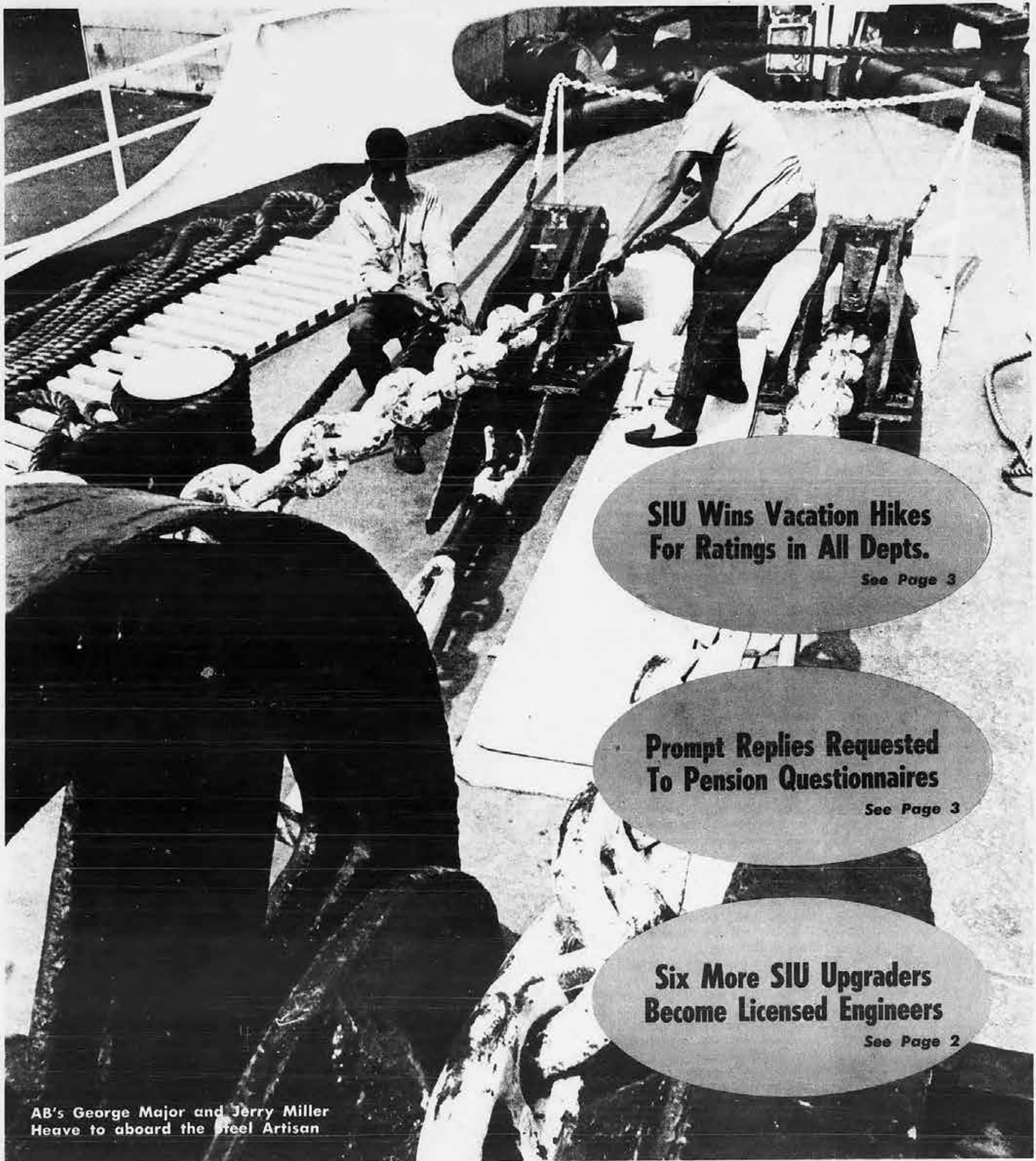




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



AB's George Major and Jerry Miller
Heave to aboard the Steel Artisan

**SIU Wins Vacation Hikes
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Six More Seafarers Get Licenses; Engineer Upgraders Now Total 349

The School of Marine Engineering, sponsored jointly by the SIU and MEBA District 2, has graduated six more Seafarers from the engine department. All have earned engineer's licenses following successful completion of the comprehensive training program offered by the school.

These new graduates bring to 349 the total number of Seafarers who have completed the School's course and have gone on to pass their Coast Guard licensing examinations.

Edmund Richard Rivers, 22, was born in Brooklyn and makes his home there now with his



Rivers Laboda

wife and child. He joined the Union in the Port of New York in 1965 at which time he was a graduate of the Harry Lundberg School of Seamanship.

Rivers sailed as FOWT before entering the school of engineering last March. In August he received his Temporary Third Assistant Engineer's License.

Thaddeus Laboda, 56, joined the SIU in the Port of New York in 1953. Born in Philadelphia, Brother Laboda logged a good deal of seetime as an oiler before being accepted to the engineering school in October, 1968. With his seetime experience and successful completion of comprehensive training and instruction at the school, he passed the Coast Guard licensing exam last month and is now sailing as a Third Assistant Engineer.

David Bryon Dawson, 27, joined the SIU in the Port of San Francisco and shipped out as FOWT before he entered the school of engineering in April. He received a Third Assistant Engineer's License on July 31. Born in Taft, California, Brother Dawson now lives in Cambria, California.

A new temporary third as-

sistant engineer, Warren Bullard, was sailing as a wiper before entering the school of Engineering in February, 1969. Brother Bullard, 29, joined the Union in the Port of Philadelphia in 1962. He is a native of Lakeland, Florida and now lives



Dawson Bullard

in Philadelphia with his wife, Lenora.

Stephen Joseph May, 34, is a native of Mount Vernon, New York. He now makes his home in Newark, New Jersey. Brother May joined the SIU in the Port of New York in 1967. He sailed as FOWT prior to enrolling in the engineering school last March. He received his Third Assistant Engineer's License in August. Seafarer May served a hitch in the Navy from 1954 to 1958.

Robert Holley, 30, sailed as FOWT before being accepted by the School of Engineering in May, 1969. He graduated with his Third Engineer's License in August. A native of Rocky Mount, North Carolina, Brother Holley now lives in Norfolk, Virginia. He joined the SIU in the Port of Norfolk in 1967. Seafarer Holley served in the Army from 1956 until 1959.

All engine department Seafarers are eligible for any of the upgrading programs at the Union-sponsored School of Marine Engineering, providing they are at least 19 years of age and



May Holley

have a minimum of 18 months of O.M.E.D. watchstanding time in the engine department in addition to at least six months experience as wiper or the equivalent.

Any Seafarer who qualifies and wishes to enroll in the school may obtain additional information and make application for enrollment at any SIU hall. Information can also be obtained by writing to SIU headquarters, 675 Fourth Avenue, Brooklyn, New York 11232, or by telephoning the school at (212) 499-6600.

Amendment Proposed To SIU Constitution

A resolution to amend the SIU Constitution was submitted by Secretary-Treasurer Al Kerr, in behalf of the Executive Board, to the September membership meeting at SIU Headquarters in New York. The text of the resolution is as follows:

WHEREAS, under our Constitution in voting for the election of officers and amending our Constitution, the Constitution provides that they be conducted in a manner which requires Polls Committees at certain times and places with a member having to be present and personally voting at that time; and

WHEREAS, this procedure has at times created an unnecessary burden in carrying out a vote and may under the present conditions unnecessarily expose the results of such voting to unwarranted attack, which would require the spending of the Union's monies to oppose such attack and at the same time, would prevent the outcome of the membership's vote from being put into effect; and

WHEREAS, it is recommended to change the method of such voting to some type of system of mail balloting, at the same time, holding on to for the membership and Union, their participation in such procedures; and

WHEREAS, under our Constitution, proposed constitutional amendments and action to be taken upon such amendments, must first be authorized by the membership, after which a Constitutional Committee is elected with the duty and authority to act on the amendments and make changes, corrections, substitutions, and/or make recommendations. The recommendations made, may include other proposed constitutional changes and after which the Committees' action is submitted to the membership for acceptance, modification or rejection. If accepted by the membership, a referendum vote is then conducted on same.

THEREFORE, it is

RESOLVED, that our Constitution be amended to provide that in conducting votes for officers and for constitutional amendments and with regard to constitutional amendments, unless otherwise required by a majority vote of the membership, the voting shall be by mail ballot, and further

RESOLVED, that the procedure or details of such mail balloting be contained in the recommendations of a Constitutional Committee to be elected in the event this proposed resolution is accepted by the membership as constitutionally required. That such Constitutional Committee make such other recommendation on mail balloting procedure, along with recommendations for any proposed constitutional amendments as the Committee may feel needed or appropriate, such as, included but not limited to, membership requirements, including financial requirements, length of service; election procedures, constitutional definitions and any other constitutional subject.

RESOLVED, as constitutionally provided, the resolution be voted upon by the membership at the constitutional ports of New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans and Mobile, and, if concurred in, the Constitutional Committee of six (6) book members be elected at the Port of New York, Headquarters, at a special meeting to be held thereat, at 2:00 P.M. on September 22, 1969, and finally,

RESOLVED, in the event that such Constitutional Committee's report and recommendations are thereafter accepted by the membership for voting as constitutionally required, such referendum vote be over a thirty (30) day period by secret ballot. That the voting shall commence no earlier than thirty (30) days, but no later than ninety (90) days after the membership approves the report and recommendations for a membership referendum vote.

Fraternally submitted by
Al Kerr, Secretary-Treasurer
In behalf of Executive Board

Water Pollution Bill Reported To Senate Aims at Oil Spills

WASHINGTON — Legislation aimed at protecting the nation's water resources as well as its beaches from oil and other pollutants has been reported favorably by the Senate Committee on Public Works after hearings which extended over a period of six months.

That part of the proposed legislation—the Water Quality Improvement Act of 1969—which drew the greatest controversy was its "absolute liability" clause. This states that polluters of U.S. waters will be liable to the government up to \$14 million or \$125 per gross registered ton in the case of vessels. This would not apply in cases involving Acts of God or war, damages caused by third parties or U.S. government negligence. However, the burden of proof is on the party responsible for the immediate effects.

Shipowners had taken exception to the "absolute liability" concept during the hearings, pointing out besides that the \$450 per gross registered ton figure originally proposed was "simply not insurable" in the world insurance market. The version agreed upon in the Senate committee reduced the \$450 to \$125.

Oil Spills Damaging

"Frequent oil spills from vessels and from on-and off-shore facilities have ruined beaches and lowered the quality of our rivers and shore waters and have jeopardized animal and vege-

table life," the committee report states. "The spills from the Torrey Canyon and the Ocean Eagle have been spectacular examples of this danger, but the damage from repeated but unpublicized lesser incidents and intentional dumping is steadily increasing. This can no longer be tolerated.

"Too often, the government has been unable to respond quickly enough to control the situation, or has not been informed of the incident. Frequently, the offenders have made no attempt to cleanup the spill and have gone unpunished. This bill attempts to correct these deficiencies."

The Act deals with oil pollution, whether caused by discharge from vessels or onshore or offshore facilities, sewage discharge from vessels, and the discharge of hazardous substances into bodies of water.

Liabilities are assessed and penalties imposed on owners or operators of vessels for the costs of removal of oil spills by the government in cases where the owner or operator refuses to clean up the discharge or does not do so promptly and adequately.

The legislation, S. 7, which takes over from a similar bill on which action had not been concluded during the past Congress, is now due for action on the full Senate floor. Its author is Senator Edmund S. Muskie (D-Me.), who presided over the hearings.

Home on the Range



A few words of advice and a warm sendoff accompany SIU Welfare Director Al Bernstein's delivery of first pension check to Seafarer John Szczepanski, shown at left. Szczepanski last sailed on the Albany as third cook, and will now practice his skill at his home in Jersey City, New Jersey. Photograph was taken at New York SIU hall.

Prompt Replies Requested To Pension Questionnaires

(The following letter, along with a pension supplement and questionnaire, has been mailed to all members of the Union. It is of the utmost importance that these questionnaires be filled out and returned to the Union as soon as possible. The committee elected by the membership to review and recommend ways and means to improve the Pension Plan will depend on your ideas and suggestions.)

September 15, 1969

Dear Fellow Seafarer:

Your Union has run a pension supplement containing a questionnaire in the last several issues of the Seafarers LOG with the request that all members fill it out and send it in.

In our recently concluded negotiations it was announced to our Membership, after obtaining new wage scales, that only two items remained open—the Pension Plan and the Vacation Plan.

We have just concluded negotiations for our Vacation Plan, and the payments are now: Entry Ratings, \$1,000; Middle Ratings, \$1,200; Key Ratings, \$1,400.

This now leaves us with the immediate task of improving our Pension Plan. Accordingly, you are strongly urged to fill out the enclosed questionnaire and send it in at once in the self-addressed, postage-paid envelope provided.

This is important due to the fact that at the October meeting of the constitutional branches of the SIU, our Membership will vote whether or not to establish a Pension Review Committee. If carried in the October meetings, then on November 17, 1969, we shall elect such a committee in these Constitutional Ports at a special meeting for the purpose of reviewing and recommending ways and means to improve our Pension Plan. We should make available to that Committee all information possible as to the attitude and opinion of our Membership.

Therefore, if you have not previously done so, please fill out the enclosed questionnaire and mail it back to us immediately. Your co-operation will be greatly appreciated.

Fraternally,
Paul Hall,
President

SIU Wins Major Vacation Increases For Rated Men in All Departments

Continued bargaining negotiations on the new SIU freightship and tanker agreements has resulted in a major improvement in vacation benefits. Under the terms of a newly-negotiated vacation clause, unlicensed Seafarers in all middle and key ratings will receive increases in annual vacation pay ranging from \$200 to \$400. Annual vacation for entry ratings will remain at \$1,000.

Following is the breakdown of the new vacation schedule, which is retroactive to June 16, 1969:

Deck Department: boatswain and carpenter—\$1,400 per year; A.B. maintenance, quartermaster, able seaman—\$1,200 per year.

Engine Department: chief electrician, second electrician, unlicensed junior engineer (day), unlicensed junior engineer (watch), plumber/machinist, deck engineer, engine utility, chief pumpman (tankers), second pumpman/engine maintenance (tankers)—\$1,400 per year.

Evaporator maintenance, oiler, oiler-diesel, watertender, fireman/watertender, fireman—\$1,200 per year.

Steward Department: chief steward, steward/cook, chief cook, cook and baker—\$1,400; second cook, third cook—\$1,200.

This latest major improvement in the SIU Vacation Plan marks the 12th time the benefits have been increased through negotiations since the program was first established in 1951. The original SIU Vacation Plan—a landmark in the maritime industry—provided annual vacations of \$115 for all unlicensed seamen. By 1956, vacation benefits were up to \$260, and continued up still further in 1960 to \$400 a year.

Then, in 1962, the Union again secured increased vacation benefits—this time doubling the rate to \$800—and also did away with the requirement that a Seafarer had to work aboard one vessel for a full year or more to be eligible for vacation pay. In 1966, the vacation benefit increased again to \$1,000.

Since it was first established, thousands of Seafarers have received a total of more than \$67 million in benefits under the

SIU Vacation Plan. In the latest reported month alone, vacation benefits amounted to \$785,449.89.

This latest improvement in the SIU Standard Agreement was achieved under a provision of the new contract calling for "continued negotiations with respect to improved pension, welfare and vacation." In the "Comments and Recommendations" included in the agreement which was presented to the membership for ratification, the SIU negotiating committee stated:

"Your committee feels that these contracts as presented to the membership represent not only a substantial gain on wages, overtime, etc., but also establishes a basis for finalizing in the near future new contract terms and benefits in the other areas such as welfare, pensions and vacations."

50% Cargo Preference Rules Tightened by New Amendment

WASHINGTON—An order ensuring the maximum use of commercial U.S.-flag ships in transporting government cargoes to or from the United States has been issued by Robert L. Kunzig, General Services Administrator.

GSA procurement regulations will now spell out the required use of American-flag vessels whenever possible to move government-owned equipment, materials or commodities. When U.S.-flag commercial vessels are not available, the contractor must obtain GSA approval to use foreign-flag vessels.

"The order not only requires the use of U.S.-flag ships whenever possible, but prohibits the use of foreign-flag vessels that have been engaged in trade with Cuba or North Vietnam," Kunzig pointed out.

This includes foreign-flag vessels which have been listed in the Federal Register by the Maritime Administration as having called at a Cuban port on or after January 1, 1963, or at a North Vietnamese port on or after January 25, 1966—unless GSA approval is first obtained.

Beyond providing emphasis and stricter enforcement to procedures outlined in the Cargo Preference Act of 1936, the amendment also serves to draw the attention of other government agencies to cargo preference regulations, Kunzig noted.

The SIU—as well as American-flag shipowners—has maintained that, despite the Cargo Preference Act, which requires that American-flag ships receive a minimum of 50 percent of government-originating cargoes,

the government has been using foreign ships because their rates are lower.

Congressman Otis Pike (D-N.Y.), speaking to an AFL-CIO Maritime Trades Department meeting last month, accused government agencies of using the 50 percent regulations as "maximums" instead of "minimums."

The amendment just issued is seen as a response to these charges.

Idea of Fixed Chairman of ICC Backed by Labor

WASHINGTON—The AFL-CIO has expressed its support of President Nixon's proposal of a permanent chairman for the Interstate Commerce Commission instead of the present system of rotating one-year terms among members of the commission.

In a letter to Representative John A. Blatnik (D-Minn.), chairman of the House Government Operations Committee, AFL-CIO Legislative Director Andrew J. Biemiller pledged the federation's support.

The proposal, part of Reorganization Plan No. 1 of 1969, would also give the ICC chairman authority over such administrative functions as appointment and supervision of personnel. However, personnel employed in the immediate offices of other members of the commission would not be affected.

At present, Virginia Mae Brown is ICC chairman.

Rep. Rosenthal Tells MTD:

Independent MARAD Only Remedy For U.S. Fleet's 'Diastrous' Plight

WASHINGTON—One of the 170 congressmen who have sponsored legislation to restore the Maritime Administration to independent status, Representative Benjamin S. Rosenthal (D-N.Y.) explained here why he believed this approach was necessary in order to remedy what he termed "today's disastrous maritime situation."

"You can't argue with facts," the New York congressman told a meeting sponsored by the AFL-CIO Maritime Trades Department. "And the facts are that when our merchant marine program was being run as an independent entity, the merchant marine prospered—since its jurisdiction was transferred to the Department of Commerce, our merchant marine has decayed."

"I think it's time to return to the winning combination—a strong program, and an independent agency to carry it out."

Rosenthal said that, with the creation of the Maritime Commission in 1936 as an independent agency of government, the United States moved up to

first rank in world shipping and also became the biggest shipbuilding power in the world.

"In 1936," he pointed out, "American ships were carrying 26.5 percent of our waterborne imports and exports. By 1950, the percentage rose to 42.5. Today, it is about five percent."

The U.S. fleet now numbers about 800 vessels, he said, compared to 2,000 at the end of World War II. Of these, 80 percent are more than 20 years old—over-aged and inefficient ships.

"What went wrong?" "By an innocent-appearing reorganization, the nation's merchant marine ceased to have the representation in government which it needed to prosper, or perhaps, even to survive."

Rosenthal referred to the transfer of maritime activities to the Department of Commerce.

"Within four years after the maritime community lost its independent voice, the percentage of American cargo shipped aboard American vessels was cut in half. Then it was cut in half again in another eight

years. Today, with one-twentieth of our cargoes traveling in American ships, we are sixth in world shipping and about tenth in shipbuilding."

The congressman, a member of the Government Operations Committee, expressed his belief that the problems with the maritime industry come not from the Commerce Department, but from "inefficient government."

In regards to shipbuilding, he said, requests made by MARAD for funds have been "slashed to ribbons by the various layers of bureaucracy."

"We must re-establish an independent Maritime Administration—we must give it whatever legislative tools it needs—and we must give it the money that is required to get the job done."

"In that way, we can again get on with the job of doing what we set out to do in 1936—to promote a strong merchant marine that will serve our commercial shipping needs—and that can act successfully as an auxiliary to our armed forces."

Fulbright's 'Pay-off' Slur on AIFLD Hit by Meany as 'Gratuitous Insult'

WASHINGTON—AFL-CIO President George Meany went before the Senate Foreign Relations Committee last month and answered "a gratuitous insult" to labor from the committee's chairman Senator J. William Fulbright (D-Ark.)

The insult, Meany made clear, was a Fulbright suggestion that the government has provided grants to the American Institute for Free Labor Development as "the price we pay" for labor's support of Vietnam policy.

The quote from Fulbright appeared in a United Press International account of a committee hearing, July 14. At the time, Fulbright also belittled AIFLD's program to strengthen free unions in Latin America.

Meany said Fulbright's charge was untrue—"completely ridiculous." He expressed labor's "pride" in its participation in AIFLD and he traced its accomplishments. He listed more than 70 businesses that have joined with the AFL-CIO in helping support it.

Senators Disagree

During the hearing, which ran for more than three hours, none of the committee members associated himself with Fulbright's remarks. Two senators in fact, took sharp issue with them:

Senator Gale W. McGee (D-Wyo.) after listening to exchanges between Meany and Fulbright, said, "There's nothing here to suggest any payoff. It lessens the dignity of this body to make such charges."

Senator Clifford P. Case (R-N.J.) said AIFLD's education courses for Latin American unionists are similar to the Fulbright Scholarship program in which students from other nations study in the United States with help from the U.S. government. Fulbright seemed less than pleased by the comparison.

Meany's statement to the committee also attacked a Fulbright assertion that U.S. auditors could find "no specific conclusion" as to the relative success of AIFLD. It was based on a May 1968 letter written by Comptroller General Elmer B. Staats.

Meany noted that Fulbright had quoted only the first sentence of a paragraph that went on to praise AIFLD as "a realistic and imaginative approach" to Western Hemisphere problems, helping workers in Latin America to "become more active in the economic and social progress" of their countries.

"It is most incomprehensible," Meany said, that Fulbright would lift a sentence out of context from a paragraph "obvi-

ously intended to be quite complimentary of AIFLD."

Thousands of workers in Latin America have benefited from AIFLD's educational programs, Meany pointed out. Union leaders and technicians trained by the Institute in the U.S. have been able to take their acquired skills back home with them and, in turn teach others.

The second phase of AIFLD's work—its sponsorship of social projects in Latin America—has helped unions there "play a more vital and positive role in the economic and social development of their countries," Meany said.

He noted that AIFLD is "the largest U.S. sponsor of workers' low cost housing in Latin America" with housing programs in 12 different countries.

He described a workers' housing bank established by AIFLD in Lima, Peru; wide-ranging "campesino" programs in Latin America which provide educational and vocational training, and legal assistance; help to unions in starting credit unions and cooperatives.

Meany submitted with his statement a resolution adopted by the AFL-CIO Executive Council in May 1954 which spelled out labor's policy in Indo-China (of which Vietnam was then a part). It called for free elections and United Nations action in the area.

"We had a policy then as now on Vietnam," Meany declared. "Who paid us off then?" he asked, adding, "You are really stretching your imagination."

"It is a gratuitous insult to the American labor movement to accuse us of receiving a payoff for supporting the foreign policy of any administration," Meany declared.

Fulbright said he would "withdraw" the payoff charge, but he then added that there

was a "close relationship" between labor and the previous Administration by which AIFLD was given money "to do as you please with."

"To do as we please?" Meany retorted. "That's not so. We are checked every step of the way [on expenditures]."

Fulbright read parts of newspaper articles critical of AIFLD, which he said he was "putting into the record." When he came to one that charged the program was promoting "revolutions," Meany said, "That's the Commie line."

Same Arguments

He explained that he did not mean that the author or the newspaper was influenced by the Communists but that the arguments they used to discredit AIFLD were the same arguments used by the Communists.

At one point, Fulbright attacked AIFLD because some labor leaders who took its courses later became involved in politics in their countries. Meany answered, "We have no way of controlling people. But we are not involved in Latin American politics."

This exchange caused McGee to ask if perhaps the committee shouldn't get a "list" of Fulbright scholars to determine "if they became activists" upon returning home.

In his testimony, Meany brought out another point. He called Fulbright after the July 14 hearing to see if he could talk to the senator alone about his remarks. "No one else on the committee suggested a payoff," Meany said.

Continuing, Meany pointed out that it was Fulbright who insisted that it was a "committee matter." He added that he came before the committee "because you wanted me here."

"I'm not here pleading for the program. I'm here to set you straight that this is not a political payoff," Meany declared.

Poll of Members Confirms Confidence in Union Heads

Union members and their families give labor's leadership a strong vote of confidence, a professional polling firm reported recently.

A survey taken by Sindlinger and Company found that "union members overwhelmingly believe the leaders of labor organizations are concerned with the interests of the rank and file."

The nationwide sampling of union members found 73.9 percent agreeing and only 3.9 percent disagreeing that union leaders are concerned with the interests of union members. The remaining 22.2 percent either declined to answer or qualified their replies.

The attitude was almost as favorable among adults living in households where there is a union member, even though they were not members themselves.

In those households, 64.1 percent said union leaders represent the interests of the average member.



AFL-CIO Pres. George Meany termed a "gratuitous insult" to labor, a remark by Senator J. William Fulbright (D-Ark.) that government funds American Institute for Free Labor Development receives may be pay-off for labor's support of Vietnam policy. Meany is flanked at Senate Foreign Relations Committee hearing by CWA President Joseph A. Bierre, left, chairman of the AFL-CIO International Affairs Committee and Legislative Director Andrew J. Biemiller, at right.

Record Enrollment Attained By Apprenticeship Outreach

WASHINGTON—Craft unions and community action agencies helped enroll a record 1,537 minority youths in the Apprenticeship Outreach program during the first six months of 1969, the Labor Department reported.

The number of minority youths placed as apprentices in programs registered with the Labor Department rose from 2,325 to 3,862 from January 1 through June 30. This is an average of 255 a month during the six-month period, the department noted.

Labor Secretary George P. Shultz termed the achievement "one example of what can be done in attacking the manpower problem" through cooperation. He praised the craft unions and the community agencies for their "affirmative action."

The Apprenticeship Outreach program is sponsored by the AFL-CIO local building and construction trade councils in 14 cities, the Urban League in 21 cities, the Workers' Defense League in 10 cities and seven other groups in six cities.

Of the total 3,862 minority apprentices, the Urban League placed 1,400, the Workers' Defense League 1,273, the craft union councils 870 and the others 319.

The young apprentices are learning one of 18 skilled trades in the building and construction field, including carpentry, iron work, machinery operation and others.

Apprenticeship Outreach uses the "tutor and cram" method to assist the youths—mainly Negro, Puerto Rican, Mexican-American and Indian—in preparing for a specific apprenticeship examination.

Secretary Shultz also reported that the activities of the 35 Apprenticeship Information Centers across the nation

12-month span, 8,902 apprenticeship operations in the year ended June 30. During the time applicants were referred and indentured as apprentices in programs registered with the Labor Department.

Center for Labor Studies Programs To Start Soon

NEW YORK — The AFL-CIO's Labor Studies Center will become "officially operative" in Washington on Labor Day when Professor Fred Hoehler takes over his full-time duties as director.

Walter Davis, AFL-CIO education director, reported to the federation's council meeting here that the center's first program will begin in December. Initial activities will concentrate on seventeen one-week special institutes on a variety of subject areas. Such institutes will be one to four weeks in length. The student body will include national officers, union staff, and other persons with key responsibilities in the labor movement.

The center also will provide core institutes where staff development programs will be three weeks in length and will be held five times from January through June 1970.

Among the courses for these institutes will be "the American System of Unionism," "Economics," "American Society and Civilization." There will also be courses in civil rights, labor law, state government and collective bargaining.

The center's budget, program, curriculum, personnel and location in Washington were approved by the board of trustees.

'Total National Commitment' Theme of Labor Day Messages**Fight for Need Against Greed Drawn-by Meany, Others**

AFL-CIO President George Meany lashed out at "profiteering and greed" in a Labor Day message calling for a "total national commitment" to jobs, housing, education—and brotherhood.

He said the nation's festering urban problems have been studied and diagrammed, but then "relegated to low priority status by the nation's policy makers and leaders."

Meanwhile, Meany warned, swollen corporate profits and exorbitant interest rates have sent living costs up and purchasing power down to the point where "the American worker is already entering a recession."

The AFL-CIO president and other leaders of the trade union movement used labor's holiday as an occasion to emphasize their confidence in America's ability to overcome its problems—if approached with the same determination that led to the moon landing.

"This nation did commit itself to putting men on the moon and it did the job," Meany declared. "It can commit itself to enriching and ennobling the lives of its people here on earth, and it must," he said.

"Behind the commitment," Meany stressed, "there must be

a willingness to back it up with deeds, money and resources."

Meany spoke bluntly of the consequences of disordered priorities:

With basic housing at a virtual standstill because of high interest rates and speculative land costs, "high-rise luxury apartments and towering new office buildings cast long shadows over old, dilapidated and squalid housing in the ghettos below."

Lack of money bars thousands of young people from a college education—or even quality elementary and high school education.

"Congress has been ready with words," but "reticent with money."

"And too many American corporations run away from American wage scales to build plants and manufacture products in other countries, taking advantage of poverty-stricken workers who will labor for as little as 30 cents an hour."

There is no conflict in America's major goals, Meany declared. The nation's resources "can provide for the nation's defense, conduct a reasonable space program and secure the general welfare for all the people."

AFL-CIO Secretary-Treasurer Lane Kirkland stressed in his Labor Day message the trade union movement's long-standing commitment to "participatory democracy"—long before the phrase was adopted as a political slogan.

To the labor movement, this means "working within the democratic framework to strengthen it and make it function effectively to meet the needs of all citizens."

Labor is "not uncritical" of the nation's institutions, Kirkland noted. But it considers the American democratic structure "fundamentally sound and capable of increasing responsiveness to the demands of a nation undergoing wrenching change."

The involvement of America's unions in the "total life" of the community is "broad and expanding," Kirkland declared.

He cited labor's support of United Fund drives, its contributions of money and manpower to aid disaster victims, its participation in civil rights and anti-poverty activities.

And "no single group devotes more time or effort to engage citizens in the democratic process than the trade union movement," Kirkland stressed.

It helps register voters and

brings them to the polls. It seeks to educate its members on the issues and the records of public officials "on the theory that public servants ought to be judged on what they do, not what they promise."

To the labor movement "participatory democracy" is "not just a slogan or a fad, but a way of living and working in a free country where all are equal."

President Nixon's Labor Day message expressed confidence that, "with the cooperation of all Americans, we can prevent another wage-price spiral and restore stability to our economy."

He affirmed that "the process of collective bargaining must be strong and effective and exercised with self-restraint on all sides. But the process cannot work unless the participants are free to reach their own decisions. This administration will always respect that freedom," the President pledged.

I. W. Abel, president of the AFL-CIO Industrial Union Department stressed in his Labor Day message that labor's program must be fought for on an issue-by-issue basis, winning support through "fact and reason."

For better or worse, Abel said, "there is no dominating political leadership in view. The labor movement cannot look to a president or a senator to personify the cause of progress."

It may be harder to bring about change through thought rather than emotion, Abel noted, but "many of this country's toughest problems were solved that way."

To C. J. Haggerty, president of the AFL-CIO Building and Construction Trades Department, this Labor Day is a time to emphasize both the goal of "a just and decent society" and

the importance of taking the right path to achieve it.

Unions, he said, "have preached freedom under law, rather than freedom from law."

And while "dissent is dramatic and quite often necessary," Haggerty cautioned that "there is no justice under anarchy."

Secretary of Labor George P. Shultz cited the progress "since the first Labor Day in 1894 when workers labored 60 hours a week and were paid 20 cents an hour."

But he stressed that "progress is still needed" in safety standards, unemployment insurance, farm worker bargaining rights and job training and equal opportunities.

"The nation," Shultz said, "owes it to her workers to honor them all year by making working life as satisfying and as secure as possible."

Wallace Drops Pose; Embraces Right-Wing

TULSA, Okla. — Former Alabama Governor George C. Wallace has dropped his coyness about being associated with extreme right-wing organizations.

Wallace spoke at the annual convention of the Christian Crusade here and told the delegates "it's a pleasure to be associated" with their leader, Billy James Hargis. The Crusade is one of the largest and wealthiest of all far-right groups.

During last year's presidential campaign, Wallace's closest approach to far-right functions was some handshaking on their fringes. Until now, he had never publicly embraced their programs.

AFL-CIO Council Condemns Attempt To Assassinate WV Strike Leaders

NEW YORK — The AFL-CIO Executive Council strongly condemned an assassination attempt on two leaders of striking West Virginia State Roads Commission employees and reaffirmed its full support of the strikers and their struggle for union recognition.

A bullet, fired August 5 by an unidentified assailant, tore through the windshield of an auto parked outside Laborers Hall in Charleston, W. Va., by staff representatives William E. Roehl of the AFL-CIO Department of Organization and James Tuminello of the Laborers. Later the union reported other incidents in what it called an apparent pattern of organized harassment.

The council said "we are shocked and greatly concerned at the apparent attempt to take the lives of two AFL-CIO leaders" who are coordinating the strike of 1,700 road employees.

The shot can "only be interpreted as an attempt to substitute force and fear for reason and logic" to settle the issues in dispute. The statement added: "If it was the intention of the would-be assassins to discourage support this atrocious act will fail to achieve that end,

just as all such acts have failed in the past."

Council members urged "responsible authorities to use every available means" to bring the parties involved to justice.

Narrow Miss

Tuminello was reaching for the door on the passenger's side, and Roehl was approaching the car on the other side when the shot was fired—apparently from bushes alongside the highway. It missed Tuminello by about four inches.

The two men told Charleston detectives they have no clue to the identity of the assailant.

The shooting was the first note of violence since 3,500 highway workers walked out March 3 for recognition of their union, the Laborers. They were then dismissed by Republican Governor Arch A. Moore, who has since balked at all attempts to settle the dispute except on his own terms—complete surrender, the union has charged.

Roehl was recently named by the AFL-CIO to coordinate strike activities with Tuminello. The shooting followed a step-up in picketing activities and intensified demands for a settlement.

A federal court hearing is slated later this month on a suit

charging Moore with violating the constitutional right of state roads employees to join a union.

The suit was filed by the Laborers District Council and employees from each of the road commission's 10 districts when the Moore Administration refused a mediation plan offered by the union.

The suit charges the firing of of highway workers was a "drastic, illegal action" in reprisal for their union activity. It accuses the state administration also of "trying to break the strike by hiring strikebreakers" to replace the workers for political purposes.

The strike remains effective and the strikers' morale is high, the union said. As many as 500 strikers have reported for picket duty in a number of the 45 counties involved.

After the shooting, other reports poured into union headquarters. A caller had threatened the life of President Charles Lazelle of LIU's union of nonprofessional employees at West Virginia University. Brakes were disconnected on the parked auto owned by Alex and Peggy Boyd, strike leaders. The Rev. Gene Fountaine, a striker, received several threats over the telephone.



Pointing to bullet hole made by would-be assassin who failed is LIU Representative James Tuminello, left. W. E. Roehl of AFL-CIO organizing staff is on other side. Their car was parked outside Laborers Hall in Charleston during strike of W. Va. Road Commission employees.

Seafarers OK Contract By Overwhelming Margin

Seafarers at membership meetings both on shipboard and in the membership halls have voted overwhelmingly in favor of the new contract submitted to the membership by the Union Negotiating Committee in June for its approval or disapproval.

The Final Score

	For	Against
On the Ships	5,844	18
In the Halls	1,349	1
Totals	7,193	19

Shipbuilding Industry Awaits U. S. Construction Challenge

WASHINGTON — According to the chief spokesman for the nation's shipbuilders, if the Federal Government gives the green light to a strong and comprehensive ship construction program, the shipbuilding industry will be ready to respond to the challenge immediately.

President Edwin M. Hood, of the Shipbuilders Council of America, told a recent meeting of the AFL-CIO Maritime Trades Department that, "Once the Federal Government says unequivocally that it intends to restore the United States as a first-rate sea power, in the fullest sense — and translates that goal into a sensible, coordinated stable shipbuilding program — U. S. shipyards will be able to respond effectively and build the ships this nation so urgently needs."

Addressing an audience of maritime labor leaders, whose organizations represent 7.5 million unionists in the maritime and allied industries, Hood said that a revival of the nation's decrepit and disintegrating merchant fleet requires "a clear, simple declaration of national purpose."

Hood's challenge came as he introduced a new documentary film, "Shipbuilding For the Seventies," produced by the Shipbuilders Council. The film dramatizes the decline of the American merchant marine to the point where today foreign-flag vessels "monopolize" U. S. import and export trade and only 5 percent of the nation's foreign commerce moves in American ships. Hood pointed out that many nations have made it a legal requirement that at least half their trade must move in their own vessels.

The U. S. has fallen from first to fifth place in the size of its merchant marine and is in danger of being ousted from that ranking by the Soviet Union during 1969, Hood stated. In shipbuilding the U. S. has skidded from first to 11th place.

Last year the U. S. built 21 ships that remained under U. S. registry while, during the same period, the Soviet Union built and kept as part of its merchant fleet a total of 89 vessels. The USSR thus outbuilt the U. S. in merchant ships by more than four to one.

Late Sen. Dirksen Cited by Meany On Rights Act Aid

WASHINGTON — The late Senator Everett McKinley Dirksen and labor often differed on major issues "but we always knew him as an opponent of great legislative skill," AFL-CIO President George Meany declared here.

Meany extended the AFL-CIO's "sincere sympathies" to the family of Dirksen after the Republican leader died from a cardiac arrest September 7, five days after a malignant tumor was removed from his lung.

Meany said labor would remember Dirksen best "as a colleague in the desperate and successful efforts to pass the landmark civil rights bill" of 1964.

"It was his personal support," Meany recalled, "that made this legislation possible, with his tactical ability on this occasion used on behalf of a great liberal cause."

Dirksen, 73, who served in Congress for 25 years and was the GOP Senate leader for the past 10 years, was eulogized by President Nixon as a leader who "put his nation before himself and his party."

After the body lay in state in the Capitol for two days and funeral services were held in Washington, Dirksen was flown to Pekin, Ill., his birthplace, for burial.

Congressman Lists Four Provisions New Maritime Program Should Have

WASHINGTON — A member of Congress forecast recently that President Nixon's forthcoming maritime program would be more than "a mere extension of the present status quo" and that it would "move in the direction of fair and equitable treatment for all segments" of the merchant marine.

Representative Dominick V. Daniels (D-N.J.) said he based his prediction on "hints and signals from the Administration," whose spokesmen have indicated that a new program could be expected on Capitol Hill within the next 60 days.

He told a meeting sponsored by the AFL-CIO Maritime Trades Department that the Administration would "gain nothing if it merely added more money to the merchant marine pot, without giving the entire merchant marine the opportunity to partake from that pot."

Daniels told his audience of labor, management and government officials that the Administration program must begin to correct the "inequities in our present maritime law," pointing out that the basic provisions of subsidizing the construction and operation of vessels "have been limited unfairly to only 14 American companies," with the result that "all the rest of the industry has been discriminated against."

He urged that the new program should:

- Give preference to unsubsidized companies in the carriage of military, foreign aid and agricultural cargoes shipped by the government.

- Stimulate new ship construction "with private dollars, not taxpayers' dollars" by allowing unsubsidized lines the same privilege enjoyed by subsidized companies of setting up tax-deferred construction-reserve accounts, and by giving the unsubsidized operators long-term charters to carry government cargo.

- Give government assistance for modernization of American shipyards "in the same way in which we poured over a billion U. S. dollars into the rebuilding of shipyards in Asia and Europe after World War II."

- Create an independent Maritime Administration "freed from association with the past errors and past practices," so

that it can design and carry out a fleet revitalization program.

Daniels added that if the Administration program does not include these features, then Congress should amend the plan before its passage to assure full development of an American-built, American-owned and American-manned fleet.

Helen Bentley Named to Head Federal Maritime Commission

Helen Delich Bentley, maritime editor of the Baltimore Sun, has been nominated by President Nixon as chairman of the Federal Maritime Commission.

If confirmed by the Senate for the \$40,000-a-year post, Mrs. Bentley, 45, will be one of the two highest ranking women in government—the other being Interstate Commerce Commission Chairman Virginia Mae Brown. The Sun journalist is

slated to succeed Admiral John Harlee, whose retirement became effective September 1. Commissioner James F. Fansen is serving as acting FMC chairman until she takes over.

Mrs. Bentley, who has worked for the Sun since 1945, received her Bachelor of Journalism degree from the University of Missouri in 1944.

Widely recognized as a distinguished journalist, her record has been called by President Nixon one of "professional excellence unsurpassed by any maritime expert in the country."

Among many honors bestowed on Mrs. Bentley during her long career was an award for meritorious service to the nation's maritime industry from the Maritime Port Council of the Port of Greater New York of the Maritime Trades Department, AFL-CIO.

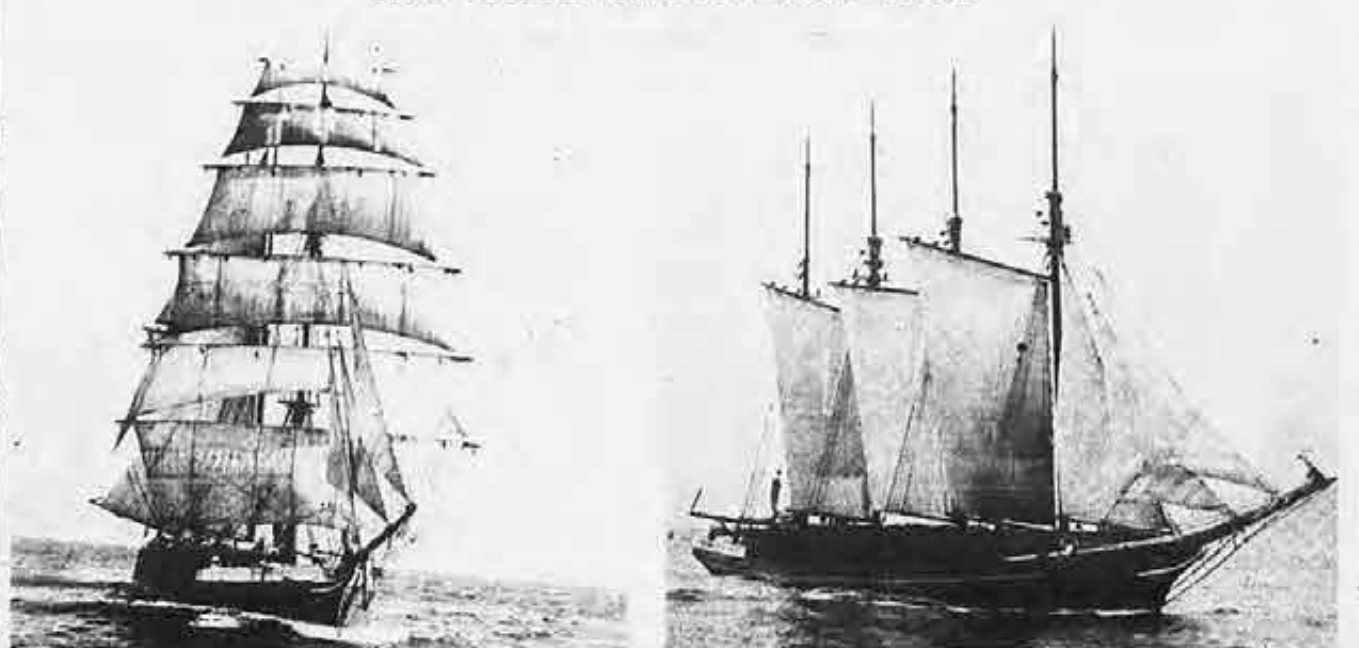
Upon learning of the nomination, Senator Warren G. Magnuson (D-Wash.), chairman of the Senate Commerce Committee, hailed it as "an indication that the Administration is concerned about the role of merchant shipping. . . Mrs. Bentley is a well-educated and articulate maritime expert. . . The submission by the President to the Congress of a strong maritime revitalization program should be the next step."

Little Things in Life Not Always so Great

LIVERPOOL — The 77th annual convention of Britain's National Union of Seamen, held here recently, concentrated heavily on the goal of time-and-a-half for overtime for all seafarers.

Delegate Joe Rourke delighted the delegates and newsmen when he told the convention that one of the reasons he supported the time-and-a-half proposal was that his wife had complained: "You eat like a man, drink like a man, make love like a man—but you bring home a boy's wages."

Jim Gibbs Knows Them Well



For the benefit of those not quite able to identify the vessels pictured with "Sails in the Pacific Sun" in the August issue of the LOG, we reprint the photos here. At left is the Amazon, a 1,167-ton barkentine built in 1902. The schooner Mary E. Foster (right) began her lifelong career as a lumber carrier in 1898. Both pictures are from the collection of Jim Gibbs, whose book, "West Coast Windjammers," was a major source of our feature. Gibbs' latest volume, "Pacific Square-Riggers," will be published next month.



Fire fighters James Thomas, left and Tom Danzy, ABs aboard the Buckeye Victory, inspect hole in the number 2 hatch. Vessel came under Viet Cong rocket attack while delivering ammunition.

Viet Cong Attack a Failure

Quick Action by Seafarers Averts Possible Disaster on Buckeye Victory

Once again the quick and heroic action taken by Seafarers in an emergency situation has been credited with saving not only their own lives and the lives of their shipmates, but the vessel on which they sailed as well when the SIU-contracted Buckeye Victory came under Viet Cong attack recently.

The Buckeye Victory had sailed from Sunny Point, North Carolina, with a full cargo of live ammunition bound for South Vietnam.

The voyage over was uneventful as the vessel made stops at the Panama Canal and at Subic Bay in the Philippines. After a few days layover in Subic Bay, the ship proceeded on to Vaung Tau, South Vietnam, where it spent the night.

On the following day she proceeded on up the Saigon River bound for her final destination, Cat Lai. About an hour and a half out, the Buckeye Victory had arrived at checkpoint 2 when it was attacked by Viet

Cong rocket and machine gun fire. During this first brush with the enemy the vessel managed to maneuver out of harm's way, received no hits, and continued on its course.

Less than an hour later, however, as the Buckeye Victory approached checkpoint 4, she came under another barrage of machine gun and rocket fire. This time the enemy's aim was better. Between 30 and 40 machine gun bullets ripped into the superstructure of the vessel and two rocket shells found their target. One hit on the port side near the bow. The other went through the number 2 hatch starting a fire in the hold where 105 howitzer shells and other munitions were stored.

Chief Mate Nick Papazoglou called for volunteers to help him remove the hatch cover and get a fire hose working to prevent the flames from spreading and causing an explosion that could sink the vessel.

ABs James Thomas and Tom Danzy were immediately joined by Bos'n Lewis Arena and the three Seafarers, with complete disregard for their own safety, successfully extinguished the fire before it could spread.

The fact that the entire crew escaped injury can be attributed to the typical SIU speed and

efficiency displayed by these three Seafarers.

Bos'n Arena, who joined the SIU in 1941, is no stranger to dangerous situations. On August 13, 1942, while sailing as an OS aboard the Del Mongo, Arena was among the Seafarers involved when the ship was torpedoed on a run between Haiti and Cuba.

Arena also saw military action in seven major battles during World War II. He served as an artillery observer with the 41st field artillery in Europe.

In a telephone interview with the LOG, Arena gave great enthusiastic credit to the skill of the Saigon River pilot who was at the helm of the Buckeye Victory during periods of attack. "He never stopped for a moment," Arena said. "He also kept advising the crew as to which was the safest part of the vessel to be in at any particular moment."

Following the attack the Buckeye Victory sailed into Nah Be, where the damage to the vessel was checked out by the U.S. Army. After the damage was assessed, permission was granted for the ship to complete her run and the vital cargo of supplies were delivered to Cat Lai.

Many of the crewmembers aboard the Buckeye were reported looking forward to a quiet vacation for the rest of the summer after arriving back in the States. They deserve it.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

August 1 to August 31, 1969

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	7	7	6	3	6	6
New York	101	128	62	78	21	84	127
Philadelphia	18	26	19	25	3	19	16
Baltimore	78	49	49	22	10	136	74
Norfolk	22	30	23	19	77	30	38
Jacksonville	29	41	33	36	15	28	16
Tampa	7	25	9	9	0	14	35
Mobile	41	45	13	21	5	83	29
New Orleans	189	90	61	46	6	155	75
Houston	71	72	40	31	12	167	121
Wilmington	50	64	60	50	23	38	12
San Francisco	103	112	68	87	49	69	18
Seattle	55	34	40	28	16	60	31
Totals	771	723	484	458	240	889	598

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	8	6	8	6	1	6	0
New York	93	125	65	95	32	28	79
Philadelphia	10	28	17	29	2	8	12
Baltimore	61	50	45	32	3	48	64
Norfolk	18	39	7	15	16	23	48
Jacksonville	16	48	9	39	18	8	9
Tampa	12	7	8	10	2	4	10
Mobile	35	61	9	34	4	62	52
New Orleans	115	96	66	66	13	91	72
Houston	64	79	38	56	17	107	126
Wilmington	14	40	24	29	19	16	6
San Francisco	84	124	61	117	79	54	18
Seattle	28	37	30	30	11	20	16
Totals	558	740	387	558	217	485	512

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	3	3	0	1	1	3	3
New York	80	65	64	37	35	68	23
Philadelphia	12	8	9	31	0	8	8
Baltimore	49	24	35	16	11	65	30
Norfolk	24	46	12	21	14	36	34
Jacksonville	21	21	12	26	26	9	9
Tampa	9	12	3	7	1	16	10
Mobile	20	24	11	11	4	54	23
New Orleans	157	62	42	30	3	124	60
Houston	27	48	21	42	18	87	65
Wilmington	24	19	11	15	13	18	9
San Francisco	92	97	45	71	43	70	36
Seattle	35	16	32	11	6	53	16
Totals	553	445	297	319	175	611	326

Seatrain Expands Container Service To Puerto Rico

SAN JUAN—Seatrain Lines, Inc., an SIU-contracted company, plans to add two newly-converted containerships to its trade between the Ports of New York and San Juan, Puerto Rico. Addition of the new vessels is scheduled for November or December and will increase the number of Seatrain vessels operating in the trade to five.

The new containerships will have larger cargo capacity than those presently serving the route and their addition will result in doubling Seatrain's carrying capacity.

Howard M. Pack, president of Seatrain Lines, revealed the company's expansion plans following a conference with Puerto Rican Governor Luis A. Ferre here. The company will also double the size of its terminal at Isla Grande in San Juan and a new container handling crane will be added to the facility's equipment.

Work on the terminal will be undertaken following approval of the United States Navy, which owns the land and leases the property to the government of Puerto Rico.

SEAFARERS LOG

September 1969 • Vol. XXXI, No. 11

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

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"Ship" monthly at 810 Rhode Island Avenue N.E., Washington, D. C. 20018 by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Avenue, Brooklyn, N.Y. 11232. Tel. NYasinh 9-6600. Second class postage paid at Washington, D. C.

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

Pike Charges Cargo Rule Distortion Discriminates Against Tramp Ships

WASHINGTON—A member of Congress today accused government officials of having "distorted" the nation's shipping laws so that they "discriminate in favor of foreign-flag shipping, to the detriment of American-flag shipping."

At the same time, Rep. Otis G. Pike (D-N.Y.) said that federal agencies have misused these same laws "to discriminate in favor of the subsidized segment of the American merchant marine, to the detriment of the unsubsidized segment."

The Congressman said the laws which have been abused are the ones which are supposed to guarantee American-flag ships a stated share of foreign aid and agricultural surplus commodities shipped by the federal government.

Speaking at a meeting sponsored by the 7.5-million-member AFL-CIO Maritime Trades

Department, Pike said the laws clearly state "that American-flag shipping should receive a minimum of 50 percent of these cargoes—but the agencies have translated that to make it read a maximum of 50 percent."

The legislation also requires, the Congressman said, that the 50 percent minimum "be computed separately for each segment of the maritime industry—for the liners, the tankers and the tramps. Yet the agencies have been able to get a legal opinion that it's not necessary to compute the cargoes that way at all.

Floor Turns into Ceiling

"Shades of 1984—when a 'floor' becomes a 'ceiling,' and when 'separately' becomes 'together.'"

The New York Democrat cited figures showing that in fiscal 1968, foreign-flag ships

carried nearly 64 percent of Agriculture Department exports of surplus farm commodities, and that in fiscal 1967, the last year for which figures were available, foreign vessels carried 52 percent of the shipments financed by the Agency for International Development.

Computing the figures separately for each segment of the industry, the Congressman said, showed that liners received substantially above their 50 percent level, while tramp ships received far below the "minimum specified in the law.

He noted that the liner segment of the industry already is "heavily subsidized" in the form of federal aid in the building and operating of its vessels. The purpose of the subsidies, he said, is to put these operators "on a parity with lower-cost foreign operators" so that they can "compete in the world market for commercial ships."

But, Pike went on, "the subsidized liner companies are grabbing off the government cargo, instead of concentrating on commercial cargo, and the unsubsidized ships are more and more being left high and dry."

The Congressman urged action on legislation introduced by more than 80 House and Senate members which would establish priorities for the carriage of this cargo, with unsubsidized operators getting first crack, and with foreign vessels used only as "a last resort."

SIUNA Wins Bus Service To Frisco USPHS Hospital

SAN FRANCISCO—As a result of an extended fight for such service by the SIU and its affiliates, busses are finally going to the U.S. Public Health Service Hospital here for the first time. The Public Utilities Commission of the City and County of San Francisco agreed on August 12 to extend the route of the No. 10 Bus line to the hospital entrance at 15th Avenue and Lake Street.

The SIU and its affiliates had long been aware that it was a great hardship for older members and the many other out-patients who use the hospital to walk nearly a mile uphill from the end of the old bus route. The extended service—expected to be used by some 1,500 persons daily—is essential because there is really no other way to get to the hospital. The area has become so congested that it is practically impossible to park a car within walking distance of the hospital.

There has been, over the years, considerable opposition to the extension of the bus route from the residents of 14th Avenue. However, following a plea from the SIUNA which pointed out the unnecessary hardship imposed on many of our members by the old route, the Commission agreed to try the extended route on a 60 day trial basis. The extension adds .87 miles to the route which now runs up 14th Avenue and down 15th, stopping at the main hospital entrance.

Another Try by J. P. Stevens Keeps NLRB and Union Busy

WASHINGTON—Another unlawful effort by J. P. Stevens and Company, Inc., to prevent its employees from organizing has been checked by the National Labor Relations Board.

The board took a new look at a 1967 election because of company unfair practices and ordered a count of 17 challenged ballots at the firm's Black Hawk warehouse in Greenville, S.C. If the Textile Workers Union of America wins a majority it will be certified as bargaining agent. If not, a new election will be ordered, the board decided.

The union had challenged the ballots of three Stevens employees who were not on the payroll before the eligibility date, and the NLRB regional director overruled the challenges.

The director did, however, sustain the union's charge that Stevens had failed to furnish an employee address list, as the board requires. Also at issue was a board agent's challenge to the ballots of 14 former employees who the union charged were laid off because of their union sympathies.

The board sustained a trial examiner's ruling that 17 warehouse employees were laid off just before the election to weaken the union's support. The warehouse was the main source of union strength, the examiner found. The union got 22 votes of the 46 counted ballots, and filed objections to the election.

The board found that Stevens previously had shipped all its cotton through the warehouse but changed its practice "with-

out plausible explanation at a time critical to the union's campaign" shortly before the election. Then it laid off 17 employees, blaming a reduced volume of business, the NLRB found.

Stevens, a major government cloth contractor, previously had been cited seven times for violating the rights of its employees to organize. It has lost six appeals, one in the Supreme Court.

Upholsterers' 9-Month Fight Aided by Strike Relief Fund

WASHINGTON—The AFL-CIO has set up a strike relief fund for Upholsterers who have been on strike for nine months against the Economy Furniture Company in Austin, Texas, and urged all affiliates to contribute generously.

The federation contributed \$10,000 to start the national fund-raising effort to aid the strikers and their families.

AFL-CIO President George Meany said in a letter to all affiliates that Economy workers are fighting for the most basic union cause—recognition.

The Upholsterers won representation rights in a National Labor Relations Board election in May, 1968. Thirteen months later the NLRB found the company guilty of unfair labor practices for refusing to bargain, and Economy appealed the ruling.

"It is probable there will be a long delay before there is a decision," Meany wrote unions and labor central bodies.

The Upholsterers reported fear tactics, police coercion and the use of strikebreakers in the company's drive to smash the union and break the spirit of the workers. The union also charged that open discrimination has been demonstrated.

The workers, most of them Americans of Mexican descent, have been assailed with slurs on their racial origin and their religious belief, the union said.

Contributions may be sent to the Economy Furniture Strike Fund at AFL-CIO headquarters.

Economy makes wooden and upholstered furniture for Montgomery Ward and Co., White Discount Stores and other outlets. It uses the labels Smithtowne Maple, Western Provincial and Built-Rite. All company products are on the "Don't Buy" list of the AFL-CIO Union Label and Service Trades Department.

The NLRB in its June ruling ordered Economy to end its defiance of the law, bargain with the Upholsterers and offer all strikers immediate and full reinstatement, dismissing if necessary any persons hired after the strike started November 27, 1968.

Company tactics forced the employees into an unfair practice strike, the board ruled in upholding a trial examiner's findings.

Kenya Unionists Visit Port of Toledo



Kenya labor leaders visit SIU hall in Toledo. Having toured dock facilities in Toledo, New York, Washington and Buffalo they went on to visit Chicago, St. Louis, Cincinnati and Philadelphia. From left are Cleo Sylph, President, Local 1317-A, ILA; Nassaro Nwanmchindu Bakari, Dockworkers' Union of Kenya; Donald Bensman, SIU Toledo port agent, and Juma Boy, Kenya Dockworkers' Union general secretary and asst. secretary-general of Kenya's Trade Unions. The African-American Labor Center sponsored the tour.

To Protect Aquanauts:**Navy Studying Encounters Between Porpoises, Sharks**

The possibility of training porpoises to act as "buddies" to human aquanauts and protecting them from sharks is being investigated by the Naval Undersea Warfare Center at Coronado, California.

However, despite growing evidence of the porpoise's relatively high level of intelligence and



"Tuffy," an Atlantic bottlenose porpoise, checks out at 7 feet, 6 inches and weighs 280 pounds.

his demonstrated ability to be trained, it cannot be assumed that a porpoise will provide reliable protection for itself or for a human diver when a large shark comes around, according to Forrest G. Wood Jr., head of the Marine Bioscience Facility at Point Magu, California.

"This is not to say that a porpoise could not be trained to exhibit greater aggressiveness and

provide some degree of protection to a diver when potentially dangerous sharks are present," Wood said. "But, if porpoises are to be used by man to assist him in underwater exploration and possibly protect him from threatening sharks, we need to know a great deal more than we do about the relationship between these two animals."

Porpoises—especially the Atlantic bottlenoses—have been found to be so amenable to training that they can be used to work untethered in the open sea with great reliability. In the Navy's Sealab program, they were used to carry small packages from the surface to aquanauts working at a depth of more than 200 feet, and to carry a guideline to a "lost" diver.

But, what happens when a porpoise and a shark come face to face? The available evidence, according to Wood, indicates that the sharks will sometimes attack the porpoise, sometimes the porpoise will assault the shark—and at other times they will ignore each other.

"The conditions or circumstances governing the response of either animal in an encounter is not known," Wood said, "nor is the outcome of a conflict predictable on the basis of present knowledge."

Mystery Vessel Brought to Surface After 100 Years in Lake Michigan

MARINETTE, Wis.—A two-masted schooner buried for more than a century under 19 fathoms of Green Bay water off Chambers Island was brought to the surface here recently after being towed 16 miles from her grave on the bottom of Lake Michigan.

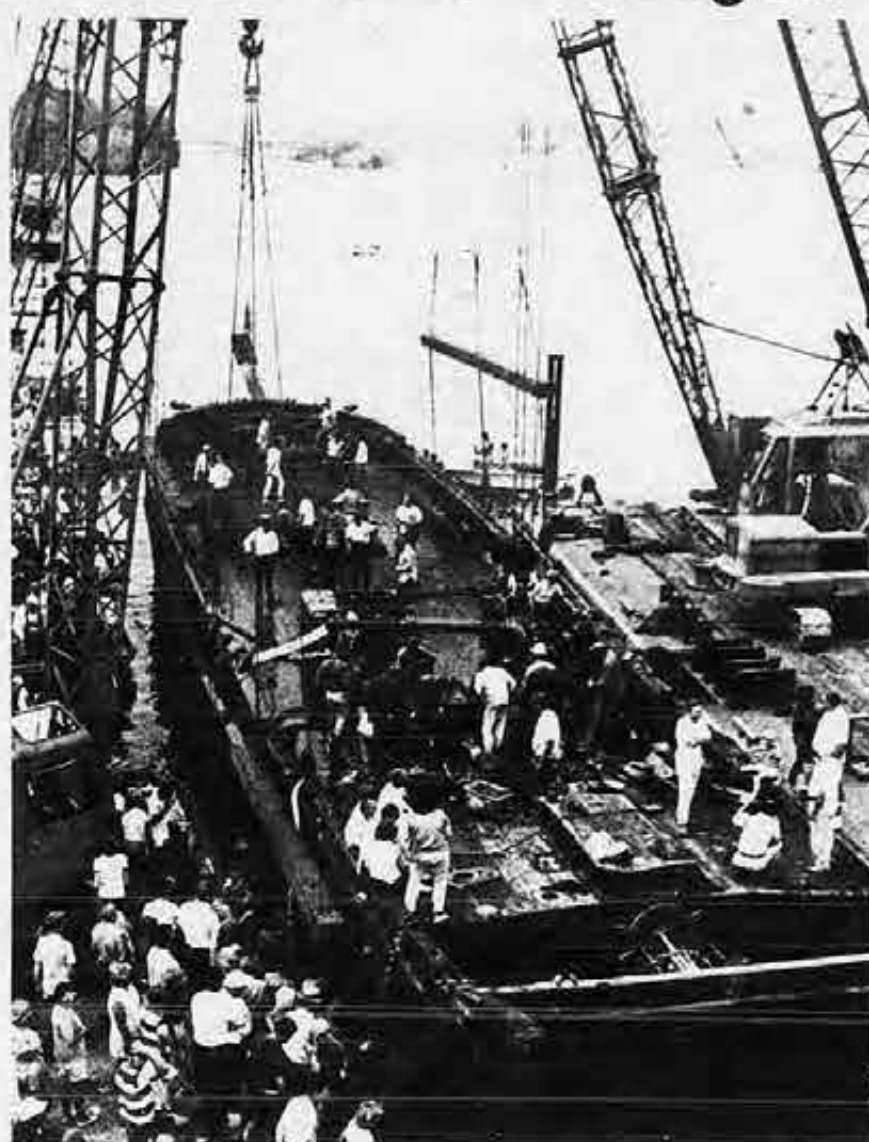
"Most beautiful thing I've ever seen," exclaimed Mrs. Ellie Hoffman, wife of diving crew chief Frank Hoffman, a scuba diver of Egg Harbor, Wisconsin.

Hoffman and Harold Derusha, president of the Marinette Marine Corporation, were the first to step aboard the resurrected vessel. They performed a victory dance on top of the cabin and deck house as some 3,500 excited spectators applauded. The marine corporation provided most of the financing and equipment for the project, which has taken two years to complete.

The vessel is still to be definitely identified. Hoffman has some line on her age, however, giving rise to speculation that she may be the Alvin Clark, a lumber ship which sank in the Green Bay area in 1864.

"Her construction indicates she was built in the 1830s," he claims. "She is of square-bow construction. That was like a whaler, very unusual for Great Lakes ships."

Despite the scores of artifacts Hoffman's divers have brought to the surface during the two years they had been working to



This two-masted mystery schooner floats again after more than a century at the bottom of Lake Michigan. Still unidentified, she is believed to be the Alvin Clark, a lumber ship which sank in 1864.

prepare her for raising, all that is presently known for sure is that the ship is a lake freighter and that she went down in deep water—110 feet—with little apparent damage.

Hoffman believes she must have been overpowered by one of the violent storms which frequently sweep across the bay from Lake Michigan.

Last winter, a team spent a great deal of research time at the University of Wisconsin, the Wisconsin historical archives and the Dawson Great Lakes Museum at Detroit, comparing notes with the ship's artifacts and other clues.

"Some of the things we brought up—for instance, her sextant—were the kind used in the late 1850s and early 1860s," Hoffman explained. "But we didn't find anything that came into use after the Civil War. So we figured she must have sunk sometime during that war or around that time."

The mystery ship was towed from her resting place, still submerged, to the Marine corporation yards, about a mile off the Marinette harbor. Cranes then lifted the 100-foot sailing vessel to the surface.

The ship's wheel, the railing and a winch with an anchor chain still wrapped around it, were clearly visible before the pumping began.

The vessel appears to be solid and the hull intact. An inspection of the hold was planned to determine whether there are any leaks.

Newly Perfected Recorder Tapes Ship's Roll, Pitch

A recorder has been developed which will measure roll or pitch angles of ships with greater accuracy than ever before and put on tape angles as large as 100 degrees double amplitude.

The device will function through a rate gyroscope which produces an a-c output signal with an amplitude proportional to the ship's roll rate and phasing indicative of roll direction.

Electronic off-the-shelf modules will process this signal to actuate a galvanometer movement proportional to the magnitude and polarity of the ship's roll motion. The galvanometer then transmits this movement to a moving tape which is pressure-sensitive.

Designed for use under rigorous sea conditions, it is shock-mounted within a high-impact case of fiberglass and aluminum and requires no compensation for linear acceleration nor special mounting arrangements. The case has storage space for power cords, plug adaptors and spare tapes.

The new roll recorder, developed by John J. McMullen Associates, Inc., and Flume Stabilization Systems, Inc., is described as the end-result of extensive experience in the design and installation of stabilization systems for ocean-going vessels.

Probe of 1967 Disaster Finds:**Sinking of Panoceanic Faith Caused By Failure to Secure Loose Hatch**

WASHINGTON—The National Transportation Safety Board's investigation into the tragic 1967 sinking of the SIU-contracted Panoceanic Faith, and the loss of 36 of its 41 crewmembers, has revealed that the probable cause of the sinking was "... failure of the Master to have the tarpaulins secured on the No. 1 hatch when they were observed to be loose" two days before the sinking. "Neglecting to effect prompt repairs ultimately resulted in this hold being open to boarding seas and complete flooding," the report said.

The vessel sank some 500 miles south of the Aleutian Islands on October 9, 1967, after nine days of heavy seas and progressive flooding. Only five seafarers survived.

Rescued from the stormy waters following the disaster were: Seafarers Gordon L. Campbell, oiler, of Oakland, Calif., and a bridegroom of a month at the

time; OS Lewis E. Gary of Houston; Oiler John O. L. Kirk of Modesto, Calif.; OS Oscar C. Wiley of Oakland, Calif., and AB Edwin D. Johnson of Marine City, Mich.

The National Safety Board found it "possible that the Master's concern about the fuel supply, and slow speed made good, may have influenced his actions" in not heaving to for repairs. "He obviously underestimated the seriousness of these conditions," the board's report said.

The Panoceanic Faith, loaded with fertilizer, had sailed from Oakland, California, for Yokohama on September 29 with 4,162 barrels of oil as its fuel supply. The Marine Board of Investigation heard testimony that the minimum required fuel for such a voyage was between 4,500 and 5,000 barrels. It also revealed that at departure, the vessel "was overloaded" and "was not in all respects fit for

this voyage," as evidenced by problems encountered in a boiler, the main condenser, and the lubrication pressure system during her first days at sea.

Causal factors listed by the board included "failure of the Master to recognize the critical condition of his vessel, and request assistance earlier." The first distress call "intended to alert vessels in his vicinity as to his vessel's condition" was made at 0618. But his SOS, giving a position some 15 miles in error, was sent at 0958, the board noted. Of seven vessels 53 to 165 miles away, the farthest ship was first to reach the scene—after dark and more than 12 hours after the sinking.

The board also noted that a lifeboat drill had not included the required engine start and lowering of the boat to the rail. During the drill there had been no instructions given on handling the vessel's 25-person inflatable life raft.

High Court Finds Garnishment Illegal Unless Employee Gets Court Hearing

WASHINGTON—The Supreme Court has ruled unconstitutional state laws permitting creditors to garnish a worker's wages without first giving him a court hearing.

In a 7-to-1 decision, the high court struck down the Wisconsin wage garnishment law. About 40 states have some sort of prejudgment garnishment statutes and 17 of these states plus the District of Columbia have laws similar to Wisconsin's.

The ruling found that the garnishment law violates the "due process" clause of the 14th Amendment to the Constitution.

Justice William O. Douglas noted in writing the court's majority opinion that under Wisconsin law, all that it takes to require an employer to hold back about half of a worker's earnings is the issuance of a summons at the request of a creditor's lawyer.

The worker might get money later if the creditor's claim did not stand up in court. Douglas observed, but in the meantime, he could be deprived of his earnings "without any opportunity to be heard and to tender any defense he may have, whether it be fraud or otherwise."

Douglas went on to criticize the ancient rights of creditors that "would pass muster under a feudal regime" but that today have the capacity to drive a wage-earning family to the wall.

The case in question involved Mrs. Christine Sniadach, a \$65-a-week assembly line worker at Miller Harris Instrument Co. in Milwaukee.

Family Finance Corporation of Bay View, Wis., claimed she owed \$420 on a promissory note. It obtained a garnishment order in Wisconsin courts and served it on her and her employer.

The employer then withheld

\$31.59 from her weekly wages, half of her net earnings.

She appealed but lost her case in Wisconsin County Court. Milwaukee Circuit Court and the Wisconsin Supreme Court.

Her case was brought before the Supreme Court by lawyers of the NAACP Legal Defense and Educational Fund. They initiated a broad constitutional attack on the garnishment procedure, declaring that it permitted finance companies to put pressure on poor people to pay dubious debts by freezing up to half of a worker's pay without first proving that a valid debt really existed.

The AFL-CIO also has long been campaigning for the abolition of wage garnishment and other harsh collection methods. At its 1967 convention, the federation noted in a resolution that hundreds of thousands of workers lose their jobs because of garnishment which also causes many cases of personal bankruptcy.

Observing that only three states have anti-garnishment laws, the convention urged enactment of a federal law to protect workers' wages from "this vicious and too-long sanctioned evil."

Among the states with garnishment statutes similar to Wisconsin's are Alaska, Arkansas, Arizona, California, Idaho, Minnesota, Montana, New Hampshire, Oklahoma, Oregon, Rhode Island, Utah, Vermont, Washington and Wyoming.

In striking down the Wisconsin law, the court held in the majority opinion by Douglas that "where the taking of one's property is so obvious, it needs no extended argument to conclude that absent notice and a prior hearing . . . this prejudgment garnishment procedure violates the fundamental principles of due process."

The decision reinforces the recently enacted federal truth-in-lending law which makes it illegal for an employer to dismiss a worker because his wages are attached. Some employers have avoided the bookkeeping involved in making periodic garnishment deductions by having it known that any worker who had his wages attached and who did not discharge the debt would lose his job.

Justice Hugo L. Black dissented from the majority opinion, asserting that the decision is "a plain, judicial usurpation of state legislative power to decide what the state's laws shall be."

Seafarers of India President Visits SIU



Dr. Shanti Patel (right), president of the National Seafarers Union of India, points to Bombay as SIU Representative John Yarmola looks on. Patel paid a call at SIU headquarters during a visit to New York.

Labor Hits Haynsworth Appointment As Justice of U.S. Supreme Court

WASHINGTON—The AFL-CIO has asked the Senate to reject President Nixon's nomination of Judge Clement F. Haynsworth, Jr., to the Supreme Court, on the basis of a judicial record marred by "decisions hostile to workers and Negroes."

Federation President George Meany expressed labor's "grave concern" over the nomination of the conservative South Carolina judge, whose decisions in a number of key trade union and civil rights cases have been reversed by the Supreme Court.

Before the appointment was made, Meany had informed President Nixon of labor's objections to Haynsworth. The Leadership Conference on Civil Rights, the major coalition of Negro, labor, religious and civic groups, also vigorously challenged Haynsworth's qualifications.

Meany urged the Senate to consider Haynsworth's "total record, including the caliber of the judge's decisions, and his lack of understanding of the aspirations of workers and minorities."

He added, "We believe that it is a record which does not merit reward and which does not qualify Judge Haynsworth for the nation's highest court."

The President's nomination of Haynsworth was announced by White House Press Secretary Ronald L. Ziegler more than a week after the late Senate Republican Leader Everett McKinley Dirksen had revealed the choice.

It was promptly applauded by Senator James O. Eastland, the Mississippi Democrat who heads the Senate Judiciary Committee and by Senator Strom Thurmond (R-S.C.), the former Dixiecrat presidential candidate who has become a key political adviser to President Nixon.

Haynsworth, 56, was a wealthy corporation attorney

who served as a director of major companies when he was named to the Court of Appeals by President Eisenhower 12 years ago. Although a titular Democrat, he had supported Eisenhower in his presidential campaigns.

Just last June, the Supreme Court unanimously overruled Haynsworth and other judges of the 4th Circuit Court of Appeals in a series of decisions involving the right of the National Labor Relations Board to order an employer to bargain with a union on the basis of a card-check after the company had used unfair labor practices to destroy the union majority.

If decisions written by or concurred in by Haynsworth had been permitted to stand, the NLRB would have been unable to deny an employer the fruits of his illegal union-busting policies.

One 1967 decision written by Haynsworth contended flatly that the NLRB does not have the right under any conditions to order an employer to bargain with a union on the basis of signed authorization cards, even though it finds that it would be impossible to hold a fair election.

Perhaps the best known labor case in which Haynsworth was overruled by the Supreme Court—again in a unanimous opinion—stemmed from the closing of the Darlington, S. C., textile mill after its workers had voted for union representation.

Haynsworth cast the deciding vote in a 3-2 decision by the 4th Circuit Court which rejected the NLRB's effort to compel the parent Deering Milliken textile chain to provide jobs and compensation for the hundreds of fired workers. The court said in effect that an employer has an absolute right to close any plant for any reason.

In reversing the decision the

Supreme Court made one important qualification. It said an employer could not close a single plant in a chain so as to "chill" unionism in the other plants.

In a follow-up case involving an NLRB order to Deering Milliken to provide jobs and back pay of up to 12 years for the 500 fired workers, Haynsworth joined in upholding the labor board. But his separate concurring opinion argued strongly for reducing the corporation's back pay obligations to the fired workers.

Haynsworth in an earlier case held that the Rubber Workers could no longer picket the O'Sullivan Rubber Company after they had lost representation rights when strikebreakers hired to replace the workers were allowed to vote but the strikers were not.

Until a series of Supreme Court decisions clearly pointed the path, Haynsworth took the position that southern school districts weren't obligated to integrate schools as long as they did not impose compulsory segregation.

In one prominent case, overruled by the Supreme Court, Haynsworth had upheld a so-called "freedom of choice" plan, a device used by some southern school districts to avoid more than token integration. In reversing him, the Supreme Court said such plans are unconstitutional unless they succeed in eliminating dual school systems.

The vacancy on the Supreme Court was left by the resignation of Justice Abe Fortas last May. President Nixon earlier named Warren E. Burger to succeed Earl Warren as Chief Justice and thus has his second opportunity to alter the complexion of the nation's highest court.

Suit Against Farm Workers Set Aside By Circuit Court

FRESNO, Calif.—U.S. District Court Judge M. D. Crocker dismissed a \$75 million damage suit by growers against the United Farm Workers Organizing Committee, but gave the growers 30 days to produce acceptable evidence to substantiate their charges.

A group of 81 growers sued the union for triple damages under the antitrust laws. Claiming the union's nationwide California table grape boycott is illegal, the group alleged a "conspiracy in organizing unwilling farm workers, coercion to boycott the sale of grapes, and conspiracy with retail out-

lets to prevent the sale of grapes."

The judge said the growers had not presented sufficient evidence to justify a hearing but granted their lawyers' request for additional time to amend their petition.

UFWOC has had to file lawsuits of its own to counter actions by other grower groups, Counsel Jerome Cohen noted at union headquarters in Delano, Calif. In one such suit, the union sued growers in Kern County for forming a "company union" of grape pickers. There the courts ordered the union to amend its petition to state a more persuasive cause of action.

Expanding SIU Pension Roster Adds 22 More Seafarers

Twenty-two more Seafarers ended their long careers at sea last month and joined the ever-growing ranks of the pensioners.



Steele



McDonald

Jay Steele, who makes his home in New Orleans, Louisiana, joined the Union in the Port of Tampa, Florida. A native of Florida, he is 61 years old. Brother Steele has sailed as a chief cook, baker, wiper and ordinary seaman in the steward department. He last sailed in 1969 aboard the Kyska.

Jesse McDonald, a native of Jackson, Alabama, now makes his home in Orange, Texas with his wife Willie Kate. Brother McDonald is 65 years old and



Stickney



Santos

joined the SIU in Port Arthur, Texas. Having sailed for over 33 years, Seafarer McDonald had been working for Slade, Inc. as a chief engineer in the engine department.

James Stickney, who joined the Union in the Port of New York, now lives with his wife, Margaret Elizabeth, in Montgomery, New York. An engineer in the engine department, Seafarer Stickney last sailed aboard the Trenton in 1968.



Flannery



Lowman

He is 61 years old and a native of Otego, New York. From 1926 to 1930 he served in the Navy.

Raul Delos Santos, who has been sailing for 30 years, last shipped aboard the Petro Chem as an FWT in the engine department. A native of Texas, he now lives in Galveston with his wife, Trine. He joined the Union in 1944 in the Port of New Orleans.

John Flannery of Union City, New Jersey last sailed with Seatrains Lines in 1968 as an AB in the deck department. He is 65 years old and a native of New Jersey. Brother Flannery joined the SIU in the Port of

New York in 1943. In 1961 he was issued a Union picket duty card. Seafarer Flannery has been sailing for 31 years.



Kane



Malinowski

Henry Lowman makes his home in Pulaski, Virginia with his wife, Lillian Effie. A native of Pulaski, Brother Lowman is 67 years old. He last sailed aboard the Halaula in 1969 as an electrician in the engine department. Seafarer Lowman joined the Union in the Port of Norfolk.

Leon Kane, a bosun and carpenter in the deck department, joined the SIU in the Port of Baltimore. A native of New York, he now lives in Manhattan with his brother, David Bernard. His last vessel was the Alcoa Master in 1968.

Walter Malinowski of Baltimore, Maryland worked as a bargeman for the B and O Railroad. A native of Baltimore, Brother Malinowski is 65 years old. He joined the Union in the Port of Baltimore.

Lester Lapham joined the SIU in the Port of Boston. Born



Lapham



Herkinheins

in New London, Connecticut, he is 65 years old. He was a wiper in the steward department and will now be spending his retirement in Long Beach, California. Brother Lapham served in the army from 1922 to 1923. He began his sailing career in 1937.

Henry Herkinheins, a native of Baltimore, Maryland, joined the Union in the Port of New York in 1943. He had been



Mina



Werner

sailing since 1937 and last worked in the deck department aboard the Raleigh as an AB. Brother Herkinheins now lives in Long Beach, California, with his wife, Lucille Helena.

John R. Mina joined the SIU in the Port of New York. He is 64 years old and was born in Manila, Philippine Islands. Brother Mina now makes his

home in New Orleans with his son, John. Sailing since 1925, he last worked as a chief cook aboard the Del Norte in 1969.

John W. Werner, Jr., 67, was born in Philadelphia where he still lives with his wife, Anna Mac. A deckhand, Brother Werner last worked for the Taylor Towing Company in 1969. He joined the Union in the Port of Philadelphia. In 1918, Seafarer Werner served a hitch in the Army.

Alfonso Lopez, a native of Puerto Rico, now makes his home in the Bronx with his wife,



Lopez



Atizado

Antonia. He is 60 years old and joined the SIU in the Port of New York. Seafarer Lopez shipped as AB in the deck department and last sailed aboard Seatrain New York.

Roy Atizado was a member of the steward department and lives in Seattle, Washington, with his wife, Rizalina. He was born in the Philippine Islands and joined the Union in the Port of New York. Sixty-six years old, Seafarer Atizado shipped as an assistant cook and last sailed aboard the Anchorage in 1968.

Bartolome Del Valle was born in Puerto Rico and continues to make his home there with his wife, Luisa. He joined the SIU in 1944 in Puerto Rico and sailed as an oiler in the engine department. His last vessel was the Seatrain New York in 1968.

Alex Francisco joined the



Del Valle



Francisco

SIU in 1944 in the Port of New York. A native of the Philippine Islands, he now lives in Metairie, Louisiana with his wife, Gladys. Seafarer Francisco was a cook, baker and butcher and last sailed aboard the Selma Victory in 1968. He has been going to sea since 1941.

Raymond Francis Boswell of Gretna, Louisiana was born in Vermont 65 years ago. He joined the Union in the Port of New York and last sailed on the Transpanama in 1968. Brother Boswell was a bos'n in the deck department and had been sailing since 1932. He now lives in Gretna with his wife, Nora.

Cesar Izquierdo, 69, is a native of Ecuador who now makes

his home in Brooklyn with his wife, Isarel. He joined the SIU in New York and sailed as an AB in the deck department.



Boswell



Izquierdo

Seafarer Izquierdo's last vessel was the Summit in 1968. Brother Izquierdo had been sailing since 1935.

Clarence Alfonso Collins was a steward who last sailed on the Newark in 1968. Sailing since 1926, Brother Collins is one of the real SIU oldtimers who joined the Union in 1938 in Mobile. He is a native of New Orleans and now lives in Manhattan with his wife, Aurelia Myrtle.

Guy Nealis of Baltimore, Maryland worked as an OS in the deck department. His last vessel was the Portmar. A native of Maryland, Brother Nealis joined the Union in the Port of Baltimore. He is 66 years old.

James Derrickson joined the Union in the Port of Philadel-

phia. He was an oiler who last sailed for P. F. Martin, Inc. in 1969. A native of Delaware, Brother Derrickson is 66 years



Collins



Nealis

old and now makes his home in Philadelphia with his father, Lemuel.

Elijah C. Platt of New Orleans worked as an AB in the deck department. He last sailed



Derrickson



Platt

on the Alcoa Voyager in 1968. Sailing since 1940, Brother Platt joined the SIU in the Port of New Orleans. A native of Georgia, Seafarer Platt now lives in New Orleans with his wife, Carol Mary.

MSTS Officer Shoots Holes In 'Effective Control' Theory

WASHINGTON—A top officer of the Navy has shed strong doubts on the dependability of the "effective control" concept. This is the idea that ships registered under foreign flags and manned by non-American seamen are available for use in time of national emergency because they are obligated under contracts with the Maritime Administration.

"At best, this is a matter where reasonable doubt may be said to exist," Captain M. Godek, Comptroller of the Military Sea Transportation Service declared in a statement to the House Committee on Appropriations. The committee is considering the proposed Department of Defense budget for fiscal year 1970.

Experiences during World War II, Captain Godek noted, were quite good, as they were during the Korean conflict. In both these national crises, he said, there were no incidents of seamen refusing to sail ships to the combat zone. This was so because non-Americans sympathized with the cause for which the United States was fighting.

"The Vietnam operation has been carried on in a different climate," Godek pointed out, "and several well-publicized instances have taken place where non-American seamen have refused to sail their ships to the combat zone."

Godek revealed that at least one Swedish tanker owner had requested that his ship not be sent to Vietnam because of the sentiment in Sweden against U.S. involvement there. The vessel was used in the Pacific, but outside the war zone.

Sees Future Problems
"Based on experience during the Vietnam operation," Godek summed up, "it may be concluded that in similar circumstances in the future there will be some difficulty in finding foreign crews to sail ships under effective U.S. control into the war zone. . . . Support of the combat forces will have to be maintained by ships of American registry manned by U.S. nationals."

The statement put the number of privately owned ships registered under the flags of Panama, Liberia and Honduras as 400 on March 31, 1969. These are considered as being "under effective U.S. control."

Such ships have been called "runaway vessels" by SIU and the tramp fleet owners in that they have been registered under so-called "flags of necessity" to avoid payment of taxes to the U.S. government, the higher wages paid to U.S. seamen and U.S. safety regulations. The SIU, as well as numerous congressmen, have often disputed the "effective control" theory.

BOOK Reviews

THE TODD DOSSIER by Collier Young (Delacorte—\$4.95)

This is one of the first novels dealing with what probably will be a long line of stories about heart transplants. What attracts the reader to this one is the method of presentation. The intriguing story is told by excerpts from the transcript of a hearing into the events surrounding a heart transplant.

In the end the bad guys are caught but the reader remains in an uneasy state. Will fiction one day turn into fact? Will a new class society come into being—the takers and the taken?

As one character in the book—Walter Geiger, M.D.—testifies: "... I had thought a great deal, ever since we first dreamed of transplanting the human heart, about the rapacious ones, the takers. There are always people who take what they want, no matter the cost to others. They take in order to extend their own territory, their own power. Now we had given them the opportunity to take in order to extend life itself."

Disquieting words, even if they are fiction.

* * *

POLAND: EAGLE IN THE EAST

by William Woods
(Hill & Wang—\$6.50)

Polish blood, like that of the Irish, runs deep in the American worker. For this and other reasons, this book makes interesting reading. The author traces the economic and social history of Poland back to before World War I.

He shows how Poland, caught between the influences of two great western nations, turned east and to communism. From the ashes of cities, destroyed by Hitler's armies, the Poles have built new cities. They have erased evidence of extermination camps and plowed the fields where giant ovens were used to cremate thousands.

But memories remain and there lingers bitterness against the Germans. And twenty-five years after the ovens cooled, one can still find flecks of human bone in the soil.

Woods compares writing about Poland to walking on eggs. Nothing is entirely true or untrue. He has performed a good job in turning out an interesting book without breaking too many shells.

* * *

BEYOND RACISM by Whitney M. Young, Jr. (McGraw-Hill—\$6.95)

"Black is beautiful when it is a slum kid studying to enter college, when it is a man learning new skills for a new job, or a slum mother battling to give her kids a chance for a better life." Thus writes Whitney M. Young, Jr., National Director of the Urban League.

"But," he continues, "white is beautiful, too, when it helps change society to make our system work for black people also. White is ugly when it oppresses blacks—and so is black ugly when black people exploit other blacks. No race has a monopoly on vice or virtue, and the worth of an individual is not related to the color of his skin."

In a nutshell, Young has given us the ideal, the problem and the solution to many of our racial ills. The black man must provide the initiative to force open the doors to a closed society—not with the fire bomb—but with willingness and determination.

By the same token, the white man must provide the key because it is he who controls the society. And the opportunity for doing this lies, to a great extent, in the labor movement. No stranger to labor, Young offers both praise and criticism of the movement.

Crediting labor with correcting many of the social ills of an earlier day and with lending valuable support to the early-day civil rights movement, Young writes that many a black man has found the key to a better life via the union job.

At the same time others have found the door closed because of their color. Young writes:

"The fact that labor led the way in bringing about the social reforms of the past probably accounts for the great disillusionment with many unions today.

"... Labor today, to many, presents an image of a protective association, filled with middle-class people who have advanced rather quickly and are preoccupied with maintaining the status quo and are increasingly hostile to efforts of minority groups to join them in their newfound prosperity."

Young believes that the individual can do much to change this. His individual actions in his union, his church and his community, can help change the course of our collective actions.

Racial harmony may seem a long way off in view of many of today's headlines; but we must start someplace. Perhaps the place to start is the thoughtful reading of books such as this one.

Blind Man's Bluff?



President Nixon's nomination of South Carolina's U.S. Appeals Court Judge Clement F. Haynsworth, Jr., to the United States Supreme Court can only be viewed as potentially disastrous to the labor movement, the civil rights movement, and to the future welfare of the nation as a whole.

Should the Senate be unwise enough to confirm the appointment of this proponent of arch conservatism to the highest tribunal in the land, there can be little doubt that the forces of reaction in the nation will gain a powerful ally in their unending battle to impede social progress and thwart the trade union movement's efforts to bring about economic and educational equality for all Americans.

Aside from the fact that Haynsworth's career on the bench has consistently been marked by anti-labor and anti-civil rights decisions, he has also been charged by the AFL-CIO and civil rights leaders with serious conflicts of interest.

Outstanding among these charges is the fact that Haynsworth held a one-seventh interest in a vending machine company which did an annual business of \$100,000 with the Deering Milliken textile chain at the time he cast the deciding vote in a 1963 Appeals Court decision which upheld Deering Milliken's right to close down its Darlington, S.C., mill to punish workers for voting for union representation.

Haynsworth did resign as a director of the vending firm before the Darlington decision was handed down, but not before the case was argued. Even then his resignation could hardly be called voluntary. By his own admission, he acted only in compliance with a resolution of the Judicial Conference of the United States which barred federal judges from serving as officers or directors of profit-making corporations.

And the record shows that Haynsworth is no stranger to profit-making organizations. He has substantial stock holdings in no fewer than 46 companies—among them the notoriously anti-labor textile giant, J. P. Stevens.

Although most of Haynsworth's more damaging blows against labor and minority groups—including the Deering Milliken decision—have been nullified by the Supreme Court, his record is not a pretty one. In addition to his prejudice against labor, he also ruled in favor of Prince Edward County, Va., when it attempted to junk its public school system rather than integrate, and has backed discrimination against Negroes in federally assisted hospitals.

Small wonder that AFL-CIO President George Meany has branded Haynsworth "not fit" to sit on the Supreme Court and Civil rights leader Roy Wilkins has said his confirmation by the Senate would "shake the confidence of millions of Americans in . . . the belief that the judicial process will produce justice."

We couldn't agree more.

MEET YOUR SHIP'S COMMITTEE

FULL PARTICIPATION by all Seafarers in the affairs of their Union is the primary aim of the Ship's Committee—the vital contact between SIU-contracted vessels at sea and SIU activities in the ports. These five-man committees—consisting of a ship's chairman, secretary, and a delegate from each of the three departments—conduct weekly shipboard meetings to discuss issues and beefs which are important to the welfare of the membership.



SEATTLE—(Seated l-r) Erasmo Arroya, deck delegate; Sadak Wola, engine; E. Morales, ship chairman; and Edward Kaznowski, secretary. Standing is Eugenio Gatmaitan, steward delegate. The Seattle's committee reports that weekly shipboard meetings have been successful.



COLUMBIA—Keeping their shipmates up to date on SIU programs are (l-r) Joe Werselowich, steward department delegate; Nick Natgimios, ship secretary; Steve Homka, chairman; Johannes Roos, engine delegate; Joseph Catherman, deck. The committee reports a smooth trip.



ROBIN GRAY—Representing the SIU aboard their ship are (l-r) Lloyd Zimmerman, steward delegate; Bill Osborne, chairman; Ralph Seckinger, deck delegate; Carlton Grimes, secretary; and Earl Clark, engine. The pension plan was discussed at ship meetings.



SUMMIT—(Clockwise) William Hamlin, steward delegate; Walter Gustavson, ship chairman; James Allen, retiring ship's delegate; William Seltzer, secretary; Rafael Matos, engine delegate; Calvin DeSilva, deck. Committee reports all beefs settled by delegates.

LONGVIEW VICTORY—Frank Radzvida, the retiring ship's delegate, left, reported a good voyage as he posed with the ship's committee (l-r) Sid Berger, secretary; Walter Marsh, chairman; Mike Meguissglou, steward delegate; and J. W. Canard, deck.



STEEL APPRENTICE—The ship's committee are (l-r) T. S. Klein, deck delegate; Paul Loez, secretary; Bill Stevens, chairman; M. Caarnpued, steward delegate; M. Emar, engine department delegate. At right is retiring ship's delegate James Barnes.



BOSTON—Retiring Ship's Delegate Joe Hilton (left) sits in with the new ship's committee. Left to right are Manuel W. Jorgensen, secretary; George Gibbons, steward delegate; Donald W. Jorgensen, engine; T. Lundkvist, deck.



Federal Job Safety-Health Board And Standards Urged by President

WASHINGTON — President Nixon has called on Congress to create a five-member board to set occupational health and safety standards for industries and businesses so as to reduce "needless illness, needless injury and needless death."

President Johnson called for federal standards last year in a proposed Occupational Safety and Health Act but the legislation died after employer groups mounted a nationwide drive against it.

Senator Ralph Yarborough (D-Tex.) and other lawmakers have introduced similar legislation in this Congress.

Under Nixon's plan, the board's five members would be appointed by the President, with Senate consent, to five-year terms, staggered so that one member would change each year. At least three board members would be experts on health and safety.

Under the bill being prepared by the Labor Department, the board would begin enforcing the standards on July 1, 1972.

The board would be directed to adopt "national consensus standards" already established by industry, labor and other organizations. It would initiate standards in areas where none exists.

If the Secretary of Labor or the Secretary of Health, Education and Welfare object to any such "national consensus standards" they may bring that objection before the board for a full public hearing.

The Secretary of Labor would have the initial role in enforcing standards that the board establishes. He would bring complaints of violations before the board. If the board determined a violation exists it could issue orders the Secretary could seek to enforce in court. In some situations, the Secretary would be allowed to go directly to the

courts.

Violation of the standards would be subject to a fine of up to \$10,000, and the board would be authorized to ban employer violators from government for the next three years.

The legislation would encourage the states to adopt their own health and safety regulations if they were as strict as the federal standards. The federal standards would continue to apply in states not producing board approved plans.

The standards set by the board would apply to all employers except for federal, state and local governments and agriculture employers who do not use more than 500 man-days of hired labor a year.

A National Advisory Committee on Occupational Safety and Health would be set up to advise the Secretary of Labor and the Secretary of Health, Education and Welfare in administering the law.

Nixon, in his message, ob-

served that "few people realize the extent of needless illness, needless injury and needless death which results from unsafe or unhealthy working conditions.

"Every year in this country some 14,000 deaths can be attributed to work-related injuries or illnesses. . . .

"It is interesting to note that in the last five years, the number of man-days lost because of work-related injuries has been 10 times the number lost because of strikes."

The President emphasized that the "most important consequence" of losses due to sickness or accidents on the job is the "human tragedy" that occurs through the suffering of the worker who is struck down and his family.

"In addition," he said, "the economy loses millions of dollars in unrealized production and millions more must be used to pay workmen's compensation benefits and medical expenses."

Federal Safety Law Signed; Covers Construction Workers

WASHINGTON — The first federal job safety law covering nearly four million building trades workers was signed by President Nixon last month.

"This legislation is the first major labor bill to be approved by the 91st Congress, and the first of your Administration," President C. J. Haggerty of the AFL-CIO Building and Construction Trades Department noted in a message to the President.

The law provides that no contractor or subcontractor on federal or federally-assisted projects may require any laborer or mechanic to work under conditions that are "unsanitary, hazardous, or dangerous to his health or safety." Standards are to be set by the Secretary of Labor after public hearings.

Previously, federal construction workers were covered only by the Davis-Bacon Act, requiring payment of the prevailing wage. Other groups of government contractors—suppliers and service contractors—are required by law to provide safe and healthful working conditions. Haggerty pointed out that this is the first federal safety law aimed at protecting construction workers and suggested that it would "set a pattern for future federal safety legislation."

Sponsors of the legislation included Senators Harrison Williams (D-N.J.); Jacob Javits (R-N.Y.); Ralph W. Yarborough (D-Tex.) as well as Representatives Carl D. Perkins (D-Ky.)

and Dominick V. Daniels (D-N.J.).

They stated that 2,800 construction workers were killed on the job in 1968—reflecting "the highest death rate for industry in the United States."

Implementation costs, Haggerty declared, will be "minimal when compared to the lives that will be saved and the needless disabling injuries which will be prevented."

Steelworkers Get Basic Plan Offering Earnings Protection

PITTSBURGH — The Steelworkers have reached agreement with 11 basic steel companies on an "earnings protection" plan for 400,000 workers in the industry who may be hit by pay losses due to automation, technological changes, or other economic factors.

The plan, agreed to in principle in last year's contract settlement between the union and the employers, became effective for benefit payments August 1, USWA President I. W. Abel said. It is financed by a fund into which the companies have been contributing 2 cents for each man hour worked in the mills by union members since last January 1.

Abel said the financing plan will provide quarterly income benefits equal to the difference between the average hourly earnings of an employee in any quarter-year and 85 percent of his average hourly earnings in the previous four quarters of the year.

A worker whose income has been reduced will continue to receive quarterly payments as long as his average quarterly earnings are less than 85 percent of his average earnings in the preceding four calendar quarters, the plan specifies.

Other features include a provision that payments will be included in computing base period earnings, thus enhancing the benefits. General wage increases will be "neutralized" under the plan to make benefits payable in addition to any general wage boost.

The benefits also will be

counted in calculating vacation and pension income. Benefit payments will be made automatically, without the need for filing an application.

Abel said the union has negotiated several other income maintenance programs for members but the basic steel plan introduces "some totally new concepts."

"This new program represents a genuine breakthrough toward the achievement of our long-desired goal of safeguarding the earnings of union members who may suffer economically because of constantly changing operating conditions in the industry," he said.

The new plan provides the "most massive coverage" ever devised by unions and management to soften the impact of pay cuts on employees hurt by job changes, according to Abel. The parties to the plan tried to account for "all possible contingencies" to protect earnings and meet the needs of steelworkers, he said.

Negotiating committees were headed by Paul J. Fasser, Jr., for the union and Vice President C. T. Spivey of the United States Steel Corp. for the companies. USWA District Director William Moran and Joseph Senturia, union consultant, also participated. The companies besides U.S. Steel are Bethlehem, Republic, Youngstown Sheet and Tube, Armco, Jones and Laughlin, Colorado Fuel and Iron, National (Great Lakes) Steel, Inland Steel, Wheeling-Pittsburgh Steel and Allegheny Ludlum.

Republican Highway Leads Back to LBJ

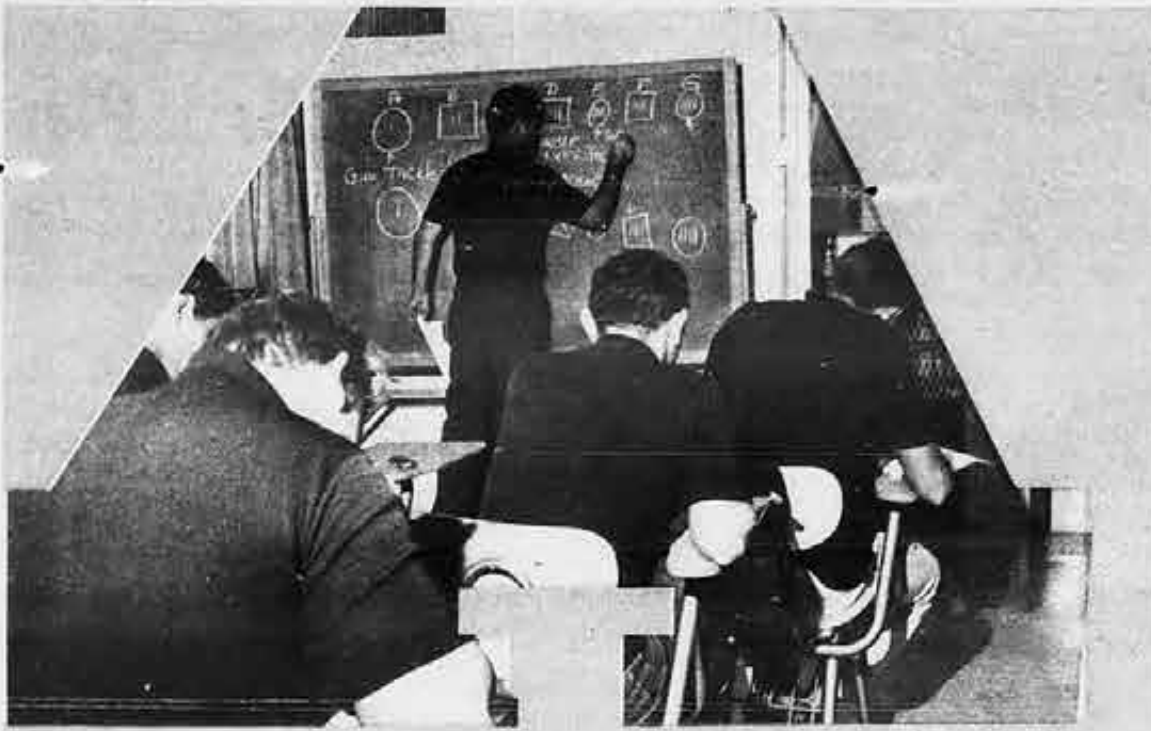
SACRAMENTO, Calif.

—A stretch of new highway in the Los Angeles area was named the Richard M. Nixon Freeway in a resolution passed by the California State Assembly—but former President Lyndon B. Johnson had the last laugh.

During ceremonies naming the freeway, near Nixon's home town of Whittier, Republican Assemblyman John V. Briggs pointed out that the Democrats had not been forgotten. "It takes you directly to the Lyndon B. Johnson off-ramp," he noted.



First federal law covering job safety for nearly four million building trades workers is signed by President Nixon. Among those at the ceremony were, from left, President Edward J. Leonard of the Plasterers and Cement Masons and President C. J. Haggerty of the AFL-CIO Building and Construction Trades Department. Labor Secretary George P. Shultz is second from right. Haggerty proclaimed it the first labor bill of importance to be passed by the 91st Congress as well as the Nixon Administration.



HSS PROVIDES UPGRADING TO HIGHER PAYING RATINGS

THE UPGRADING PROGRAMS at the Harry Lundeberg School of Seamanship were established to fulfill two important needs: to satisfy the Union's contractual obligation to provide qualified crewmembers to man the ships; and to provide the necessary training to give Seafarers the opportunity to move up to higher-paying ratings.

The program has been successful on both counts—The Union has maintained its proud record of never having an SIU-contracted ship unable to sail because of a lack of rated personnel, and many hundreds of Seafarers have advanced to better jobs on deck and in the engine room.

The upgrading programs for both AB and O.M.E.D. candidates is thorough. They are designed to produce not merely endorsements, but a real proficiency in the ratings.

The AB training program (a picture story of both AB and O.M.E.D. training will appear in the next issue of the LOG) includes both classroom and practical instruction under qualified Seafarer instructors.

All AB upgraders have at least six months seetime and hold a valid lifeboat ticket before they begin their training, which includes knotting, splicing, wheel commands, rigging, safety at sea, and all other aspects of seamanship.



George Jordanides, Mark Hansen and Askold Smits take their oral examination for able seaman with Chief Jennings Elbon, from the US Coast Guard headquarters in Baltimore. The exam took place aboard the HSS training ship Claude "Sonny" Simmons, which is berthed at Piney Point.



Rafael Lugo



James Barce



Ruben Maranje



Howard Levine



William Plasky

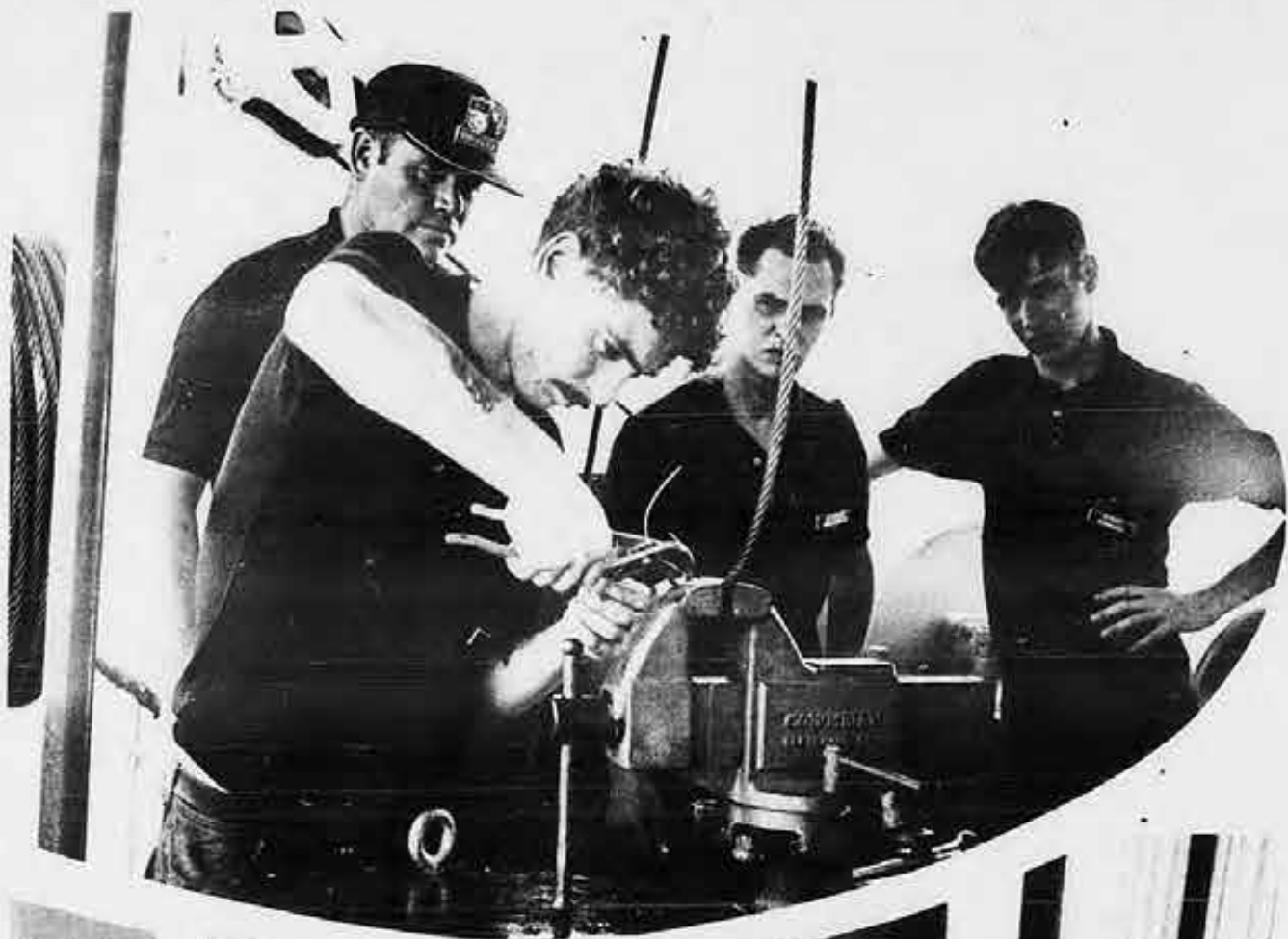


Ferdinand DeLeon

Pictured above on the stern of the Claude "Sonny" Simmons is the AB upgrading class which graduated August 18. Standing (l-r) are Fred Legg, Paul Giordano, Dennis Rowland, James Hotsko, and Robert Meredith. In the front row are Andrew Stortoen, Johnnie McClinton and Joseph DeJessa.

The AB upgrading graduating class of September 4 are seen above with Instructor Chuck James. In the top row (l-r) are James, J. Dermody, T. Burke, E. Tsatomiros, L. Green, and A. Derosier. Front row (l-r) are W. Casey, J. Warren, B. Schultz, A. Marcum, and J. Glover (lifeboat endorsement only).





Advance Seamanship Program Offers Full Book Seniority

A TOTAL OF 63 Seafarers have achieved seniority upgrading to full book membership in the SIU since the upgrading program was resumed in January, 1969.

The Advanced Seamanship program provides all qualified "B" book members an opportunity to upgrade their seniority and their professional skills through a training program set up at the Harry Lundeberg School of Seamanship at Piney Point, Maryland.

The courses of study during the month-long schedule include advanced training for rated personnel in the deck, engine and steward departments under the guidance of highly qualified and experienced Seafarer instructors.

Advanced Seamen also receive a thorough education in all aspects of their Union. Included in the course is a detailed examination of the SIU constitution; the contract; a history of the SIU and the American labor movement; the SIU pension, welfare and vacation programs; and the function of Union meetings.

To qualify for the Advanced Seamanship program, applicants must be graduates of the Harry Lundeberg School of Seamanship; have a valid lifeboat ticket; hold a Coast Guard-endorsed rating, and have a minimum of 12 months seetime aboard any SIU-contracted vessels.



CLASS OF FEBRUARY '69—Daniel Butts, Jr., John Coates, Pedro Gonzalez, Klaus Ahmels, Jonathan White, Salvatore Brunetti, Jimmie Garner, Bjorn Gislason, Charles Howell, Nick Kratsas, Thomas Levey, Maurice Lipitz, William Lowry, Harmut Schultz, Edward Sekella, William Showers, Herbert Thrower, and Robert Vinson.

CLASS OF APRIL '69—William Slayton, William Jefferson, Leonard Pelettiere, Joseph Johnson, James Goggins, Michael Chiglo, Jessie Greer, Rudolph Odom, J. Thomas, G. Smith, E. Gibbs, Billy Taylor.





CLASS OF JULY '69—Taking the oath of allegiance as full book members of the SIU are (l-r) John Doran, Erick Sorensen, Robert Hester, Arthur Wills.



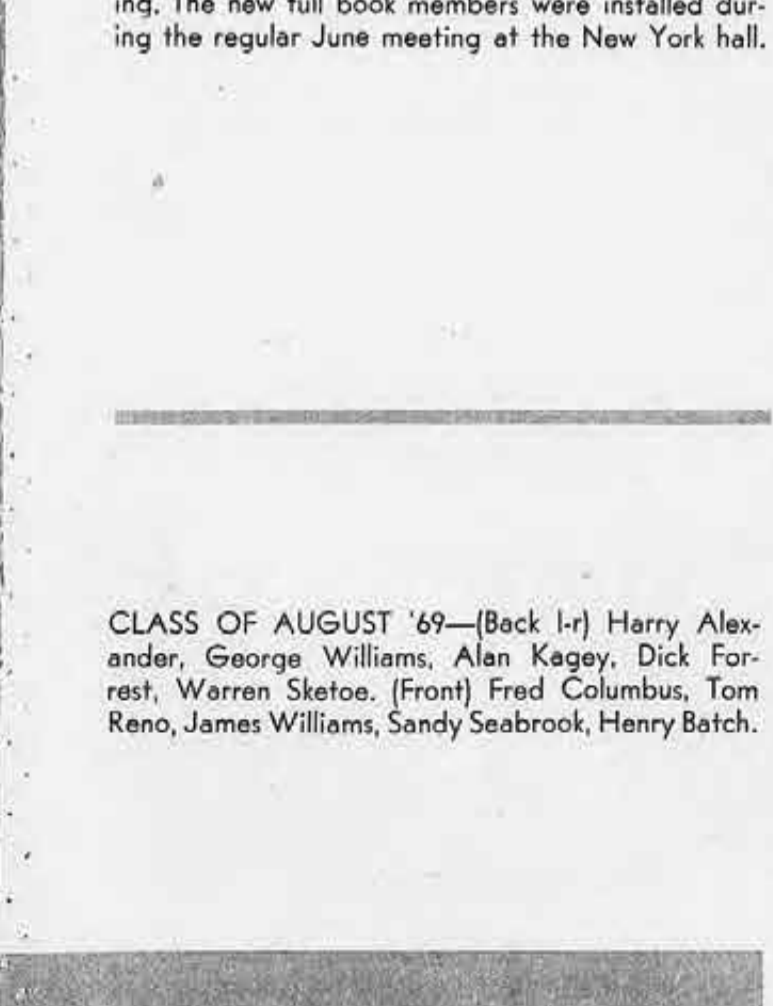
CLASS OF SEPTEMBER '69—Newly-installed full book members of the SIU, Fred Grudzinski, John Erickson, and Robert Leight, listen as SIU President Paul Hall tells them of the importance of taking an active part in the affairs of their Union. Installation took place at the New York hall.



CLASS OF JUNE '69—Eddie J. Williams, Jay Sanchez, Anthony Orzo, Ernest Haïtt, and Leonard Hilding. The new full book members were installed during the regular June meeting at the New York hall.



CLASS OF MAY '69—(Standing l-r) Larry Walker, Elmer Serbel, Garry Hoover, James Cowan, Raymond White, and Juan Guaris. In the front row (l-r) are Earl Chick, John Leonard, John Mitchell, Thomas Maley.



CLASS OF AUGUST '69—(Back l-r) Harry Alexander, George Williams, Alan Kagey, Dick Forrest, Warren Sketoe. (Front) Fred Columbus, Tom Reno, James Williams, Sandy Seabrook, Henry Batch.





Lifeboat training at the Harry Lundeberg School of Seamanship at Piney Point includes instruction in basic knot-tying. Instructor Tom Brooks takes his class aboard the yawl Manitou to demonstrate the proper way to bend the five basic knots and hitches on a ship.



CLASS #17—(Front row, l-r): Wayne Planker, James McEnerney, Donald Willie, Joe Townsend, Ray Ward, Philip Brady, Joseph Darden, Gary Bennett. (Top row): Bruce Williams, Leonard Jones, Jorge Rivera, Wallace Hoyt, Earl Wilson, John Wright, Reginald Johnson, John McClenton, Ernest Taylor, Henry Odon, Barney Spears, Melvin Lipscomb, Alfred Cordes, J. Murray. In background is Claude "Sonny" Simmons.

570 Endorsed For Lifeboat At HLSS

MORE THAN 570 trainees and upgrading Seafarers have been awarded lifeboat endorsements during the past five months after completing an intensive period of classroom and practical instruction at the Harry Lundeberg School of Seamanship at Piney Point, Maryland.

In the last five graduating classes—covering the period of August 6 to September 3—a total of 145 trainees and upgraders have qualified for their Coast Guard endorsement. Examinations—both written and demonstration—are given by the Coast Guard every week, with an average of more than 25 candidates taking the tests each week.

Preparation for the examinations are thorough. Under the expert supervision of experienced SIU instructors, every candidate will spend at least 30 hours of supervised training in a lifeboat, both at the oars and as acting coxswain. In addition, each candidate will be required to participate in a minimum of 14 hours of classroom experience before he will be permitted to take his examination.

Class lectures include detailed descriptions of lifeboats, life-rafts, and launching gear, as well as the description, location and use of all equipment required on lifeboats and life-rafts. Lectures and demonstrations are also provided to familiarize the student with the types and use of various fire fighting equipment.

To provide additional help to students who are having difficulty with the material, the instructors schedule special two-hour review sessions in the evening.

The HLSS lifeboat training program has proven to be highly successful. To date, every trainee and upgrader who has completed the course has passed the Coast Guard examination and received his endorsement. The program is also contributing to the success of the Union's goal of continuing to provide qualified personnel to man all SIU-contracted vessels throughout the world.



CLASS #18—(Front row): Steven Tobias, Kenneth Nessel, Ronald Archibald, Francis Ginorio, Tim Vanable, Jerrol Lafleur, Aron Fore, Melvin Smith, Lawrence Paxton. (Second row): Luther Bailey, Thomas Kilbride, David Vaughn, Steven Venus, David Williams, Roger Anselmi, Ronald Beck, Paul Dornes, Samuel Knight, Jr., Richard Cuzio. (Third row): Paul McGaharn, instructor, Stephen Hamilton, John Boytos, Salvatore Cavalcante, George Murray, Daniel Lucas, Curtis Dantin, Thomas Carlise, Louie C. Arnett and Robbie White.



CLASS #19—(Front row, l-r): John Cranmer, Bobby D. Sturgill, Jose Torres, Joseph Cutrer, Albert Timmons, Thomas Brewer, Carl Sandifer, D. Relendes, Bob Lackey, Robert Carver. (Back row): Instructor Paul McGaharn, Richard Speicher, Nathaniel Tune, Rodney Caron, Terry Meadows, John Kelley, James S. Shaver, Irving Sepulvado, Christopher Horneman, Thomas McGuire, Frederick Hawkins, Ralph Bess, John R. McNeill, Charles Burthardt, Peter Skulski, Bill Ware, John S. Boone. The class graduated August 20.



CLASS #20—(Front row, l-r): T. Boothe, L. Utterback, J. Micucci, B. Weitzel, T. Young, T. Packer, G. Morran, L. Fluker, J. Steilberg, M. O'Toole. (Second row): B. Greer, L. Johns, L. Ewing, J. Steinberg, A. Jordan, M. Smutek, E. Townsend, D. Sisk, P. Doval, G. Redfield. (Top): Paul McGaharn, G. Smith, P. Butler, D. Morris, G. Showers, J. Meidinger, R. Young, R. McGowan, R. Brennan, C. Brinkley, H. Dillingham, E. Schwimmer.



CLASS #21—(Front, l-r): W. Spiers, W. Arbogast, J. Collier, K. Hardman, W. Adams, J. Cerva, W. Palmer, P. Stewart. (Second row): P. Joseph, A. Burroughs, E. Rokicki, R. Hano, D. Mornin, E. Stacey, W. Rece, M. Boyd. (Third row): G. Deavers, B. Buffalo, H. Meehon, G. Curry, J. Buck, G. Gentner. (Fourth row): S. French, L. Kreisler, P. Keohane, C. Whatley, W. Cox, J. Bourg, M. Baily, J. Williams. (Fifth row): M. Goessel, C. Cunningham, J. Klugh, P. Falls, T. Heruska, R. Alexander, D. Snipes, and E. Kuntze.

Relaxing Time on the Choctaw



Taking it easy during a recent voyage of the Choctaw is this group of engine department Seafarers. Relaxing in the fo'c'sle while they wait for evening chow are, left to right, John Appleby, oiler; Chris Jaquez and Lewis Hertzog, wipers, and Jackie Salo, FWT.

SIU Deck Officers School Upgrades 4 More Seafarers

The names of four more deck department Seafarers have been added to the growing roster of men who have earned deck officer's licenses after completing the course of study offered at the upgrading school jointly sponsored by the SIU and the Associated Maritime Officers Union.

These latest graduates raise to 54 the total number of men who have received their deck officer's license after attending the school and passing their Coast Guard examinations.

The new deck officers are Arni Bjornsson, Edward Hecox, Joseph Henault, and Frank Throp.

Arni Bjornsson, 42, was born in Reykjavik, Iceland and joined



Bjornsson Throp

the SIU in the Port of New York in 1947. Brother Bjornsson is well known by many Seafarers because of his long service as an instructor at the SIU's Harry Lundberg School of Seamanship from 1962-67. He has had a hand in helping to launch many a young Seafarer on a career in the merchant marine while at the school. Bjornsson now holds second mate's papers.

Frank Throp, 44, was born in Canada but now lives in Tampa, Florida, with his wife Margaret. Brother Throp joined the SIU in the Port of New York in 1949 and sailed as a bosun before being accepted to the mate's training school in September, 1968. After completing the comprehensive course of instruction offered at the school, he successfully passed the Coast Guard mate's examination in May and is now sailing as a second mate.

Joseph Henault, 49, has been sailing with the SIU since 1952. A native of Montreal, Canada, he now makes his home in Willingboro, New Jersey, with his wife, Claire. Brother Henault

entered the SIU-AMO-sponsored mate's training school in November, 1968. He had sailed as a bosun before embarking on the course of instruction. After passing the Coast Guard mate's examination in July, he is now sailing as a second mate.



Henault Hecox

Edward Hecox, 49, was born in Cleveland, Ohio, and has been sailing with the SIU since 1956. He lives in Seattle, Washington, and sailed as an AB before being accepted to the mate's upgrading program in December, 1968. Brother Hecox passed the Coast Guard's licensing examination last month and is now sailing as a second mate.

The training program, operated under a reciprocal agreement between the SIU and the Associated Maritime Officers Union, is the first of its type in the industry.

Applicants can begin training at any time. The period of instruction is geared to each student's individual ability and knowledge, and his preparation for taking the examination.

The training program—like the engineer's upgrading program—was instituted in line with the SIU's objective of encouraging and assisting unlicensed personnel to upgrade themselves.

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, lodging and subsistence payments of \$110 a week while they are in training.

Deck department Seafarers who are interested in taking advantage of this training program may apply at any SIU hall, write directly to SIU headquarters at 675 Fourth Avenue, Brooklyn, New York 11232, or telephone the school at (212) 768-0561.

Prime Need for Pharmacist Mates Seen in SIUNA-SOA Backed Study

NEW YORK—By providing prompt and adequate shipboard medical treatment for ailing or injured seafarers through the increased use of qualified purser-pharmacist mates, much of the needless medical hardship presently endured by seamen could be eliminated and millions of dollars in medical costs could be saved annually, according to a report prepared by a maritime research firm.

The study, commissioned by the SIUNA-affiliated Staff Officers Association and conducted by the Diebold Group Inc., over an eight-month period, states that at least one-fifth of the \$80 million in medical claims filed yearly by American seamen could be entirely eliminated by the medical care purser-pharmacist mates can provide.

At present, only a small number of the approximately 950 American-flag vessels engaged in foreign trade have qualified purser-pharmacist mates aboard. According to the report, the vast majority of American-flag vessels provide only a "modicum" of shipboard medical care for seamen through the services of deck officers whose medical training is limited to first aid courses.

Modest estimates reveal, the

report continues, that shipowners can effect direct savings of \$16 million per year by supplying on-board medical care through qualified purser-pharmacists mates.

The report—conducted in cooperation with the U.S. Public Health Service—also asserts that the government could save as much as \$1 million annually at the USPHS hospitals which care for sick and injured seamen if shipboard medical care services are made more widely available in the merchant fleet.

Additional savings through a reduced need for subsidy payments on medical claims and other indirect payments could also be realized, the study indicates.

Presently, the only source of shipboard medical care for the entire merchant fleet is provided by some 150 pharmacist mates.

The appraisal of the state of medical care in the fleet resulted from an evaluation and cost analysis of the Staff Officers' Association Pharmacist Mate Training Program which is conducted at the U.S. Public Health Service hospital, Stapleton, Staten Island, N. Y.

The SOA, the union representing ships' pursers, provides candidates for the pharmacist mate school. Purser candidates

for the school are selected by a panel of doctors and receive nine months of intensive medical training from Public Health Service doctors and nurses.

The purser-pharmacist mate training program was established largely through the efforts of SIUNA Vice President Burt E. Lanpher, secretary-treasurer of the SOA. It is financed by the SOA's Welfare Plan, the U.S. Public Health Service and the Department of Labor.

The third class of SOA Pharmacist Mate Training School graduates—consisting of 27 men and one woman—has already been graduated. The school, opened in 1967, provides each pharmacist mate candidate with over 1,000 hours of both academic instruction and clinical experience.

An independent study of worldwide maritime medical care conducted earlier this year by the SOA disclosed that the American merchant marine is seriously lagging behind all of the fleets of Western European countries, Russia and Japan, in providing competent shipboard medical care.

Among the several areas in which the study found that direct savings through the use of pharmacist mates could occur were: Reduced Shipboard medical expenses, reduced time lost due to hospitalization, decreased medical insurance costs and savings in claims for personal injuries. These areas, among others, would amount to an estimated total saving of \$16,000 per ship per year.

Foreign Flag Ships Described As 'Beating Our Brains Out'

WASHINGTON — Foreign shipping lines are "beating our brains out" not only for commercial cargo but for government-sponsored shipments that, by law, are supposed to be "reserved primarily for American-flag ships," Representative Charles S. Joelson (D-N.J.) declared here recently.

The New Jersey lawmaker said that although Cargo Preference laws provide "that a minimum of 50 percent of our foreign aid shipments and our agricultural surplus shipments must travel on American vessels," the U. S.-flag fleet actually is carrying "substantially less" than that amount.

Joelson told a meeting sponsored by the AFL-CIO Maritime Trades Department that government agencies are interpreting the cargo laws to make the 50 percent minimum a "ceiling," and thus are "undoing the Congressional mandate" expressed in the original legislation. As a result, "American vessels are being forced into layup because they don't have cargo to carry."

The Congressman said he had joined with 80 other members of the House and Senate in sponsoring legislation that

would rewrite the existing laws so that "they achieve what the name implies — preference for American-built, American-owned and American-manned ships—and not preference for ships flying the flags of other nations."

The pending legislation, Joelson said, would put foreign-flag ships "at the bottom of the list." He added:

"Under any sensible interpretation of Cargo Preference laws, that's where they belong. They should carry government cargoes only when all other alternatives have been exhausted.

"Today, the maintenance of our position as a major trading nation rests on the revitalization of our American-flag fleet—our balance of payments is affected, for good or evil, on whether our goods move in American ships or the ships of other nations—and our national defense still is linked irrevocably to our merchant marine, which serves as our fourth arm of defense."

"The American merchant marine has loyally served this country all these years—from 1789 to now," Joelson declared, and added that now "it is time the country served the merchant marine."

Uruguay 'Vigia'
Always on Top
Of Ships at Sea

MONTEVIDEO—
 A lonely man in a tower from dawn to dusk—that's Orlando Simonetti, the official watchman of Uruguay's capital.

From high up in his small office atop the 19th floor of the historic Palacio Salvo, Simonetti faithfully scans the mouth of the River Plate, spread out below on all sides. When a ship appears, the "vigia," as he is called, informs authorities of its impending arrival.

Every few minutes one of his two telephones rings. People are forever calling to find out whether a ship on which a friend or relative may be traveling has yet appeared on the distant horizon.

To Avoid Disastrous Recession:**Rollback of Soaring Interest Rates Pressed**

WASHINGTON—More than 200 leaders from widely varying areas of American life have appeared for swift government action to reverse the high interest spiral "if disaster is to be avoided."

They unanimously joined in a statement asking the Administration and Congress to take steps "before the grim toll of economic recession is again exacted from the American people."

The statement came out of an "Emergency Meeting on the High Interest Crisis" in Washington attended by representatives of labor, farmers, consumers, retired persons, cooperatives, housing and civil rights groups, and local governments.

Several members of Congress pledged their fullest effort in line with the meeting's proposals,

which were delivered to the White House through President Nixon's counselor, Dr. Arthur F. Burns.

During a half-day meeting, speakers representing the participating organizations testified to the "bitter hardships" being heaped upon citizens by the highest interest rates in 100

Speaking for labor was AFL-CIO Vice President Joseph D. Keenan, chairman of the federation's Housing Committee. He also is secretary of the International Brotherhood of Electrical Workers.

The statement adopted by the meeting urged Nixon to voice his opposition to high interest policies and "use his great influence and power to bring a rollback in interest rates."

Nixon also was called on to withdraw tax and loan accounts,

on which no interest is paid to the government, from banks that "refuse to cooperate and continue to raise interest rates."

Further, the Administration was asked to investigate through the Justice Department the recent action of big banks in raising the prime interest rate they charge their biggest and best customers to an "astounding" 8.5 percent.

"The virtual unanimity of banks in adopting the higher rates strongly suggests the possibility of a conspiracy," the statement said.

Congress, for its part, was called upon to pass legislation that will curb interest rates, and years.

direct the Federal Reserve Board to sharply reduce the "exorbitant" cost of credit.

"High interest rates are not

ordained by nature," the statement said. "They are man-made—made by bankers seeking greater profits and government unwillingness to take positive action in favor of the borrower and the public generally."

"The tools to reverse the upward trend of interest rates exist; we call for their use," it concluded.

Keenan said the "grave concern" of trade unionists about high interest rates is not difficult to understand. "Simply put," he stated, "excessive interest rates are cutting our buying power and putting us out of work."

He pointed out that interest rates are in the price of everything the worker buys—from food to the TV set, from the automobile to the price of housing or rent for an apartment.

"So a rise in interest rates is a rise in prices," he said. "The bankers cut the buying power of our money."

To show how serious this pay cut can be, Keenan cited a June 17 article in the Wall Street Journal which assembled government figures on the decline in a paycheck's buying power over recent months.

The article noted that debate is growing over whether the economy "can survive today's record smashing interest rates without sinking into a recession." But, it added, many Americans already are in a recession.

Bankers must be told "in loud and clear terms: Enough," Keenan concluded. "The American people want no more of this bankers' game of Russian roulette with the fate of our jobs and our paychecks."

Other speakers included:

• President Tony T. Dechant of the National Farmers Union, who said the farmer has watched

Nixon Cuts Budget By \$3.5 Billion

WASHINGTON—High interest rates and rising medical bills are hurting the government's budget too, President Nixon disclosed.

He ordered federal agencies to slash spending by \$3.5 billion this fiscal year to compensate for unpredictable expenses.

Two of the biggest single items of "uncontrollable" added expense were the higher interest rates that the government has to pay on the national debt and the rise in Medicare costs.

The Treasury recently had to pay an interest rate of close to 7.5 percent—the highest in its history—to borrow money on a six-month bill.

"the storm of higher and higher interest rates grow until it now threatens the economic life of family agriculture." He added, "There seems to be no limit to the greed of bankers."

• Erma Angevine, executive director, Consumer Federation of America, who said that debt is an ever-increasing burden to consumers "with interest payments on mortgages and installment loans now exceeding 22 percent of the average consumer's after-tax income."

• Clarence Mitchell of the National Association for the Advancement of Colored People, who charged that banking policies are creating "catastrophe in the area of housing"—nullifying government programs to help the poor obtain decent shelter.

• John J. Gunther, executive director of the U.S. Conference of Mayors, who said high interest rates are causing cities to put off the building of sewers, health centers, schools and hospitals "because they can't afford to finance them."

Appearing to voice support for the emergency meeting's program were Senators Fred R. Harris (D-Okla.), William Proxmire (D-Wis.) and Alan Cranston (D-Calif.), and Chairman Wright Patman (D-Tex.) of the House Banking and Currency Committee.

Congress Warned of Housing Crisis Unless Money, Land Costs Go Down

WASHINGTON — In the strongest possible language, the AFL-CIO has warned Congress that the nation is facing a desperate housing crisis because soaring money and land costs have priced most Americans out of the housing market.

"As a nation we are not only falling short of the goals set forth in the 1968 Housing Act, but we are actually losing ground," AFL-CIO Legislative Director Andrew J. Biemiller testified.

Biemiller called for new programs of direct government financing of essential housing. And he urged that rehabilitation of run-down housing be undertaken through large-scale operations involving thousands of units instead of costly small projects.

He told a House Banking subcommittee that the labor movement wants "as much quality housing as possible, built at the lowest possible price, to serve the most people." The subcommittee is currently reviewing the functioning of the 1968 housing law which set a target of a steadily increasing volume of home and apartment construction and rehabilitation.

Instead of rising, the rate of home construction is plunging, Biemiller said. In the past year, "the cost of money has moved from being a serious problem to that of a national disaster." For many Americans, the 36 percent jump in interest rates just since last December "represents the slamming of the bank door in their face, the end of their last hope for funds for adequate shelter."

The AFL-CIO warned of the danger of rising interest rates in its testimony last year, Biemiller noted, and "painfully" labor's

warnings have been proved valid.

He urged that "if housing is to be the victim of our monetary policies, it must be given special consideration and shelter."

Instead of competing for housing money at the bank, home financing should have "access to the nation's credit," Biemiller said.

He suggested a \$3 billion direct loan program to help government and non-profit groups finance low and moderate income housing.

New Fund Source

Some \$5 billion in National Service Life Insurance Funds could be made available for veterans' mortgages at a below-market six percent rate that would still provide a higher return to the fund than it now realizes.

In addition, Biemiller urged, the Federal Reserve Board could be directed to purchase up to \$5 billion in government-guaranteed mortgages, thus freeing substantial additional funds for housing loans.

He suggested new programs for land acquisition to curb the

"strong upward price pressures" and greater emphasis on public transportation to open up low-cost land for government-assisted housing.

Public housing still "does the best overall job of answering the needs of low income families" and should be expanded, Biemiller said.

Above all, he stressed, housing needs can be met only by volume production. He assured the subcommittee that "the AFL-CIO and the building trades unions have readily accepted and adapted" to materials changes and methods "aimed at faster, more economical building."

Biemiller asked: "When do we really get started on meeting the unpostponable housing needs of America?"

Catching Up On The News

Relaxing at the New Orleans hall with the morning newspaper is Lauren Santa Ana of the steward department. A native of the Philippine Islands, Santa Ana joined Union in New Orleans in 1947.

Rep. Daniel Ronan, 55 Dies of Heart Attack

CHICAGO — Representative Daniel J. Ronan (D-Ill.) died here of an apparent heart attack at the age of 55. He was serving his third term in Congress from a district including Chicago's West Side and an adjoining section of Cook County.

Ronan, who had a liberal voting record during his service in Congress, was a former member of Local 7 of the Firemen and Oilers.

Taft Follows Taft In Labor Law Reform

WASHINGTON—The ghost of the late Senator Robert A. Taft (R-Ohio)—co-author of the Taft-Hartley Act—stalks Capitol Hill once again.

Representative Robert A. Taft, Jr. (R-Ohio) is chairman of the House Republican Conference Research Committee which has set up a special task force looking into labor law reform. He named as the task force chairman Representative Sherman P. Lloyd (R-Utah) who has two "right" and 21 "wrong" votes on the COPE voting record.

ANNUAL REPORT

For the fiscal year ended March 31, 1969
GREAT LAKES TUG AND DREDGE PENSION PLAN
 275 20th Street, Brooklyn, N. Y. 11215

to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

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

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

ADDITIONS TO FUND BALANCE

1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$ 136,082.89	
(b) Employee	93,345.35	
(c) Other (Specify)		
(d) Total Contributions		\$ 229,428.24
2. Dividends and Experience Rating Refunds from Insurance Companies		
3. Investment Income:		
(a) Interest	36,360.80	
(b) Dividends	22,940.77	
(c) Rents		
(d) Other (Specify)		
(e) Total Income from Investments		59,301.57
4. Profit on disposal of investments		15,092.65
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a)		
(b)		
(c) Total Other Additions		
7. Total Additions		\$ 303,822.46

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$ 38,076.49
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$ 13,395.12	
(b) Allowances, Expenses, etc. (Schedule 2)	1,160.64	
(c) Taxes	655.23	
(d) Fees and Commissions (Schedule 3)	8,952.79	
(e) Rent	1,154.02	
(f) Insurance Premiums	134.81	
(g) Fidelity Bond Premiums	30.00	
(h) Other Administrative Expenses (Specify) Schedule attached	20,010.85	
(i) Total Administrative Expenses		45,493.46
13. Loss on disposal of investments		5,003.87
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a)		
(b)		
(c) Total Other Deductions		
16. Total Deductions		\$ 88,573.82

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$1,227,376.99
18. Total Additions During Year (Item 7)	303,822.46	
19. Total Deductions During Year (Item 16)	88,573.82	
20. Total Net Increase (Decrease)		215,248.64
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$1,442,625.63

STATEMENT OF ASSETS AND LIABILITIES ASSETS

Item	End of Prior Year	End of Reporting Year
1. Cash	\$ 19,633.60	\$ 26,754.53
2. Receivables:		
(a) Contributions: (See Item 18)		
(1) Employer		
(2) Other (Specify)		
(b) Dividends or experience rating refunds		
(c) Other (Specify) Accrued interest paid on bonds purchased	967.72	112.67
3. Investments: (Other than real estate)		
(a) Bank deposits at interest and deposits or shares in savings and loan associations		
(b) Stocks:		
(1) Preferred	52,290.71	83,517.18
(2) Common	494,616.20	562,136.42
(c) Bonds and debentures:		
(1) Government obligations:		
(a) Federal	67,222.64	95,115.54
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	592,646.12	674,989.29
(d) Common Trusts:		
(1) (Identify)		
(2) (Identify)		
(e) Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)		
(1) %		
(2) %		
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
(a) Secured		
(b) Unsecured		
6. Real Estate:		
(a) Operated		
(b) Other real estate		
7. Other Assets:		
(a) Accrued income		
(b) Prepaid expenses		
(c) Other (Specify)		
8. Total Assets	\$1,227,376.99	\$1,442,625.63

LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable		
12. Accrued expenses		
13. Other liabilities (Specify)		
14. Reserve for future benefits	1,227,376.99	1,442,625.63
15. Total Liabilities and Reserves	\$1,227,376.99	\$1,442,625.63

GREAT LAKES TUG AND DREDGE PENSION FUND ATTACHMENT TO THE ANNUAL REPORT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK Year ended March 31, 1969

Deductions from Fund Balance	
Item 12(h)—Other Administrative Expenses	
Stationery, supplies and printing	\$ 2,908.44
Postage, express and freight	37.82
Telephone and telegraph	342.52
Equipment rental	903.99
Employee benefits	776.64
Miscellaneous	860.88
Repairs and maintenance	198.96
Tabulating service	13,457.01
Microfilming	242.86
Dues and subscriptions	80.85
Miscellaneous Trustees' meetings expense	185.55
Fees and permits	15.33
	<u>\$20,010.85</u>

ANNUAL REPORT OF THE

Great Lakes Tug & Dredge Pension Fund
 New York
 STATE OF _____ } ss.
 COUNTY OF Kings }
 Trustees of the Fund and _____ and _____
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby subscribe thereto.

Employer trustee:


Employee trustee:


ANNUAL REPORT

For the fiscal year ended November 30, 1968
SEAFARERS WELFARE FUND
 275 20th Street, Brooklyn, N. Y. 11215
 to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

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

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

Item		
1. Contributions: (Exclude amounts entered in Item 2)		
(a) Employer (Schedule 1)	\$4,132,602.15	
(b) Employee		
(c) Other (Specify)		
(d) Total Contributions		
2. Dividends and Experience Rating Refunds from Insurance Companies		\$4,132,602.15
3. Investment Income:		
(a) Interest	\$ 168,643.63	
(b) Dividends	69,652.31	
(c) Rents	1,715.12	
(d) Other (Specify)		
(e) Total Income from Investments		240,011.06
4. Profit on disposal of investments		168,139.53
5. Increase by adjustment in asset values of investments		
6. Other Additions: (Itemize)		
(a) See attachment	96,401.03	
(b) Clinic services rendered to participating groups	241,053.33	
(c) Total Other Additions		337,454.36
7. Total Additions		4,878,207.10

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)		
9. Benefits Provided Directly by the Trust or Separately Maintained Fund		\$3,151,658.28
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants (Attach latest operating statement of the Organization showing detail of administrative expenses, supplies, fees, etc.)		834,446.24
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)		317,276.14
12. Administrative Expenses:		
(a) Salaries (Schedule 2)	\$ 358,446.46	
(b) Allowances, Expenses, etc. (Schedule 2)	21,611.43	
(c) Taxes	18,179.25	
(d) Fees and Commissions (Schedule 3)	78,805.12	
(e) Rent	29,797.10	
(f) Insurance Premiums	3,292.82	
(g) Fidelity Bond Premiums	1,632.33	
(h) Other Administrative Expenses (Specify) See attachment	249,898.25	
(i) Total Administrative Expenses		761,662.76
13. Loss on disposal of investments		
14. Decrease by adjustment in asset values of investments		
15. Other Deductions: (Itemize)		
(a) Acquisition of fixed assets	39,922.13	
(b)		
(c) Total Other Deductions		39,922.13
16. Total Deductions		\$5,104,965.55

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)		\$6,778,183.67
18. Total Additions During Year (Item 7)	\$4,878,207.10	
19. Total Deductions During Year (Item 16)	5,104,965.55	
20. Total Net Increase (Decrease)		226,758.45
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and Liabilities)		\$6,551,425.22

Part IV

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

Part IV—Section A Statement of Assets and Liabilities Seafarers Welfare Plan As of November 30, 1968 File No. WP-59298

ASSETS:

Item	End of Prior Year	End of Reporting Year
1. Cash	\$1,259,501.56	\$ 703,318.55
2. Receivables:		
a. Contributions: (See Item 18)		

(1) Employer		
(2) Other (Specify)		
b. Dividends or experience rating refunds		
c. Other (Specify) See attachment	49,817.99	30,833.70
3. Investments: (Other than real estate)		
a. Bank deposits at interest and deposits or shares in savings and loan associations	796,072.71	1,448,090.17
b. Stocks:		
(1) Preferred	4,605.71	5,808.71
(2) Common	1,156,121.05	949,123.30
c. Bonds and debentures:		
(1) Government obligations:		
(a) Federal		
(b) State and municipal		
(2) Foreign government obligations		
(3) Nongovernment obligations	2,115,200.00	1,931,731.25
d. Common Trusts:		
(1) (Identify)		
(2) (Identify)		
e. Subsidiary organizations (See Instructions) (Identify and indicate percentage of ownership by this Plan in the subsidiary)	102,700.00	102,700.00
(1) See attachment	% 100%	
(2)	%	
4. Real estate loans and mortgages		
5. Loans and Notes Receivable: (Other than real estate)		
a. Secured	1,500,000.00	1,300,000.00
b. Unsecured		
6. Real Estate:		
a. Operated		
b. Other real estate		
7. Other Assets:		
a. Accrued income		
b. Prepaid expenses		
c. Other (Specify) See attachment	123,032.89	334,980.33
8. Total Assets	\$7,107,051.91	\$6,806,586.01

LIABILITIES

9. Insurance and annuity premiums payable	\$	\$
10. Unpaid claims (Not covered by insurance)		
11. Accounts payable (See attachment)	320,414.67	246,001.51
12. Accrued expenses		
13. Other liabilities (Specify) See attachment	8,453.57	9,159.28
14. Reserve for future benefits	6,778,183.67	6,551,425.22
15. Total Liabilities and Reserves	\$7,107,051.91	\$6,806,586.01

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

ANNUAL REPORT OF THE SEAFARERS WELFARE FUND
 STATE OF NEW YORK }
 COUNTY OF NEW YORK } SS

Trustees of the Fund and _____

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

Employer trustee:

Employee trustee:

SEAFARERS WELFARE FUND

Attachment to 1968 New York State Insurance Department Annual Statement
 Year Ended November 30, 1968

Page 6—Item 6—Other Additions		
Equipment rentals	\$ 29,273.44	
Proceeds from sale of fixed assets	3,563.78	
Return of donated capital from wholly-owned corp.	63,000.00	
Miscellaneous income	563.81	
		\$ 96,401.03

Item 12h—Other Administrative Expenses

Tabulating service	\$ 79,784.90
Stationery	43,713.54
Postage	1,418.91
Equipment rental	22,179.49
Electricity	568.40
Linen service	198.43
Miscellaneous	25,368.80
Telephone and telegraph	12,233.72
Repairs and maintenance	6,660.74
Cleaning	819.26
Dues and subscriptions	2,283.54
Employees benefits	19,888.57
Port shipping activity report service	18,200.00
Microfilming	5,851.46
Licenses and permits	112.78
Miscellaneous collection expense	368.00
Trustees' meetings expense—miscellaneous	93.51
Information booklets	367.83
Temporary office help	1,969.49
Maintenance of real estate	2,816.88
Donation—Bluff Hospital Expansion Fund	
Drive, Tokyo, Japan	5,000.00
	\$249,898.25

Item 17 and 21—Fund Balance

	Beginning of Year	End of Year
Reserve for welfare benefits for pensioners and their dependents	\$ 3,076,571.00	\$3,821,306.00
Fund balance	3,701,612.67	2,730,119.22
Reserve for future benefits	\$6,778,183.67	\$6,551,425.22

(Continued on page 23)

Diggers Unearth Mystery Vessel At Building Site

FORT LAUDERDALE, Fla. —A heavy plate on a capstan is the only solid clue to the identity of an old ship recently unearthed by bulldozers in this Florida resort city, but maritime historians are hopeful they can solve the mystery of the vessel's origin and why it was beached.

Diggers, beginning the construction of an apartment house on a site about 1,000 feet inland from the Atlantic Ocean, turned up the rotting remains, including planks held together by handhewn pegs, and the capstan.

The plate has the year 1899 inscribed on it and also the words "American Ship Windlass Co.," and "Providence, R.I."

Researchers said there was no indication whether the numerals were a clue to the age of the vessel or only to some of the equipment aboard it. A check-up established that there is no firm bearing the name "American Ship Windlass Co." still in existence in Providence, the capital of Rhode Island.

However, historians from Mystic Seaport, a maritime museum in Mystic, Conn., have pointed out that the crest on the capstan is a duplicate of the crest of the State of Rhode Island, which bears the slogan, "Hope."

Meanwhile, longtime residents who were surprised by the old ship's discovery said they could not recall any stories of missing ships that might provide some solution to the beaching of the mystery vessel.

AMA Tells Government:

Subsidized Lines Have Confessed Their Failure

WASHINGTON — Subsidized steamship lines have been charged with making "a confession of failure"—by admitting that they cannot succeed against the foreign-flag competition they were created to meet—despite government subsidies to balance their construction and operating costs with those of their foreign competitors.

Even the granting of anti-trust immunity, permitting them to carry cargoes at conference rates which are at virtually the same level as those of unsubsidized American-flag ships, has not produced the desired effects, the American Maritime Association pointed out.

The charge and the analysis were filed with Maritime Administrator Andrew E. Gibson by the AMA, which represents operators of 240 unsubsidized American-flag ships. They were developed from an attempt by the 14 subsidized lines to answer a previous AMA charge that they are reaping a "double subsidy" from the government—thus enabling them to compete unfairly with unsubsidized operators and resulting in huge and unwarranted costs to the U.S. government.

Subsidy Ruling Requested

AMA has asked Secretary of Commerce Maurice H. Stans to rule on the payment of direct subsidies to the subsidized lines for carrying government cargoes, pointing out that this practice violated the Merchant Marine Act of 1936. The Secretary has referred the matter to the Maritime Administrator.

The "double subsidy" issue was previously raised by the AMA in testifying before the House Merchant Marine Com-

mittee on a new maritime program last year. At that time it asserted that the subsidized lines receive not only direct subsidies from the government to equalize their costs with those of their foreign competitors but are also given preferential rates—above the foreign-flag rates—for carrying government cargoes which are protected from foreign competition.

In the current reply, the AMA refuted three points in the subsidized lines' presentation to Secretary Stans. These were that the unsubsidized carriers receive more government aid than the subsidized lines, that the unsubsidized ships enjoy lower costs because their operational patterns are less restricted, and that they are indirectly subsidized, reaping higher profits than the subsidized carriers.

A study of the carriage of government cargoes prepared by MARAD in 1965 for the Congressional Joint Economic Committee, AMA said, indicated that the subsidized lines were paid more than half a billion dollars in direct subsidies and government shipping revenues. This was 43 percent more than that received by all segments of the unsubsidized fleet.

300% More Aid

The study further noted that when refinements made by the subsidized lines in their computations are accounted for, the result brings the return in government aid to 300 percent above that given to the unsubsidized companies.

AMA also cited statistics from MARAD's annual report for 1968—also cited by the subsidized lines—which show the

cost of operation for unsubsidized ships as 60 to 62 percent higher than that for the subsidized.

Further, AMA declared, figures quoted by the subsidized lines to show that unsubsidized carriers earn higher profits were not only faulty but "again draws attention to the whole question of the efficacy of the subsidy laws."

"The subsidized lines' admission that they cannot compete successfully in the world market without continuing to rely on large movements of government cargo," the AMA statement concluded, "raises serious questions concerning the efficacy of the subsidy system and has grave implications for the continuance of traditional policy."

Seafarer Sends Out SOS To His Former Shipmates

Seafarer Hugh Gallagher, G-149, is now retired on an SIU disability and confined to a wheelchair with multiple sclerosis—after going to sea since 1943.

An army veteran of the Korean conflict from 1951 to 1952, Brother Gallagher needs letters from former shipmates to help him establish his claim to a veteran's pension on the grounds that his condition is service connected. He requests that all Seafarers who sailed with him in the deck department on the following ships during the periods specified contact him. His address is 2610-40th Ave. W., Bradenton, Florida 33505.

The ships and the dates are:

Simmons Victory	2/24/53—3/24/53
Trinity	4/28/53—6/23/53
Alcoa Pegasus	7/30/53—9/27/53
Magnolia Mariner	11/4/53—1/11/54
Morning Light	2/7/54—7/6/54
Alcoa Pioneer	9/30/54—10/22/54
Del Reo	10/26/54—11/5/54
Del Aires	11/29/54—12/11/54
Del Viento	1/13/55—4/15/55
Seatrain Louisiana	4/30/55—6/17/55
Steel Maker	6/28/55—7/6/55
Seanan	7/21/55—11/6/55
Afoundria	12/22/55—3/13/56
Orion Planet	6/28/56—11/25/56
Hastings	12/27/57—4/13/58
John B. Waterman	7/21/58—11/8/58
Jean LaFitte	1/12/59—3/31/59

(Continued from page 22)

SEAFARERS WELFARE PLAN

Attachment to Annual Report Form D-2

November 30, 1968

Part IV—Section A—Item 2 Other Receivables

	Prior Year	Reporting Year
Great Lakes Seamen's Appeals Board	\$ 1,205.98	\$ 701.12
Great Lakes Tug and Dredge Region Appeals Board	602.99	350.58
Seafarers Puerto Rico Division Welfare Fund	41,360.00	29,782.00
Seafarers Pension Fund	6,513.60	—
Seafarers Vacation Fund, Great Lakes District	185.42	—
	\$ 49,817.99	\$ 30,833.70

Part IV—Section A—Item 11 Accounts Payable

	Prior Year	Reporting Year
Due to Harry Lundberg School of Seamanship	\$ 1,455.05	\$ —
Due to Seafarers Vacation Fund	133.18	46,513.47
Due to Seafarers Pension Fund	293,065.50	199,488.04
Due to Welfare New York Building Corp.	25,760.94	—
	\$ 320,414.67	\$ 246,001.51

Part IV—Section A—Item 13 Other Liabilities

	Prior Year	Reporting Year
Unapplied contributions	\$ 2,300.00	\$ 449.96
Payroll deductions withheld	6,153.57	8,697.42
New York City sales tax payable	—	11.90
	\$ 8,453.57	\$ 9,159.28

Part IV—Section A—Item 3e—Subsidiary Organizations

Name	Capital Stock	Donated Capital	(Less Reserve*)	Prior Year	Reporting Year
Welfare New York Building Corp.	\$ 2,000.00	\$ 758,293.70	\$ 753,293.70	\$ 7,000.00	\$ 7,000.00
Welfare Philadelphia Building Corp.	2,000.00	339,191.44	323,191.44	18,000.00	18,000.00
Welfare Baltimore Building Corp.	2,000.00	1,221,063.40	1,178,963.40	44,100.00	44,100.00

*It is the policy of the Plan to reflect its fund balance on a cash basis, therefore a reserve is set up representing fixed assets acquired by the Fund and donated to its corporations. The difference between donated capital and respective reserve represents cash contributed for operating purposes.

	2,000.00	1,035,730.16	1,017,930.16	19,800.00	19,800.00
Welfare New Orleans Building Corp.					
Welfare Mobile Building Corp.	2,000.00	200,409.41	188,609.41	13,800.00	13,800.00
	\$10,000.00	\$3,554,688.11	\$3,461,988.11	\$102,700.00	\$102,700.00

Individual filings of Part IV, Sections A, B and C for the foregoing subsidiary corporations will be made under separate cover.

Part IV—Section A—Item 7c—Other Assets

Advances to corporations—		
Welfare Mobile Building Corp.	\$ 8,973.16	\$ 26,973.16
Welfare Philadelphia Building Corp.	17,784.09	30,284.09
Welfare Baltimore Building Corp.	50,000.53	75,148.53
Welfare New Orleans Building Corp.	45,216.11	79,664.07
Welfare New York Building Corp.	—	20,000.00
Travel advances	800.00	—
Security deposits	259.00	309.00
Fixed Assets (see attachment for reconciliation)		
Furniture and fixtures—Plan office	287,723.24	309,590.55
Furniture and fixtures—Detroit	10,733.48	10,733.48
Training facilities—Bayou Le Batre, Ala. **	31,185.47	31,185.47
Medical and Safety Program facilities—		
Brooklyn, N. Y.	95,927.20	97,273.47
Puerto Rico	67,493.02	68,050.39
Chicago, Illinois	316,538.32	321,450.47
New Orleans, Louisiana	46,926.34	46,715.09
Baltimore, Maryland	47,075.78	47,210.82
Furniture and fixtures—Blood Bank Program	558.78	780.36
Equipment—outports	3,190.40	5,597.40
Cemetery plots	833.30	833.30
Less reserve for fixed assets	(908,185.33)	(939,420.80)
Advances to Seafarers Welfare Plan Clinic—		
Chicago, Ill.	—	100,500.00
Insurance claim receivable	—	1,304.76
Due from participating groups re		
Medical Clinic Services	—	796.72
Total other assets	\$123,032.89	\$334,980.33

**Title to this property is in the name of the Welfare Mobile Building Corp., a wholly owned corporation
() Indicates negative figure

SIU WELFARE, PENSION & VACATION PLANS

Cash Benefits Paid

Report Period: July 1—July 31, 1969

	Number of Benefits	Amount Paid
SEAFARERS' WELFARE PLAN		
Scholarship	—	\$ —
Hospital Benefits	2,365	58,299.56
Death Benefits	18	43,722.74
Medicare Benefits	18	465.00
Maternity Benefits	25	5,000.00
Medicare Examination Program	364	10,915.00
Dependent Benefits (Average \$484.35)	1,830	88,746.49
Optical Benefits	529	7,946.02
Meal Book Benefits	839	8,390.00
Out-Patients Benefits	4,647	36,266.00
SUMMARY OF WELFARE BENEFITS PAID	10,635	259,750.81
SEAFARERS' PENSION PLAN-BENEFITS PAID	1,395	319,947.00
SEAFARERS' VACATION PLAN-BENEFITS PAID (Average \$430.38)	1,825	785,449.89
TOTAL WELFARE, PENSION & VACATION BENEFITS PAID THIS PERIOD	13,855	\$1,365,147.70

Use of Political Muscle by Retirees Can Help Secure Better Benefits

LOS ANGELES — Political activity by retired persons is essential to winning major improvements in social security benefits, AFL-CIO Social Security Director Bertram Seidman emphasized.

If the elderly will work to get out the vote and elect friends to Congress "they will have a strong ally in the labor movement," Seidman told a conference of retired union members here.

The conference on the problems and potential of retirees was sponsored by the Los Angeles AFL-CIO's senior citizen committee. More than 150 participants heard major addresses and engaged in workshops aimed at organizing retirees.

Winston Churchill once said "you can measure the civilization of a people by the way they treat their older folks," Seidman recalled. "By this standard," he added, "our nation flunks the test."

"This judgment may seem a little harsh," he continued, "but not overly so if we see the statistics not as impersonal digits but remember they represent human beings—in this case, victims of low income, poor health care, bad housing, inadequate recreation and inferior food and clothing."

For millions of the elderly, the situation is one of "misery and loneliness—living out their lives in quiet desperation in a nation where youth is worshipped," Seidman said.

The biggest problem for the elderly is income and the largest income program for the elderly is social security, he noted. "Unfortunately," he said, "the importance of its benefit is in stark

contrast to its adequacy."

He outlined the chief points of the AFL-CIO's recommended changes in Social Security including an increase of payments by 50 percent in the next few years, and a minimum benefit of \$100 a month for a single person and \$150 for a couple.

The federation's program, he added, which would include expansion of Medicare for prescription drugs and eye-glasses, "would virtually wipe out poverty among social security beneficiaries."

While labor is doing its best to get the program through Congress, Seidman said, "these efforts will never be fully successful unless we are backed up by a growing and politically active senior citizens movement."

He expressed hope that there would be further expansion of political activity by the aged and cited the National Council of Senior Citizens as an example of the "expanding influence" of those over 65.

Nelson H. Cruikshank, NCSC president, described his organization's drive for improved social security benefits and the role it played in helping achieve Medicare.

Also on the list of the council's achievements, he said, are programs established for insurance, prescription drugs, legal aid and a number of government services for the aged.

Cruikshank stressed that the council has supported programs that go beyond the elderly to benefit persons of all ages, such as minimum wage legislation, job training and consumer protection.

"We are not a separatist group but a part of the main-

Labor Expert Writes:

Workmen's Compensation Outdated; Strong Federal Standards Required

WASHINGTON — Strong federal standards are needed to shore up the nation's antiquated workmen's compensation system, an AFL-CIO staff expert emphasized recently in an insurance trade publication.

A myriad of state laws have "glaring deficiencies," some of which go all the way back to when the system was set up more than 50 years ago, writes James R. O'Brien, an assistant director of the AFL-CIO Department of Social Security.

O'Brien expresses labor's view in one of three articles on workmen's compensation and its outlook for the future in the weekly magazine, *Business Insurance*.

The other writers are M. Roscoe Lowery, president of the

International Association of Industrial Accident Boards and Commissions, and Paul S. Wise, president, American Mutual Insurance Alliance.

Workmen's compensation was society's first major legislative response to the human and social needs of industrial and technological change, O'Brien points out. However, he adds:

"After 50 years the results are disappointing. Technological and industrial progress has proceeded at breakneck speed but state workmen's compensation laws have not kept pace."

He cites examples of deficiencies in such terms as these:

- Depending upon your source, estimates of workers covered by laws "range from a low of 60 percent to a high of 80 percent."

- A number of laws that allow employers to accept or reject them and provide wide exemptions "are indefensible anachronisms in the system."

- Strict limitations on medical benefits contained in 18 state laws "are inexcusable" and limits on occupational disease coverage "in a like number of state laws is tragic."

- Death benefits in too many states "utterly fail to provide adequate protection for a surviving widow and children."

- Disability benefits "are even worse" under the system with a majority of states providing payments so low that the family of the injured worker "is forced to live below the poverty level."

In other areas, O'Brien points to a lack of permanent total disability benefits under many laws and harsh limitations on the duration of benefits that violate "the original intention of our workmen's compensation system."

He sets forth the AFL-CIO's program of minimum standards for state laws to include:

Coverage of all workers and all occupational injuries and diseases, full medical benefits, rehabilitation benefits, benefits for the totally disabled for the period of disability, death benefits for a widow until death or remarriage, choice of physician by a worker, double benefits for illegally employed minors who are injured on the job and maximum temporary total disability of not less than two-thirds of the injured worker's average weekly wage.

The article describes some improvements made in the Federal Employees' Compensation Act by Congress in 1966 and pending bills to establish national standards and protect workers in certain industries, such as coal and uranium mining.

"All of these proposals," O'Brien declares, "stem from the conviction of responsible people that state legislatures cannot be relied upon to modernize the workmen's compensation system."

A greater federal voice in the system is needed, and it is "being demanded by injured workers and their families," he concludes.

Lowery and Wise, while opposing federal standards acknowledged deficiencies in state workmen's compensation laws.

Lowery said that the states must meet their responsibilities at "a more rapid pace." States that lag, he said, "must be made aware that the alternative to their inaction is strong federal legislation."

Wise conceded that inadequacies in state laws require "quickly accelerated progress" toward improvement or there will be "burgeoning federal intervention."

Anti-Union Employer Fined \$250 Daily

CINCINNATI—Bet you thought it would never happen. An employer here is being fined \$250 a day for every day he refused to recognize the union of his employees.

A higher court, however, has ordered a stay of the execution of the fine pending appeal.

The employer is the Metropolitan Housing Authority. The union is District 51, State, County and Municipal employees, representing maintenance men at 12 apartment complexes.

stream of life sharing the same goals with many segments of society," he declared.

Other speakers included Dr. James Birren, director of the Center of Gerontology, University of Southern California; and Representative James C. Corman (D-Calif.).

James Carbray, chairman of the Los Angeles federation's senior citizens committee, was chairman of the conference.

Herald-Examiner Strike-Lockout Continues



Updated strike calendar at Los Angeles Newspaper Guild strike headquarters shows how long the strike and lockout continues at the Hearst Herald-Examiner. Daily chore is performed by Guild members.

From the Ships at Sea

Five Seafarers were recently hospitalized from the crew of the **Monticello Victory** (Monticello Tankers), Meeting Secretary **Arthur Rudnicki** writes. According to Ship's Delegate **J. Gorman**, they are **W. Sutton** and **J. Schultze** at Bombay; **E. Mastrianni** and **D. Payne** at Yokosuka and **J. Richards** at Sasebo. The ship's treasury holds \$20 American plus three Singapore dollars. Brother **Enos Ott** was elected new ship's delegate upon Gorman's resignation. The meeting was attended by 26 members and chaired by Brother **A. R. Haskins**.



Rudnicki

Frank Smith, meeting chairman aboard the **Seatrain Georgia** (Hudson Waterways), reports that some of the "oldtimers" aboard took time out during the ship's meeting to acquaint several new members with some points of shipboard procedure and explain the various SIU welfare benefits. Brother **Duane Mylar** was elected to serve as ship's treasurer and immediately began working on setting up a ship's fund. The crew went on record with a vote of thanks to the steward department for doing a really fine job on this voyage. Also noted was the full co-operation of the captain, mate and chief engineer in helping to keep things running smoothly on this trip.



Smith

William Rakestraw, second electrician, was elected ship's secretary-reporter aboard the **Steel Apprentice** (Isthmian), Meeting Secretary **Paul Lopez** writes. **Rakestraw** promises some reports and maybe pictures in the near future. Ship's Delegate **Anthony Torsado** chaired the meeting at which 26 members were present. After a discussion on the pension plan, the majority felt that a reduced pension should be available after 15 years or 60 quarters seatime and a full pension after 20 years or 80 quarters. **T. Klinse** is deck delegate; **M. Eimar**, engine delegate and **M. Caampued**, stewards' delegate. A vote of thanks for a job well done was given the steward department. Complaint was made about the non-receipt of LOGs and communications.



Lopez

bay," Rhone writes. The ship is due to call at Durban next. All 24 members present at the meeting, chaired by Brother **Alfonso Armada**, agreed that the quality of both the chow and the cooks was A-OK. Two menus for each table were asked for and granted. No beefs were reported. Ship's Delegate **William E. Richardson** announced that one crewmember, **J. Thomas**, left the ship in Freeport, the Bahamas, because of personal reasons. Seafarer Rhone says this is his first trip under the new wage scale and he sends congratulations to the negotiating committee for a good job well done. "Now, let's do something about inflation, so I can keep some of it," he says.

noco, steward delegate. **Kenneth Gahagan** chaired the meeting.



Chilinski

— ⚓ —
 Captain **Carl Ingman** died at sea, **John C. Hunt**, meeting secretary aboard the **Transpacific** (Hudson Waterways) writes. A motion was made at the meeting, at which 25 members were present, that condolences be sent to his family from the crew. **William G. Cofone** was meeting chairman. Ship's Delegate **Theodore Chilinski** reported that two men were flown back to the States from Da Nang, South Vietnam. A beef about the mess hall air conditioner was settled with the captain. A motion was made and carried that a bigger AC generator be installed to accommodate private air conditioners and refrigerators while this ship is on the tropic run. The master ruled that the crew could have their own, since some officers already enjoy this privilege. A motion was made that the whole ship be air conditioned; also that the watchstander in the engine room filling in for a missing man should get the missing man's wages plus overtime. The wage and overtime increase was received in Da Nang. Everybody is extremely satisfied and a vote of thanks was sent to the Union negotiators.

— ⚓ —
Raymond W. Hodges, ship's delegate aboard the **Fairland** (Sealand), reports that the ship ran into a "little gale" whose winds reached some 120 miles per hour about two days before reaching Japan.



Hodges

Both vessel and crew weathered the storm fairly well, except for Chief Cook **Robert R. Mortensen**, whose left hand was badly cut during the ordeal. Brother **Mortensen** had to be hospitalized when the **Fairland** reached Japan, and unfortunately had to remain behind when the vessel began her return trip home to Oakland, California. Some light damage sustained by the vessel during the storm was repaired while the vessel was docked in Japan.

— ⚓ —
John J. Doyle, meeting secretary, made a motion at a meeting aboard the **Oakland** (Sealand) which was seconded by **M. E. Sanchez**, that the vacation plan be amended to give special consideration to service aboard containerships. The Seafarers suggested that containership companies pay a bonus of seven days per month, to be given at the completion of each voyage. There are no beefs and the ship's movie fund has \$121. The men also felt that all hands should attend meetings and that the crew should continue to elect ship's delegates. **T. J. White**, ship's delegate, chaired the meeting at which 20 members were present.



White

— ⚓ —
 A breakdown in the air conditioning which lasted for 18 days was reported from the **Transcolumbia** (Hudson Waterways) by **R. Kalish**, meeting secretary. **Arthur Beck**, ship's delegate, announced the matter would be brought to the attention of the boarding patrolman. **Beck** chaired the meeting at which the 24 members present discussed the new wages. All hands were happy with the new scale, and are anxious to hear about new vacation and pension benefits. **James Fultz** is deck delegate; **William H. Reynolds**, engine delegate, and **Larry Troscclair**, stewards' delegate. A motion was made by Reynolds to take up with the boarding patrolman the matter of the first assistant not returning the OT sheets to the engine department, leaving the men with no record of disputed OT. It was suggested that the stewards should not send the laundry ashore in Vietnam as it comes back just as dirty as when it leaves the ship.



Beck

— ⚓ —
 The SIU Ship's Committee aboard the **Overseas Explorer** (Maritime Overseas) has communicated in a note to the master its appreciation for his actions in diverting the ship to Bermuda, Ship's Delegate **Gerald L. McCray** announced. **McCray** was the meeting chairman, according to **Pete Morreale**, who served as secretary, and he reported, in response to a previous motion by **Charles Ryan, Jr.**, that the chief mate is aware of all items on the repair list and has scheduled work on them by priority. The deck delegate reported some disputed OT to be taken up with the patrolman. One man was sick at Bermuda and put off there for medical attention, the engine delegate stated. The letter from headquarters to all "B" Book members regarding seniority upgrading was read and posted. A motion was made that all of the Seafarers fill in and mail the pension questionnaire. The ship has called at Haifa and is due to pay off on the Gulf Coast.



Morreale

— ⚓ —
 With 28 members at a meeting aboard the **Columbia Baron** (Columbia SS) chaired by **Jose Ortiguerra**, a motion was made by Brother **Walter Harris** to elect a new ship's delegate and the Seafarers then voted Brother **Rafael V. Saldana** to the post. Meeting Secretary **Alton R. Booth** moved, and Harris seconded, to extend a vote of appreciation to the Union officers for the new raises. It was also decided to exclude longshoremen from the crew mess room, which will be kept locked. **M. C. Foster** is deck delegate; **Joe Kordich**, engine delegate and **C. R. Breaux**, stewards' delegate. No beefs were reported.



Ortiguerra

— ⚓ —
 Meeting chairman **Joe Collins** reports everything running smoothly aboard the **Del Mar** (Delta Line Inc.). Brother **Juan A. G. Cruz** had to leave the ship in Salvador, Brazil, and fly home to be with his wife who was taken ill. A radiogram sent to the crew by Brother **Cruz** was received several days later thanking them for making it possible for him to make the flight home. All hands are happy to learn that Mrs. **Cruz** is now improving. A vote of thanks was extended to Brother **Julius Scheidel**, ship's delegate aboard the **Del Mar**, for a job well done in representing the crew.



Collins

— ⚓ —
 The crew of the **Seafarer** (Marine Shipping) was restricted at Res Shirkein, Egypt. Meeting Secretary **Cliff Mallory** reports, adding that he is sending a letter signed by the customs officer. Also reported was that launch service in Bombay was held down to one a day and that mail service from the agent was bad. Some overtime is pending. There were 23 members present at the meeting, which was chaired by Steward Delegate **Elmer R. Hawcroft**. The crew is still in need of a new washing machine which was to be installed in Seattle prior to departure. Nor was the ship fumigated in Seattle.



Hawcroft

— ⚓ —
 Some crew members are working hard to put some of the old time salty traditions back into the trade—such as the gold ring in the ear—Meeting Secretary **William H. Rhone** reports from the **Producer** (Marine Carriers). "**Jerry R. Evans** has some left ear pierce jobs to his credit and more of his wonders have been promised after Bom-



Rhone

— ⚓ —
 The crew aboard the **Tamara Guilden** (Transport Commercial) has donated \$135 to the widow of departed Brother **William K. Kerwin**, according to Meeting Secretary **J. G. Juvenal**. Ship's Treasurer **Eddie Rogg** said



Rogg

there was \$6.70 in the ship's fund and \$626 in the movie fund. **Serafin Milla**, who was elected new ship's delegate, will check the uncompleted repairs as well as what's being done about the rusty and salty drinking water. **Henry O. Nuttig** is deck delegate; **F. A. Torres**, engine delegate, and **Antonio Ti-**

WRITE TO THE LOG

Seafarer Praises Upgrading School

To the Editor:

I would like to thank the SIU for the opportunity of attending the upgrading school at Piney Point, Maryland. I went there to get my AB Ticket and was very impressed with the school. It has to be the best in the maritime industry.

I would like to thank AB Instructor Bob Garn for all the help he gave me. The day after I graduated from the Harry Lundberg School of Seamanship, I shipped out on the SS Berkeley Victory as an AB.

I would again like to thank the SIU and a hell of a good teacher.

Sincerely,
George Jordanides
San Francisco, Calif.



Promotes Maritime With Help of LOG

To the Editor:

I have had the privilege of receiving the LOG for some time. I retired from the sea in 1967 and I'm now working as a stationary engineer in New Jersey. I am a member of various organizations—Veterans of Foreign Wars, National Association of Power Engineers, Oil, Chemical, and Atomic Workers Union, and the International Union of Operating Engineers.

I mention this because at every opportunity at the meetings of these organizations I try to promote our sadly depleted American-flag merchant marine.

My being able to read the LOG is a great assistance in this activity. I hope I shall continue to receive it for a long time to come.

Thank you,
Allan M. Perry Jr.



Seafarer Thanks Del Mar Shipmates

To the Editor:

I would like to thank all of my shipmates and Union brothers on the SS Del Mar for their help rendered to me when I needed it so badly in Bahia, Brazil. It made it possible for me to be home with my wife when she was ill.

There are no words that can express my gratitude for their help. Their thoughtfulness will always be remembered and appreciated.

Once again, I thank everyone for their help.

Sincerely,
Juan A. G. Cruz
New Orleans, La.

Member Finds 'Personals' Helpful

To the Editor:

I want to thank the Seafarers LOG for running a personals column. It enabled me to contact my attorney in New Orleans promptly after he placed a personal notice under my name in the Log.

The personals column is a valuable service to the membership.

Sincerely,
Jerry L. Wolfe
Oakland, California

LETTERS To The Editor

Old Times Recalled—With No Regrets

To the Editor:

Recently I retired on my SIU Pension and I could not rest until I could write of the contrast in the life of a merchant seaman now with the time before there were unions.

Back in the '20s and the '30s you never knew whether you would get a job in a day or in a year. There were no union halls and when a ship came in you stood on a frozen dock while the mate picked his friends. If he thought you were a pro-union man you simply did not get hired.

The food was terrible. After wrangling some of the slop from the galley you carried it aft in tin cans. The biggest bully got the best food. You ate it where you could, and if the roll of the ship made you drop it you were out of luck unless you could fight for some more slop and get it.

It was not unusual to work around the clock and whoever heard of being paid overtime? On those old steam tubs you could be put to work shoveling coal for six hours on and six hours off.

In the winter time in the North Atlantic you spent more for warm clothes than you got in wages.

The SIU changed all that. Today we have modern Union halls where a Seafarer can relax while waiting his turn to ship out. A fellow can read or trade stories with old shipmates. Not like the old dingy wooden stairways where the crimps charged you to get a job.

Five years ago when I was almost totally deaf, the SIU paid for a blessed operation which restored my hearing. Now, in my old age I can live with dignity on an SIU pension. For all this I am grateful.

Fraternally yours,
Lawrence McCullough,
M-338

SIU Negotiators Praised for Efforts

To the Editor:

The advent of new wage gains in the three departments—namely, deck, engine, and steward—in the new contract which became effective on June 16, 1969, is indeed good tidings for the SIU membership. In addition to the new wages, increases in OT rates were gained by each department.

Surely the membership is aware that all these things meant hard work and a lot of time and effort on the part of our negotiating committee and the officers of the Union.

On top of all this, the membership did not have to strike to gain all the substantial benefits in wages, OT, etc. In fact our negotiating committee does not stop after they have done their best to produce results good for the entire membership, but are still working to bring more beneficial results in the area of welfare, pensions and vacations.

It therefore behooves the membership not to forget to say "Thank you very kindly," to our Union—and to the Negotiating Committee in particular—for an achievement well done. Let us hope they can bring us another good package in connection with matters still under negotiation.

Sincerely,
P. C. Esteban—E—
178 (Retired)



SIU Welfare Plan Boon to Member

To the Editor:

I wish to thank the SIU Welfare Department for all the recent financial assistance they gave me. I don't know what I could have done without the help of the SIU Welfare Plan. It was extremely helpful when my wife passed away on August 1st in the John Sealy Hospital in Galveston, Texas.

Again, I want to say thank you for all of your help.

Yours truly,
Phillip F. Payne
Woodville, Texas



Another Boost For Welfare Plan

To the Editor:

A note of gratitude and thanks to all for the wonderful way that the SIU Welfare Plan took care of my wife's doctor and hospital bills last August, 1968.

It was truly a blessing not to have to worry about the extra expense.

Sincerely,
Raymond E. Waterfield
Norfolk, Va.

Another Old-Timer Retires



Christos Haulis, left, receives his first SIU pension check after closing out a long sailing career. Presenting the check is SIU Director of Welfare Al Bernstein. Brother Haulis last sailed as AB on the Sabine carrying a grain cargo on the long run to India.

House Hikes Education Funds But Maims Anti-Bias Effort

WASHINGTON — After three days of debate, the House nailed down a more than \$1 billion boost in the Nixon Administration's education budget. But it also delivered a blow to school desegregation efforts.

The Nixon budget called for \$5 billion less for education programs this fiscal year than the school aid law authorized. The House Appropriations Committee increased Nixon's education requests by \$123 million.

The House, in approving a \$17.5 billion budget for the departments of Labor and Health, Education and Welfare, provided \$894.5 million more than the committee recommended. The final vote, 393-16, upheld an earlier vote which put in the extra money. That key vote was 242-106.

If sustained by the Senate, the school funds of \$4.2 billion will be the largest provided in a single year. Most of the additional money will go to aiding schools in federally impacted areas, schools in poverty areas, vocational education and student loans.

On the negative side, the House put into the bill an amendment sponsored by Representative Jamie L. Whitten (D-Miss.) which would prevent cut-off of federal aid to school districts that refuse to comply with desegregation orders.

House liberals fought a battle to knock out the amendment, which passed the House last year but was stopped in the Senate. They lost in a 157-153 teller vote.

The Nixon Administration took no position on the amendment even though it was urged to oppose the restriction by a

number of representatives, including Representative Silvio O. Conte (R-Mass.). There still has been no comment on the amendment by the Administration.

The House also approved an amendment calling upon colleges and universities to cut off funds to students who take part in campus disorders. However, the curb would be left up to the educational institutions, with no federal enforcement included.

The House also passed, by a voice vote, a bill to increase veterans' educational training allowances by an average of 27 percent. The measure, which also would boost the subsistence allowance for disabled veterans in educational training, would affect nearly 750,000 persons.

Money Due

Robin Line has advised New York headquarters that they are holding unclaimed wages for the following Seafarers:

William R. Miller, \$36.40; E. W. Bartol, Jr., \$27.99; Jerry W. Dellinger, \$38; Alva R. Bailey, \$104; Robert C. Antoni, \$14.76; Wilbern G. Haggard, \$23; Julian E. Smith, \$96; Andrew Green, \$509.71; Jose J. Sosa, \$101; Alcuin A. Smith, \$1.35; R. C. Jones, \$1; John P. White, \$15.65.

Seafarers listed should contact the company as soon as possible at the following address:

Mr. F. L. Haggerty, Manager, Accounting Services, Moore-McCormack Lines, Inc., 2 Broadway, New York, N.Y. 10004.

SEATRAN SAVANNAH (Hudson Waterways), July 27—Chairman, Charles Reed; Secretary, James Carter; Engine Delegate, W. Thompson; Stewards Delegate, W. McRae. No beefs were reported by department delegates. Ship needs to be fumigated very badly.

HATTIESBURG VICTORY (Alcoa), July 28—Chairman, L. Englund; Secretary, E. Caudill; Ship's Delegate, Alan R. Smith; Deck Delegate, W. R. McClinton; Engine Delegate, P. Brooks; Stewards Delegate, H. C. McCurdy. Discussion held regarding poor mail service. Disputed OT in engine and steward departments.

SS MISSOURI (Oriental), July 6—Chairman, William G. Rudd; Secretary, S. Sokolie; Ship's Delegate, William G. Rudd; Deck Delegate, Ernest Kolenorsky; Engine Delegate, S. Sokolie; Stewards Delegate, Charles A. Donnough. Ship's delegate to contact patrolman about various beefs. Some disputed OT in engine department. Motion made that when a ship is on Persian run, the crew be allowed to pay off after 6 months, at company's expense, and his replacement flown from the States.

DIGEST of SIU SHIP MEETINGS

BUCKEYE ATLANTIC (Buckeye), July 26—Chairman, John Bashan; Secretary, James Temple; Ship's Delegate, Charles Terry; Deck Delegate, Lester W. Hall, Jr.; Engine Delegate, G. L. Saylor. Some disputed OT in deck department to be squared away at payoff.

MIDLAKE (American Bulk Carriers), July 20—Chairman, Albert R. Wills; Secretary, Timothy Gallagher; Ship's Delegate, Albert R. Wills; Deck Delegate, W. Thomas; Engine Delegate, F. A. Lee; Stewards Delegate, Victor T. Bonura. Matter of repairs to be taken up with patrolman. Vote of thanks to the 4-8 deck watch for cleaning mess hall in the mornings, and making good coffee. Vote of thanks to the entire steward department for a job well done. Some disputed OT in engine department.

COLUMBIA TIGER (Columbia), July 13—Chairman, Edward A. LaRoda; Secretary, Richard Smith; Ship's Delegate, Edward LaRoda; Deck Delegate, Bernard Lando; Engine Delegate, Joseph H. Lemento; Stewards Delegate, Richard G. Smith. No beefs were reported by department delegates.

COLUMBIA EAGLE (Columbia), June 22—Chairman, J. Lewis; Secretary, E. Brown; Ship's Delegate, Jesse S. Lewis; Deck Delegate, William Guernsey; Engine Delegate, James Marsh; Stewards Delegate, Emanuel Gamil. Brother V. McCloskey was elected to serve as safety delegate and was given a vote of thanks for a job well done on previous voyages. Captain agrees to recognize all points of SIU contract with crew. No beefs were reported by department delegates.

POTOMAC (Ogden), July 19—Chairman, A. Horde; Secretary, W. J. McNeely; Deck Delegate, H. A. Smith; Engine Delegate, H. A. Smith; Stewards Delegate, R. McKnight. Vote of thanks was extended to the steward department for a job well done. No beefs were reported by department delegates.

MADAKET (Waterman), May 6—Chairman, Y. Somani; Secretary, Leon J. Webb; Ship's Delegate, W. M. Stanley. No beefs were reported by department delegates.

JOHN B. WATERMAN (Waterman), July 26—Chairman, Joseph D. Blanchard; Secretary, F. R. Sullivan; Ship's Delegate, Donald E. Poole; Deck Delegate, John Robinson; Stewards Delegate, T. G. Beatraus. Motion made that vacation pay be paid according to a man's base pay. No beefs and no disputed OT.

MADAKET (Waterman), August 3—Chairman, Leon J. Webb; Secretary, Edward Brinn; Ship's Delegate, W. M. Stanley; Deck Delegate, M. E. Leader; Stewards Delegate, William H. Little. Some disputed OT in deck and engine departments to be taken up with boarding patrolman. Vote of thanks to the steward department for a job well done.

COLUMBIA EAGLE (Columbia), July 6—Chairman, J. Lewis; Secretary, E. Brown; Ship's Delegate, Jesse Lewis; Deck Delegate, William Guernsey; Stewards Delegate, Emanuel Lane. \$20.00 in ship's fund. No beefs and no disputed OT.

STEEL TRAVELER (Isthmian), June 29—Chairman, Stanley Jan Dora; Secretary, John Coyle; Ship's Delegate, Stanley Jan Dora; Deck Delegate, Romolo DeVirgilio; Engine Delegate, Daniel Butts, Jr.; Stewards Delegate, Russell G. King. \$7.50 in ship's fund. No beefs were reported by department delegates. All members aboard ship ratify and urge the ratification of the new contract. A unanimous vote of thanks to the negotiating committee, for a job well done.

STEEL FABRICATOR (Isthmian), July 13—Chairman, Harry Kaufman; Secretary, W. H. Simmons; Ship's Delegate, George R. Wilkey; Deck Delegate, Edward J. Boadine; Engine Delegate, Albert G. Loo; Stewards Delegate, Donald Reiss. Ship is badly in need of repairs. No major beefs and everything is running pretty good. Ship's delegate thanked the crew for their cooperation in making this a fine voyage, vote of thanks was extended to the steward department for a job well done.

DEL ALBA (Mississippi), July 20—Chairman, William A. Aycock; Secretary, Peter Gebbia, Jr.; Ship's Delegate, William A. Aycock; Deck Delegate, Thomas L. Harrell; Engine Delegate, Norman Lightell; Stewards Delegate, John A. Schultz. Vote of thanks was extended to the negotiations committee for the new contract. \$20.00 in ship's fund.

SEATRAN GEORGIA (Hudson Waterways), July 13—Chairman, Frank Smith; Secretary, James Thomas; Deck Delegate, Ronald W. Jones; Engine Delegate, A. L. Boone; Stewards Delegate, John W. Murphy. Vote of thanks was extended to the steward department for a job well done. Ship's delegate reported that the Captain, Mate and Chief Engineer are giving their full cooperation to the crew.

SIU ARRIVALS

Michael Quillen, born July 14, 1969, to Seafarer and Mrs. Virgil Quillen, Philadelphia, Pa.

Leisa Gordon, Born July 8, 1969, to Seafarer and Mrs. Donald J. Gordon, Cleveland, Ohio.

Mark Fisher, born April 18, 1969, to Seafarer and Mrs. William S. Fisher, Corrigan, Texas.

Billy Boyd, born May 7, 1969, to Seafarer and Mrs. Billy L. Boyd, Barnhart, Missouri.

Wilbert Freeman, born July 4, 1969, to Seafarer and Mrs. Wilbert Freeman, New Orleans, La.

Robert Wiggins, born June 12, 1969, to Seafarer and Mrs. Cecil B. Wiggins, Theodore, Ala.

Joseph Huszar, born June 21, 1969, to Seafarer and Mrs. Joseph B. Huszar, Pasadena, Texas.

Elizabeth Camarena, born March 12, 1969, to Seafarer and Mrs. Camilo C. Camarena, Houston, Texas.

Tara Bird, born June 12, 1969, to Seafarer and Mrs. Robert B. Bird, Chicago, Illinois.

Carmen White, born May 1, 1969, to Seafarer and Mrs. James A. White, Jr., Salisbury, Md.

Terrie Lynn Dash, born February 2, 1969, to Seafarer and Mrs. Freddie W. Dash, Tallshuk, La.

Virgil Meekins, born May 27, 1969, to Seafarer and Mrs. James M. Meekins, Chesapeake, Va.

Jennifer Marie St. John, born May 16, 1969, to Seafarer and Mrs. John St. John, Brooklyn, N.Y.

Peter Middleton, born August 9, 1969, to Seafarer and Mrs. Kenneth V. Middleton, Tampa, Florida.

Peggy Byrd, born August 25, 1969, to Seafarer and Mrs. John T. Byrd, Winnfield, Louisiana.

Eric Francis Gordon, born August 11, 1969, to Seafarer and Mrs. Richard A. Gordon, Kew Gardens, Long Island.

Dennis Wong, born November 27, 1968, to Seafarer and Mrs. Eight Moon Wong, Providence, Rhode Island.

Shirley Lewis, born July 16, 1969, to Seafarer and Mrs. James D. Lewis, Port Arthur, Texas.

Gail Follmar, born July 18, 1969, to Seafarer and Mrs. Donald A. Follmar, Houston, Texas.

James Brooks, born June 12, 1969, to Seafarer and Mrs. Donald S. Brooks, Jr., New Orleans, Louisiana.

Eileen and Marlene Albaugh, born July 11, 1969, to Seafarer and Mrs. Kenneth R. Albaugh, Ashland, New Jersey.

Jose Castell, born July 10 1969, to Seafarer and Mrs. Jose M. Castell, Playa Ponce, Puer to Rico.

Tammy Broadus, born March 13, 1969, to Seafarer and Mrs. Edward L. Broadus, Mobile, Alabama.

PERSONALS

John Peter Wade
Please contact William H. Young of Confidential Personnel Service at 1335 Emory Street, San Jose, California.

Ted M. Bojanowski
Miss Bapatan Hack asks that you get in touch with her as soon as possible at 3312 Sumter Avenue, Baltimore, Maryland 21215.

Richard Donald Tapman
Your wife, Margaret, asks that you contact her as soon as possible at 2000 Ramblewood Road, Apartment B, Baltimore, Maryland 21214.

Jim Dryden
Newton B. Schwartz, attorney, asks that you get in touch with him as soon as you possibly can. The address is 500 Branard at Garrott, Houston, Texas 77006.

Robert C. Alexander Walker
Please get in touch with your wife, Beatrice, as soon as possible. The address is 2032 N. 32nd Street, Philadelphia, Pennsylvania 19121.

Ernest M. Jackman
Please contact your mother, Mrs. Ella May Jackman, 416 Third Street, Portsmouth, Virginia 23704 as soon as possible.

Perry Konis
Please contact Leon B. Lipkin, Woolworth Building, 233 Broadway, New York, New York as soon as possible.

Robert James Morgan
Please contact your mother, Mrs. Beatrice Sutard, 10841 61st Avenue North, Seminole, Florida 33540 as soon as possible.

Albert H. Richards
Albert F. Knauff

Please get in touch with Columbia Steamship Company as soon as possible in regard to your personal injury claims. Write to Mr. W. H. McDaniel, Claim Agent; Columbia Steamship Co., Inc., 2300 S.W. First Ave., Portland, Oregon 97201. If more convenient, telephone collect: (503) 222-1681.

Frank Prendergast
Please contact Bill Parker, 1531 Kimball Street, Brooklyn, N.Y. 11234 in regards to a sum of money due you.

Ben Martin
Please send your mailing address to Leo Kuladowski, P.O. Box 91, Trimble, Ohio 45782.

John A. Maples, Jr.
Please contact Velma Jackson, 2411-45th Street, Galveston, Texas 77550 immediately in regards to important papers that require your signature.

Dennis A. Kendrick
Mrs. Thomas A. Lawrimore asks that you contact her as soon as possible at 1130 Sheffield Boulevard, Houston, Texas 77015.

NOTICE TO ALL

**SHIP CHAIRMEN
SHIP SECRETARIES
DEPARTMENT DELEGATES**

Seafarers on SIU ships around the world would like to have your crew share their experiences with them. You can do this by sending in any newsworthy, interesting or humorous experience of members of the crew which can be published in the Seafarers LOG.

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

Checks Being Held

Income tax refund checks are being held for the Seafarers listed below by Jack Lynch in Room 201, 450 Harrison Street, San Francisco, California 94105:

- Morris Berlowitz**
(Two Checks)
- Jesus Granados**
- Charles R. Hummel Jr.**
- Pao C. Lee** (Two Checks)
- Robert MacMillan**
- Bobbie E. McMichael**

MOBILE (Sea-Land), July 13—Chairman, E. Hogge; Secretary, F. T. DiCarlo; Deck Delegate, K. D. Kenny; Engine Delegate, S. Harrison; Stewards' Delegate, Peter Vi-care. Discussion held on retirement plan. Crew feels that 20-year bust-out is the best. Vacation Plan also discussed. Vacation should be so many days pay a month according to rating held on ship. The days per month to be worked out by the Union. No beefs reported by department delegates.

SEATRAN LOUISIANA (Hudson Waterways), July 20—Chairman, Jack Kennedy; Secretary, D. M. Woods. No beefs and no disputed OT.

TRENTON (Sea-Land), July 21—Chairman, Dan Butts; Secretary, John Owen; Ship's Delegate, Thomas F. Delaney; Deck Delegate, Juan Reinoso; Engine Delegate, Jack C. Taylor; Steward Delegate, George Elliott. Motion made that the crew members on this vessel suggest that the Union form a panel of officials to check on any new (or conversions) ship plans that SIU-contracted companies come up with in reference to crew quarters. It is our belief that in this modern day and age, Seafarers are entitled to individual rooms on future vessels. The company will benefit in many ways by having single bunks for all hands. No beefs and no disputed OT.

CHOCTAW (Waterman), July 13—Chairman, Jack Yates; Secretary, A. L. Doud; Ship's Delegate, Frank Timmons; Deck Delegate, James Fisher; Engine Delegate, Louis Scheuing; Stewards' Delegate, John Indorf. No beefs reported by department delegates.

ALCOA EXPLORER (Alcoa), July 13—Chairman, John C. McDonald; Secretary, John R. Roberts; Ship's Delegate, D. Coleman; Deck Delegate, Bert Keenan; Engine Delegate, Samuel L. Gibson; Stewards' Delegate, Raymond J. Shonor, Jr. Motion made to have ship's delegate write to Headquarters asking for clarification on the different rates of OT and pay. Some disputed OT in each department.

DELTA BRASIL (Delta), July 6—Chairman, Mike Dunn; Secretary, Willie Bragg; Ship's Delegate, Mike Dunn; Deck Delegate, Albert W. Saxon; Engine Delegate, Paul Thomas, Jr.; Stewards' Delegate, Leonardo Manca. Motion was made to accept contract as stated with the exception of the meeting officers. They should be elected accordingly. Patrolman to check food supply and working gear. Vote of thanks to the steward department, especially crew messmen. Vote of thanks to the captain. Few hours disputed OT in deck department to be taken up at payoff.

MONTICELLO VICTORY (Monticello Tankers), July 13—Chairman, A. R. Haskins; Secretary, A. Rudnicki; Ship's Delegate, J. Gorman; Deck Delegate, V. Grima; Engine Delegate, Henri Bak; Stewards' Delegate, Emilio Barrito. Brother Enos Ott was elected to serve as new ship's delegate. \$20.00 in ship's fund. No beefs were reported by department delegates.

STEEL ADMIRAL (Isthmian), June 29—Chairman, None; Secretary, R. A. Van Cise. No beefs were reported by department delegates. \$40.50 in ship's fund and \$83.55 in movie fund.

TRANSERIE (Hudson Waterways), July 20—Chairman, R. W. Elliott; Secretary, W. B. Yarbrough; Ship's Delegate, V. Hakkarain; Deck Delegate, George Forrest; Stewards' Delegate, R. W. Elliott. \$40.00 in ship's fund. Motion was made that the crew refuse to sign on for one year articles unless they have the proper stores on board. Beef in engine department regarding chief mate doing pumpman's work. There have been no safety meetings on this ship.

DEL MUNDO (Delta), July 20—Chairman, James H. Bales; Secretary, Vincent J. Fitzgerald; Ship's Delegate, Willie G. Barron; Deck Delegate, Benny Brinson; Engine Delegate, Augustin Diaz; Stewards' Delegate, Freddie Baptista. Motion was made that normal retirement plan be worked out for members with 15 years sea time, regardless of age. Few hours disputed OT in engine department. Vote of thanks was extended to the steward department for a job well done.

STEEL APPRENTICE (Isthmian), July 6—Chairman, William W. Stevens; Secretary, Paul P. Lopez; Ship's Delegate, James Barnes; Deck Delegate, T. S. Kline; Engine Delegate, Marcelo Eimar; Stewards' Delegate, M. Campued. Disputed OT in deck and engine departments to be squared away by boarding patrolman.

CONNECTICUT (Connecticut Transport), June 28—Chairman, F. Foster; Secretary, E. Sylvester; Ship's Delegate, Louis W. Moore; Stewards' Delegate, Tobe Dansley. One oiler missed ship at Mobile. No beefs were reported by department delegates.

AZALEA CITY (Sea-Land), June 22—Chairman, L. J. Pate; Secretary, V. E. Monte; Ship's Delegate, Roy Privette. No beefs and no disputed OT.

NEWARK (Sea-Land), June 29—Chairman, Eddie Bonafonte; Secretary, R. Hernandez; Ship's Delegate, Eddie Bonafonte; Deck Delegate, C. W. Maynard; Engine Delegate, G. Morales. Everything is running smoothly with no beefs and no disputed OT.

POTOMAC (Ogden Marine), June 14—Chairman, Charles Bedell; Secretary, Henry C. McCullough; Ship's Delegate, Charles Bedell; Deck Delegate, H. A. Smith; Engine Delegate, A. Shaw; Stewards' Delegate, C. Bedell. Discussion held regarding wages and pension plan. No beefs reported by department delegates.

AMERICAN PRIDE (American Sealanes), May 18—Chairman, William J. Meehan; Secretary, John L. Hodges; Ship's Delegate, C. E. Cornelius; Deck Delegate, Vincent Sherwood; Engine Delegate, H. B. Jake; Stewards' Delegate, P. G. Vaughan. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

ANDREW JACKSON (Waterman), June 29—Chairman, Frank Arana; Secretary, John Mims; Ship's Delegate, Warren M. LaPrelle; Deck Delegate, Chester C. Wheeler, Jr.; Engine Delegate, Frank A. Arana; Stewards' Delegate, Abe Handleman. All is well in all departments. Motion was made to have negotiating committee put more emphasis on the early retirement plan, more so than vacation and welfare. Also, to have pension fund completely separate from welfare fund.

ARIZPA (Sea-Land Service), June 22—Chairman, A. Rivera; Secretary, A. Aragon; Ship's Delegate, Alfonso Rima; Deck Delegate, Luis Rivera; Engine Delegate, L. A. Vila; Stewards' Delegate, Juan Guaris. Motion made to have a relief gang in Puerto Rico. Motion made that telephones be installed on board ship in all ports. Discussion held regarding retirement plan. Vote of thanks was extended to the steward department for a job well done.

ARIZPA (Sea-Land Service), July 6—Chairman, Alfonso Riva; Secretary, Abraham Aragon; Ship's Delegate, Alfonso Rima; Deck Delegate, Luis Rivera; Engine Department, Juan Guaris; Stewards' Delegate, L. A. Vila. Discussion held regarding pension plan. Vote of thanks was extended to the steward department for a job well done. No beefs.

ELIZABETHPORT (Sea-Land), June 22—Chairman, James Ellwell; Secretary, Richard Nelson. \$19 in ship's fund. No beefs, no disputed OT. Most repairs taken care of; deck department needs new wringer.

OVERSEAS AUDREY (Maritime Overseas), June 5—Chairman, Lee J. Harvey; Secretary, Stanley F. Schuyler; Ship's Delegate, Lee J. Harvey; Deck Delegate, John Zieris; Engine Delegate, Thomas C. Hopkins; Stewards' Delegate, Peter V. Hammel. No beefs were reported by department delegates. Few matters to be discussed with boarding patrolman. Vote of thanks to the steward department for a job well done.

GENVEA (U.S. Steel), July 6—Chairman, Fred Bischoff; Secretary, Frank Allen; Ship's Delegate, G. F. Bischoff. \$3.00 in ship's fund. One man missed ship in Morrisville. No beefs were reported by department delegates.

COSMOS MARINER (Cosmos Steamship), May 18—Chairman, John M. Guff; Secretary, Edward Heniken; Ship's Delegate, J. H. Shearer; Deck Delegate, John M. Guff; Engine Delegate, Richard Rogers; Stewards' Delegate, Edward Heniken. \$60.00 in movie fund. Vote of thanks was extended to the steward department for a job well done. No beefs reported by department delegates.

TRANSHURON (Hudson Waterways), June 23—Chairman, G. A. Logan; Secretary, J. R. Prestwood; Ship's Delegate, Albert H. Schwartz; Deck Delegate, Daniel A. Stewart; Engine Delegate, James H. Babson; Stewards' Delegate, G. R. Gonzales. New agreement and welfare to be discussed in full at next meeting. No beefs and no disputed OT.

TRANSHURON (Hudson Waterways), July 3—Chairman, G. A. Logan; Secretary, J. R. Prestwood; Ship's Delegate, A. H. Schwartz; Deck Delegate, Daniel A. Stewart; Engine Delegate, James H. Barron; Stewards' Delegate, G. R. Gonzales. Motion made to accept monthly wage and OT increase as is. To shoot for 15 year seetime, plus 20 years good Union time, regardless of age.

WESTERN HUNTER (Colonial Tankers), June 6—Chairman, R. K. Beeden; Secretary, D. G. Haun; Deck Delegate, Joseph J. McAndrews; Engine Delegate, Jesse King; Steward Delegate, John Glover. Some disputed OT in deck and steward departments. No beefs were reported by department delegates.

NEWARK (Sea-Land), July 13—Chairman, Eddie Bonafonte; Secretary, Ralph Hernandez. Crew washing machine out of order. Discussion concerning lack of transportation in Puerto Rico. No beefs.

STEEL TRAVELER (Isthmian), June 29—Chairman, Stanley Jan Dora; Secretary, John Coyle. \$7.50 in ship's fund. No beefs and no disputed OT. Motion made and seconded for ratification of the new freightship contract with a unanimous vote of thanks to the negotiating committee for a job well done. Bos'n requested that needed repairs be reported to him at once. Vote of thanks to the steward department for fine work. Discussion held on pension plan.

ALBANY (Ogden Marine), June 8—Chairman, D. C. Gay; Secretary, P. C. White. \$53.73 in ship's fund. No beefs from the three departments. Leo J. McGravie elected new ship's delegate. Vote of thanks to cooks for good meals.

JEFF DAVIS (Waterman), June 29—Chairman, Louis W. Cartwright; Secretary, M. L. Leache. Everything running good, all sick men returned to duty. Motion made that meetings be held only first and last Sunday of each trip unless special need arises.

DEL CAMPO (Delta), July 6—Chairman, R. Lambert; Secretary, James Darouse. Several men logged this trip; patrolman to be consulted concerning this. No beefs; no disputed OT. Motion made that ship's delegate see chief engineer about cleaning fresh water tanks. Vote of thanks to chief cook and third cook for a tremendous job this trip.

TRANSCOLORADO (Hudson Waterways), July 1—Chairman, T. O'Connor; Secretary, O. Frezza; Ship's Delegate, Robert H. Bullock; Deck Delegate, John Hamot; Engine Delegate, William Guenther; Stewards' Delegate, Martin Thurino. \$13.00 in ship's fund. Few hours disputed OT in deck and engine departments. Unanimous vote of confidence to the committee on the new contract, for a job well done.

YELLOWSTONE (Ogden Marine), July 6—Chairman, Jack A. Olsen; Secretary, Manuel A. Rendules; Ship's Delegate, Manuel A. Rendules; Engine Delegate, James A. Shaay; Stewards' Delegate, Fernando Urios. No beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done.

STEEL VENDOR (Isthmian), July 13—Chairman, A. Hanstvedt; Secretary, P. S. Holt; Ship's Delegate, Clinton H. Ward; Deck Delegate, Russell M. Grantham; Stewards' Delegate, Joe Brown. Ship's committee agreed to send radiogram to headquarters regarding the captain putting out draws in rupees, in Pakistan and India. Disputed OT in deck and engine department. Crew received wire notifying them of raise. Vote of thanks was extended to the officials for a job well done.

PRINCETON VICTORY (Columbia), July 13—Chairman, James Tanner; Secretary, John H. Ratliff; Ship's Delegate, F. C. Gonzalez; Deck Delegate, Walter Hantuck; Engine Delegate, F. C. Gonzalez; Stewards' Delegate, James Johnson. No beefs. Everything running smoothly.

OVERSEAS DINNY (Maritime Overseas), July 13—Chairman, James M. Foster; Secretary, Louis J. Cayton; Ship's Delegate, James M. Foster; Deck Delegate, Martin V. Fay; Engine Delegate, Charles Martinsson; Stewards' Delegate, Louis J. Cayton. No beefs and no disputed OT.

ALCOA MARKETER (Alcoa), July 1—Chairman, H. Groble; Secretary, R. Sanchez. No beefs. Everything is running smoothly.

DEL SOL (Delta), July 19—Chairman, Robert Spinochio; Secretary, Hubert L. Lanier; Ship's Delegate, Sam Pappas; Deck Delegate, A. E. Lewis; Engine Delegate, Robert Spinochio; Stewards' Delegate, G. Salamon. Motion was made to have negotiating committee ratify the new agreement.

KYSKA (Waterman), July 13—Chairman, Francis J. Lebda; Secretary, James Coggins; Ship's Delegate, Francis J. Lebda; Engine Delegate, H. W. Maccolline; Stewards' Delegate, William A. Fasseter.

DEL MAR (Delta), July 12—Chairman, Joseph Collins; Secretary, Dorrell G. Chafin; Ship's Delegate, Julius W. Scheidel; Deck Delegate, Bobby B. Spears; Stewards' Delegate, R. R. Roque. \$30.00 in ship's fund. \$481.51 in movie fund. No beefs. Everything is running smoothly.

SAN FRANCISCO (Sea-Land), July 13—Chairman, Henry W. Miller; Secretary, Joseph A. Long; Ship's Delegate, Henry W. Miller; Deck Delegate, Paul J. Ossner; Engine Delegate, Franklin V. Fyock; Stewards' Delegate, Joseph A. Long. Vote of thanks to the ship's delegate for a job well done. He in turn thanked the crew for their co-operation. Vote of thanks to the steward department for a job well done. \$30.00 in ship's fund. No beefs and no disputed OT.

SEAMAR (Calmar), July 6—Chairman, A. Pulles; Secretary, N. Kondylas; Ship's Delegate, Robert Cook; Deck Delegate, J. Tuturler; Engine Delegate, Billy Henderson; Stewards' Delegate, Robert A. Cook. Vote of thanks was extended to the steward department for a job well done. No beefs. Everything is running smoothly.

STEEL KING (Isthmian), June 26—Chairman, R. Pinkham; Secretary, W. T. Langford; Ship's Delegate, R. Pinkham; Deck Delegate, Paul Arthofer; Engine Department, John Sanest; Stewards' Delegate, R. E. Taylor. Patrolman to be contacted about having company put new ice machine aboard ship. No beefs reported by department delegates.

AMERIGO (Crest), June 22—Chairman, Clyde Miller; Secretary, H. C. Bell; Ship's Delegate, Joseph Scaramuzzi; Deck Delegate, M. V. Fay. No beefs and no disputed OT reported by department delegates.

DIGEST OF SIU Ship Meetings

ELIZABETHPORT (Sea-Land), June 30—Chairman, James Ellwell; Secretary, Richard Nelson. \$19 in ship's fund. No beefs or disputed OT. Motion made to repair faulty reduction valve.

SPITFIRE (General Cargo), June 29—Chairman, John Moore; Secretary, Phil Reyes. All in good order, no beefs. Steward reported he ordered a new water fountain and the engineers agreed to install it where needed. He also thanked the crew for a fine show of good brotherhood and co-operation during the voyage. Vote of thanks to steward department for excellent performance. Old-timers in galley gang enjoying excellent health.

EAGLE TRAVELER (Sea Transport), July 14—Chairman, J. Bourgeois; Secretary, F. Otto. Crew voted to accept negotiating committee's report and recommendations—30 for, none against.

TOPA TOPA (Waterman), July 14—Chairman, M. Kerngood; Secretary, C. Wright. Crew voted to accept and concur in negotiating committee's report and recommendations—31 for, none against.

CHILORE (Venore), July 14—Chairman, F. De Beaumont; Secretary, C. De La Couy. Pension plan and training program discussed. Motion made by I. B. Browne and seconded by F. De Beaumont to accept and concur in the new freighter and tanker agreement. Crew voted 26 for and none against. Ship is now laid up.

IBERVILLE (Waterman), June 29—Chairman, John Cisiecki; Secretary, W. L. Kilgore. No beefs, everything going OK. Floyd Hungate elected new ship delegate. Discussion on new wage and OT agreement. Everyone seems to be proud of the increase.

OVERSEAS ULLA (Maritime Overseas), July 6—Chairman, Stephen Fulford; Secretary, Harold P. Du Cloux. One man paid off in Honolulu because of illness. A few beefs to be taken up with patrolman. Chief Mate set up procedure for switching watches. Ship's delegate requested crew's full co-operation in good housekeeping. Slop chest low.

OVERSEAS CARRIER (Maritime Overseas), June 29—Chairman, William Baker; Secretary, Peter Batayias. Disputed OT in deck and engine departments. One man missed ship in Durban. One man sent home on medical from Madras, India. One man signed off in Trinidad. Air conditioner and ice machine in need of repair. TV requested for recreation room.

YAKA (Waterman), July 6—Chairman, Walt Sibley; Secretary, Chris De Jesus. No beefs reported to chairman. Captain thanked the crew for their co-operation in conserving water and improved sanitary conditions. Ship's chairman asked better policing of refuse by men. P. G. Fox elected ship's delegate. Discussion held concerning new rules on ship's meetings.

LOS ANGELES (Sea-Land), July 6—Chairman, J. Chermesino; Secretary, R. Barker. Captain passed the word on to the Seafarers that it has been a pleasant trip and a very good crew. Ship's delegate asked that beefs be taken to him and that all should be present for the payoff. \$6 in ship's fund. Some disputed OT in engine department, otherwise everything running smoothly. Discussions held regarding pension plan and on duties of electricians on containerships. Vote of thanks to the steward department for a job well done and to the ship's delegate for his efficient representation of the crew.

YELLOWSTONE (Ogden Marine), July 14—Chairman, Manuel A. Rendules; Secretary, Manuel A. Rendules. SPAD Supplement and Special contract edition received and posted so they can be read by all members. After discussion, 100 percent of crew members recorded in favor of new provisions. No beefs from delegates. Discussion held on pension plan. Motion made to see captain about change in meal hours.

AMES VICTORY (Victory Carriers), June 15—Chairman, Bayard Heimer; Secretary, S. J. Davis. James Campbell elected ship's delegate. Everything running smoothly. No beefs, no disputed OT. Vote of thanks to the steward department for a job well done during the past voyage.

FINAL DEPARTURES

Luciano Toribio, 73: Seafarer Toribio passed away on June 6 in New Orleans from heart disease. He was an SIU pensioner who made his home in New Orleans. Born in the Philippine Islands, Brother Toribio began his sailing career in 1917. He joined the Union in the Port of Boston in 1941 and had worked as an AB, DM and bos'n. Burial was in St. Vincent de Paul Cemetery, New Orleans.



Lawrence Seesholtz, 67: Brother Seesholtz died in Galveston, Texas, on June 26 from a heart ailment. He was an SIU pensioner who had shipped in the deck department for the Bay Towing Company during his sailing days. Born in Beach Haven, Pennsylvania, Seafarer Seesholtz made his home in Galveston with his wife, Lillian. He was buried in Galveston Memorial Park, Hitchcock, Texas.



William Kerwin, 57: Seafarer Kerwin died of a stomach disease on July 20 in Italian Hospital, Haifa, Israel. A native of Cincinnati, Ohio, Brother Kerwin was making his home in Houston, Texas at the time of his death. He was an AB in the deck department and last sailed on the Penn Sailor. His sailing career lasted over 36 years. He is survived by his wife, Lillian Agnes.



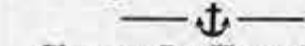
Howard Glisson, 60: Brother Glisson, a pensioner, died on July 11 at the Memorial Medical Center in Savannah, Georgia from a circulatory ailment. He had been an oiler in the engine department and last sailed aboard the Transhatteras in 1968. A native of Georgia, he lived in Savannah with his wife, Gussie Evelyn. Seafarer Glisson received a safety award for helping to make the Seatrain Louisiana an accident-free ship from 1960 to 1961. He had been sailing for 32 years before his retirement in 1969. Brother Glisson joined the SIU in the Port of New York. Burial was in Lower Black Creek Cemetery, Lanier, Georgia.



Harry Kenwyn, 62: Brother Kenwyn died of heart trouble on May 21 in Pasadena Bayshore Hospital, Pasadena, Texas. An SIU pensioner, Seafarer Kenwyn had worked as an engineer for G and H Towing Company in Texas. At the time of his death he was making his home in Channelview, Texas with his wife, Gertrude Ellen. He joined the Union in the Port of Galveston. Brother Kenwyn was a native of South Wales, England. Burial was in Bluewater Cemetery, Livingston, Texas.



Santiago Pascual, 81: Brother Pascual was a pensioner who passed away on July 29 in Episcopal Hospital, Philadelphia. He had been sailing for 39 years before his retirement in 1960. Seafarer Pascual had worked as a chief cook and his last vessel was the Sherwood. At the time of his death, he was living in Philadelphia, the port where he had joined the Union. Seafarer Pascual was born in the Philippine Islands. Burial was in Magnolia Cemetery, Philadelphia.



Clement De Hospedales, 49: Brother De Hospedales died in St. Vincent's Hospital, Manhattan on July 19. He had been living in Lakewood, New Jersey with his wife, Margaret. A native of Trinidad, Seafarer De Hospedales joined the Union in the Port of New York. He had been a steward and his last vessel was the Cypress Hills. Burial was in Cypress Hills Cemetery, Brooklyn.



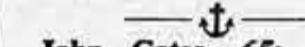
Andres Menendez, 72: Brother Menendez was an SIU pensioner. He died in Centro Asturiano Hospital, Tampa, Florida on June 9 from heart trouble. He had been an FOWT in the engine department and last sailed aboard the Niagra in 1962. In 1960 while sailing on the Antinous, Seafarer Menendez received the safety award. A native of Madrid, Spain, Brother Menendez was making his home in Tampa at the time of his death. He had joined the SIU in the Port of Tampa. Before retiring in 1963, Seafarer Menendez had been sailing 42 years. Burial was in Myrtle Hill Cemetery, Tampa.



William Normand, 62: Seafarer Normand died October 4, 1968 at the USPHS Hospital in Staten Island. A member of the SIU since 1957, Brother Normand sailed as a wiper in the engine department. His last vessel was the Gateway City. He was a native of Port Richmond, New York and was living in Astoria, Long Island at the time of his death. In 1961, Seafarer Normand was issued a picket duty card for service in the New York harbor strike. He is survived by his sister, Mrs. Margaret Burns. Burial was in Ocean View Cemetery, Staten Island.



Curtis McCullum, 25: Brother McCullum passed away suddenly on August 10 in the USPHS Hospital in Baltimore, Maryland. A messman in the steward department, Seafarer McCullum had joined the SIU in 1963 in the Port of Baltimore. He was a native of Maryland and was living in Baltimore with his mother, Margaret, at the time of his death. Burial was in Baltimore.



John Gates, 65: Seafarer Gates passed away on March 24 aboard the ship Geneva where he was working in the engine department. He died of a heart attack. Born in Chester, Pennsylvania, he had been living in Westerly, Rhode Island. Seafarer Gates joined the Union in the Port of New Orleans in 1945. He had been sailing for 40 years at the time of his death.



Albert Jensen, 67: Brother Jensen was a pensioner who died of a heart attack on July 31 at his home in Brooklyn. He had been an FOWT in the engine department and had last sailed aboard the Steel Scientist in 1967. A native of Norway, Brother Jensen joined the Union in the Port of New York in 1944. He had been sailing the seas for over 32 years when he retired on his SIU pension. Seafarer Jensen was active on the picket line in 1961 when he served the midnight to 8 a.m. shift during the Greater New York harbor strike. He is survived by his wife, Charlotte. Burial was in Greenwood Cemetery, Brooklyn.



Henry St. Germain, 63: Seafarer St. Germain died of acute coronary thrombosis on February 24 in Southport, North Carolina. A native of Wisconsin, Brother St. Germain had been making his home in Tampa, Florida. He was an OS in the steward department and last sailed aboard the Overseas Explorer in 1968. He joined the Union in the Port of New York in 1955.



William Simpson, 45: Seafarer Simpson died July 26 in USPHS Hospital in New Orleans. He had been an AB in the deck department and last sailed aboard the Del Valle. Brother Simpson joined the SIU in the Port of Mobile in 1946. A native of Tennessee, he was still a resident of that state with his mother, Iva, when he died. He served in the Army from 1950 to 1952. Burial was in Maplewood Cemetery, Pulaski, Tennessee.



Victor Bejarano, 70: Brother Bejarano died in Greenpoint Hospital, Brooklyn, on August 9. An SIU pensioner, Seafarer Bejarano had been sailing for 46 years before his retirement in 1966. A native of Argentina, Brother Bejarano was living in Brooklyn when he died. He joined the Union in 1938 in Puerto Rico. Burial was in Evergreen Cemetery, Brooklyn.



Joseph Booker, 63: Brother Booker succumbed to heart disease on July 5 in Charity Hospital, New Orleans. A pensioner who joined the Union in the Port of Baltimore in 1939, Seafarer Booker had worked as a deck engineer and an FOWT. He was a native of Georgia and was living in New Orleans at the time of his death. His last vessel was the Keva Ideal which he sailed aboard in 1966. Burial was in Evergreen Cemetery, Fitzgerald, Georgia.



Clarence Cornelius, 44: Seafarer Cornelius died suddenly on July 28 when the car in which he was a passenger collided with a truck in Chesapeake, Virginia. An AB in the deck department, Brother Cornelius had joined the SIU in the Port of Norfolk in 1947. He was born in Virginia and had been making his home there when he died. Seafarer Cornelius is survived by his wife, Shirley. Burial was in Highland Memory Gardens, Dublin, Virginia. Cornelius was an Air Corps veteran of World War II.



Douglas Cox, 35: Brother Cox died of natural causes in Bellevue Hospital, Manhattan, on August 6. A graduate of the Andrew Furu-seth Training School, Brother Cox sailed as an FOWT in the engine department. He was upgraded to class A seniority rating in 1964. A native of Cambridge, Massachusetts, Seafarer Cox lived in Manhattan. He joined the Union in the Port of New York in 1962, and his last vessel was the Boston. In 1965 Brother Cox helped man the picket lines in New York. He is survived by his wife, Joan. Burial was in Brewer Cemetery, Brewer, Maine.



Richard Lusk, 47: Seafarer Lusk passed away following a heart attack on June 29 in Chicago. A native of Illinois, he was living in Chicago when he died. Brother Lusk was an FOWT in the engine department and last worked for American Steamship Company. He joined the SIU in the Port of Detroit in 1968. From 1939 until 1959 he served in the Navy. Brother Lusk is survived by his mother. Burial was in Woodland Cemetery, Quincy, Illinois.



Charles Sabo, 58: Brother Sabo passed away in Bayonne, New Jersey, on July 6 from heart trouble. He had been an AB in the deck department. A native of Lorain, Ohio, Seafarer Sabo had been making his home in Manhattan at the time of his death. His last vessel was the Beatrice Victory. Brother Sabo is survived by five brothers and a sister.



UNFAIR TO LABOR

DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- ⚓ —
- 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,
(Boot and Shoe Workers' Union)
- ⚓ —
- Boren Clay Products Co.**
(United Brick and Clay Workers)
- ⚓ —
- "HIS" brand men's clothes
Kaynee Boywear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
- ⚓ —
- Atlantic Products**
Sports Goods
(Amalgamated Clothing Workers
of America)
- ⚓ —
- Jamestown Sterling Corp.**
(United Furniture Workers)

- Richman Bros. and Sewell Suits,**
Wing Shirts
(Amalgamated Clothing Workers
of America)
- ⚓ —
- White Furniture Co.**
(United Furniture Workers of
America)
- ⚓ —
- Gypsum Wallboard,**
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)
- ⚓ —
- R. J. Reynolds Tobacco Co.**
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- ⚓ —
- Comet Rice Mills Co. products**
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- ⚓ —
- Pioneer Flour Mill**
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)
- ⚓ —
- All California**
Table Grapes
(United Farm Workers)
- ⚓ —
- Magic Chef Pan Pacific Division**
(Stove, Furnace and Allied
Appliance Workers
International Union)
- ⚓ —
- Fisher Price Toys**
(Doll and Toy Workers)
- ⚓ —
- Economy Furniture Co.**
Smithtown Maple
Western Provincial
Bilt-Rite
(Upholsterers)

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans Oct. 14—2:30 p.m.
- Mobile Oct. 15—2:30 p.m.
- Wilmington Oct. 20—2:00 p.m.
- San Fran. . . . Oct. 22—2:00 p.m.
- Seattle Oct. 24—2:00 p.m.
- New York . . . Oct. 6—2:30 p.m.
- Philadelphia Oct. 7—2:30 p.m.
- Baltimore . . . Oct. 8—2:30 p.m.
- Detroit Oct. 10—2:30 p.m.
- Houston Oct. 13—2:30 p.m.
- United Industrial Workers**
- New Orleans Oct. 14—7:00 p.m.
- Mobile Oct. 15—7:00 p.m.
- New York . . . Oct. 6—7:00 p.m.
- Philadelphia Oct. 7—7:00 p.m.
- Baltimore . . . Oct. 8—7:00 p.m.
- †Houston . . . Oct. 13—7:00 p.m.
- Great Lakes SIU Meetings**
- Detroit Oct. 13—2:00 p.m.
- Alpena Oct. 13—7:00 p.m.
- Buffalo Oct. 13—7:00 p.m.
- Chicago Oct. 13—7:30 p.m.
- Duluth Oct. 13—7:00 p.m.
- Frankfort . . . Oct. 13—7:00 p.m.
- Great Lakes Tug and Dredge Section**
- Chicago Oct. 14—7:30 p.m.
- †Sault
- Ste. Marie Oct. 16—7:30 p.m.
- Buffalo Oct. 15—7:30 p.m.
- Duluth Oct. 17—7:30 p.m.
- Cleveland . . . Oct. 17—7:30 p.m.
- Toledo Oct. 17—7:30 p.m.
- Detroit Oct. 13—7:30 p.m.
- Milwaukee . . . Oct. 13—7:30 p.m.
- SIU Inland Boatmen's Union**
- New Orleans Oct. 14—5:00 p.m.
- Mobile Oct. 15—5:00 p.m.
- Philadelphia Oct. 7—5:00 p.m.
- Baltimore (licensed and un-licensed) Oct. 8—5:00 p.m.
- Norfolk Oct. 9—5:00 p.m.
- Houston Oct. 13—5:00 p.m.
- Railway Marine Region**
- Philadelphia Oct. 14—10 a.m. & 8 p.m.
- Baltimore Oct. 15—10 a.m. & 8 p.m.
- *Norfolk Oct. 16—10 a.m. & 8 p.m.
- Jersey City Oct. 13—10 a.m. & 8 p.m.

DIRECTORY of UNION HALLS

- SIU Atlantic, Gulf, Lakes & Inland Waters**
Inland Boatmen's Union
United Industrial Workers
- PRESIDENT
Paul Hall
- EXECUTIVE VICE PRESIDENT
Col Tanner
- VICE PRESIDENTS
Earl Shepard
Al Tanner
- Lindsay Williams
Robert Matthews
- SECRETARY-TREASURER
Al Kerr
- HEADQUARTERS 675 4th Ave., Bklyn.
(212) HY 9-6600
- ALPENA, MICH. 800 N. Second Ave.
(517) EL 4-3616
- BALTIMORE, Md. 1216 E. Baltimore St.
(301) EA 7-4900
- BOSTON, Mass. 663 Atlantic Avenue
(617) 482-4716
- BUFFALO, N.Y. 735 Washington St.
SIU (716) TL 3-9257
IBU (716) TL 3-9257
- CHICAGO, Ill. 1383 Ewing Ave.
SIU (312) SA 1-0733
IBU (312) ES 5-9570
- CLEVELAND, Ohio 1420 W. 25th St.
(216) MA 1-5450
- DETROIT, Mich. 10225 W. Jefferson Ave.
(313) VI 3-4741
- DULUTH, Minn. 2014 W. 3rd St.
(218) RA 2-4110
- FRANKFORT, Mich. P.O. Box 287
415 Main St.
(616) EL 7-2441
- HOUSTON, Tex. 5809 Canal St.
(713) WA 8-3207
- JACKSONVILLE, Fla. 2606 Pearl St.
(904) EL 3-0787
- JERSEY CITY, N.J. 97 Montgomery St.
(201) HE 5-9424
- MOBILE, Ala. 1 South Lawrence St.
(205) HE 2-1754
- NEW-ORLEANS, La. 630 Jackson Ave.
(504) 529-7546
- NORFOLK, Va. 115 3rd St.
(703) 622-1892
- PHILADELPHIA, Pa. 2604 S. 4th St.
(215) DE 4-3818
- PORT ARTHUR, Tex. 1348 Seventh St.
- SAN FRANCISCO, Calif. 350 Fremont St.
(415) DO 2-4401
- SANTURCE, P.R. 1313 Fernandez Juncos
Stop 20
724-2848
- SEATTLE, Wash. 2505 First Avenue
(206) MA 3-4334
- ST. LOUIS, Mo. 4577 Gravois Blvd.
(314) 752-6500
- TAMPA, Fla. 312 Harrison St.
(813) 229-2788
- TOLEDO, Ohio 925 Summit St.
(419) 248-3691
- WILMINGTON, Calif. 450 Seaside Ave.
Terminal Island, Calif.
(213) 832-7285
- YOKOHAMA, Japan. Iseya Bldg., Room 801
1-2 Kalgan-Dori-Nakaku
2014971 Ext. 281

- CHARLESTON (Sea-Land), July 22**—Chairman, John C. Albert; Secretary, Guy Walter; Ship's Delegate, John C. Albert; Deck Delegate, A. Kotsis; Engine Delegate, S. O'Brien; Stewards' Delegate, Jack Goldman. Discussion held regarding pension plan. Everything is running smoothly with no beefs.
- CHATHAM (Waterman), July 28**—Chairman, W. Moore; Secretary, Alfred D. Allain, Jr.; Ship's Delegate, John Aversa; Deck Delegate, Charles Burns; Engine Delegate, Howard Menz; Stewards' Delegate, D. Jones. Disputed OT in each department. \$10.00 in ship's fund.
- ALCOA TRADER (Alcoa), July 20**—Chairman, Donald Chestnut; Secretary, John S. Burke; Ship's Delegate, John D. Cantrell, Jr.; Deck Delegate, Omar W. Elliott; Engine Delegate, Carlos E. Vega; Stewards' Delegate, A. A. Rankin. Some disputed OT in engine department to be taken up with boarding patrolman. Motion was made that 20 years in the Union and 15 years seetime on discharge, regardless of age limits, a member should be qualified and eligible for retirement. All hands in favor of this motion.
- SEATRAN GEORGIA (Hudson Waterways), July 20**—Chairman, Frank Smith; Secretary, James Thomas; Ship's Delegate, Frank Smith; Deck Delegate, Ronald W. Jones; Engine Delegate, A. L. Boone; Stewards' Delegate, John W. Murphy. Everything running smoothly with no beefs and no disputed OT.
- SEATRAN GEORGIA (Seatrail), July 27**—Chairman, Frank Smith; Secretary, James W. Thomas; Ship's Delegate, Frank Smith; Deck Delegate, Ronald W. Jones; Engine Delegate, A. L. Boone; Stewards' Delegate, John W. Murphy. \$10.00 in ship's fund. No beefs were reported by department delegates.
- WESTERN COMET (Western Agency), July 29**—Chairman, W. E. Morris; Secretary, C. Loper, Jr.; Ship's Delegate, Juan Reyes; Deck Delegate Eugene B. Beverley; Engine Delegate, Alfredo B. Calam; Stewards' Delegate, Nathaniel Aya. \$24.55 in ship's fund. No beefs and no disputed OT.
- WESTERN COMET (Western Agency), June 22**—Chairman, C. Loper, Jr.; Secretary, C. James. Ship sailed short twelve men. \$18.55 in ship's fund. Vote of thanks extended to the steward department for a job well done. Crew commended for doing a very good job in spite of being shorthanded.
- OVERSEAS EXPLORER (Maritime Overseas), July 18**—Chairman, J. C. Mullis. Disputed OT in deck department. Ship ran short of stores.
- OGDEN WILLAMETTE (Ogden), July 25**—Chairman, A. Michele; Secretary, M. Bugawan; Ship's Delegate, Charles G. Ries, Jr.; Deck Delegate, Y. Tallberg; Engine Delegate, Ralph Newcomb; Stewards' Delegate, Stonewall Jackson. Ship's delegate reported that everything is running smoothly. Some disputed OT in deck department.
- STEEL FABRICATOR (Isthmian), April 20**—Chairman, Harry K. Kaufman; Secretary, W. H. Simmons; Ship's Delegate, Charles F. Mann; Deck Delegate, Tom North; Engine Delegate, Albert Lee. Everything is running smoothly. No beefs and no disputed OT.
- FAIRLAND (Sea-Land), July 30**—Chairman, R. W. Hodges; Secretary, J. H. Naylor; Ship's Delegate, Raymond W. Hodges; Deck Delegate, Stanley Ruzyski. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.
- DEL MAR (Delta), August 3**—Chairman, Joe Collins; Secretary, Darrell G. Chaffin; Ship's Delegate, Julius W. Scheidel; Deck Delegate, B. Spears; Stewards' Delegate, Ramon Roque. Vote of thanks was extended to the ship's delegate for a job well done. Everything is running smoothly with no beefs and no disputed OT.

DIGEST of SIU SHIP MEETINGS

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

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

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:
Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1930, New York 4, N. Y.

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

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

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

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

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

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

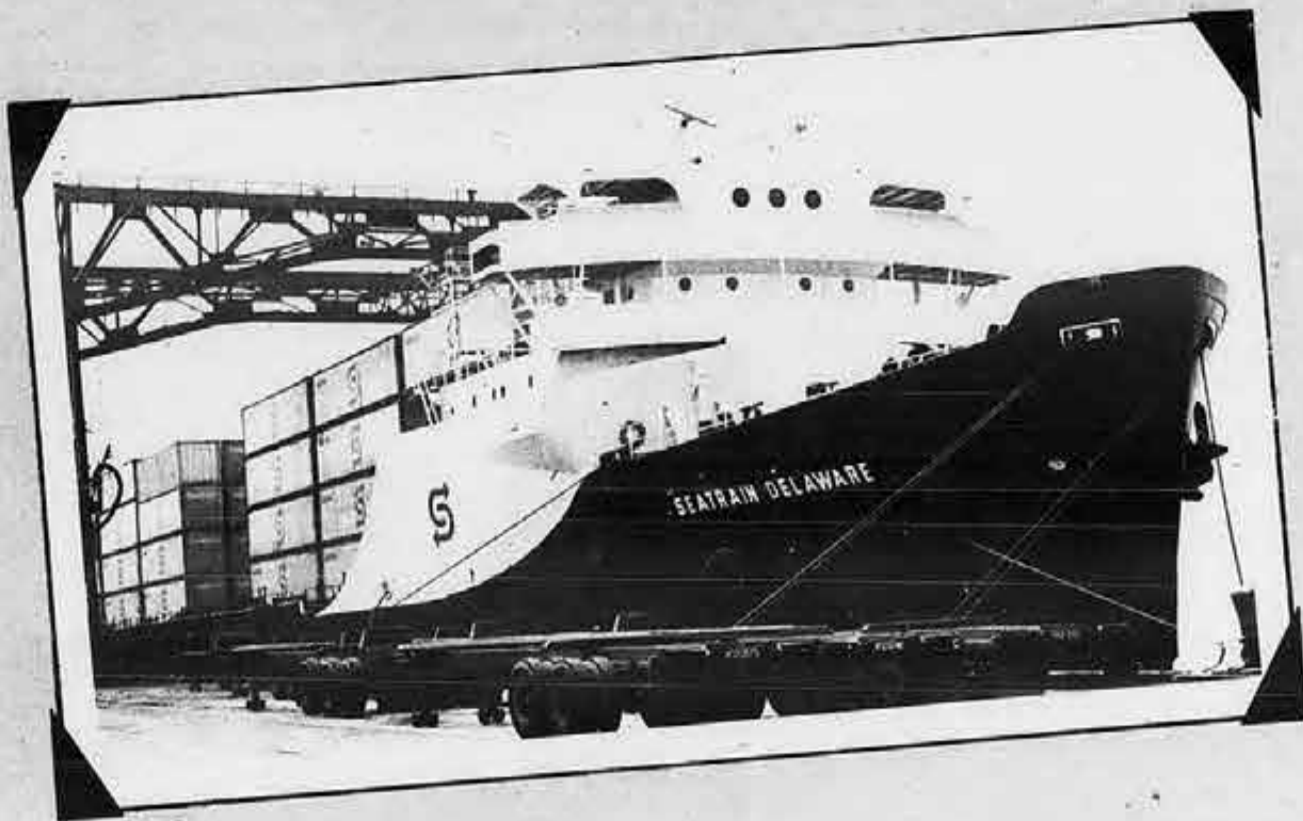
EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed,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

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

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

Fast Turnaround for
SEATRIN DELAWARE

AS THE Seatrain Delaware put in at Edgewater, N.J., to unload cargo from the Puerto Rico run and to take on new cargo for the return trip, Seafarers held a ship's meeting to discuss the Union's contract and the pension program with SIU officials who visited the vessel.



Chief Cook Carlos Diaz wears three hats aboard ship. He is also the steward delegate and the ship's delegate.



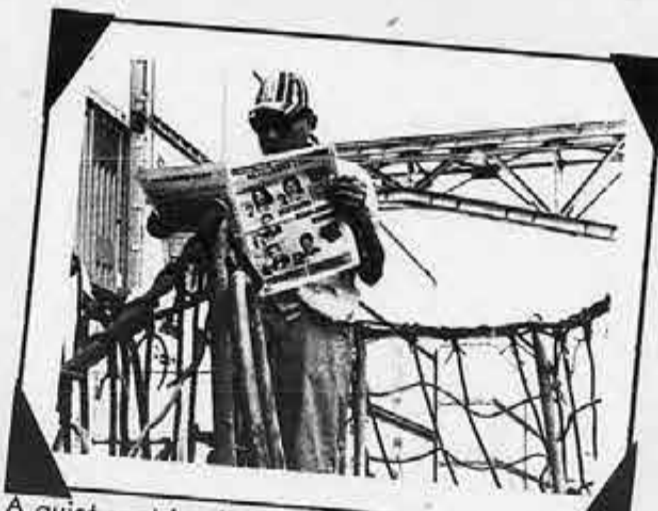
Headquarters Representative Bill Hall (left) listens attentively to Edward Castro, of engine department maintenance gang.



Deck Delegate Luis Carbone, an AB, has been with the SIU since 1947. He started sailing back in 1930, when he was 16.



Manuel Medina, OS (left), performs maintenance chores with an assist from Deck Delegate Luis Carbone.



A quiet spot in which to catch up on late issue of the LOG is found aloft on the Seatrain Delaware amid ladders and ropes by OS Manuel Torres.



A Seafarer since 1947, 3rd Asst. Roccus (Dutch) Vellinga, was upgraded thru the SIU-MEBA District 2 School.



Seafarers Angel Camacho, a wiper, left, and Lyle Sawyer, OS, are both Harry Lundeberg School graduates.



SIU 1970 Scholarships

IT'S THAT TIME OF YEAR AGAIN. The five annual SIU Scholarships for 1970 will be awarded next May for the seventeenth straight year and all eligible Seafarers or children of Seafarers are urged to get their applications in early.

In order to qualify for these scholarship grants, a Seafarer must have at least three years accumulated seetime on SIU-contracted vessels. Children of Seafarers who meet the necessary seetime requirements are also entitled to apply.

Each year a distinguished panel of leading university educators and administrators selects five SIU Scholarship winners on the basis of their high school records together with scores attained on tests given throughout the country by the College Entrance Examination Board.

This year, the first of these CEEB tests will be given on November 1. Later tests will be given December 6, 1969 and January 10, 1970, with a final opportunity scheduled for March 7, 1970. It is always best, however, to arrange for the test as early as you can, so do it as promptly as possible.

Arrangements for taking the CEEB test can be made by eligible Seafarers or their children by writing to: College Entrance Examination Board, Box 592, Princeton, New Jersey, or at Box 1025, Berkeley, California.

In addition to arranging for the CEEB test, applicants are also requested to obtain the necessary SIU College Scholarship application form as early as possible. These forms, which must be returned no later than April 1, 1970, are available at any SIU hall or may be obtained by writing directly to: SIU Scholarships, Administrator, 275 20th Street, Brooklyn, New York 11215.

Widely recognized as one of the most liberal, no-strings-attached programs of its kind in the nation, the SIU Scholarship Plan has helped 83 young men and women toward fulfilling their career goals. Twenty-five of these were Seafarers and 58 were the children of Seafarers. All scholarship recipients may pursue any chosen course of study at any accredited college or university.

Apply Early!

