33	71	10
Seattle	20	15	24	15	13	29	10
Totals	297	253	242	204	112	716	469

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	3	1	2	1	4	2
New York	46	60	38	49	10	106	125
Philadelphia	3	7	4	4	4	11	14
Baltimore	15	12	15	15	3	43	59
Norfolk	7	7	2	2	10	13	21
Jacksonville	8	21	4	14	6	13	24
Tampa	3	8	0	4	0	11	11
Mobile	14	19	21	13	11	40	29
New Orleans	20	25	8	22	3	66	113
Houston	22	27	18	24	15	71	80
Wilmington	10	12	3	15	17	18	3
San Francisco	46	28	38	31	27	40	17
Seattle	18	7	14	12	16	17	24
Totals	214	236	166	207	123	453	522

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	5	0	0	3	2
New York	29	24	29	14	26	106	69
Philadelphia	2	8	10	2	5	10	11
Baltimore	10	7	17	3	2	66	40
Norfolk	7	10	2	2	9	20	22
Jacksonville	8	9	5	6	9	16	7
Tampa	5	4	1	2	3	18	10
Mobile	23	16	11	19	9	27	16
New Orleans	24	19	10	10	0	101	75
Houston	20	23	16	10	9	68	44
Wilmington	11	10	5	7	8	16	2
San Francisco	37	40	40	37	28	64	40
Seattle	16	12	15	14	6	25	12
Totals	194	187	166	126	114	540	350

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# From the Ships at Sea

The **Coe Victory** (Victory Carriers) arrived in Honolulu for a brief stay recently and Bob Goodrum discovered a good smorgasbord restaurant which he heartily recommended to fellow Seafarers. The place is located "in the out-riggers building at Waikiki Beach and features all you can eat at prices that range from about 99 cents to \$1.30. It's really fabulous," Goodrum says. Meeting Secretary **William Dickerson** reports that Brother Goodrum was elected ship's delegate; **Richard Bradford**, deck delegate; **Dwight Best, Jr.**, engine department delegate and **Charles Thorpe**, the steward department's representative.



Ikirt

Meeting Chairman **David Ikirt** wrote that **AB T. L. Thacker** left the ship in Honolulu with an apparent attack of appendicitis. The vessel will undergo some brief repair work while in port, Ikirt said.

getting "liberty launch" pay for the days spent at anchor outside the port of Santos, Brazil." Movie director **Leroy Rinker** reports that a total of seven films were sent to the ship by Greyhound bus. The cost was \$207.

**Veteran Seafarer Maurice Duet** of the deck department, has sailed on many vessels, but he claims the **Del Campo** (Delta) has been one of the best. Steward "**Red**" **Strickland** is always willing to please and do anything for the welfare of the crew, Brother Duet reported. Chief Cook **Willy Scoplites** turns out meals like a chef and "eats his own food with great pride." **Stanford A. "Tasty" Smith** is an artist worthy of the title "Mr. Baker." No baking in any city, anywhere, could compare with Smith, Duet said. Third cook **Lee Scoplites** "can take over the galley as well." Galley boy **Vince Ortiz** said he'd challenge anyone on cleanliness. "If you ever ride with these men, make sure you are not on a diet," Duet warns. "Hats off



Duet

to **Red**, **Willy**, **Lee**, **Stanford** and **Vince**."

The **Barre Victory** (Delta) was delayed briefly due to illness, ship's delegate **Luke Ciamboli** reported. Chief cook **Harry Jones, Jr.**, and messman **Juan Otero** were hospitalized in Panama. However, **Billy Russell** and **Sullivan Clark, Jr.**, quickly joined the vessel in that port to assume the cook and messman jobs, respectively. Ciamboli reported that all Seafarers were requested not to go top-side with any individual beefs. "Go through your department delegates," he told them. **Steward R. Nelson** thanked the men for the fine cooperation, according to meeting chairman **L. Hitchner**. Some disputed overtime was reported in the deck department.



Ciamboli

Meeting Chairman, **Alvin Demoran** reported from the **Midlake** (American Bulk Carriers) that a funeral was held at sea for radio operator **Merlin Cook**, who passed away on October 9. The burial was held the following day. Brother Demoran reports. **H. E. Morris**, deck delegate, stated that some doubt has arisen, concerning the overtime rate for cleaning tanks. This will be taken up with the patrolman at pay-off time. **Robert Marion**, meeting secretary, said that **Paul Gazic** has been elected ship's delegate. One man missed the ship in Bombay due to illness. The pay-off is scheduled for New Jersey.



Gazic

**Cecil Manning, 44:** Pneumonia claimed the life of Seafarer Manning on September 6, in New Orleans. He was a native of that city and joined the Union in the Port of New York. Brother Manning was born in Florida. A member of the deck department, his last vessel was the **Globe Explorer**. He served in the Army during World War II. Surviving is an aunt, Mrs. Lou Loyless, of Jacksonville, Florida. Burial services were held in Riverside Memorial Park Cemetery, Jacksonville.

# FINAL DEPARTURES

**John Swanson, 67:** A heart condition claimed the life of Brother Swanson on September 21, at Paul Oliver Memorial Hospital in Frankfort, Michigan. He was born in Ministee County, Mich., and lived in Bear Lake, Mich. Brother Swanson joined the SIU in Milwaukee and sailed as water-tender-oiler. He was last employed by the Ann Arbor Railroad Company and at the time of death, was on an SIU pension. Surviving is his widow, Sally. Burial was held in Fairview Cemetery, Bear Lake.



**Walter Koyn, 66:** Brother Koyn died on June 8, at St. Joseph Hospital in Houston. A native of Sidnow, Michigan, he made his home in Houston. Koyn was a member of the steward department and joined the SIU in 1960 at Houston. His last ship was the **Chilore**. He served in the Army from 1920 to 1921. Surviving is his sister, Mrs. Gertrude Sliger, of Trout Creek, Mich. Burial services were held in Trout Creek Cemetery.



**Rudolph Boman, 69:** Brother Boman died in Trinity Hospital, Ashland, Wisconsin, from injuries sustained when he was struck by a car in that city. A resident of Duluth, Minnesota, he was born in that state. Brother Boman joined the SIU in the Port of Detroit and sailed as FOWT. He was last employed by the Reiss Steamship Co. The Seafarer is survived by his widow, Aileen. Burial services were held in Fairview Cemetery, Mound, Minn.



## A Token of Appreciation



Steward **Bill Alvaro** (center, first row) is presented with Polaroid camera on **Tucson Victory** by ship delegate **Bob Davis**. Alvaro was cited for "his unselfish attitude toward the crew." In front (l-r) are: **Q. Brown**, **R. Mateo** and **B. Danby**. In back: **R. Fowler**, **C. Rivere**, **R. Forrest** and **H. Evans**. The camera was purchased through contributions by the Seafarers and presented while at sea.

**Ormel Fleet, 67:** a coronary occlusion claimed the life of Seafarer Fleet on August 9, at Memorial Hospital in Corpus Christi Texas. A native of Indiana, he made his home in Corpus Christi. Brother Fleet joined the Union in the port of Mobile and sailed with the SIU for 26 years. His last ship was the **Jacksonville**. Brother Fleet sailed as FOWT and had served in the Army during World War I. Surviving is a sister, Mrs. Vera Fogler, of Pana, Illinois. Burial services were held in the Rose Hill Memorial Park, Corpus Christi.



Fleet

**Ernest Goo, 39:** Brother Goo died in Vietnam while sailing aboard the **Transglobe**, August 30. He joined the Union in the Port of San Francisco and sailed for 13 years. He held an AB's rating. Brother Goo was born in Hawaii and made his home in Mill Valley, California. He served in the Army from 1955 to 1957. His last previous ship was the **Brigham Victory**. Surviving is his widow, Loretta. The burial was held in a military cemetery in Honolulu.



**Donald Horton, 29:** Brother Horton died in St. Elizabeth Hospital, Beaumont, Texas, July 22. A native of Port Neches, Texas, he lived in Sabine Pass, in that state. Brother Horton joined the SIU in New York City. Sailing in the steward department, his last vessel was the **Overseas Joyce**. Before joining the SIU, he served in the Navy. Surviving is his mother, Mrs. Aline Horton of Sabine Pass. The burial was held in Oak Bluff Memorial Park Cemetery, Port Neches.



## Typical Questions Answered For Seafaring Camera Fans

Many Seafarers enjoy taking cameras along with them on their voyages. A number of them have inquired about the best type and most convenient type of camera to carry aboard ship and ways in which they can best be protected against possible damage.

Just about all cameras can easily be taken on a ship, but the ones that are likely to best serve your needs are of the single lens reflex (SLR) variety. Most single lens reflexes have interchangeable lenses and the newer models have through-the-lens metering. An important point to remember about these cameras is that their versatility is unlimited.

If your camera has an interchangeable lens, you can use from 8mm Fish Eye to 1000 mm Telephoto. There are also many other attachments which may be used. Among them are the zoom lens, various filters, a monocular lens and a micro lens, and others.

If your camera has through-the-lens metering, any of the lenses—or any attachments on them—will be compensated for. Taking proper care of your camera is very important since the quality of your pictures depends on the condition of whatever camera you use. Regular cleaning is highly recommended.

A damp lintless cloth is a good way to clean the body of the camera. The inside should be cleaned by using a syringe type blower—reasonably available anywhere—which will eliminate dust. On the lens, a small piece of lens tissue and a blower will do the job nicely. Your camera can best be protected in a shock-proof case.

Also, keep any camera in a cool place if there is film in it. This will prevent spoilage of film. Both black-and-white and color film are effected by a hot climate. Whereas the former will lose its film speed, color film will not only lose speed but, being more fragile, its color properties will fade as well.

Due to varying weather conditions at sea, it is suggested that you keep three or four dehumidifier packets in your camera case. These also are relatively inexpensive at any store stocking photographic materials.

Whenever asked to name their favorite port for taking pictures, Seafarers usually place Japan at, or near the top. Hawaii is also a great favorite. However, beauty and drama abound no matter where we are. The LOG would welcome and appreciate the photos of the SIU's numerous seagoing shutterbugs. Many pictures published in your newspaper are taken by Seafarers.

Unfortunately in the past, many pictures received by the LOG have not been used because we were unable to properly identify the Seafarers or activities involved. Please include adequate identification, remember this when sending in photos.

Also, if you have any question, pertaining to photography, send it in. It will be answered in the LOG.

### Republican Threat To NLRB Forecast

To the Editor:

One thing labor can surely expect in the event the Republicans gain control in November, is an assault on the functions of the National Labor Relations Board.

Employer organizations and public relations firms have been spending more and more time and money to convince the nation that the NLRB is too strong and too pro-union.

A new period of labor trouble problems—such as experienced in the Eisenhower Administration—caused by an intensified drive for anti-union legislation is one thing the country does not need at this time. I hope that all union members and their families will remember this and vote for the Humphrey-Muskie ticket whose progressive record on labor is the hope of the future.

Sincerely,  
John O'Toole

he recently has given assistance to Wall Street that he would end what he calls the "heavy-handed bureaucratic regulatory schemes" of the Johnson Administration. He has even denounced a move by the Securities and Exchange Commission and the Justice Department to force mutual funds promoters to reduce the charges they levy on small investors maximum risk.

These are just a few of the obvious indications that workers who are loyal members of unions will be in dire trouble if Nixon and the "lets get back to management control" Republicans are victorious in November.

All of us in the labor movement are gambling with our very livelihood if we don't make certain that we get out and vote for the Humphrey-Muskie ticket—all the way—on November 5.

Sincerely,  
Ed Frasier

### Recalls Depression Under Republicans

To the Editor:

It's hard to understand how some people can vote so carefully in local elections and support their labor unions all the way and then go to the polls to vote for the President of this great country and cast their ballot for someone who is going to destroy all that they and their unions have worked so hard for.

Maybe some workers forget what hard times were. I don't.

We had a depression in 1929 which was terrible. Lots of people were out of work—millions of them walking the streets looking for a job while there wasn't bread on the table for their wives and kids. That depression followed very good times. It happened under a Republican President who kept promising that prosperity was just around the corner—while people starved and he did nothing.

It took a Democratic President to restore confidence in the people and bring the country back from ruin. He did it by pushing for programs like social security and for measures to strengthen unions. The Republicans attacked those programs outright then. They are still attacking them now, only more carefully because they are afraid they will alienate the people.

Unions strive for higher wages, more security, more education for the people, better housing, an end to discrimination, a better life for all. The one party that has supported these aims all the way down the line is the Democratic Party.

So, if you are for progress, the kind of progress that unions have brought to working people, you won't run scared backwards with a Wallace and won't let the money-bags behind Nixon fool you and steal your vote. You will support Hubert Humphrey and continued progress for a better America.

Sincerely,  
Irving Zippert

# Twelve More Seafarers Added To Growing SIU Pension Roster

Twelve more Seafarers have joined the SIU's pension roster after completing their careers at sea. The latest SIU members to collect pensions are James Sealy, Francesco Natale, Tomas Concepcion, Edward Tonisson, Henry Fossett, Carey Beck, John Pagano, John Tierney, James Smith, David Sorensen, Louis Meyers and Archie Cray.

James Sealy sailed in the steward department. He joined the union in the port of Baltimore. Born in the Virgin Islands, he is a resident of New York City. Brother Sealy last shipped aboard the Fort Aliza.

Francesco Natale sailed in all deck department ratings since joining the SIU in Boston. A 25-year veteran, he last sailed on the Transsuperior. Brother Natale was born in Boston and makes his home in Fairfield, Conn. with his wife, Natale.

Tomas Concepcion lives in Menlo, Park, Calif. He was born in the Philippines and sailed as



Concepcion



Tonisson



Fossett



Beck

Edward Tonisson sailed as FOWT and as deck engineer. He joined the Union in 1943 in New York City. Born in Estonia, he lives in Scarsdale, N. Y. with his wife, Maria. Brother Tonisson last sailed on the Chatham.

Henry Fossett sailed since 1944, and joined the SIU in the Port of San Francisco. He was born in Alabama and resides in Baltimore with his wife, Marguerite. Brother Fossett sailed in the steward department as a cook and his last vessel was the Venore.

A Seafarer since World War II, Carey Beck sailed as electrician. A native of Alabama, he makes his home in Mobile with his wife, Katie. Brother Beck joined the Union in Mobile and his last ship was the American Pride.

John Pagano sailed as deckhand for the Erie Lackawanna Railroad.

A native of New York City, he now lives in Bayonne, N. J. He joined the Union in the Port of New York. Brother Pagano is a veteran of the Air Force.

John Tierney sailed in the deck department and held an AB's rating. He joined the SIU in Philadelphia and makes his home in New York. A native of Pennsylvania, he served in the Army during World War II. His last ship was the Fred Morris.

James Smith joined the Union in 1940 in Baltimore. A native of Texas, he lives in Houston. Brother Smith sailed in the deck department with an AB's rating.



Pagano



Tierney

His last vessel was the Steel Surveyor. From 1933 to 1939, he served in the Navy.

David Sorensen sailed as FOWT. A native of Denmark, he



Sorensen



Smith

joined the Union in the Port of Mobile. Brother Sorensen makes his home in Baltimore and his last ship was the Steel Mariner.

Louis Meyers has sailed as OS, wiper, cook and steward during his long career. He was born in Baltimore and now resides in Seattle. Brother Meyers joined the Union in the Port of Norfolk and last sailed on the Anniston Victory.

Archie Cray joined the Union in Norfolk. A deckhand, he was employed by the Pennsylvania



Cray



Meyers

Railroad. Brother Cray served in the Army during World War II. He is a native of Blakes, Virginia, and makes his home in Richmond, with his wife, Bernice.



Natale



Sealy

steward. Brother Concepcion joined the Union in the Port of New York and last sailed on the Halaula Victory.

## SIU ARRIVALS

Judith L. Bradshaw, born September 4, 1968, to Seafarer and Mrs. J. L. Bradshaw, Galveston, Texas.

Kenneth Alfano, born August 8, 1968, to Seafarer and Mrs. John Alfano, Colonia, New Jersey.

Clara Daniels, born May 12, 1968, to Seafarer and Mrs. Victor V. Daniels, Jr., Wanchese, N. C.

Roy Stevenson Harden, born August 5, 1968, to Seafarer and Mrs. Roy S. Harden, Norfolk, Va.

Yadira Molina, born August 3, 1968, to Seafarer and Mrs. Jose E. Molina, New Orleans, La.

Shannon McDaniel, born August 21, 1968, to Seafarer and Mrs. Leroy McDaniel, Tampa, Florida.

Marie Okrogly, born June 30, 1968, to Seafarer and Mrs. Alfred H. Okrogly, Plains, Pa.

Steve Garza, born September 6, 1968, to Seafarer and Mrs. Pete Garza, Texas City, Texas.

Mark Fulling, born June 15, 1968, to Seafarer and Mrs. John Fulling, Bayville, N.J.

John Catrakis, born September 1, 1968, to Seafarer and Mrs. Konstantinos Catrakis, Forest Hills, N.Y.

Steve Dodge, born June 25, 1968, to Seafarer and Mrs. Ralph W. Dodge, Elberta, Mich.

Diana Vargas, born August 23, 1968, to Seafarer and Mrs. Enrique Vargas, Villa Fontana Carolina, P.R.

Kelly Ullom, born September 2, 1968, to Seafarer and Mrs. Thomas Ullom, Honor, Michigan.

Ronald Tomas Beacham, born September 8, 1968, to Seafarer and Mrs. Benjamin P. Beacham, Beaufort, N.C.

Jeffrey Andrew Murley, born August 26, 1968, to Seafarer and Mrs. Horace H. Murley, Jr., Gretna, La.

Brian Kelly Oakley, born August 13, 1968, to Seafarer and Mrs. Richard B. Oakley, Frankfort, Michigan.

Wendy Sue Schuman, born September 17, 1968, to Seafarer and Mrs. Irvin F. Schuman, St. Clair, Mich.

Edward Wade Faires, born July 30, 1968, to Seafarer and Mrs. Edward Faires, Port Arthur, Texas.

## LETTERS To The Editor

### U.S. Flag Fleet Facing Crisis Period

To the Editor:

I was distressed to read the statement by officials of the Marine and Shipbuilding Workers at their recent convention which seems to preview the possible final demise of the American-flag merchant marine.

The delegates were told that shipbuilding in the United States "faces a threat of near obliteration in the next five years" unless "emergency measures" are taken.

This is indeed forboding since thousands of workers engaged in manning our ships and working in our shipyards in the U.S. would be eliminated.

Perhaps the change in our federal Administration after the election on November 5—we all hope with Hubert Humphrey as President—will lead to better days for the U.S.-flag merchant fleet.

We in the merchant marine can only hope for a new President who, with a Congress and Senate to match, will finally realize the need for a strong merchant marine to protect and restore our traditional position on the high seas, and work accordingly.

Sincerely,  
Sam Phillips

### Nixon Win Would Equal Labor Loss

To the Editor:

There doesn't seem to be much doubt in anybody's mind that a Nixon victory would make it tough for labor to get progressive legislation for the next four or eight years.

Not only has Nixon come out strongly and brazenly against unions in the California grape dispute between the farm workers and the growers, but

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.

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.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners.

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship.

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.

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.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and in the contracts which the Union has negotiated with the employers.

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.

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.

COLUMBIA (U. S. Steel), October 4—Chairman, R. Heffley; Secretary, M. S. Scospina. No beefs were reported by department delegates.

KENYON VICTORY (Columbia), October 6—Chairman, Don Kelly; Secretary, George Chittum. Discussion held regarding wages and OT. Three men missed ship in Chicago.

OVERSEAS TRAVELER (Maritime Overseas), September 30—Chairman, I. Anderson; Secretary, H. McCullough. Ship's delegate reported that there were no beefs.

MT. VERNON VICTORY (Victory Carriers), September 22—Chairman, Joseph A. Morrison; Secretary, Alexander D. Brodie, \$6.00 in ship's fund. No disputed OT and no beefs were reported by department delegates.

COLUMBIA (Oriental Exporters), September 7—Chairman, Stephen Homka; Secretary, Nicholas Hatgimisis. Brother William Koltonuk was elected to serve as ship's delegate.

MERIDIAN VICTORY (Waterman), September 18—Chairman, Ralph O. King. Secretary, Brown Huzar. Ship's delegate reported that he has a wonderful crew on board, and everything is running smoothly in all departments.

OVERSEAS TRAVELER (Maritime Overseas), July 21—Chairman, I. Anderson; Secretary, C. Bortz. Few hours disputed OT in engine department, otherwise everything is running smoothly with no beefs.

OVERSEAS TRAVELER (Maritime Overseas), September 26—Chairman, I. Anderson; Secretary, Ray Moore. No beefs were reported by department delegates. All department heads were requested to submit repair lists.

DEL NORTE (Delta), September 29—Chairman, Chadbourne W. Galt; Secretary, William P. Kaiser. \$107.00 in movie fund and \$92.40 in the ship's fund.

### DIGEST of SIU SHIP MEETINGS

TOPA TOPA (Waterman), September 16—Chairman, Jim Spencer; Secretary, Joseph Pitetta. No beefs were reported by department delegates. Discussion held regarding retirement plan.

OCEANIC VICTORY (Admiralty Marine), August 20—Chairman, H. Peteraen; Secretary G. Cayton. No beefs were reported by department delegates.

CONNECTICUT (Oriental Exporters), September 29—Chairman T. D. Ballard; Secretary, T. D. Ballard. \$19.25 in ship's fund.

AMERIGO (Crest Overseas), September 8—Chairman, R. N. Laurence; Secretary, A. D. Hill. Everything is running smoothly in all departments except for some disputed OT in deck department.

DEL SUD (Delta), October 6—Chairman, W. A. Pittman; Secretary, W. S. Harris. Brother Bill Pittman was elected to serve as new ship's delegate.

ROBIN SHERWOOD (Moore-McCormack), September 29—Chairman, Milton Poole; Secretary, John J. Kane. Some disputed OT in deck department.

WESTERN HUNTER (Western Tankers), September 20—Chairman, Corbett Myrich; Secretary, J. B. Moorehead. Brother Bob Rafael was elected to serve as ship's treasurer.

BELGIUM VICTORY (Victory Carriers), September 15—Chairman, Walter T. Gronck, Jr. Ship's delegate reported that everything is running smoothly in all departments.

YELLOWSTONE (Oriental Exporters), August 30—Chairman, W. H. Simmons; Secretary, Charles Hebert. Discussion held about much needed repairs in the engine department.

## Schedule of Membership Meetings

### SIU-AGLIWD Meetings

- New Orleans, Nov. 12—2:30 p.m.
Mobile, Nov. 13—2:30 p.m.
Wilmington, Nov. 18—2:00 p.m.
San Francisco, Nov. 20—2:00 p.m.
Seattle, Nov. 22—2:00 p.m.
New York, Nov. 4—2:30 p.m.
Philadelphia, Nov. 5—2:30 p.m.
Baltimore, Nov. 6—2:30 p.m.
Detroit, Nov. 8—2:30 p.m.
Houston, Nov. 11—2:30 p.m.

### United Industrial Workers

- New Orleans, Nov. 12—7:00 p.m.
Mobile, Nov. 13—7:00 p.m.
New York, Nov. 4—7:00 p.m.
Philadelphia, Nov. 5—7:00 p.m.
Baltimore, Nov. 6—7:00 p.m.
Houston, Nov. 11—7:00 p.m.

### Great Lakes SIU Meetings

- Detroit, Nov. 4—2:00 p.m.
Alpena, Nov. 4—7:00 p.m.
Buffalo, Nov. 4—7:00 p.m.
Chicago, Nov. 4—7:00 p.m.
Duluth, Nov. 4—7:00 p.m.
Frankfort, Nov. 4—7:00 p.m.

### Great Lakes Tug and Dredge Region

- Chicago, Nov. 12—7:30 p.m.
Sault St. Marie, Nov. 14—7:30 p.m.
Buffalo, Nov. 13—7:30 p.m.
Duluth, Nov. 15—7:30 p.m.
Cleveland, Nov. 15—7:30 p.m.
Toledo, Nov. 15—7:30 p.m.
Detroit, Nov. 11—7:30 p.m.
Milwaukee, Nov. 11—7:30 p.m.

### SIU Inland Boatmen's Union

- New Orleans, Nov. 12—5:00 p.m.
Mobile, Nov. 13—5:00 p.m.
Philadelphia, Nov. 5—5:00 p.m.
Baltimore (licensed and unlicensed), Nov. 6—5:00 p.m.
Norfolk, Nov. 7—5:00 p.m.
Houston, Nov. 11—5:00 p.m.

### Railway Marine Region

- Philadelphia, Nov. 12—10 a.m. & 8 p.m.
Baltimore, Nov. 13—10 a.m. & 8 p.m.
Norfolk, Nov. 14—10 a.m. & 8 p.m.
Jersey City, Nov. 11—10 a.m. & 8 p.m.

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

## DIRECTORY of UNION HALLS

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

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

- Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage Starflite luggage (International Leather Goods, Plastics and Novelty Workers Union)
White Furniture Co. (United Furniture Workers of America)
Gypsum Wallboard, American Gypsum Co. (United Cement Lime and Gypsum Workers International)
R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)
Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
Pioneer Flour Mill (United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
Giumarra Grapes (United Farm Workers)
Hillenbrand Industries of Batesville, Ind. Batesville "Monosol" Casket Hill-Rom Hospital Furniture (Upholsterers' International Union)
Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)
Tennessee Packers Reelfoot Packing Frosty Morn Valleydale Packers (Amalgamated Meat Cutters and Butcher Workmen of North America)

# Veteran Seafarers of Vietnam Run Witness Full Measure of Action

Seafarers Abe Handleman and Bruce Nusbaum recently completed separate voyages on the Vietnam run during which both encountered a number of memorable experiences while in the battle zone. Brother Handleman spent 17 months shuttling on the Halaula Victory while Nusbaum was on the Cape Junction, for about a year. Handleman discussed his trip with a LOG reporter in the New York hall and Nusbaum wrote to the LOG shortly after catching the Mount Washington bound for Singapore.

"I caught the Halaula Victory in Norfolk," Handleman recalled. "We loaded ammunition at Sunny Point, North Carolina and sailed for Subic Bay. We arrived on July 29, and stayed there for 12 days before sailing for Vietnam. When the ship reached Vung Tau, we anchored there for four days and then on August 16, headed up river.

"As we went, we could see American jets bombing the Vietcong about 2,000 feet from the river bank," Handleman said. The vessel proceeded to Cat Lai where the Halaula Victory was one of three ammunition ships tied up next to each other in front of a temporary buoy. "At 4:30 a.m., another SIU ship in the area was struck by Vietcong gunfire," Handleman said. "Several Vietnamese longshoremen were hurt but the Seafarers aboard all escaped injury."

During another VC attack, Handleman was off-duty and had taken a room at the New Martin Hotel in Saigon. "Somebody downstairs suddenly started shouting for everyone to 'come on down' and we all thought the hotel was under attack," he said. "Actually, the VC were attacking the city hall building a block and a half away and a Hindu Church nearby was also under fire. I could see several GI's crawling around on their hands

and knees as they looked for shelter from the attack."

When Handleman later returned to his ship by launch he found that the SIU ship that had been fired on had already left for another port. "It was replaced by another vessel at about 7 p.m. that same day and the new ship, tied up in the same position as the other one had been, was the first to be fired on. Apparently, the VC had been using the buoy as a target."

The Halaula Victory was also fired on several times, and Seafarers often got a bird's-eye view of the fighting. "We could see some 500 marines pour into a village across from the ship and one night, we were subjected to three blackouts that lasted some two hours total," Handleman said. "When we left Cat Lai, we could see American helicopters hunting Vietcong supply bases only about 30 feet from the river. Later while we were in Saigon, the National Assembly building came under heavy attack, resulting in a number of deaths."

Handleman says that since 1964 he's made about 12 trips to Vietnam but this is the closest he's ever come to the heavy fighting. He has already put in for the Vietnam ribbon being issued to merchant seamen. As a further memento, he has a cigarette lighter engraved with the names of all ports he has visited in Vietnam.

A member of the steward department, Handleman joined the SIU in 1960 and is a native of Baltimore. He said that since the Halaula Victory paid-off in Savannah he has been looking forward to shipping back to Vietnam again.

Bruce Nusbaum, who joined the Cape Junction in Sunny Point, N.C., on August 25, 1967, wrote of calling at many ports during

his long trip—among them Colon, Honolulu, Subic Bay, Manila, Inchon, and some in Japan—in addition to several in Vietnam. "Considering the length of the trip," he said, "the crew got along remarkably well. There were no personality clashes at all and many pleasant hours were enjoyed by Seafarers."



Abe Handleman displays cigarette lighter bearing names of Vietnamese ports he's been to.

### Tet Offensive Raging

"We arrived in Saigon on January 28, and were at buoy anchorage 35 until the morning of February 17," he reported. "The Tet offensive started on January 31. And it was still going on, although with somewhat less intensity, even as we left the area." Nusbaum, Joe Saxon and Louis McDuffie of the deck department "were on the early-and last-launch ashore Jan. 31 and were able to witness some of the attack, first hand. At one time, gun fire from in or across the Saigon River struck a barge immediately behind the point where the SIU vessel, Seatrain Washington, was docked," he said.

"Gunfire was going on from all sides of us and 167 VC were killed in a field just a few yards off the bow of our anchorage. We also saw the securing of the U.S. Embassy, which had come under fire. Dead servicemen and Vietcong could be seen on the grounds of the Embassy." Another crewmember, Terry Zellers, chief electrician, was ashore being treated for a kidney stone at an Army hospital located in the old Metropole Hotel, Nusbaum reported. The Hotel had been damaged by terrorists earlier in the war but was not touched on this occasion.

"The Cape Junction anchored off Vung Tau just in time for the first VC rocket attack the city was subjected to in two years," he said. "Several shells just missed the (SIU-contracted) South-Western Victory, which was docked at 'The Long Pier.' A normal visit to the port of six or seven days was turned into a three-week stay and from our vantage point in the Saigon River, we could watch the daily battle around us."

A native of Arizona, Brother Nusbaum joined the SIU in San Francisco. He makes his home in El Paso, Texas, and served in the Navy. He sails as FOWT.



Nusbaum

## A Visit to the Baltimore Hall

One of the busiest ports in the country, as well as one of the most popular, is Baltimore. Almost every Seafarer has been here at one time or another during his sailing career. The LOG photographer recently visited the local SIU hall where Seafarers were waiting for a ship and enjoying some lighter moments. Shipping is running along at a smooth pace here, they reported.



The bulletin board, containing latest SIU news, gets careful reading from Mike Cain and Bill Erb.



Penliner John Sypniwski of deck department, gives his grandson, Roby, and Frank, a grand tour.



After a voyage as cook, Tom Walston checks up on vacation pay. He joined the Union here in 1956.

John Battaglia has barbered many Seafarers. Here, brown Joe Snyder is prepared for a close shave.



## PERSONALS

### James N. Quinn

Please write to Mrs. Rita E. Sullivan, 20 Shore Drive, Middletown, R. I. 02840 as soon as possible.



### Claude W. Pritchett

Your brother and sisters are anxious to hear from you. They would also like to know where they can send your mail.



### Mike Schwall

Please contact your uncle, G. C. Schwall, at 61 Alpine Street, Garfield, New Jersey 07026.



### Paul Edwin Bailey

Please call or write to your mother, as soon as possible. Or your sister, Martha J. Bailey at 2504 Brewster Drive, Apt. A, Indianapolis, Indiana 46224.

### Walter W. Jacobson

Please write to your mother, Mrs. W. G. Jacobson, at Rt. 2, Box 26, Hitchcock, Texas 77563, as soon as you possibly can. Or telephone 986-5959.



### Burt Kilby

Your friend, Doug Fillmore, would like you to write to him. His address is 15198 South Prairie Avenue, Lawndale, California 90260.



### Friends of Eric Johan Berg

Anyone having information concerning the whereabouts of any relatives of the late Seafarer, Eric Johan Berg, who died August 18, 1968, in Seattle, Washington, please contact the law firm of Vance, Davies, Roberts and Bettis, Room 815, 1411 Fourth Avenue Building, Seattle, Washington. The telephone number is (206) MU 2-7784.

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



## COLUMBIA BARON CASTS OFF

The Columbia Baron prepares to sail from the North Pier, Yokohama. The vessel, a regular on Far East run, is owned by Columbia Steamship Company and was formerly the Del Santos of Delta Lines.



Seafarers thought their ship had "a number one steward department," and these men were among the reasons why. From left: P. Lambis, Isaiah Gray, ch. cook, W. H. Harris, NC and baker.



Sailing in the deck department was Melvin Foster. He's helping to prepare ship for cast-off.



Among the engine room Seafarers was Ernest Bright. An oiler, he has been a member of SIU since 1939.



Steward Alton Booth discusses the day's menus with third cook Phil Lambis in fore'sle prior to sailing. The crew reported a top-notch bunch of cooks and bakers provided great chow.



Steward Alton Booth has sailed since 1942. He joined the SIU in New Orleans and hails from Doyle, La. Ralph Dougherty, AB from Brooklyn, joined SIU in New York in 1959.



L. W. Snodgrass helps secure vessel for long voyage home. Pay-off was in San Francisco.



Before a ship leaves port, there's always a lot of work to do and the Columbia Baron is no exception. Here, deck crew secures tarpaulin over cargo hold.