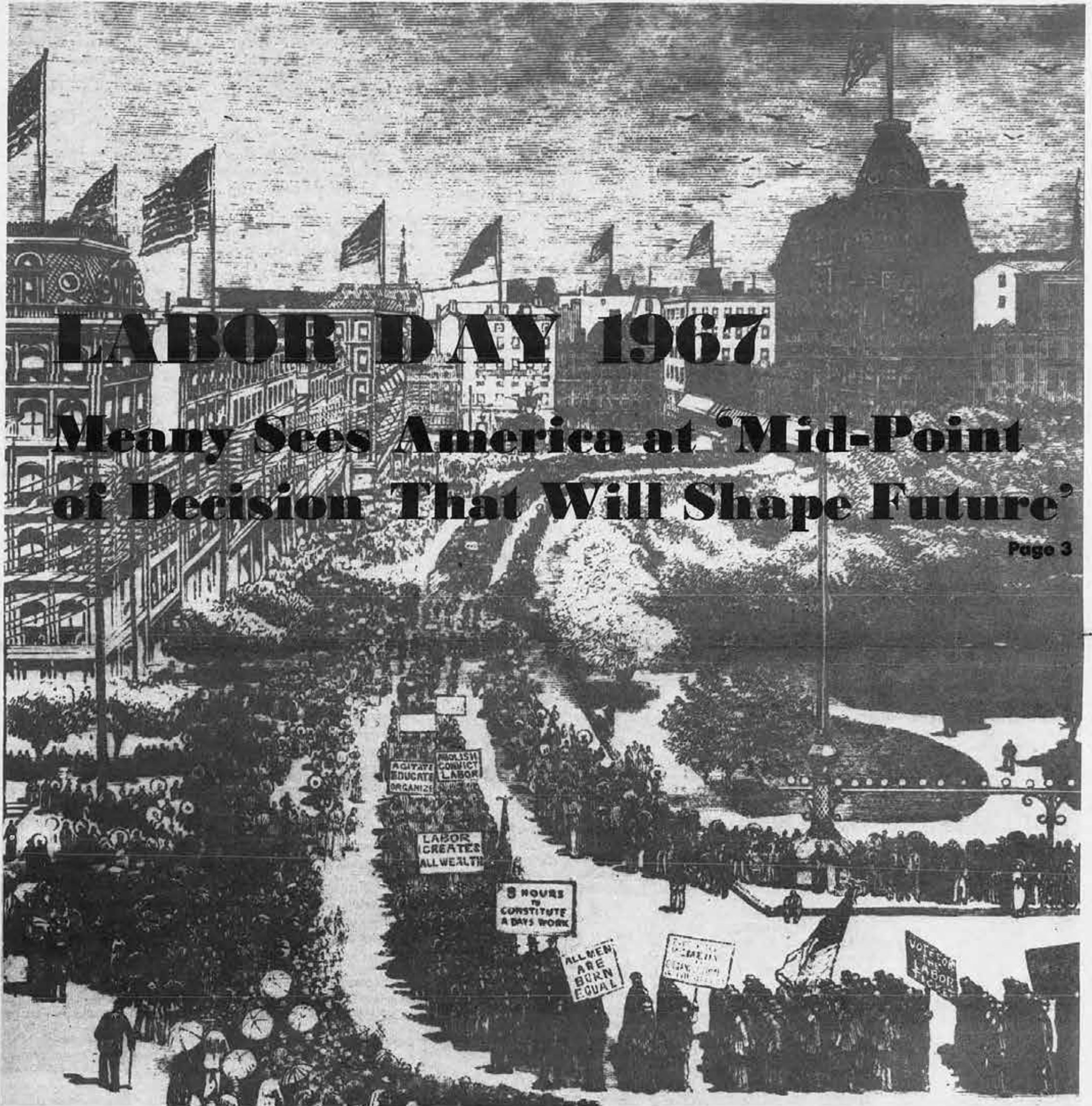




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



LABOR DAY 1967

Meany Sees America at 'Mid-Point of Decision That Will Shape Future'

Page 3

**SIU-Manned Fairport Rescues
Navy Pilot off Vietnam Coast**

Page 5

**House Committee Okays
Independent Agency Bill**

Page 3

**Ship Appropriations Measure
Wins Congressional Approval**

Page 2

**Hall Urges 'Knuckling Down'
To Resolve U.S. Ship Problems**

Page 2

New Maritime Authorization Measure Awaits President's OK to Become Law

WASHINGTON—Congress has passed a bill requiring Congressional authorization of funds for Maritime Administration programs. The bill now awaits the President's signature in order to become law.

The legislation was approved first by the House, where it was sponsored by Representative Edward A. Garmatz (D.-Md.), Chairman of the House Merchant Marine Committee. The House bill, H.R. 158, then went to the Senate under the sponsorship of Senator Daniel B. Brewster (D.-Md.), a member of the Senate Merchant Marine Subcommittee.

The bill requires that maritime programs be reviewed and authorized annually by the maritime committees in both houses. At present, they come under review only by the Senate and House Appropriations committees.

The measure is expected to provide for a closer and more effective annual review of the American merchant marine, and to reverse the current trend of an aging, shrinking merchant fleet. "One of the conditions that has caused deterioration of our Merchant Marine," Senator Brewster remarked, "has been lack of Congressional interest. . . . If we are to regain our position as one of the world's maritime leaders, we must rekindle this interest."

Paul Hall, President of the SIU and the AFL-CIO's Maritime Trades Department, praised the Congressional action, saying, "This week's passage by the Senate of the Merchant Marine Authorization Bill, which already had been cleared by the House, and the approval of the bill for an independent Federal maritime agency by the House Committee on Merchant Marine and Fisheries, once again illustrates the awareness in

Congress, alone among all the branches and agencies of our government, of the need for prompt action now to rebuild our U.S. merchant fleet.

"Both these measures represent important steps forward in the effort to create a maritime program for America that will reverse the present downward trend of our shipping and shipbuilding policies in the interest of our nation's growing commercial and defense requirements."

Hall added that the Congressional action indicates "that our lawmakers in both houses recognize the public interest and are prepared to act to protect that vital interest."

The Senate bill, S. 340, identical to the House version, H.R. 158, was accompanied by an explanatory report by Senator Brewster. The document explained that the bill is intended to go into effect December 31, 1967, and would thereafter require specific Congressional authorization of appropriations for the Maritime Administration. The following categories of activity would now come under review:

- Acquisition, construction or reconstruction of vessels;
- Construction-differential subsidy and cost of national defense features incident to the construction, reconstruction, or reconditioning of ships;
- Payment of obligations incurred for operating-differential subsidy;
- Expenses necessary for research and development activi-

ties (including reimbursement of the vessel operations revolving fund for losses resulting from expenses of experimental ship operations);

- Reserve fleet expenses;
- Maritime training at the Merchant Marine Academy at Kings Point, N. Y.;

- Financial assistance to State marine schools;

- The vessel operations revolving fund.

"Enactment of this bill," Senator Brewster commented "would place the Maritime Administration on a basis comparable to that now in effect with regard to principal activities of the Department of Defense, the U.S. Coast Guard, the Atomic Energy Commission, The National Aeronautics and Space Administration, and other major programs within the executive branch."

The Senator then outlined the history of the present legislation, citing the urgent need for Congressional review of maritime programs:

"At the present time section 209(a) of the Merchant Marine Act, 1936, as amended, provides for continuing authority for appropriations by the language:

"There are hereby authorized to be appropriated such sums as are necessary to carry out the provisions of this Act."

"When the Merchant Marine Act of 1936 was originally enacted the administering agency was the U.S. Maritime Commission, an independent agency responsible to the Congress. The programs authorized by that act were set up in a fashion intended to permit their efficient administration under broad enabling authority. The availability of a construction revolving fund minimized the need for seeking specific annual authorization for appropriations for major program categories.

"Since shortly after World War II, however, such matters as the transfer of the administration of maritime functions to the Department of Commerce, the denial of the availability of the construction revolving fund, and other self-imposed limitations have had the practical effect of placing the operations of the agency on a strictly annual basis.

"These developments have made the advisability of annual review of the Maritime Administration's policies and programs of increasing importance. Enactment of this bill would necessarily result in the Senate Committee on Commerce and the Merchant Marine and Fisheries Committee of the House of Representatives annually reviewing the policies and programs of the Maritime Administration in fulfilling the authorization requirement this legislation would provide.

"While enactment of this bill would require the Maritime Administration to appear annually before four committees of the Congress rather than two, this could well enhance the finding of workable solutions to the many problems of our merchant fleet."

Report of International President



by Paul Hall

Any indications that management has become more enlightened in their attitude toward the rights of the working man are certainly dispelled in reports recently issued by the U.S. Labor Department and the National Labor Relations Board.

According to its report for the fiscal year 1967, the U.S. Labor Department discovered \$76 million in wage chiseling by employers under the minimum hourly wage scale established by the Fair Labor Standards Act. It also found that its investigators are having an increasingly difficult time in keeping abreast of violations.

During the same period, a preliminary report by the National Labor Relations Board says that new records were set in the number of unfair labor charges that were filed against employers for the fiscal year ended June 30.

It may be that labor-management relations are on a more sophisticated level than ever before and that the actual mechanics of negotiation are more intricate due to the technological revolution, but such disclosures of continued victimization of workers by those who employ them indicates that management has not changed its stripes to any great degree. The attitude of management when it comes to voluntarily granting a worker his fair due is just as negative as ever. The ground rules might change from time to time but the name of the game will always be the same and the American labor movement must always seek new ways to step up union organization with an eye to the eventual protection and education of all workers.

The NLRB and Labor Department reports are just further proof that a wide segment of management devotes a great deal of energy to getting around the law or defying it outright.

The \$76 million in wage chiseling represents money that did not go into the pay envelopes of 368,000 workers who earned that money. Some of them were not paid the minimum hourly wage set by law, many did not receive overtime due at time-and-a-half, others were denied equal pay for equal work. Of the total, less than one third—only \$27 million—has thus far been recovered for these workers. In 1966, some \$90 million in underpayments to 430,000 workers was discovered and only about a third of that total was recovered.

The \$14 million drop between 1966 and 1967 appears at first glance to be an improvement but actually reflects a serious worsening of an intolerable situation.

Last February 1, amendments strongly supported by organized labor were incorporated into the Fair Labor Standards Act which raised the minimum wage for 32 million previously covered workers and covered 9 million more for the first time. True to its historic image, management immediately set out to either ignore or become conveniently "careless" about complying with the new amendments.

The only reason fewer cheating employers appear in the figures for fiscal 1967 than were shown in 1966—when the Labor Department admits only about half were actually caught—is that government investigators didn't have time enough to get around to them. The explanation for this is that there are not enough investigators to enforce our wage-hour law provision.

To help alleviate this problem, the AF-CIO launched its own program last February 1st to seek out violators and called on Congress to grant President Johnson's request for more wage-hour inspectors.

As a result of this AFL-CIO program, labor central bodies across the country have offered their services to all workers—union members or not—in the drive to enforce the law against chiseling or careless employers.

The wage-hour administrator of the Labor Department says that even if he could expand his staff by 15 to 20 per cent it could not inspect as many companies as it did in 1966 and claims his agency must depend more and more heavily on violations being called to its attention. But how many violations are there which are never reported because non-union workers live in fear of their jobs and don't dare expose the gougers they work for? We have no way of telling but we can be sure there are too many. The labor movement in the United States must intensify its efforts to organize such workers and do everything possible to protect them until they are organized.

Employers are well aware of the difficulty in enforcing labor laws and they delight in it. If uncontrolled wage chiseling is not proof enough, we need only to look at the NLRB figures which show a record 17,040 unfair labor practice charges being filed in a one-year period.

The 17,000 registered complaints against management, plus an untold number of short-changed pay envelopes, certainly indicates that management's bad manners has not changed much over the year.

Hall Cites Importance of U.S. Fleet To Nation's Security in Radio Talk

In a Labor Day address presented by the AFL-CIO over the nationwide radio network of the Mutual Broadcasting System, SIU President Paul Hall called on "government, industry and labor to

knuckle down to the problem of developing the kind of program that will assure that U. S. shipping and shipbuilding can make their maximum contribution to our economy and our defense.

"This isn't just a maritime problem—it's an American problem," Hall said, noting that "If we as a nation fail to resolve this problem, the impact of that failure will be felt by every American—businessman, farmer and worker, alike."

(The complete text of Hall's address, scheduled for broadcast over the 537-station Mutual network, appears on page nine of this issue of the LOG.)

Hall expressed the vital need for a strong, growing and modernized American merchant marine. The importance extends not only to immediate security of this country, Hall said, but also to the preservation of our way of life through a sound economic system.

The military factor can be seen clearly in the American merchant marine's role in World War II, the Korean War, and, presently, in Vietnam, Hall said. Even in this "Age of Air-Power," 98% of all supplies and two-thirds of all

troops go to Vietnam not by plane but by merchant marine shipping. Hall noted. He pointed out that even with the need for a strong Maritime so apparent, "neglect of this industry by the government since World War II, and the failure of the Defense Department to foresee and admit the need for merchant ships to transport troops and supplies across the seas" have pushed Maritime to "the point of crisis." The U.S. has already slipped to 16th place in shipbuilding, Hall said, and sends only seven per cent of its cargo in American ships, and may soon find itself subject to a superior Soviet merchant marine.

On the economic side, Hall explained that America's industrial complex depends on 77 strategic materials, of which 66 must be imported. As it is, the U.S. depends largely on foreign shipping for these items, and with the U.S.S.R. on the way to gaining a two-to-one-lead over the U.S. in merchant shipping, Russia may achieve a measure of shipping control for these 66 items—unless the United States Government acts quickly and firmly to upgrade its own fleet.

Meany in Labor Day Message Sees U.S. 'Period of Decision'

WASHINGTON—The United States is midway in a "great period of national decision" and that decision will be made "in the minds and hearts of all Americans," AFL-CIO president George Meany declared in his annual address prepared for delivery on Labor Day.

Involved are a new look at our society at home and a new look at our role in world affairs, Meany said. These two main channels of thought will eventually converge into the "great decision that will determine the shape of American life for many years to come and perhaps the future of the world as well."

Explaining what he called the "mid-point" of decision, the Federation head said through the elected representatives—and supported by a national consensus—the American people had launched in 1961 an unprecedented campaign to correct the social evils that blurred "the vision of America that most Americans cherish." Continuing at an accelerated pace through 1966, he continued, this campaign attacked racial discrimination with new force, overthrew barriers to equal education and declared poverty an unnatural state for any free man.

"Ugliness in every form" from water and air pollution to consumer abuse to littered streets and more became "suddenly matters of national concern."

Wrong Interpretation

But, Meany noted that since the 1966 elections the campaign so well begun had slackened off because many Congressmen took the view that lack of a consistent pattern in the election results meant the voters wanted to slow down a bit. "We believe this interpretation was wrong . . . by accepting it as a guide for action or inaction, Congress made a serious mistake."

The campaign started in 1961 had identified needs and started to meet them but the "result of the subsequent slowdown has been disillusionment among many and disorder by a few. The disorders, in turn . . . have led some Americans of good will to question the basic concepts of the campaign itself."

"To put it bluntly," Meany said, "the conscience and idealism of the affluent majority is being tested in the crucible of reality (and) it would be an unthinkable tragedy" if they failed to meet that test. Riots and their accompanying destruction cannot be condoned but neither do they offer "the slightest justification for calling a halt to programs that strike at the evils which breed riots."

But this is just what the reactionaries would do, he warned, and some well-meaning people are tempted to agree when aid to the poor is called appeasement to rioters. "This is a terrible untruth. . . ."

"This is a time for the common sense of the American people to come to the rescue . . . the criminal madness of a few must not be visited upon the many, of all races, who desperately need all the help and inspiration they can get. It is not just their future which hangs in the balance; it is ours as well."

Meany then turned to the second channel of decision, America's role in world affairs and the Vietnam war. He pointed out that

since World War II, the U.S. has become not just democracy's arsenal but its principal defender throughout the world as well. It is a costly and uncomfortable role for a nation so long used to isolationism, he said. The war to defend the freedom of South Vietnam is difficult for some young people to understand because "they have had no experience with despotism or with conquerors." But some of their elders, "with less excuse" forget what they have lived through and against all logic say that if the U.S. was to give way "the Communist forces would at once be converted to sweetness and light—in Vietnam and everywhere." On the other hand the "super-hawks" show little concern for the human race "as long as the last survivor can wave the stars and stripes."

Here, too, common sense is vital, Meany said. "By defending the freedom of one small nation by arms and by helping to preserve the freedom of many others with dedicated manpower and sound financial aid, America is making its contribution toward the attainment of a peaceful future for all mankind."

House Marine Committee Approves Bill for Independent MARAD

WASHINGTON—An independent maritime agency moved a big step closer to reality last week when the House Merchant Marine Committee approved a bill calling for its creation and sent the measure to the full House of Representatives with a strong recommendation for quick passage.

Representative Edward A. Garmatz (D-Md.), Chairman of both the Merchant Marine Committee and the Subcommittee on Merchant Marine and Fisheries which had okayed his bill (H.R. 159) earlier, said he intended "to push for speedy consideration of this bill on the floor because I consider it most important that we expediate its passage."

"The continuing decline of our merchant fleet," Garmatz declared, coupled with the lack of any concrete maritime policy, has created a devastating kind of inertia that becomes more alarming each day. We cannot afford to wait any longer."

(Meanwhile, the Senate passed on the same day the Merchant Marine Authorization bill which puts approval of funds for maritime under direct control of Congress for the first time. That bill has already cleared the House and requires only the President's signature to become law.)

Referring further to the bill for an independent MARAD, Garmatz conceded that it would not produce miracles. "The basic problems of insufficient money

and too few ships must still be coped with," he said, "but this legislation does, I think, take a very sound and constructive step in the right direction."

"It is the overwhelming conviction of the Committee members and myself that a separate independent agency is needed," Garmatz continued. "We feel that past experience has demonstrated conclusively that the type of organization proposed here is the most effective in dealing with these myriad problems."

Citing the fact that some 104 bills have been introduced in the House calling for an independent MARAD, Garmatz expressed the opinion that a majority of House members are sympathetic to the problems of the merchant marine.

Under the bill which the full House will now consider, an agency known as the Federal Maritime Administration would be created. This FMA would not be under any other department in the executive branch of the government or under the authority of the head of any such department.

At the head of the FMA would

be a Federal Maritime Administrator, appointed by the President with the advice and consent of the Senate. With the exception of the first Administrator, whose term would expire June 30, 1969, all future heads of the FMA would serve four-year terms.

The bill also calls for a Maritime Board composed of three members and established within the FMA. Chairman of the Board would be the Administrator of FMA and the other two members would be appointed by the President—also with the advice and consent of the Senate.

Transfer of Authority

Certain powers now vested in the Secretary of Commerce would be transferred to the Administrator, and other powers would be transferred to the Board.

Further, the Administrator would appoint a Deputy Maritime Administrator who would serve in his absence or disability as Acting Administrator. The Deputy could not sit as a member or acting member of the Board under any circumstances, however.

Another requirement of the bill is that within one year of enactment of the proposal, the Board must submit to the President and the Congress a report on the "current condition" of the American merchant marine in relationship to the criteria set forth by the 1936 Act. The report is to include appropriate recommendations for such further legislation or programs as the Board deems necessary.

Lack of Firm U.S. Maritime Policy Called Cause of Manpower Crisis

WASHINGTON, D. C.—The AFL-CIO Maritime Trades Department has placed the blame for the current manpower crisis in the U.S. merchant marine directly on the shoulders of the Johnson Administration.

In a signed editorial in the August issue of "Maritime", official publication of the 6-million-member MTD, SIU and MTD President Paul Hall said that "the government's failure to devise and implement a vigorous maritime program, and the continued downgrading of the merchant marine, have combined to put a damper on the normal recruitment of young men into this industry."

Hall said that the government's failure to pursue a program aimed at expansion of the merchant marine "has resulted in far too many young men rejecting maritime careers on the theory that future prospects are bleak—which, under present circumstances, they are."

The MTD president reported that organized labor throughout the maritime field has played an active role in trying to meet the manpower crisis, adding: "This is part of maritime labor's continuing recognition of its responsibilities to the industry of which it is a part, and to the country which puts such reliance on its merchant ships."

The publication noted that organized labor has mobilized its full resources in the training field to help meet the manpower crisis. In this direction, the Seafarers has greatly expanded its training apparatus by acquiring a property at Piney Point, Md., which will be used for a union training center. This will make it possible for

the SIU to increase its educational capacity to several thousand trainees, should the need arise.

The SIU currently operates the Harry Lundeberg school of seamanship which each year graduates more than a thousand men for deck and engine room jobs. "As a result," Hall said, "no ships under contract with the SIU have ever experienced delay in sailing for lack of available manpower."

In addition, the SIU is engaged in a joint training program with MEBA District 2 to upgrade men to licensed engineers and deck officers. Between February and December 1966, the jointly run school turned out more marine licenses than the Federal Maritime Academy at Kings Point, N. Y., did during the entire year.

Hall pointed out in his editorial that "In the last analysis the manning problems will be corrected only when the government moves vigorously on a program to expand, modernize and upgrade our fleet—for only then will young men see in the merchant marine the long-range opportunities which will attract them to this vital service."

As long as the Administration "ignores the legitimate needs of this industry," the MTD president said, "it will continue to dilute what efforts are taken to ease the manpower shortage."

The MTD's efforts to bring

about revitalization of the merchant marine through creation of an independent Maritime Administration provide the focus for a signed article by the Department's Executive Secretary-Treasurer, Peter M. McGavin.

In the article, McGavin makes it plain that the maritime industry is not asking that the government set up a department that would become "the official fairy godmother" for merchant marine interests.

What the MTD, which speaks for most of maritime labor, and the majority of maritime management wants, he went on, is that maritime be given "the chance to stand alone in the councils and agencies of government to present its program for the consideration of the legislative and executive departments of government. This includes being made safe from an over-zealous rabbit punch or blackjacking within the corridors of government."

McGavin noted that the Administration is still trying to have the Maritime Administration placed in the new Department of Transportation, despite Congressional rejection of this move in 1966. The current efforts, he said, are "honeyed" by 'new' approaches and suddenly discovered 'understandings.' But no matter how new the building nor how modern the office furnishings, we still recognize a spider's web when we see it."

AFL-CIO Programs To Be Broadcast On Labor Day

Monday, September 4 will be a day of special AFL-CIO programs on both radio and TV.

AFL-CIO President George Meany, AFL-CIO Vice-president Paul Hall, AFL-CIO Vice-President Joseph A. Beirne and AFL-CIO Vice-President I. W. Abel will be heard on nationwide radio according to the following schedule:

AFL-CIO Vice-President Paul Hall, Mutual Network, 9:15 P.M.;

AFL-CIO Vice-President I. W. Abel, CBS 7:35 P.M.;

AFL-CIO Vice-President Joseph A. Beirne, ABC, 7:15 P.M.;

AFL-CIO President George Meany, NBC, 10:45 P.M.

All times listed are EDT. Local listings should be checked, since network affiliates may carry the programs at different times.

"The Liquid Fire", a dramatization of the life of Samuel Gompers, founder of the American Federation of Labor, will be televised by at least 129 stations in 41 states and Washington, D.C. Check local listings for date and time.

Siemiller Urges Independent MARAD

Soviet Shipbuilding Pace Menace To U.S., Machinist's Head Warns

WASHINGTON—"Ever since the end of World War II, we have watched—with growing alarm and dismay—not only the dismantling of our own merchant marine but the rapid build-up of the sea-going fleets of nations whose political and economic interests are directly opposed to ours," P. L. (Roy) Siemiller, president of the International Association of Machinists, told this month's seminar of the AFL-CIO Maritime Trades Department.

Speaking on 'Revitalizing the Merchant Marine,' the theme of the day-long symposium, Siemiller noted that Russia has built 502 merchant ships since 1962—as compared to 87 for the United States—and spends 10 times more on shipbuilding than we do. He urged full support for an Independent Maritime Agency in order to get a program underway which would help us close the gap in the race.

Turning to recent developments in labor's negotiations with the railroads and airlines, the union leader said the political powers who are undermining collective bargaining in these areas have already served notice that they intend to rewrite the labor relations rules for all transportation industries. This, he added, brought the result of a demand in Congress by well-known enemies of the American working man for a permanent system of compulsory arbitration—not only for railroads and airlines but for all transportation. Such a system could include maritime, Siemiller warned.

Cites Open Hostility

Representative Fernand J. St. Germain (D-R.I.) also spoke at the seminar and noted the open hostility to the merchant marine of the Secretaries of Defense, State, Agriculture and Transportation, "to name just a few." St. Germain emphasized that "there is no one who is carrying the ball for the merchant marine within the Executive branch of government." He added that "the few friends you do have are muzzled by their superiors and stifled by bureaucracy so that they cannot speak up freely in your behalf."

The Rhode Island congressman scored Transportation Secretary Alan Boyd's recent claim that the U.S. could not launch the proper kind of shipbuilding program in this country because it would be "inflationary" and said he wondered just what Boyd was talking about.

"What's so 'inflationary' about creating more jobs . . . taking people who are now tax users, and making taxpayers out of them . . . creating new and expanding markets for the products of our mills and mines and factories? What's so "inflationary" about a build-at-home and a ship-American program—when the two elements, together, would take some of the pressures off of our balance of payments?"

"I am often amazed at the way some of these Administration officials are able to view one single facet of a problem and not see the whole problem—and the whole solution that it requires."

"The present campaign in which the MTD is engaged," St. Germain concluded, "the campaign to reconstitute the maritime administration as a completely inde-

pendent federal agency is, I think, the key to winning this kind of understanding within the Executive Department."

Representative Edwin Reinecke (R-Calif.), a member of the House Merchant Marine and Fisheries Committee, said that "under no circumstances" would he support the transfer of MARAD into Boyd's department. He told the seminar the Transportation head had appeared "arrogant" during his testimony at the recent hearings on the merchant marine.

"We have been hoping that he would at least come up with a program for the maritime industry, but he keeps talking about it and we haven't even seen it yet," Reinecke said. "After hearing him before our committee, I personally am going to do everything I can to prevent him getting his teeth into the maritime industry. And I am going to enlist the help of my friends on both sides of the aisle for this effort."

The Chairman of the seminar, MTD Executive Secretary Peter McGavin, reminded those assembled that when President Johnson first started exploring avenues for a new maritime program, he asked for a consensus "and he got one." The report has been laying on his desk since last May, McGavin said, but instead of doing anything about it the President told Boyd to go out and get another consensus.

"It seems like he is listening only to Mr. Boyd," the MTD official said, and pointed out that Congress has now seemingly run out of patience and has started to work on a new maritime program of its own . . . "and we have still heard nothing from the President."

Vernie Reed, first vice president of the Laborers' International Union, re-emphasized his union's support of an independent maritime agency and said a build-

abroad program would mean higher unemployment in the U.S. and harm the American economy by adversely affecting our balance of payments.

Pledging the full support of his city for an independent MARAD, Mayor Theodore McKeldin of Baltimore told the group that a strong merchant marine means a strong port, and a strong port means a strong city.

Also addressing the seminar were officials from two SIU-contracted companies, Michael G. Mitchell, vice president of Penn Shipping Company, and the vice president of Marine Carriers Corp., Henry R. Dowd.

Mitchell advocated government action to make U.S. ships more competitive with foreign vessels and said our unsubsidized bulk carriers are the least competitive of all because "they sail almost half the time in ballast." He stated that the group he represents can become competitive only when it is able to earn profits carrying cargo between foreign ports or "in trades where the arm of our government cannot or will not directly protect us."

Competition was Dowd's concern, too. He said that to "revitalize the merchant marine it is essential to build new ships and grant operating subsidy for these ships . . . with priority to existing operators."

"We cannot continue to rely on MSTs and government-aid cargo," Dowd said, because it is too limited. "But with an operating subsidy plus building subsidy, the American ship owner can compete and obtain a fair percentage of the world commerce."

"The time is already late for the independent owners and we urgently require action now," Dowd concluded. "You can be assured of (our) continued cooperation and support" of the MTD program.

The Atlantic Coast



by Earl (Bull) Shepard, Vice-President, Atlantic Coast Area

It is difficult to understand how giant companies such as J. P. Stevens, and others who reap huge profits from government contracts, can still be allowed to deny their workers the legal right to organize which is supposedly guaranteed by the same government which insures their profits.

Judging from the harassment, mass firings and other unsavory tactics still employed by union-busting companies in certain parts of the country, these big outfits consider themselves beyond the law. We would hope that the labor subcommittee now hearing testimony on management's abuses will take steps to see that they are not continued in the future.

New York

Seafarers are still taking advantage of the upgrading facilities offered by the SIU. Among the latest to make FOWT are **Walter Napier, James Newsome, David Gower, Everette Spencer, Larry Bon, Ken Beverly, William Hill, John Yuhas and Glenn Howard.**

Qualified to sail as electricians are **M. Kennedy and Frank Bose.** Frank also passed his FOWT exam.

Philadelphia

Roosevelt Robins is back from Vietnam where he was sailing as cook. Roosevelt is NFFD now, but should be back at sea shortly.

Bill Linker and John Renski are looking for ships that need a FWT.

V. D. India is registered again

after a long vacation and is interested in a deck engineer or engine utility slot.

Baltimore

Jessie Winfield will spend some time on the beach before shipping out. He last made the *Seatrains* Texas on a run to Vietnam.

John Dellinger would like a Calmar intercoastal run for a change of pace. His last job was as a FOWT of the *Robin Hood's* Vietnam voyage.

Just off the *Portmar*, **David Pontes** will take a rest before looking for an AB's job on a *Sea-Land* or *Calmar* ship.

Boston

Peter Gerardi should be ready for another trip soon after catching up on some time with his family. Pete's last job was as messman on the *Neva West*.

Walter LeClair will vacation at his summer home in Maine before throwing in for a *Bosun's* slot. Walt's previous slot was as a bosun on the *Jefferson City*.

Martin Hitchcock is also looking for a bosun's job after sailing aboard the *Eagle Voyager*.

First Trainees Upgraded to FOWT Under Reduced Seatime Provisions

The first Harry Lundeberg School of Seamanship students to upgrade under new reduced seatime requirements received their FWO certificates recently after three months experience at sea as wipers.

The Lundeberg School has been certified by the Coast Guard to participate in a program whereby satisfactory completion of instruction at the school will be equal to three months or 50% of the seatime required to upgrade to fireman watertender, oiler. Previously, a man needed six months of seatime to upgrade,

regardless of any time spent in the school.

Coast Guard Commander Douglas H. Clifton presided as Lundeberg students Bruce Loland, Paul Fahle and Bruce Beattie were presented with their certifications at Coast Guard Headquarters in New York.

Commander William Derr, also present at the ceremonies, explained to the men that the privilege of upgrading under the new reduced seatime requirement is available only to those men who have attended an approved upgrading school, such as the SIU-operated Lundeberg School. At the present time, the Lundeberg School is the only school in New York authorized by the Coast Guard to operate in conjunction with the reduced seatime requirement.

The certification of the Lundeberg School followed an inspection of the school's facilities by Coast Guard officials.

The Coast Guard inspection team, assisted on a tour of the school by its administrator Anthony Goncalves and school safety director Joseph Algina, paused in several classrooms to observe instruction periods and watch students operate some of the school's modern equipment.

Captain Garth Read, chief of licensing and certification for the Coast Guard, commented after the inspection that he had never before seen such "expert facilities" offered to students of seamanship.



Making an inspection tour of training facilities at SIU's Harry Lundeberg School of Seamanship recently were representatives of the U.S. Coast Guard. During the tour they paid a visit to lifeboat instruction class held at the Union's facilities in Mill Basin, Brooklyn. Shown here during the tour are (l-r) Arni Bjornsson, school instructor; Chief Machinist Mate Robert M. Lonchek; Captain Garth H. Reade; Commander William D. Derr; SIU Director of Manpower, Joe Algina and Tony Goncalves, school administrator.

SIU-Crewed Fairport Rescues Pilot 300 Miles Off Coast of Vietnam



Participating in the rescue of Navy flier 300 miles off the coast of Vietnam were Fairport crewmembers (l-r) Mike Potter, Russel Joyner, Gene Bailey, Gary Shaneyfort and William "Goat" Fillingim.

SAIGON—After nearly twelve hours of bobbing in choppy seas 300 miles off the coast of Vietnam, a downed navy pilot was rescued by the alert crew of the SIU-contracted ship, the Fairport.

With the backdrop of a war-torn country 300 miles away, heavily rolling seas, hard rains, the danger of sharks, and darkness fast approaching, downed

navy pilot Lt. Commander Mike Kavanaugh had given up all hope of being rescued.

Earlier, in the evening of July 27, he and a crew of two men had taken off in their Skytanker jet from the carrier Oriskany, based off the Vietnamese coast, and were headed for the Philippines. At 42,000 feet, the starboard motor burst into flames, and the port engine "started to act up," Kavanaugh said. Kavanaugh told his men, "We're hitting the silk at 14,000 feet!" At 9:20 P.M., not long afterward, the empty plane had rocketed into the ocean, and the men were left in the black waters 300 miles from Qui Nhon.

At 8:50 A.M. the next morning, a navy rescue patrol plane spotted the pilot and requested the SIU ship Fairport to perform the rescue mission. The Fairport altered its course and plowed 37 miles through churning seas before Seafarer William "Goat" Fillingim, sighted the downed flier. The Number 2 lifeboat was immediately lowered, and within 27 minutes, the Lt. Commander was safely aboard ship.

The lifeboat was manned by Chief Mate J. C. Adams, 3rd Mate Wayne L. Korb, and SIU crewmembers Robert Broadus, AB, John Hazel, AB, J. W. Fleming, AB, Gary Shaneyfort, AB, Keith Swillie, OS., Gene Bailey, OS., Michael Porter, wiper, Russell Joyner, wiper, and Joe Kulakowski, wiper.

The other two crewmen of the Skytanker, an Ensign and an enlisted man, were never found and are presumed dead.

Lt. Commander Kavanaugh, a native of Palo Alto, Calif., told of how he could still remember the beautiful sight of the Fairport as its outline came dimly into view. Prior to leaving the ship, he praised the work of the crew in saving his life.

The Fairport brought the navy flier to Subic Bay to be treated for shock and exposure, and then steamed away toward Okinawa, its next port of call.

Brewster Urges Congress Bar Building of U.S. Ships Abroad

WASHINGTON—Senator Daniel Brewster (D-Md.), recently told the Senate that the U.S. maritime decline "has reached crisis proportions" and declared that Congress must enact legislation barring the construction of any U.S. vessels in foreign yards.

Brewster, who is a member of the Senate Merchant Marine Subcommittee, told Congress that such a ban would be an important move in rescuing the industry from a decline of "crisis proportions." He said that he was "distressed" that the Senate Defense Appropriations Subcommittee had deleted this ban from the Defense Appropriations Bill now pending; the House earlier had approved the proposed restriction.

Senator Brewster stated "The American Merchant Marine and the United States Navy have suffered from a gradual deterioration of the shipbuilding industry in this country. Obviously, the purchase from foreign shipyards of vessels for our own Navy will only accelerate this deterioration." As a result, Brewster said, "Congress will have to enact a massive maritime revitalization program or watch American-flag ships vanish

from the seas altogether. I think it is at least incumbent upon the Congress to pursue policies which are not detrimental to the Merchant Marine and shipping industries."

Threat to Security

Senator Brewster went on to note the dangers, both economic and military, of a weak maritime: "By no stretch of the imagination can deletion of the proviso against foreign shipbuilding be construed as anything but harmful to the shipyards of America. Eighteen of our yards have gone out of business during the last decade. More yards will close in the coming years if we take away their business and transfer it to foreign yards. And every yard closed means that much less security for the United States in the event of an emergency."

In a previous speech before the Senate, Brewster had pointed

out the extent of merchant marine operations under war conditions. He explained that 97.6% of all American supplies and 60% of all American troops go to Vietnam by ship, and that the merchant fleet provides enough materiel "for all but a half-hour of fighting each day." On this aspect, he concluded: "In two world wars, and in the Korean war, our merchant fleet outmatched all others in getting men and supplies across the seas fast. There is no reason to believe that this record of achievement cannot be achieved during the current conflict, just so long as we buckle down and give our merchant fleet the governmental support it needs.

"We must insure the reassertion of the nation as a pre-eminent maritime power. We must act now before indifference or old age leave us with no fleet at all," he said.

YOUR DOLLAR'S WORTH

Seafarer's Guide to Better Buying

By Sidney Margolius

You can learn a lot from the recent Congressional hearings on the proposed "truth in lending" bill, that will help you protect yourself from overpaying for credit and from getting involved in even more serious abuses.

Representative Leonor K. Sullivan (D., Mo.) has introduced a bill which would strengthen the disclosure bill already passed by the Senate. Mrs. Sullivan's bill would require that true annual interest rates be disclosed on revolving credit accounts as well as on cash loans and traditional installment plans for cars and furniture.

At Congressional hearings, the AFL-CIO strongly backed Mrs. Sullivan's proposal to include revolving charge accounts, and also small debts on which credit fees are under \$10 (exempted from the Senate bill), and home mortgages.

The bill also would ban the use of garnishees to force payment of debts. This would be a particular help to moderate-income wage-earners. They often are trapped by deceptive credit plans based on the use of garnishees to club buyers into paying even unfair bills.

The urgency of eliminating garnishees is being stressed by Mrs. Sullivan and the co-sponsors of her bill—Representatives Frank Annunzio (D., Ill.), Jonathan Bingham (D., N. Y.), Henry Gonzalez (D., Texas), Joseph Minish (D., N. J.) and Seymour Halpern (R., N. Y.).

However, some of the other organizations backing "truth in lending," want to wait until a federal investigation of garnishees is finished, to have more information on that problem. They also are concerned that the garnishee controversy may keep the rest of the bill from passing.

Whether or not the garnishee ban gets enacted this time, the hearings brought to public attention the way working families get lured into credit purchases of overpriced used cars; appliances, jewelry and clothing sold by credit stores; goods sold by house-to-house canvassers; high-priced correspondence school courses; even auto insurance and wigs sold on credit. Then they get hit by garnishees before they know what has happened, and sometimes even are frightened into paying unfair debts by the fear of job loss if garnisheed.

Here are points made at the hearings that can

help you protect yourself whether or not Mrs. Sullivan's improvements get passed:

AFL-CIO Legislative Director Andrew Biemiller warned that credit rates as now quoted, such as 1½ per cent a month, imply that they are very low when in fact they are not. A "service charge" of 1½ per cent a month is the equivalent of a true annual rate of 18 per cent.

Biemiller also supported the proposal to tell home buyers the full dollar cost of the interest on mortgages. For example, a \$16,000 to \$17,000 mortgage for 30 years at 6 per cent, means the home buyer actually will repay about \$35,000 including the interest and principal.

Professor Richard Morse, of Kansas State University, author of *Shopping for Credit*, a pamphlet used by many teachers, reported on a survey which showed that a consumer who now asks dealers for the annual rate on installment credit, is most likely to get a quotation that is only about half-right. He reported the case of a bank advertising 5 per cent interest on deposits and also 5 per cent on car financing. The 5 per cent on deposits was accurate enough. But the claimed 5 per cent on financing actually was approximately 10 per cent per annum because of the way the bank figured the finance charge on the full original debt even though it was being paid back each month.

The hearings also showed that buyers who use store and bank revolving credit plans, but fail to pay within the period of free credit, then have to pay an effective interest rate of 18 per cent not only on the succeeding months, but even the first month.

A shrewd buyer might get as long as 59 days of free credit before incurring a service charge. Robert Klein, Consumers Union economics editor, pointed out. But a less-shrewd one, or one with less cash on hand, would have to pay interest back to the date of purchase.

Now banks even are urging doctors to approve credit cards for medical services. William Dochterman, Executive Secretary of the Sacramento County Medical Society, has criticized the bank campaign aimed at doctors. "Any payment method which increases the actual cost of professional services to patients is considered unethical," Dochterman states.

Per Capita Dues For SIUNA Raised by \$1.00

The per capita dues increase, adopted by the delegates to the convention of the Seafarers International Union of North America last June to finance an expanded program of development and assistance to affiliated unions and their members, goes into effect on Oct. 1, 1967.

The convention delegates called for a monthly per capita increase per member of \$1.00—from the present 75 cents to \$1.75—for each affiliated union, to be paid by the members of the affiliates by a one dollar monthly increase over their present dues.

Under terms of the delegates action, the per capita dues increase applies to members of all affiliated District and Local unions, effective Oct. 1 next, and becomes payable for the dues quarter beginning on that date. Accordingly, the dues payments of members of the Atlantic, Gulf, Lakes and Inland Waters District will increase by \$1.00 beginning with the fourth quarter of 1967, payable on or before Oct. 1.

The program adopted by the Convention delegates provides for intensified activities in the fields of education, organization, administration, strikes, legislation and public relations.

The action was taken by the International body "to represent our members more effectively." The resolution calling for the per capita increase noted that government with its pervading resources is progressively having greater impact upon the functions and affairs of the members, the International and its affiliated unions, "which require greater effort on all matters affecting our collective interests."

Two More Seafarers Licensed As Engineers, Total Now 173

Two more Seafarers have been added to the list of those who have passed Coast Guard examinations for an engineer's license after attending the Marine Engineer's School jointly sponsored by the SIU and District 2 of the Marine Engineer's Beneficial Association. This brings the number of Seafarers who have upgraded to their engineer's license to 173.



Angel Van De Beek

A new third assistant engineer, Nicholas Angel is 46 years old and previously sailed as a FOWT. A native of Greece, he lives in New Jersey. Angel joined the union in 1964 in the port of New York.

A newly-licensed third assistant engineer, Herman Van De Beek joined the SIU in 1962. Born in Hilversum, Holland, he lives in Astoria, New York. The 35-year old Seafarer previously held an oiler's rating.

Establishment of the engineer training program was spurred by the growing shortage of licensed marine engineers aboard American-flag ships, particularly as a result of the demands placed on

American shipping by the conflict in Vietnam.

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

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

The training school is operated under a reciprocal agreement between the SIU and District 2 of MEBA. SIU men who enroll in the program are provided with meals, hotel lodging and subsistence payments of \$110 per week while in training.

As a result of the reciprocal agreement between MEBA District 2 and the SIU, unlicensed SIU men receive full credit and complete protection for all of their accumulated pension and welfare credits. While sailing as engineers, they will also receive pension and welfare credits. As a result, upon reaching retirement eligibility their pension will be paid, based on combined time.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

From Aug. 11 to Aug. 24, 1967

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	1	1	2	1	19	5
New York	54	42	36	22	3	292	121
Philadelphia	11	7	5	6	10	19	10
Baltimore	25	21	18	19	14	113	66
Norfolk	11	1	8	4	6	19	22
Jacksonville	12	7	5	4	0	19	12
Tampa	6	1	5	4	0	13	10
Mobile	26	33	26	25	14	67	25
New Orleans	37	21	43	26	7	136	78
Houston	52	33	24	27	4	118	118
Wilmington	15	7	11	8	14	22	0
San Francisco	41	48	51	26	38	47	0
Seattle	1	12	16	14	14	49	16
Totals	298	234	249	187	125	933	483

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	4	1	2	1	3	9	2
New York	35	62	50	30	19	153	106
Philadelphia	10	6	7	4	7	13	11
Baltimore	20	19	13	20	11	56	35
Norfolk	10	6	4	3	4	21	12
Jacksonville	5	13	0	5	0	12	12
Tampa	2	5	2	1	1	4	4
Mobile	19	17	16	21	12	31	12
New Orleans	19	29	25	37	13	109	90
Houston	36	27	19	24	1	91	78
Wilmington	7	11	4	6	16	14	0
San Francisco	64	48	26	27	52	41	0
Seattle	1	15	13	13	16	22	2
Totals	232	259	181	192	155	576	364

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	0	2	0	1	12	5
New York	50	10	24	15	12	162	47
Philadelphia	5	5	8	10	4	12	16
Baltimore	22	9	22	8	2	73	53
Norfolk	4	6	3	6	3	9	9
Jacksonville	6	5	0	4	4	10	4
Tampa	4	2	1	0	0	9	4
Mobile	12	31	16	10	19	40	11
New Orleans	28	22	22	20	7	107	82
Houston	20	13	13	9	4	74	53
Wilmington	2	7	8	8	8	7	0
San Francisco	33	29	37	24	45	44	0
Seattle	1	7	11	8	9	29	7
Totals	191	146	167	122	118	588	291

THE INQUIRING SEAFARER

QUESTION: What are some of the sporting events that you witnessed in the ports you have visited?

Ramon Ayala: In Japan, sumo wrestling is very popular. The wrestlers are much taller and wider than the average Japanese. They go through all sorts of gestures and it's quite a ritual. The men are skilled and not clowns like the American wrestlers. Most matches are serious and very exciting.



American wrestlers. Most matches are serious and very exciting.

Charley Wilson: In Thailand they have a form of boxing where the participants use their feet as well as their hands. This is an exciting, intricate and fast-moving sport. Using the feet adds to the danger and as a result, there are more injuries in the Thai version than in American boxing.



Jim Harrison: Soccer and rugby are popular in England. Soccer is played some here, but rugby is rare in America. It's a lot like football, but the British claim their version is much more dangerous. Two big differences are that rugby players don't wear padding



and you can pass the ball in any direction.

Frank Lebbda: I saw some dog races in Florida. Down there, it's almost as popular as horse racing and of course, there is plenty of heavy betting. If you want to run the risk of going to jail, you can see cock fights in Miami, but these are illegal and also, pretty bloody.



Lawrence Casey: I've seen a number of bullfights in Spain and Portugal. The sport is different in Portugal because they don't kill the bull. If the bull gets the upper hand, they declare him the winner, in Spain the bull will never leave the arena alive. Arenas are sold out almost all the time.



Bruce Washburn: I once saw a cricket match in India. The players were all Indians who learned about the game from the British. I didn't understand the game so it was hard to really enjoy it very much. I've seen some soccer matches but that sport is becoming fairly common in the United States.



Nine U.S. Senators Urge Formation Of Special Unit to Study Maritime Ills

Nine U.S. Senators have proposed a Congressional study of the nation's merchant marine. The purpose of the study would be to provide leadership in maritime affairs—which they said the President has failed to do.

The group of nine Senators, headed by Senator John G. Tower (R.-Texas), recommended the establishment of a fifteen-man "advisory commission" composed of Senate, House, and Presidentially-appointed members. Its purpose would be to investigate the ability of the American merchant marine fleet to cope with present and future national needs, including emergency situations, and the need for and proposal of specific legislative solutions.

The plan is presently under study by the Senate Commerce Committee, headed by merchant marine supporter Senator Warren G. Magnuson (D.-Wash.).

The group proposing the commission includes Senator Tower, Senator Edward Brooke (R.-Mass.), Senator Peter Dominick (R.-Colo.), Senator Sam J. Ervin (D.-N. C.), Senator Paul J. Fannin (R.-Ariz.), Senator Hiram L. Fong (R.-Hawaii), Senator Mark Hatfield (R.-Ore.), Senator Winston L. Prouty (R.-Vt.), and Senator Strom Thurmond (R.-S. C.).

"We simply cannot wait any longer," asserted Senator Tower; "Where the Administration has over and over again failed to act, and where the need is so great, we must act."

He emphasized that unless meaningful legislation is enacted by next year at the latest, "I doubt we shall have the problem of a vanishing merchant marine. It shall already have vanished."

The new commission would include three Senators and three Representatives, appointed respectively by the President of the Senate and the Speaker of the House, and nine persons appointed by the Executive. In this way, the President could choose members from various segments of labor and industry, to insure a wide range of viewpoints.

In addition, Government agencies would be required to help develop information for the commission. It is expected that participants will include the Maritime Administration, the Defense Department, the Department of Agriculture, and such regulatory units as the Federal Maritime Commission and the Interstate Commerce Commission.

The American merchant fleet, Tower said, is ageing and dwindling, not being renewed, and the nation is turning increasingly to hiring foreign vessels; thus quick remedial action is necessary. Already, as seen in the American merchant marine operations in Vietnam, "We are literally scraping the bottom of the barrel," he

said. He expressed dismay that the President had not fulfilled his 1965 promise to develop a new maritime policy.

SEAFARERS LOG

Sept. 1, 1967 • Vol. XXIX, No. 18

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

Executive Board
PAUL HALL, President
GAL TANNER, EARL SHEPARD
Exec. Vice-Pres. Vice-President
AL KERR, LINDSEY WILLIAMS
Sec.-Treas. Vice-President

ROBERT MATTHEWS
Vice-President
HERBERT BRAND
Director of Organizing and Publications
Managing Editor
MIKE POLLACK

Staff Writers

PETER WEISS
HARRY WITTSCHEN
FRANK MARGIOTTA

Published biweekly 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. HYacinth 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.

AFL-CIO Urges Senate Reject Education Bill Amendments

WASHINGTON—An amendment-riddled federal aid to education bill passed by the House threatens "the very fabric" of the nation's education system, the AFL-CIO warned in testimony before a Senate Labor subcommittee.

Legislative Director Andrew J. Biemiller urged the Senate to reject House amendments to the Elementary and Secondary Education Act and instead pass Administration-proposed amendments that "build upon successful progress we already have."

The Administration bill, sponsored by Senator Wayne Morse (D-Ore.), subcommittee chairman, authorizes \$3.5 billion in federal funds and strengthens a number of provisions of the Act passed in 1965.

In the House, Administration forces, aided by some Republican votes, defeated an amendment by Representative Albert H. Quie (R-Minn.) which would have abolished direct federal grants to school districts for programs to aid the education of children from low-income families. The money would have been handed over to the states. But the House did adopt a series of amendments by Representative Edith Green (D-Ore.) that applied the "states rights" approach to other sections of the Administration legislation.

One amendment turns over to the states the entire program of developing new teaching techniques carrying 15 per cent of federal school aid funds. Another takes money allocated to the U.S. Office of Education for interstate activities and turns it over to the states. A third strikes the Teachers Corps authorization from the bill. The fate of that program now depends upon its inclusion in a college aid bill.

The House also adopted an amendment by Representative L. H. Fountain (D-N.C.) that would curb federal procedures enacted in 1966 for use against school districts not in compliance with the Civil Rights Act's provisions for desegregation.

Biemiller told the subcommittee that the "impulsive and hastily put together formulas" for block grants to states now contained in the House bill would "diminish the education opportunities of low-income children who need help the most."

"It would, to say the least," he added, "be a peculiar response to the dangerous wave of unrest which has swept across the nation to blunt the effect of a major program that can help to eliminate the causes of that unrest."

The present law, Biemiller said, "was carefully formulated legislation which for the first time provided a way out of an impasse." Experience has shown that it "endangers neither local control of education nor separation of church and state." The House bill "could destroy the entire balance that made it possible to resolve the conflicting demands on federal aid," he declared.

Biemiller said the Fountain amendment to prevent the government from holding up funds to segregated school districts "would encourage and in effect subsidize continued defiance of the law by recalcitrant" segregationists.

To illustrate how badly the government needs the right to maintain pressure for school integration, Biemiller cited the recent report of the U.S. Civil Rights Commission which shows that in 1967—13 years after the Supreme Court decision declaring segregated schools unconstitutional—75 percent of the Negro children in Southern and border states will attend all-Negro schools.

LABOR ROUND-UP

The AFL-CIO has reiterated its opposition to a proposed "central wage board" to set pay scales for the federal government's blue collar workers. Legislative Director Andrew J. Biemiller told the Senate Post Office and Civil Service Committee that the local area prevailing wage policy is sound and should be strengthened by giving unions a greater voice in all steps of the wage-setting procedure. The goal, he said, should be to "approach collective bargaining practices in private industry as closely as possible."

Contract goals highlighted by a substantial wage increase were spelled out by 100 delegates to a conference in Atlanta, Ga., called by the Tobacco Workers in anticipation of negotiations with five major employers. The delegates, representing more than 22,000 members covered by the contracts, also voted to push for the elimination of wage inequities and the improvement of fringe benefits. They expressed strong opposition to long-term agreements unless they have built-in safeguards to protect purchasing power.

Seven more national and international unions qualified in 1966 for the AFL-CIO award

given when 80 per cent of their local unions have affiliated with their appropriate State AFL-CIO bodies. The number of unions with 80 per cent affiliation or better, now stands at 19, Stanton E. Smith, coordinator of state and city central bodies, said in a report to AFL-CIO President George Meany. The following newly qualified unions will receive plaques for their affiliation record at the December convention of the AFL-CIO in Miami Beach: American Bakery & Confectionery Workers; Broadcast Employees & Technicians; Glass & Ceramic Workers; Glass Bottle Blowers; Laundry & Dry Cleaning Union; Plate Printers, Die Stampers & Engravers; Retail Clerks.

Robert S. Johnson, a member of Seattle Typographical Union Local 202 and publisher of the labor-backed Auburn, Washington, Citizen until publication ceased on June 1, has been appointed education director for the State AFL-CIO. The post was established at last year's State AFL-CIO convention. Johnson's duties will include the development of labor education programs for the state's public and parochial schools as well as for affiliates of the state central body.

The Long Sleep



Commercially marketed meat, food and drugs should not be a source of fear to the citizens of the United States. The average citizen believes that the law has long since insured his protection in this vital area. The average citizen is wrong.

Under present statutes, federal inspection of these products is, at best, on a spot-check basis. Vast quantities of meat butchered, sold and consumed within individual state boundaries are under the exclusive control of the states. What state inspection requirements do exist are largely hamstrung by lack of funds for enforcement and laboratory facilities. Attempts in state legislatures to secure appropriations necessary for effective meat inspection are consistently tabled or defeated by pressures from powerful meat packing and processing interests who fear any check on their operations. In the meantime, an unsuspecting public is allowed by both federal and state governments to continue endangering its health with products known to be prepared in criminally unsanitary conditions.

The only possible way to protect all of our citizens is the federal inspection of all meat, processed foods and chemicals used in their preparation. Partial inspection is indefensible when a representative of the U.S.

A Lesson in Geography

A basic geographical truth regarding America's need for a merchant marine second to none was recently advanced by Representative Robert O. Tiernan (D-R. I.). Noting that three-quarters of the earth is covered with water, Tiernan, in testimony at hearings held by the House Merchant Marine subcommittee, pointed out "the sometimes startling fact that the continent of North America is an island," and that even though the United States is the industrial giant of the world, she still uses half

Department of Agriculture goes before a House subcommittee and admits that "fast-curing processes, artificial tenderizing, artificial smoking, coloring agents and other additives" used by the meat industry "are potentially deceptive or dangerous to one's health." This same witness publically acknowledged that there "are many opportunities for illegitimate operators to introduce into human food channels meat derived from dead, dying, disabled and diseased animals."

In spite of disclosures such as these and others even more outrageous, the Agriculture Dept. and the National Association of State Agriculture Departments persist in a policy aimed at shielding the uncaring packers, and promoting the sale of their products, rather than at protecting the health of the nation.

After decades of bureaucratic indifference to the quality of meat consumed by Americans, a bill designed to broaden federal inspection and hit at the filth long tolerated by the states, has been introduced in the House of Representatives.

We strongly hope a human tragedy or national scandal will not be necessary to gain this bill the combined congressional and administrative support required to pass it into law.

the globe's raw materials produced outside the Communist bloc. Since most of that material moves by sea, the U.S. must be capable of moving it for her own use.

A strong merchant marine goes with a strong nation. The Soviet Union knows it and is striving for it. If American commerce were ever to become dependent on foreign ships or seamen politically controlled by a hostile power, a crippling economic blockade against this country would be a distinct possibility.

U.S. Fleet Would Be 'Sitting Duck' In Boyd's Agency, Rotell Warns

WASHINGTON—The American merchant marine would be a "sitting duck" if it got "shanghaied" into the Department of Transportation, a West Coast labor union official said in a statement recently filed with the House Committee on Merchant Marine and Fisheries.

Thomas A. Rotell, Executive Secretary-Treasurer of the Pacific Coast Metal Trades District Council (AFL-CIO), strongly advocated an independent maritime administration and declared that it has been shown that MARAD cannot fulfill the merchant marine policy of the United States while a subservient agency to another government department.

He referred to the declaration of policy, as set forth in the Merchant Marine Act of 1936, that it is necessary for the U.S. to have a merchant marine sufficient to carry its domestic water-borne commerce and a "substantial portion" of the water-borne export and import foreign commerce of the country, and added:

"It's been said a thousand times before, but a 'substantial portion' of our foreign trade means no less than half, and MARAD has demonstrated that it cannot, in its (present) status . . . bring this about. And neither would the Department of Transportation."

Rotell noted that the State Department fights for the foreign lines continually; the Justice Department throws "road blocks" in the way of the conference system and is "the only government agency—the only one, mind you—in any maritime nation of the world that does this. And I understand that if we ever do away with the conference system, it's goodbye American merchant marine."

"And the Agriculture Department is the biggest joke of all."

Hudson-St. Lawrence Link-up Ruled Out

The linking of the Hudson and St. Lawrence Rivers for the purposes of commercial navigation, has been ruled economically unfeasible, by the United States-Canadian International Joint Commission.

The commission first gave this opinion in 1938 after the initial investigation of the limited existing waterway. The commission's most recent examination concluded that construction of a passage suitable for commercial shipping is technically possible and the best route would follow the existing shallow passage with its more than 20 locks and 6½-foot draft in important areas.

The report, shown to Canadian and U.S. officials, stated however, that "in view of the wide disparity between the benefits and costs of improving the waterway for commercial navigation, no further or more detailed studies of the commercial navigation aspects of the waterway are warranted."

The commission said that the estimated potential traffic for an improved international Champlain Waterway would be "meager in spite of the apparent advantages of linking two great industrial and commercial areas." Costs of the improvements would run from \$100 million for a minimal project to \$2 billion for a 27-foot draft passage.

the labor leader's statement continued. "With the biggest subsidy bill in world history—and never a dime of recapture—it's been fighting the 50-50 law since the day it was passed. It conspires with the Justice Department to frustrate the enforcement of the law. Agriculture, Justice and State condone foreign agents operating within the United States putting pressure on for the repeal of this law. These three departments are a triple threat to the American merchant marine. You gentlemen, as members of this committee, know this well, but the public does not—and I wonder if Transportation Secretary Boyd does.

"The 50-50 law has kept 200 American ships sailing since World War II. That's 1.5 million tons of lift capacity immediately available to Uncle Sam whenever and wherever the Communists start burning up the world again. That's 10,000 seafaring jobs—200 drydockings and voyage repairs a year. The American merchant marine would be a sitting duck in DOT. It's bad enough in Commerce, but if it got 'shanghaied' into DOT, the rails and

trucks would help to choke it off, particularly with a Secretary who knows nothing—twice nothing—about maritime matters and has 'telegraphed his Sunday punch' for the American merchant marine."

Rotell claimed the American merchant marine can never operate efficiently as a "naval and military auxiliary" or carry its "domestic water-borne commerce" with MARAD in another department, and particularly in the Transportation Department.

"The intercoastal and coast-wise ships have practically disappeared," he said. "How anybody can expect them to come back when MARAD is a poor little orphan in DOT, dominated by the railroads with their phoney loss-leader rates on water competitive routes, I'll never know."

Bitterly attacking Boyd for wanting to build foreign and accusing him, among other things, of wanting repeal of the 50-50 shipping law, Rotell maintained that the only thing left for Congress to do is to write the U.S. merchant marine policy itself—"to grab the ball and run with it."

The Pacific Coast

by Frank Drozak, West Coast Representative



Municipal Judge Milton Marks narrowly defeated Democratic Assemblyman John Burton in a runoff election for the Senate seat vacated by the death of Senator J. Eugene McAteer. Burton was endorsed by the SIU and most labor groups.

The Republican victory splits the 40-seat Senate evenly and means that GOP Lt. Gov. Robert Finch could cast the deciding vote on straight party issues. Most observers feel that more Senate Committee chairmanships will go to the GOP next year.

San Francisco

Shipping is active and we expect this situation to continue awhile. We had 20 sign-ons and pay-offs. The *Fairland*, *Seamar*, *Steel Seafarer*, *Geneva*, *Mankato Victory* and *Halaula Victory* are in transit.

Wilmington

Winston Battle would like to ship out as steward on the *Iberville* when that ship comes out of drydock in San Francisco. He enjoyed his last stay on that vessel.

Walter Marcus, an SIU pensioner, visited the hall recently. Walt spent some 20 years in the SIU and said that he misses the life at sea.

Shipping is extremely active and the outlook is for more of the same. Rated men are shipping immediately.

Seattle

William Holland would like to ship out as Chief Electrician on a Far East-bound ship. His last job was on the *Mlnot Victory*.

Unionists from Turkey Visit SIU



A delegation of Turkish union officials were conducted on tour of New York headquarters recently. The lady is group's interpreter. SIU Rep. John Yarmola (partly hidden) guided the group.

MTD Pledges Full Support To Strike by SIU of Canada

The Maritime Trades Department of the AFL-CIO, has pledged its "full and unstinting support" to the 5,400 Canadian SIU members who are on strike against Canada's inland shipping companies.

The assurance of the MTD's "full backing" was contained in a telegram signed by department head Paul Hall and Peter McGavin, MTD executive secretary-treasurer, to Leonard J. McLaughlin, President of the SIU of Canada.

Canadian Seafarers went on strike August 18 after bargaining was stalemated beyond a noon strike deadline. One hundred eighty-one ships are involved in the work stoppage against 32 Great Lakes shipping companies.

Canadian Seafarers are asking wage increases and application of Canada's 40-hour work week to seamen, along with corrections of inequities in other working conditions. The Canadian Government has proposed an 18-month moratorium on the application of the 40-hour work week law to members of the Canadian maritime industries.

Hall's telegram read in part: "This strike has been forced upon

your members by a management that is apparently unwilling to accept the facts of twentieth century labor-management relations." SIU of Canada President Leonard McLaughlin said that he had recently sent a telegram to Canadian Labor Minister John R. Nicholson requesting that Nicholson appoint a mediator to try to get bargaining talks rolling again.

Ocean Science Holds Solution To End Famine

The day is coming when man will be able to extract from the oceans enough Fish Protein Concentrate (FPC) to feed all the hungry people of the world and erase the specter of famine.

Soon, too, the day will come when man will live and work under the seas, tapping new sources of minerals and energy, operating sea-bottom ranches and farms, living in ocean-bed colonies.

He will be using oceanography to master the difficult tricks of weather forecasting. And if war is still a constant threat, he will be using the sea bed and the ocean currents for aids and barriers against nuclear submarine attacks.

With the underseas future in mind, the U.S. Naval Reserve Research program recently hosted a national two-week seminar on advanced underseas defense and ocean technology at the Naval War College.

It was noted that oceanography and ocean engineering is a young program that promises within a short time to become as advanced and as challenging as man's exploration of outer space.

"The depth of the sea is a new environment for man's exploration and development, just as crossing to the West was a challenge in centuries past."

No More Slow Boat to China If You Insult Chairman Mao

Shipping companies who want to do business with Red China must be careful not to insult Mao Tse-tung, the "great leader of the 700 million Chinese people," British shipowners have been warned.

A copy of the statement issued by the China National Chartering Corporation of Peking has been sent to New York shipping interests. No American-flag ships trade in Red China. The statement cited an incident aboard the British freighter *Lord Gladstone* as an example of what cannot be tolerated.

With the "connivance" of the ship's Master, a cook "wantonly defaced" a Mao portrait in a book, "Quotations from Chairman Mao Tse-tung." Since his thought is "the beacon light guiding people of the world," the Chinese protested to the British Embassy in Peking.

As a reprisal for this "insult," the *Lord Gladstone's* Captain, E. S. Marsden and the crew were detained, then expelled. Captain Marsden is banned entry into Chinese ports. The *Lord Gladstone* is owned by Ships Finance and Management Company Ltd., of London.

Text of Hall's Labor Day Address on Merchant Marine

(The following is the text of the Labor Day address by AFL-CIO Vice-President Paul Hall entitled "American Labor Looks at Our Merchant Marine," presented by the AFL-CIO over the national radio network facilities of the Mutual Broadcasting system.)

FOR millions of Americans, this Labor Day is a holiday—but for millions more, it's business as usual. For our American forces in Vietnam, for example, there's no thought of a Labor Day holiday.

In countless defense plants across the country—the ones that are making the planes and tanks, the guns and ammunition—American workers are manning the production line. And aboard the ships of our merchant fleet—the ships that are keeping the lifeline open to Vietnam—American seamen are on the job just as they are any other day.

This is as it should be.

Whenever democratic concepts are threatened—whenever freedom is endangered—American labor, as a matter of principle, supports, and is involved in, the efforts to preserve the ideals on which this country is founded.

That is why the AFL-CIO—13.5 million members strong—is in full accord with our national policy that we must win this struggle for freedom in Southeast Asia.

The American labor movement is deeply concerned about South Vietnam—because a threat to the freedom of any country, anywhere in the world, is a threat to American freedom, too.

There's an old trade union saying—that an injury to one is the concern of all—and it applies to the freedom of nations as well as to the freedoms of the individual.

We, in the maritime industry—and I'm talking about maritime management, as well as maritime labor—know something about America's struggle for freedom. After all, it was our merchant fleet—our civilian-owned and civilian-manned cargo and passenger vessels—which played such an important role in the winning of World War II. And it is our merchant fleet—our civilian-owned and civilian-manned cargo and passenger vessels—which are maintaining the sealift to Vietnam today.

Sea Power Indispensable

This may be the age of air power—but the oceangoing ship is still indispensable to our national welfare. This is being proved everyday in the Vietnam war—where 98 percent of all of the supplies, and two-thirds of all of the troops—are being transported, not by planes, but by ships.

But this has been an assignment for which our nation was not prepared. The unhappy fact is that our national maritime policy has not provided us with a merchant marine adequate for our commercial or security needs.

To get enough ships for this Vietnam sealift, ways had to be found to meet this emergency situation. Vessels had to be pulled off of their regular commercial runs. More than a hundred ships had to be taken out of mothballs—ships that were old and out-dated, many of them which had served in World War II. And seafaring unions had to rapidly expand their training programs so that we would be sure of having enough skilled crews to keep these ships operating.

The American labor movement recognizes the serious nature of the problem which confronts America on the high seas. As recently as a year ago, the AFL-CIO Executive Council, meeting in Chicago, had this to say about our merchant marine:

"Today, the American merchant marine is being called upon to meet a war situation for the third time in 25 years.

"Owing to the neglect of this industry by the government since the end of World War II, and the failure of the Defense Department to foresee and admit the need for merchant ships to transport troops and supplies across the seas, the condition of the merchant fleet, its supporting shipyards and available skilled manpower have reached the point of crisis.

"Merchant shipping has played a vital part in American history. Today, as the result of shortsighted policies on the part of government officials

with no understanding and sympathy with the significance of commercial seapower, we have fallen to third-rate status among the maritime nations of the world."

That's what the American labor movement feels about the plight of our commercial fleet.

Feast or Famine

The sad fact is that—since the beginning of this century—the lot of the American merchant marine has been one of feast or famine. During peacetime, the U.S. maritime industry has starved for lack of attention. During the fat days, our nation has been unwilling to spend the funds necessary to build up our merchant fleet.

It's only when our security is threatened that America wakes up to the importance of our merchant fleet.

In spite of today's obstacles, the American merchant marine—the civilian-owned and civilian-manned fleet—is getting the job done. But we're doing it with a fleet that is not large enough nor modern enough for our position as a maritime power.

Just look at the record:

At the end of World War II, we had a merchant fleet of more than 5,000 ships; today we have less than one-fifth that number, and few of them are modern vessels.

At the end of World War II, American ships carried 40 per cent of our oceangoing export-import cargoes; today our vessels carry only 7 per cent of that cargo—in other words, ships of foreign countries carry 93 per cent of America's cargo.

At the end of World War II, our merchant fleet provided jobs for 80,000 sailors; today these jobs have shrunk to only about half that number.

At the end of World War II, we were first among all of the nations of the world in shipping; today, we're sixth and still going down.

At the end of World War II, we were first in the great craft of shipbuilding; today we've dropped all the way to 16th.

And while we've been going backward on the high seas, the Russians have been forging ahead at breakneck speed. The situation is so acute that, within the next few years, the Soviets may have a 2-to-1 superiority over the United States in merchant shipping.

Over the years, Russia has threatened to "bury" the United States—and today she is in danger of "sinking" us—of driving us from the world's seelanes, of dominating the fishing industry, of taking the lead in the science of oceanography.

The Soviet Union today is well on the way to becoming a dominant maritime power—perhaps the world's leading maritime power. If the Russians get the upper hand, they'll be able to withhold their shipping services whenever it serves their political purposes.

Remember this:

America's industrial complex depends on 77 strategic materials—and 66 of these have to be imported. At this moment, virtually all of these strategic materials move in the holds of foreign-flag ships.

Suppose those ships were the ones flying the hammer and sickle? Does anyone believe that Russia—the nation that has threatened to "bury us"—would deliver these strategic materials to our shores?

The answer is obvious. We would be under Russia's thumb—without a missile having been fired. The Russians know that a merchant marine is far more than just a part of a country's defense posture—as important as that role is. The Russians know that a merchant marine is part of a country's economic strength—and a part of its international strength.

That's why Russia—and every other maritime power in the world—actively supports its merchant marine with strong public policies—policies that make possible the building and manning of larger, faster and more modern commercial ships.

And therein lies the difference—therein lies the reason why other nations are moving forward,

and we're moving backward, in maritime affairs.

A modern merchant marine is possible only with full government support—and full public support. This is true with virtually every industry, when you stop and think about it.

Here in this country, the industries that are making the greatest strides are the ones that have adequate public programs to support them.

American agriculture, for example, could not continue to be the world's leader in the production of food and fiber without the countless programs of government assistance. Our aviation industry could not stay ahead of its foreign competition—particularly in the race for supremacy in the supersonic transport field—without billions of dollars of public investment.

We've got to put the same sort of government investment into our maritime industry as we're putting into aviation. This kind of investment is vital if we are to carry our proper share of American cargoes in time of peace. And it is vital if our merchant marine is to be available to backstop our armed forces in time of conflict.

We've got to start—and start right now—to build a fleet that is modern enough, fast enough and large enough to serve all of our needs. And we've got to make sure that this fleet is built in American yards—because this will reinforce the entire American economy.

A domestic shipbuilding program means a lot more than just jobs for American shipbuilding crafts and profits for American shipyards.

When you build a ship in an America shipyard, you're using steel manufactured in Pennsylvania—from ore mined in Minnesota. America shipbuilding involves electrical equipment from Kentucky—lumber from Washington—machine tools from Connecticut—valves and fitting from Idaho—and so on.

And the men who are employed in all of these industries are able, as a result, to buy shoes made in Missouri and clothing made in Tennessee. They're able to feed their families crab from Alaska and lobster from Maine—and oranges grown in Florida and brought to the market aboard planes made in California and powered by fuel from Texas.

Provides Needed Jobs

What's more, a strong and growing merchant marine can provide needed jobs—for the young men from the ghettos of Harlem and Detroit and Chicago, and from the pockets of poverty in Appalachia—as the union I represent, the Seafarers, and others have been doing for years.

In other words, America's maritime affairs—shipping and shipbuilding alike—affect all geographic areas of the country and all economic levels. This industry can contribute to a healthier American economy and to a stronger defense shield against aggression.

No one disputes the importance of our merchant marine—yet we have no positive national program that inspires the confidence of all who are concerned with the future of this vital segment of our economy.

Government and industry, labor and management, are all agreed that we must have a bold new maritime program—but up to now there has been no agreement on what this program should contain.

On this Labor Day, we in the trade union movement call on government, industry and labor to knuckle down to the problem of developing the kind of program that will assure that U.S. shipping and U.S. shipbuilding can make their maximum contribution to our economy and our defense.

This isn't just a maritime problem—it's an American problem.

If we as a nation fail to resolve this problem, the impact of that failure will be felt by every American—businessman, farmer, and worker, alike.

A strengthened, modernized and expanded merchant marine, is essential to America's future as a healthy, thriving, prosperous nation.

Threats, Blacklisting, Cited at House Hearing

Fear Tactics Still Used by Employers To Balk Union Organizing Drives

WASHINGTON—Workers from American mills and factories came to the Capitol to tell in their own words the methods their employers use to prevent them from doing what the law says they are free to do—organize into unions of their own choosing without unlawful interference.

As one witness told the Special House Subcommittee on Labor, it was a story of "discrimination, coercion, intimidation, surveillance, threats, company and community interference and massive illegal discharges."

The intimidation and the discharges are still occurring, another witness testified, "this week and last week and every week, despite the law and the courts."

As the witnesses left the stand, some in tears, Representative William D. Ford (D-Mich.) observed that "even union people wouldn't believe that this is still happening" unless they can read the testimony. It is, he added, "like something out of Alice in Wonderland" to hear of events in sections of the nation that have been "totally cut off from what has been happening for the last 25 years in this country."

Subcommittee Chairman Frank Thompson (D-N.J.) scheduled additional public hearings until all who want to testify are heard. Thompson's invitation to appear was rejected by President Robert T. Stevens of J. P. Stevens & Co., Inc., big government textile contractor which has fired more than 500 workers to date and has refused to reinstate any of them while it appeals lower court rulings to the Supreme Court.

Union witnesses included Robert Starnes, assistant AFL-CIO regional director for Mississippi and Louisiana, who read into the

record details of widespread community interference with unions and workers; Organizer Claude Davis of the Molders, who told of being beaten by an employer in Tupper Plains, Ohio, when he went to the plant to seek reinstatement of five workers fired for joining the union.

Other union representatives also gave evidence supporting their belief that the law against employer harassment of union members should be given "real sharp teeth." But the most moving testimony came from rank-and-file workers.

Mrs. Doris Hicklin of Rock Hill, S. C., mother of a soldier now serving in Vietnam, tearfully accounted how she was fired by J. P. Stevens & Co. for wearing a union button in the plant where she had worked seven years until 1964.

"I was called into the office and told to take off the button. This I refused to do," she said. Mrs. Hicklin has no job now because she was fired from her last two jobs—a report Thompson referred to the Justice Department for investigation of possible witness intimidation.

Shirley Hobbs of Roanoke Rapids, N. C., said she was fired by Stevens management after joining the Textile Workers. So was her husband. Of her experiences Mrs. Hobbs said "Lincoln freed the slaves but J. P. Stevens enslaves his workers with fear, blackballing and work overloads."

Lillian Hux told how she worked three days at the Roanoke Rapids plant and was fired after a union organizer handed her a leaflet.

"Someone told me to get rid of it, quick. There wasn't any trash basket handy so I handed it to my cousin who was due to go off duty. Her supervisor saw her put it into her purse and I was fired for interfering with another employee. Then they fired my cousin too," said Mrs. Hux.

"I haven't worked since," said the witness, the mother of two children. Sobbing, she cried "J. P. Stevens has denied me my rights as an American," and rushed from the hearing room.

A solemn witness was Jess Cudd, from Whitmire, S. C., who worked 50 years for the Stevens firm and was discharged for joining TWUA. Worse than firing, he said, was management's attempt to get him to help "run out of town" his son, also fired for joining the union.

He said: "They come to me and say 'Mr. Cudd, how come you don't adopt that boy's two children and you could make about as much out of it as you could in the mill by getting social security and run him out of town?'"

Cudd's story previously led a National Labor Relations Board trial examiner to cite the incident as a "horrible example" of employer callousness. The Cudds were among 71 fired Stevens employees that the NLRB, and two federal courts, ordered reinstated with backpay of 1964. The company president announced during the Thompson hearings that he will appeal the latest adverse decision to the top U.S. court.

Four committee witnesses came from Hartwell, Ga., to relate how they took part in an attack on union handbillers at the Monroe Auto Equipment Co. plant in 1963. One quoted a company foreman as telling workers "it might mean your job if you don't run them off."

The union men were attacked by 50 employees who poured outside the plant to manhandle them and burn their handbills and leaflets. The union lost one election there, won a second one but still is fighting for recognition, the committee was told.

Ray Smithhart of the Rubber Workers said he was arrested in Mississippi for passing out handbills, jailed and fined \$10 by the mayor of Ripley, Miss. In Tupelo, Miss., his car was riddled by buckshot but he himself was not hit. Local police made no attempt to investigate, he said.

James M. Pierce of the AFL-CIO Industrial Union Department wrapped up his experiences with Stevens Co. by calling it a "story of firings and discrimination."

"Fighting unions in the South is big business," he testified. Naming several law firms that specialize in combatting unions, he said retention of these firms "automatically means a campaign of fear and community interference."

Passing Of Ambrose Lightship Marks the End of an Era



Closing a tradition begun in 1823, the last lightship in New York Harbor, the L/S Ambrose, surrenders its domain to a modern, stilt-like, light-tower, leaving only its name behind.

The 7,800 pound mushroom anchor was slowly plucked from the grey sea, there was a dismal honk of a foghorn, and the lonely sentinel of New York's Ambrose Channel, the last Ambrose Lightship, plodded away from the site of her 17-year vigil, never to return. A 104-year tradition of lightships bobbing in New York Harbor has come to an end. Her place has been taken by a bleak, clumsy four-legged light tower.

A group of lightship buffs had sailed 22 miles to see the gallant hulk uproot and drift into the mist of memory.

The 16-man lightship crew stood on deck as L/S Ambrose slowly circled the ungainly tower, some at attention, some merely looking, few showing regret. They were bidding farewell to a life of deadly monotony, of danger as well as drudgery.

The L/S Ambrose had had a single, unchanging mission: to split the darkness. Ships of all types, from stubby tugs to majestic liners, would beam in on the lightship's bleary foghorn, its 5,500,000 candlepower light, and its powerful radio beacon, and would try to come as close to the lightship as possible. In a channel 38,000 feet long and only 2,000 feet wide, the crew of the lightship faced a possible collision every seven minutes. In 1947, the lightship Nantucket was snapped in two by the 47,000 ton White Star liner Olympic, killing seven of the Nantucket's 11-man crew. On June 24, 1960, the sixth and last Ambrose lightship was fortunately in dry dock for an overhaul when her relief ship was torn asunder by a freighter. Amazingly, since the present lightship location was chosen in 1908, there have been only four collisions, but the danger still existed. Even though it had excellent television reception and a comprehensive library, the L/S Ambrose also provided her crew with a plentiful supply of monotony. Perhaps this is why the skipper of the cutter Mahoning, Chief Warrant Officer Ted Polgar, remarked that there were only two assignments comparable to lightship-tending: assignment in Vietnam, and assignment on an isolated radio navigation station in the Pacific.

The new tower is designed to be more efficient, more comfortable, and less monotonous than its floating predecessor. The prefabricated structure stands on four strong legs which have been driven 170 feet into the ocean floor. Perched on top, 60 feet above the water, are the mess facilities, office, crew quarters, and stowage area. The flat roof serves as a heliport.

Of the small six-man crew, four will be on board at all times, serving for two weeks and then taking a very welcome one-week leave.

The main light will gleam with 6,000,000 candlepower during periods of low visibility. At full power in clear weather, it will be visible for 17 miles, whereas the old ship's light would shine for only 13.

In addition to the powerful radio beacon, the new station has a complement of eight electric foghorns which operate simultaneously, each individual horn having a range of six miles.

As the Ambrose Lightship glumly puttered around its successor, commissioning ceremonies were under way.

Now the squat lightship "Papa Charlie" code flags flapped in the breeze, signifying "I am not in my correct position." The time had come. It was the end for L/S Ambrose, which had survived storms, collisions, and German submarine forays off the U.S. coast in World War II.

An overhaul in Staten Island loomed ahead. Soon, the lobster-red ship will begin a new vigil somewhere off the coast of New England.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Members of the SIU's Inland Boatmen's Union and the ILA were back on the job in Duluth following a disagreement involving a layoff provision in the contract. The dispute was triggered by the company laying off four men on 15 minutes notice. According to the contract the men were to have five days. The strike lasted one day and affected 50 SIU men.

Local 112 and 118 of the American Federation of Grain Millers called a strike against 11 grain elevators in the area. Local 1 in Minneapolis and St. Paul are also on strike. A cooling off period was called for by the Federal Mediator, who arranged for a meeting in Duluth.

Tom Newgren and Axel Erickson are both planning to take a bride shortly. Tommy is a watchman and Axel ships as oiler. Fred Leske, who sails as an oiler is going to be a father soon. Congratulations and the best of luck to all of these men.

Cleveland

Word should arrive shortly about the unemployment bill for Great Lakes seamen. The SIU has been pushing this bill along in co-operation with MEBA. We have gone all out in this fight.

Frankfort

A contract agreement has been

reached with the Ann Arbor Railroad Company which will be presented aboard all vessels shortly for ratification.

Ward Johnson will receive his first SIU pension check shortly.

Money Due

The SIU Great Lakes District is holding several checks in the Port of Detroit for Great Lakes members we cannot locate. The money represents grievances settled between the Union and the Reiss Steamship Company.

Name	Amount
Donald Montgomery	\$ 17.51
William Duffy	\$ 19.15
Stephen Williams	\$ 2.74
Messaid El-Jahmi	\$ 7.30
Qasim Al Shamman	\$145.00
Lloyd Hope	\$ 8.95
Carl Johnson	\$ 8.95

Receives Death Benefit



Mrs. Reba Sue Martin, widow of SIU pensioner James Martin, receives Union death benefit check for \$4,000 from SIU Representative Ken McGregor in San Francisco. With Mrs. Martin are her children.

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



The Maritime Council of New Orleans and Vicinity and the Greater New Orleans, AFL-CIO, staged "Political Candidates Night", recently to back pro-labor legislators in danger of being gerrymandered out of office due to reapportionment.

Right-To-Work committees have already opened a public office in Baton Rouge and will make every effort to defeat pro-labor candidates. President Victor Busie of the AFL-CIO has urged all of those eligible to vote to make certain they are registered. A list of labor-endorsed candidates will be announced at a later date.

COPE of New Orleans will take an active part in the election of 30 members of the House, 12 in the Senate, plus Governor and other statewide jobs up for election this year. COPE's motto is "Elect our friends, defeat our enemies."

New Orleans

Charles Cassard would like a South American or Vietnam run. He didn't care for the West African trip he made aboard the *Del Valle*.

Felix Jarocinski was on the *Del Norte* when illness forced him off in La Guaira, Venezuela. He said

he is not particular about his next ship or run.

Clarence Trippe made a voyage to India on the *Tran Hudson*. After a bout with illness, he's looking for a saloon messman's job.



Vitoria Jarocinski

Charles Hyde's last trip was the *Steel Navigator* as salon pantryman. Charles took a vacation after that and is now registered and ready to take to the seas again.

Houston

Upgrading here has been quite good. Joseph Matejek just passed his exam for Chief Engineer. Shipping is still good and we are moving men and ships very quickly.

I. Glass got an AB's job on the *Del Sud*. He said he was really sweating it out because he likes this ship.

R. Vitoria caught the *Del Valle* and J. Kirchner latched onto a job aboard the *Achilles*.

Mobile

O. B. Davenport wants a change of scenery after four straight runs to the Far East. He sails as FWT or oiler.

H. C. Cain is registered and would like a Far East run. He runs a local nightclub while ashore.

John Tilley said he hopes his next ship is as good as the *Fanwood*. John's a 25-year veteran and sails as steward.

Shipping is good here and should improve now that Alcoa has added the *Alcoa Commander* and *Alcoa Roamer* to the Venezuelan runs. These trips had been discontinued for awhile.

Corporations Should Bear Brunt Of New Tax, Meany Tells Congress

WASHINGTON—AFL-CIO President George Meany told Congress last week that labor agrees with President Johnson on the need for a tax increase but firmly opposes his method of applying it.

Testifying before the House Ways and Means Committee, Meany backed higher taxes in both principle and practice. An increase, he said, would be in keeping with the tradition of equality and sacrifice in the defense of freedom; would finance the rising costs of the Vietnam war while still allowing for continued domestic progress, and would reduce the dangers of tight money, very high interest rates and an unbalanced economic advance.

But "equality of sacrifice should be based on ability to sacrifice," he said, and the Administration's proposals recognize this precept "only to a minor degree."

The federation leader called for three major changes in the Administration bill: a surtax on corporations "at least twice as great as on individuals," a lump-sum deduction for individual and family taxpayers in calculating their surtax, aimed at strengthening the principle of ability to pay, and a plan for applying the war tax rate to income not now subject to regular income tax because of loopholes.

Compared to the Administration's estimate of about \$9 billion return from its proposals in a year's time, Meany said the AFL-CIO alternatives would yield about \$8 billion if based on a six percent surtax on individuals and 12 percent on corporations, and about \$13.4 billion at rates of 10 percent and 20 percent, respectively.

Meany offered these arguments in support of the proposed changes:

Corporation Taxes. Restoration of the seven percent tax credit for new business investment this year has given corporations a \$2 billion annual tax cut. Despite a minor decline in very high corporate profits since late 1966, they show a rise of 74½ percent after taxes since 1960. Dividend payments have soared more than 69 percent in the same span. Total wage and salary outlays have gone up only 54 percent, reflecting higher employment as well as higher individual incomes. However, after-tax take-home pay of a factory worker with three dependents rose only 24 percent, and in terms of buying power, a mere 11 percent during the 6½-year period. A double-rate tax on corporations is clearly justified.

Special deduction. The Administration proposal to exempt from the surtax families with less than \$2,000 taxable income and indi-

viduals with less than \$1,000 is not adequate to approach the principle of ability to pay.

"For example, under the Administration's proposal, a family of four with a taxable income of \$1,999—gross income of about \$4,900—would pay its regular tax of \$290. It would pay no surcharge. Another family of four with a taxable income of \$2,001—gross income of slightly over \$5,000—would be required to pay its regular tax of slightly over \$290 plus the 10 percent surtax, or \$29. For the extra \$2 of taxable income, it would be required to pay \$29 in additional taxes. This is clearly unfair.

"Moreover, this proposal also fails to give sufficient recognition to the ability to pay principle as one moves up the income scale. Families with incomes of \$6,000 or \$10,000 would pay the same 10 percent surcharge on their total tax liabilities as families with incomes of over \$1 million.

"In addition, the proposal fails to recognize that the after-tax weekly take-home pay of most groups of wage and salary earners has increased only slightly in the last two years. The weekly take-home pay of the average factory worker, with three dependents, was \$100.39 in June—only 62 cents per week greater than in June 1966 and \$3.40 greater than in June 1965."

The plan can be made much fairer, he said, by allowing each family filing a joint return to subtract \$300 from its tax liability before calculating the surtax. That is, a family paying \$300 or less in regular taxes would pay no surtax. A family paying \$600 would pay surtax on \$300, and so on. For individual returns, a \$150 deduction was suggested.

Excluded income. "Tax loopholes of special privilege for wealthy families and corporations are numerous and notorious," including the exclusion for tax purposes of half of capital gains and income from tax-exempt state and local bonds, as well as depletion allowances.

While structural tax reform is not the present issue, the special circumstances surrounding the surtax proposal justifies the application of a tax, at the surtax rate, to excluded income in the above categories, after a "generous deduction."

"On the personal income side, we propose that the taxpayer list his income from these three categories, deduct a generous \$10,000 and apply the same tax rate as the surtax on the remainder, if any.

"With a deduction of \$10,000 per tax return, moderate-income taxpayers would be exempted from the tax on excluded income. Moreover, the tax rate would be much lower than the regular tax rates. Yet a significant portion of excluded income would be subjected to some taxation and additional federal revenue would be raised at a time when it is needed.

"On the corporate side, we recommend a similar listing of those categories of excluded income, a very generous deduction of \$25,000 and application of the same tax rate as the surtax to the remainder.

"The deduction of as much as \$25,000 would exclude small corporations, and most medium-sized corporations as well. However, it would subject the excluded income of wealthier corporations to a low tax rate—much lower than the 48 percent on reported income. At least part of the revenue of excluded income would be tapped.

"This proposal seems to us to be simple, clear and direct. It is not structural reform of the detailed problems in our tax system. But it would raise additional revenue, as part of a war tax, by applying a degree of taxation to the large sums that are now excluded from the income tax."

Satellite System Made Available For Navigation

The Navy's navigation satellite system, which enables a ship to determine its position at sea in any weather with tremendous accuracy, is going to be made available for U. S. merchant ship use. The move, announced by Vice President Humphrey, means that any American ship at sea could be equipped to tune in on the radio signals beamed from the three Navy satellites that form the heart of the system. Until now, the system has been limited to military ships, and has been a closely-guarded secret.

Although the system has been in operation since 1964, the Vice President said that in the last year there has been increasing interest in the Navy's system of oceanographic research. And, he said, since many nations are "intensifying their use of the sea's resources... it is essential that we work with all countries, including the Soviet Union, bilaterally and through international organizations, in exploring, understanding and using the seas and their resources."

Complete details, such as cost and the question of which nations will be allowed to participate, are not yet available. The Department of Transportation has been asked to set up plans to use the satellite system for military ships.

Puerto Rico SIU Signs New Pact At Standard Oil

SAN JUAN, P.R.—The SIU of Puerto Rico has signed a new three-year contract with Esso Standard Oil of Puerto Rico calling for a monthly wage increase amounting to \$15 the first year, \$14 the second year and an additional \$15 during the third year.

The new pact also gained a substantial increase of 33% in employer contributions to the welfare plan and a substantial increase in paid vacation time for each employee.

All employees, regardless of seniority, will receive a total of 20 paid annual holidays.

In talks between the SIU of Puerto Rico and Texaco De Puerto Rico, negotiations have been stalemated over the company's insistence on the maintenance of membership clauses, rather than union shop clauses in any new agreement.

SIU WELFARE, VACATION PLANS

June 1 - June 30, 1967

	Number of Benefits	Amount Paid
Hospital Benefits	5,587	\$ 57,981.08
Death Benefits	33	84,993.50
Disability Benefits	967	172,200.00
Maternity Benefits	27	5,270.00
Dependent Benefits	467	94,466.78
Optical Benefits	917	13,671.35
Out-Patient Benefits	3,923	31,410.00
Vacation Benefits	1,680	693,281.05
Total Welfare, Vacation Benefits Paid This Period	13,601	\$1,153,273.76

SIU-Crewed Ship Our Lady of Peace Sails Through Two War Zones

A can of TNT found attached to the ship's anchor, a dangerous shipboard fire, and a trip through the Suez Canal shortly before an outbreak of war might give one the impression that the SIU-contracted vessel Our Lady of Peace is the most misnamed ship in the fleet. These were some of the experiences of recent voyages

related to a LOG reporter at a recent payoff in Bayonne, N. J. "We may have been the last SIU ship through the Suez Canal," Luke Luketic of the deck department related. The ship went through on June 3, three days before the Israeli-Arab fighting and it was apparent that Egypt was preparing for war. Seafarers Arthur Lesh and Lars Wejemark described the reaction of the Egyptians as the ship headed through the canal.

"They stood along the banks and shook their fists, shouted, and even threw some rocks at us," Lesh said. "A few did seem friendly," Wejemark said, but the majority were clearly anti-American. The Seafarers could see Egyptian soldiers lined up along the canal bank, along with shore batteries, anti-aircraft guns and machine gun nests. "We spoke to some canal workers and they said there wouldn't be any war, but it was obvious it would come soon," Lesh stated.

The Egyptian authorities made no effort to interfere with the ship, although some officials boarded the vessel. "They have these canal crews that help you dock and lend a hand during any emergency," Lesh said. Some men, a few armed, came aboard from one of these craft but they just looked around, asked a few civil questions and left," Lesh said. He added it was not usual for them to board a vessel.

The crew wasn't really worried, Luketic stated, because nobody thought the Egyptians would actually fire on an American ship. "There were no special precautions taken, but the crew was silent and our main concern was to get out of there as fast as possible," he added. One SIU ship, the Observer was trapped in the Canal, and is still there, along with vessels from other nations, including some ships from Communist nations.

According to Luketic, one problem that arose concerned the official clearance for the ship to pass through the canal. "A message was sent to the company regarding the possibility of trouble with officials, but they wired back and said that no trouble was anticipated," Luketic said. Seafarers were worried about the fact that they might have had to turn around and return to the States by way of the Cape of Good Hope.

Meets the Intrepid

Our Lady of Peace met the aircraft carrier Intrepid in the Red Sea, just before the freighter went through the canal into the Mediterranean. The fact that crew members didn't get a chance to disembark in an Egyptian port was of no major concern to the Seafarers aboard. "Egyptians have

never been too friendly to Americans, especially in the last ten years," Luketic said. Most seamen find they don't get what they pay for. "You have to watch your wallet there," he added.

Another incident aboard the ship, this time in Vietnam, was recalled by Luketic. Last December, in Vietnam, some gas highloos caught fire in number two hatch. Damage was slight and was put out quickly. "We were carrying ammunition and there were 250 pound bombs in the area," Luketic recalled. If there had been an explosion "all of us would have been goners."

Bosun Enos Allen told of another close call the ship had on the Vietnam run. "Just before I

came aboard," Allen related, "a small can of TNT was found attached to the anchor chain." The ship was in Nha Be, with another American ship and two Panamanian vessels. A mine exploded at 1:30 a.m., sinking one of the foreign ships and a second explosion eight hours later broke the anchor chain on the second Panamanian ship.

Some Navy divers searched the bottom of the two American ships and found the TNT can. It had a time device on it that was due to detonate the explosive at 4:30 p.m. The bottoms of ships are carefully searched now, and the SIU-contracted Oceanic Spray found a TNT can on its anchor a few weeks ago.

WAYNE VICTORY (Marine Carriers), July 2—Chairman, Donald M. King; Secretary, Louis W. Pepper. Brother Donald M. King was elected to serve as new ship's delegate. No beefs reported by department delegates. Vote of thanks given to steward department for job well done. Discussion held on improper use of washing machines and lines for drying clothes.

MANHATTAN (Hudson Waterways), July 23—Chairman, Woodrow Lawton; Secretary, Bill Padgett. No beefs reported by department delegates. Brother M. J. Berry was elected to serve as ship's dele-

JASMINA (Wall Street Marine), July 30—Chairman, Tom Driscoll; Secretary, Gilbert Delgado. Ship's delegate reported everything running smoothly. Captain is well satisfied with the crew. Brother Raymond Perry was elected to serve as ship's treasurer. \$1.00 to be donated by crewmembers. Some disputed OT reported by deck department. Discussion on cleaning up the ship in certain departments.

DEL SUD (Delta), July 30—Chairman, Mike Dunn; Secretary, Gary Bryant. No beefs reported by department delegates. Captain reported a good voyage. Motion made that proper medical supplies be brought aboard ship before leaving United States. Motion made that sick crew members be flown to United States from foreign ports. Motion made to have probationary members who continually miss ship in foreign ports pay penalty to Union or assume Foreign Probationary membership with Union. Compliments given to first trippers for being clean cut young men and conducting themselves in the true manner taught by the SIU school. A vote of thanks was given to the steward department.

CONNECTICUT (Oriental Exporters), July 2—Chairman, Leo Paradise; Secretary, A. W. Morales. \$14.00 in ship's fund. No beefs reported by department delegates. Brother E. R. Hall was elected to serve as new ship's delegate. Crew pledged \$1.00 to be collected for ship's fund next draw. Discussion held on acquiring new washing machine and repairing old one. Air conditioning unit being added for benefit of crew.

HALCYON PANTHER (Halcyon Steamship Co.), July 9—Chairman, G. S. Stanley; Secretary, A. W. Hutcherson. \$11.00 in ship's fund. No beefs reported by department delegates. Brother A. S. Turner was elected to serve as new ship's delegate. Will post list of movie donations. All hands asked to donate.

DIGEST

of SIU

SHIP

MEETINGS

gate. Vote of thanks given to the steward department. Also vote of thanks given to Captain for co-operation with crew. Discussion held on thieves coming aboard.

CUBA VICTORY (Alcoa Steamship), July 16—Chairman, R. V. Ceiling; Secretary, C. J. Quinnt. Ship's delegate reported everything running smoothly. No beefs reported by department delegates. Brother C. J. Quinnt was elected to serve as new ship's delegate. Discussion held on sanitation after using head. All agreed to co-operate. Ship's delegate will see Chief engineer about repairing washing machine and laundry tubs.

Entry Rating Lifeboat Class No. 10



These Harry Lundeberg School of Seamanship entry rating students have qualified for a lifeboat ticket after passing examinations conducted by Coast Guard. In front row (l-r) are: D. Godfrey, F. Jossi, R. Willis, R. Titchell, M. Chapman, J. Tierman. In second row, P. McGaharn, instructor, R. Dobbs, D. Lee, K. Schwartz, D. Hollifield, W. Ellicott, J. Babbiano, and senior instructor Arni Bjornsson. In the third row, G. Gauer, J. Goodrich, E. Smith, J. Fitzpatrick, A. McHale, H. Jackson, T. Browne, and S. Marshall.

Seafarers Around the Globe

The camera's eye caught Seafarers at work and play in New York, Yokohama, Bangkok and Saigon.



Leon Levin (right) is greeted by patrolman Sacco when the De Soto arrived in New York City for recent payoff. The Seafarers were glad to return after a long voyage.



Seafarers are usually well-fed on ships where the chief steward is Vasser Szmaniks (right). The SIU veteran supervised loading of stores aboard Steel Maker.



When the Lucile Bloomfield docked in Bangkok, a few crewmembers got together to discuss the voyage. Left to right, Tom Pruitt, Charles Thorpe, Roger Pinkham.



Terrence White and Roy Jones sailed in De Soto's deck department. They were caught by camera in Yokohama.



Bill Pope, deck dept., entertains shipmates in Saigon with country music.

Praises Graduates Of SIU Upgrading

To The Editor:

We have several graduates of the New Orleans upgrading school aboard the Duval in all three departments.

They are all exceptional young men and they will make worthy seamen to take our places when we retire. This is a good crew and a good overtime ship for the black gang. We were in Morocco for two weeks and had no foul ups, no beefs and nobody missed the ship for any reason.

William (Dick) Massey



Smooth Sailing On Viet Trip

To The Editor:

The Halcyon Panther is on its second trip to Vietnam and is scheduled to make two more from the West Coast before returning to the Gulf.

Jimmie Darouse, steward, is doing a fine job of feeding the boys. Chief cook A. W. Hutcherson and Sam Martin, night cook and baker, are doing a good job with their cooking and baking. Al Blain, chief electrician, is keeping all the lights burning. We had a smooth pay off in Sacramento last voyage and are looking forward to the same after this one.

Walter Conner,
Ship's delegate
Halcyon Panther

Widow Thanks Crew For Thoughtfulness

To the Editor:

To the crew that was aboard the Columbia Victory along with my husband, Frank Nelson, who died aboard that ship, July 5, in Yokohama, Japan, I would like to say many thanks for the donation and the flowers.

He often spoke of the good crew aboard that ship. Also, the Mates and Captain he worked for. He was a wonderful husband and father and will be really missed by us. Thanks again.

Mrs. Catherine B. Nelson
and Cheryl Ann Nelson
Savannah, Ga.



Thanks Union For Pension Plan

To the Editor:

After 22 years with the Seafarers International Union, my husband has retired. He received his first pension check this week.

It has been a good feeling through the years to know that if sickness or accident should occur the Union Welfare Plan was accepted in any hospital without question. His pension is also a big help. If not for it, it would be impossible to get along, as Social Security payments are not enough to maintain a home decently.

I'm proud to say that my husband has been a member of such a fine organization for so many years.

Yours Truly,
Mrs. Walter F. Mueller



Boyd Program Undermines Fleet

To the Editor:

Ever since the Secretary of Transportation, Alan Boyd, first started talking about what he thought should be done about the American merchant marine, I find myself wondering more and more who's side he is on.

When one reads of his plans to take jobs away from Americans by building ships in foreign yards and his willingness to throw away much of the protection guaranteed by our cargo preference laws, it is hard to believe that President Johnson or anybody who knows anything about maritime could even take him seriously. Competition in world commerce is tough enough without a member of the U.S. Cabinet proposing that this country deliberately hand over whatever potential advantage it has to a foreign nation.

As Edwin Hood, the president of the American Shipbuilders Council has said over and over again, U.S. shipyards can build all the ships we need to again become the big maritime power we were after World War II. We wouldn't even have to build any new yards—just re-open some of the ones that have closed for lack of shipbuilding work. Instead of exporting jobs to foreign yards, we should worry about our own people and put unemployed American shipyard workers back on the jobs they have always done so well when the chips were down in the past.

Ted Luce

From the Ships at Sea

Seafarers on the **Raymond Reiss** (Reiss) were thanked by a Union brother for their consideration in sending his father a card while he was hospitalized, Meeting chairman **Gary Loomis** reports. Meeting secretary **Robert Denning** reports that a lively discussion was held concerning "the pros and cons of making coffee with or without salt." Deck delegate **Howard Reagan** suggested periodic discussions of a deck hand's duties would be more effective than safety meetings. Other suggestions included the posting of ship's meeting times 24 hours in advance. Engine delegate **William Duffy** reported that members of his department had few beefs. **Ray Anderson**, steward delegate, reported that all is well in his department. Collections were made from those who have not contributed to the ship's fund, **Carl Shircel**, treasurer reported. A suggestion was made to fix the TV set in the galley.



Shircel

Peter Hammel, new ship's delegate on the **Bangor** (Bermuda Shipping) will handle the mail delivered to the vessel. **Chuck Demers**, meeting secretary reported. Demers said that the captain expressed his satisfaction with the crews performance. Plenty of good food and service, in addition to a smooth-running ship, has made the voyage a pleasant one. The only problem is some disputed overtime in the engine department. The next port is Durban.



Demers

telephone should be installed in the passageway forward of the crews mess, to be hooked directly to the bridge house in case of emergency calls to the man on standby in mess room. When the ship arrives in New Orleans for the payoff, we'll see about getting our radio repaired, Briggs reported.

Two heavy trucks hauling munitions from the **Free American** (Fargo) to the airport at Vung Ro were blown up when they ran over land mines, meeting chairman **George Bryan** reports from Vietnam. Meeting secretary **M. Wessing** writes that **Bill Bryant** is hospitalized in Saigon and the crew wishes him a speedy recovery. No major beefs thus far, Wessing reports. A vote of thanks was given by bosun **Joe San Filippo** to members of the deck department for keeping the fans running in hot weather. The steward department turned out good food and service, it was agreed. The payoff will be in San Francisco.



San Filippo

G. Trosclair, meeting chairman on the **Platte** (Platte Transport) writes that a vote of thanks was extended to Captain **S. H. Cogsdale** for air-conditioning units and the speed with which the old linen locker was converted to a sleeping dormitory. It came in handy during the stay in India and the hot nights at sea, Trosclair reported.



Trosclair

A request was sent from **Cosmos Mariner** (Cosmos) to SIU headquarters for Logs to be sent to the Seamen's Club in Cam Ranh Bay, Meeting Chairman **William Phillips** writes. Our Union has "the majority of the ships in the harbor, the majority of the time," Phillips informs. Meeting Secretary **Robert Spencer** writes that there is some disputed deck overtime. The ship's treasury has \$13 in the kitty. The payoff will be in San Francisco.



Spencer

LETTERS To The Editor

Support Maritime, Seafarer's Wife Says

To the Editor:

I've just read Paul Hall's 20-joint Maritime program. I have written our State Representative and Senators to have this reviewed and considered as a new U. S. maritime policy.

You know, we wives must get behind our husbands. We must help them just like in domestic life. We, as wives and dependents are directly affected by the outcome of future shipping.

Ask your family and friends to get behind this effort to save our American fleet. It is important to our national economy also.

So, please write your own State Representative and Senators, and get this program going for us.

Mrs. Joseph Schoell
Seattle, Wash.



British Seaman Enjoyed the LOG

To the Editor:

This is to advise you that my father recently died. I would like to thank your union very sincerely for sending him copies of the LOG. During his retirement from the sea, he enjoyed reading it very much.

M. Haddock
Swansea Glam
United Kingdom

SIU ARRIVALS

Curtis Southwick, Jr., born January 21, 1967, to the Curtis Southwicks, Jamestown, N. Y.



Audra Michele Iovino, born May 2, 1967, to the Luigi Iovinios, Oceanside, L. I., N. Y.



Amy Denise Wofford, born July 7, 1967, to the Kenneth Woffords, Vinton, La.



Warren Waldrop, born July 19, 1967, to the James Waldrops, Mobile, Ala.

Juliane Papin, born July 9, 1967, to the Francis J. Papins, Ste. Genevieve, Mo.



Jose Carlo Morales, born May 8, 1967, to the Jose C. Morales, Ponce, Puerto Rico.



Lori Lynn Stevens, born June 21, 1967, to the Calvin Stevens, Mobile, Ala.



Aubrey Rankin, born August 1, 1967, to the Aubrey A. Rankins, Mobile, Ala.



Timothy Frankovitch, born July 9, 1967, to the John G. Frankovitchs, Rapid River, Mich.



James Chisholm, born January 26, 1967, to the Charles Chisholms, Port Arthur, Texas.



Dennie Pelky, born July 5, 1967, to the Franklin J. Pelkys, Honor, Mich.



Stacey Lea Jones, born October 31, 1966, to the Robert L. Jones, Arnold, Mo.



George Harvey Flowers, born July 7, 1967, to the Cecil L. Flowers, Swan Quarter, N. C.



Middalia Roma, born July 7, 1967, to the Rudolph Romas, Houston, Texas.



James Thomas Beatty, born November 23, 1966, to the William Beattys, Jr., Lake Charles, La.

Shipboard Reunion



When Norberto Capay called at Qui Nhon, Vietnam, Seafarer John Devaux (right) contacted his son, John Jr. through the American Red Cross. John Jr., stationed in Saigon, was able to visit aboard the ship for a few days. The crew went all out to make the visit enjoyable. They were a great bunch of men, John Jr., said.

Appears on Alan Burke TV Show

Seafarer Urges Seamen Have Access To Vietnam GI Recreational Facilities

Seafarer Owen Quinn, in a recent appearance on the nationally televised Alan Burke show, urged that U.S. merchant seamen be allowed to use some of the recreational facilities which are presently operated solely for U.S. servicemen.

Brother Quinn has made several supply runs to the war zone. He told the show's audience about one particular incident while sailing aboard on the Coeur-A'lene Victory (Victory Carriers) during Christmas of 1966. Quinn and several shipmates had arrived in Vietnam with some 700 tons of vital ammunition and other war material.

"On December 23, we learned that a Bob Hope show was being staged at Cam Ranh Bay. We thought that we would see it, so we went up there and found several thousand military personnel plus about 300 seamen in the audience. The show was held in a huge open field."

When the show began, Quinn noticed that Military Police were circulating through the audience "picking out all those not in uniform." The MP's asked these men to leave, Quinn told the audience. Finally, the MP's came to the section where Quinn and his buddies were seated. "They asked us to leave," said Quinn, and we "politely protested" that all we wanted to do was see the show.

"We told them that we had just made a long voyage carrying vital cargo. The MP's wouldn't let us stay in the audience, even though we could prove we were indeed members of the merchant marine. "They made it clear that the show was only for those men who were performing duties in Vietnam," Quinn said.

Perform Vital Job

Seamen believe, Quinn told the audience, that they perform "a vital job" and are entitled to "some of the recreational and off-hour facilities." A number of the Seafarers had served in the armed forces during World War II and Korea, Quinn said, and many others were on the supply runs during both wars.

Perhaps Seafarers don't carry a gun or expose themselves to danger as much as front-line troops, Quinn said, but their part in the war effort cannot be denied. Quinn pointed out that many seafarers not only fought in the past, but they volunteered to sail on the Vietnam run, rather than take a

safer trip. The Seafarers who died when the Baton Rouge Victory was hit by a mine attest to the danger of sailing in the war zone.

In talking with a LOG reporter about his appearance on the show, Quinn said that "there is a lack of facilities where a man can have a beer, see a movie, relax after a hard voyage, or even learn about what's going on at home."

The Bob Hope show "was a rare opportunity to get a slice of home," he said. Burke told Quinn on the show that he didn't think Hope knew of the incident, or would have approved if he did. The program, which originates out of New York, includes in its format an opportunity for people to come up from the audience and express whatever is on their mind.

"When I saw these people talking about different things, I thought I would take the opportunity to talk," said Quinn. "I felt people should know something about our role in the war effort." Burke was sympathetic and agreed that seamen should be entitled to certain recreation privileges, Quinn said. Seafarer Quinn said that he intends to continue "going to Vietnam every chance I get. I remember the ships calling on Korean ports when I was a soldier there shortly after the war."

Seafarer Quinn was the subject of a Log feature in the issue of April 15, 1966, concerning his being in Malta at the time of that country's independence. He is a member of the deck department and lives in New York City.



Quinn

FINAL DEPARTURES

Arthur Payton, 52: A heart attack claimed the life of Brother Payton, July 12, in Sacramento County Hospital, Sacramento, Calif. A resident of East Liverpool, Ohio, Brother Payton was born in that city. He joined the Union in San Francisco and shipped as an AB. His last ship was the Oceanic Tide. Payton served in the U. S. Army from 1943 to 1947. Burial was in the Columbiana Memorial Park Cemetery, Columbiana County, Ohio.



Bain Gifford, 50: Brother Gifford died in Hospital Averroes, Casablanca, Morocco, on October 22, 1966. A resident of Seattle, he was born in Spokane, Wash. Brother Gifford sailed in the steward department and joined the Union in Seattle. Gifford had served in the Marine Corps. He is survived by a cousin, Philip Corneil, of Seattle. Burial was in Ben Mosik Cemetery, Casablanca, Morocco.



Autrey Johnson, 59: Cancer claimed the life of Brother Johnson, July 12 at Brewton, Ala. A chief cook and baker, he joined the union in Philadelphia. A resident of Mobile, Johnson was born in Covington County, Ala. His last ship was the Yellowstone. He served in the Navy during World War II. Surviving is his wife, Martha. Burial was in Pleasant Home Cemetery, Covington County, Ala.



David Blumlo, 53: Brother Blumlo died aboard the Transyork on April 19. He was serving as chief steward aboard the vessel which was docked at Yokohama, Japan, at the time of death. Born in Ohio, he made his home in San Francisco. Brother Blumlo joined the union in San Francisco and sailed as night cook and baker before attaining a chief steward's rating. Surviving is a half-brother, Paul Whitlow of San Francisco. The body was cremated.



Thomas Morris, 38: Seafarer Morris died on January 7, in Leggett Memorial Hospital, Houston, Texas. He was born in Greensburgh, Pa., and made his home in Pittsburgh. Brother Morris sailed in the SIU's Great Lakes and A&G divisions. He held the rating of AB, joining the Union in San Francisco. Brother Morris served in the Air Force from 1951 to 1955. His last ship



Alexander Garibaldi, 70: Heart failure claimed the life of Brother Garibaldi on July 19, at South Amboy, N. J. He was on an SIU pension at the time of death. Brother Garibaldi joined the Union in New York City. A native of Italy, he lived in Lawrence Harbor, N. J., with his wife, Christine. He held the rating of bridge-man and was employed by the Pennsylvania Railroad.



Lifeboat Class No. 183 Graduates

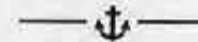


After attending SIU lifeboat training classes in New York, these men passed Coast Guard examinations. Seated (l-r) are: G. McLaughlin, J. White, P. Castro, A. O'Connor, C. Miranda, N. Caputo, and instructor Arni Bjornsson. In back: P. McGaharn, instructor, J. Costello, J. May, F. Unger, E. Colon, J. Ruiz and R. Benjamin.

PERSONALS

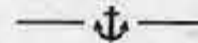
Hayward Henderson

Your family is anxious to get it touch with you. Get in touch with Dixie F. Henderson, Rt. 3, Elba, Alabama, 36323; telephone 897-6582.



William Stark

P. McGeoghegan, Drew Road, R. D. 2, Sussex, N.J. 07461, is anxious for you to contact him at the above address.



Anthony Sorrelli, Jr.

Your sister, Mrs. Ella De Santis of 8663 15th Ave., Brooklyn, N.Y. is very anxious to hear from you.



Kenneth Wayne LeBlanc

Please contact your mother, Mrs. F. A. LeBlanc, 314 Roosevelt Avenue, San Antonio 10, Texas, as soon as you can.



Seafarer in Vietnam



Seafarer Richard Hartley (right) is shown with SIU Rep. Pete Drewes in South Vietnam where he is serving with paratroopers. Dick is anxious to resume his seagoing career when discharged.

James W. Gald

Please contact Billie Engler, 3910 Hollygrove St., New Orleans, La., or phone 488-2034 as soon as possible.



Charles W. Thom

Your mother, Mrs. Jessie Thom, 409 Richmond Avenue, Point Pleasant Beach, New Jersey, would like you to get in touch with her.



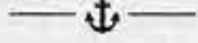
Roger O'Rourke

Kindly contact Mrs. M. L. Van Gessel, 27 Fresno St., San Francisco, Calif., 94133, in regard to mail she is holding for you.



Albert W. Spanraft

Please contact Anita Reed, Route 2, Box 2A, Slidell, La., or phone 643-9206, as soon as possible.



Joe Simmons

Please contact James Hart aboard the Monticello Victory, Victory Carriers Steamship Company, 647 Fifth Ave., New York, N. Y., 10022, as soon as you can.



Benjamin (Frenchy) LeBlanc

Please get in touch with Dora Lietz, 611 E. Baltimore St., Apt. F, Baltimore, Md., as soon as possible.



Richard V. Geiling

Please get in touch with your wife Mary, in San Francisco, regarding illness in the family.



Leslie Brillhart

Contact your mother at 223 Braham Blvd., San Antonio, Tex., 78215, as soon as possible in regard to an urgent matter.

FOREIGN PAYOFF? LEAVE CLEAN SHIP

Seafarers are reminded that when they leave a ship after articles expire in a foreign port, the obligation to leave a clean ship for the next crew is the same as in any Stateside port. Attention to details of house-keeping and efforts to leave quarters, messrooms and other working spaces clean will be appreciated by the new crew when it comes aboard.

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...



Sitzel-Weller Distilleries "Old Fitzgerald," "Old Elk" "Cabin Still," W. L. Weller Bourbon whiskeys (Distillery Workers)



Kingsport Press "World Book," "Childcraft" (Printing Pressmen) (Typographers, Bookbinders) (Machinists, Stereotypers)



Jamestown Sterling Corp. (United Furniture Workers)



White Furniture Co. (United Furniture Workers of America)



Genesco Shoe Mfg. Co. Work Shoes... Sentry, Cedar Chest, Statler Men's Shoes... Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)



Baltimore Luggage Co. Lady Baltimore, Amelia Earhart Starlite luggage (International Leather Goods, Plastics and Novelty Workers Union)



"HIS" brand men's clothes Kaynee Boywear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)



R. J. Reynolds Tobacco Co. Camels, Winston, Tempo, Brandon, Cavalier and Salem cigarettes (Tobacco Workers International Union)



Peavy Paper Mill Products (United Papermakers and Paperworkers Union)



Comet Rice Mills Co. products (International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)



Magic Chef Pan Pacific Division (Stove, Furnace and Allied Appliance Workers International Union)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements.

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

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

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

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

EDITORIAL POLICY-SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member.

PENN EXPORTER (Penn Shipping Co.), July 17-Chairman, Henry W. Miller; Secretary, Z. A. Markis. Repair list was turned over to patrolman and repairs will be made this trip.

ALCOA VOYAGER (Alcoa Steamship Co.), July 23-Chairman, Frank Russo; Secretary, M. P. Cox. Captain will payoff crew in New York.

CALMAR (Calmar Steamship), July 23-Chairman, Thomas R. Glenn; Secretary, Vernon Douglas. Some disputed OT reported by engine department.

CORTEZ (Crest Overseas), June 25-Chairman, D. L. Parker; Secretary, J. E. Hannon. Some disputed OT reported by engine delegate.

DIGEST of SIU SHIP MEETINGS

WILD RANGER (Waterman), July 23-Chairman, B. Lowderback; Secretary, C. Frey. Ship's delegate reported that everything is running smoothly.

DEL RIO (Delta), July 3-Chairman, S. Pappas; Secretary, D. Worrell. \$27.10 in ship's fund. Motion made to negotiate for retirement plan for those with 20 years membership in SIU.

BANGOR (Bermuda), August 6-Chairman, Peter V. Hammel; Secretary, Chuck Demers. The Captain is satisfied with the crew in general.

STEEL FLYER (Isthmian), July 28-Chairman, C. M. Brien; Secretary, P. Lucason. \$1.00 in ship's fund. No beefs were reported by department delegates.

BURBANK VICTORY (A. L. Burbank), July 30-Chairman, P. Clarke; Secretary, H. B. Gaskill. Two hours delayed sailing at Long Beach is disputed.

Chief Engineer entering and trying to run crew fannies.

KENYON VICTORY (Columbia), August 3-Chairman, A. Bourgot; Secretary, R. Brown. Ship's delegate reported that everything is running smoothly.

COSMOS MARINER (Cosmos Navigation), August 15-Chairman, William F. Phillips; Secretary, Robert Spencer. \$13.00 in ship's fund. Some disputed OT in deck department.

ROBERT D. CONRAD (Maritime Operations), August 13-Chairman, G. B. Gapaq; Secretary, J. Conyers. Brother John Wallack was elected to serve as ship's delegate.

FREE AMERICA (Fargo), August 13-Chairman, George Bryan; Secretary, M. Wessing. Motion was made to ask the patrolman about a change in the unlicensed personnel's quarters.

NICOLET (Gartland), July 23-Chairman, Robert Zurlub; Secretary, H. "Don" Gilbert. Beef in engine department regarding unfair distribution of OT.

HENRY STEINBRENNER (Steinbrenner), August 4-Chairman, A. Pedersen; Secretary, None. Motion made to contact patrolman about providing OT slips in crew's hall.

RAYMOND REISS (Reiss), July 28-Chairman, Gary D. Loomis; Secretary, Robert Dunning. Safety meeting was criticized. Suggestion was made for teaching of round turns and proper handling of lines and other deck duties.

CRAPO (Huron Portland Cement), August 1-Chairman, Seth Lockwood; Secretary, George Sylvester. Complaint about oil spillage while loading cement in Alpena.

PLATTE (Platte Transport), August 6-Chairman, G. Troclair; Secretary, L. Blanchard. Few hours disputed OT in deck and engine departments.

TRANS SUPERIOR (Hudson Waterways), No date-Chairman, T. Sawyer; Secretary, Donald B. Farmer. No beefs were reported by department delegates.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same.

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

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

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives.

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.

Schedule of Membership Meetings

- SIU-AGLIWD Meetings New Orleans Sept. 12-2:30 p.m. Mobile Sept. 13-2:30 p.m. Wilmington Sept. 18-2:00 p.m. San Francisco Sept. 20-2:00 p.m. Seattle Sept. 22-2:00 p.m. New York Sept. 5-2:30 p.m. Philadelphia Sept. 5-2:30 p.m. Baltimore Sept. 6-2:30 p.m. Detroit Sept. 8-2:30 p.m. Houston Sept. 11-2:30 p.m.

- Great Lakes SIU Meetings Detroit Sept. 5-2:00 p.m. Alpena Sept. 5-7:00 p.m. Buffalo Sept. 5-7:00 p.m. Chicago Sept. 5-7:00 p.m. Cleveland Sept. 5-7:00 p.m. Duluth Sept. 5-7:00 p.m. Frankfort Sept. 5-7:00 p.m.

- Great Lakes Tug and Dredge Region Chicago Sept. 12-7:30 p.m. Sault Ste. Marie Sept. 14-7:30 p.m. Buffalo Sept. 13-7:30 p.m. Duluth Sept. 15-7:30 p.m. Cleveland Sept. 15-7:30 p.m. Detroit Sept. 11-7:30 p.m. Milwaukee Sept. 11-7:30 p.m.

- SIU Inland Boatmen's Union New Orleans Sept. 12-5:00 p.m. Mobile Sept. 13-5:00 p.m. Philadelphia Sept. 5-5:00 p.m. Baltimore (licensed and unlicensed) Sept. 6-5:00 p.m. Norfolk Sept. 7-5:00 p.m. Houston Sept. 18-5:00 p.m.

- Railway Marine Region Philadelphia Sept. 12-10 a.m. & 8 p.m. Baltimore Sept. 13-10 a.m. & 8 p.m. Norfolk Sept. 14-10 a.m. & 8 p.m. Jersey City Sept. 11-10 a.m. & 8 p.m.

- United Industrial Workers New Orleans Sept. 12-7:00 p.m. Mobile Sept. 13-7:00 p.m. New York Sept. 14-7:00 p.m. Philadelphia Sept. 5-7:00 p.m. Baltimore Sept. 6-7:00 p.m. Houston Sept. 18-7:00 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 Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Robert Matthews SECRETARY-TREASURER Al Kerr HEADQUARTERS 475 4th Ave., Bklyn. NY 9-6600 ALPENA, Mich. 127 River St. EL 4-3616 BALTIMORE, Md. 1216 E. Baltimore St. EA 7-4900 BOSTON, Mass. 177 State St. RI 2-0140 BUFFALO, N.Y. 735 Washington St. SIU TL 3-9259 IBU TL 3-9259 CHICAGO, Ill. 9383 Ewing Ave. SIU SA 1-0733 IBU ES 5-9570 CLEVELAND, Ohio 1420 W. 25th St. MA 1-5450 DETROIT, Mich. 10225 W. Jefferson Ave. VI 3-4741 DULUTH, Minn. 312 W. 2nd St. RA 2-4110 FRANKFORT, Mich. P.O. Box 287 415 Main St. EL 7-2441 HOUSTON, Tex. 5804 Canal St. WA 8-3207 JACKSONVILLE, Fla. 2408 Pearl St. EL 3-0997 JERSEY CITY, N.J. 99 Montgomery St. HE 3-0104 MOBILE, Ala. 1 South Lawrence St. HE 2-1754 NEW ORLEANS, La. 630 Jackson Ave. Tel. 529-7546 NORFOLK, Va. 115 3rd St. Tel. 622-1892 PHILADELPHIA, Pa. 2604 S. 4th St. DE 6-3818 PORT ARTHUR, Tex. 1348 Seventh St. SAN FRANCISCO, Calif. 350 Fremont St. DO 2-4401 SANTURCE, P.R. 1313 Fernandez Juncos Stop 20 Tel. 724-2848 SEATTLE, Wash. 2505 First Avenue MA 3-4334 ST. LOUIS, Mo. 805 Del Mar CE 1-1434 TAMPA, Fla. 312 Harrison St. Tel. 229-2788 WILMINGTON, Calif. 505 N. Marine Ave. 834-2528 YOKOHAMA, Japan. Icyaya Bldg., Room 801 1-2 Kaigan-Dori-Nakaku 204771 Ext. 281

DANGER

ON THE DINNER TABLE



Some 60 years ago a young author named Upton Sinclair wrote a book about the Chicago stockyards that turned America's stomach and brought about a storm of irresistible public pressure for reform.

Within six months from its publication in January of 1906, "The Jungle" was largely instrumental in the passage of pure food laws which had been successfully stifled by unscrupulous meat packers for more than a decade. Prior to this, statutory supervision of the meat industry was of no practical significance.

The book so impressed President Theodore Roosevelt that he summoned Sinclair to the White House to discuss the sickening charges it contained. Once satisfied that "The Jungle," though a novel, faithfully described the deplorable conditions under which meat packing plants were providing food for the nation, the president moved swiftly to force reform.

The time was ripe. A bill aimed at tightening laws to protect consumers had been laying untouched in Congress for a long time and consumers had not yet forgotten the "embalmed beef" scandal of the Spanish-American War. Roosevelt himself had angrily testified before a Senate committee investigating the scandal that he would sooner have eaten his old hat than the canned food sent to his soldiers in Cuba under a U.S. government contract. He carried his concern over unsanitary food production with him when he entered the White House but, once there, found Congress disinclined to do anything about it.

Sinclair's book—and its earlier appearance in serial form—was the lever needed to get the ball rolling. The author did not cater to the squeamish in his graphic portrayal of the filth in the stockyards. After an appalled public read passages such as those which follow, it was clearly impossible even for Congress to protect the so-called "Beef Trust" for much longer.

"... there would be hams found spoiled, some of them with an odor so bad that a man could hardly bear to be in the room with them. To pump into these the packers had a... much stronger pickle which destroyed the odor...."

"There was never the least attention paid to what was cut up for sausage. There would be meat that had tumbled out on the floor, in the dirt and sawdust, where the workers had tramped and spit uncounted billions of consumption germs. There would be meat stored in great piles in rooms; and the water from leaky roofs would drip over it, and thousands of rats would race about on it... a man could run his hand over these piles of meat and sweep off handfuls of the dried dung of rats. These rats were nuisances, and the packers would put poisoned bread out for them, they would die, and then rats, bread and meat would go into the hopper together.

"... the meat would be shovelled into carts, and the man who did the shoveling would not trouble to lift out a rat even if he saw one—there were things that went into the sausage in comparison with which a poisoned rat was a tidbit. There was no place for the men to wash their hands... so they (washed) them in the water that was to be ladled into the sausage...."

"There were the butt-ends of smoked meat, and the scraps of corned beef, and all the odds and ends of the waste of the plants, that would be dumped into old barrels in the cellar and left there. Under the system of rigid economy... there were some jobs that it only paid to do once in a long time, and among these was the cleaning out of the waste barrels. Every spring they did it; and in the barrels would be dirt and rust and old nails and stale water—and cart load after cart load of it would be taken up and dumped into the hoppers with fresh meat, and sent out to the public's breakfast. Some of it

they would make into 'smoked' sausage—but as the smoking took time, and was therefore expensive, they would... preserve it with borax and color it with gelatin to make it brown. All of their sausage came out of the same bowl, but... they would stamp some of it 'special' and for this they would charge two cents more a pound."

Packers Deny Accusations

Even following such a vivid description of their methods, however, the meat packers fought bitterly and tried to deny Sinclair's accusations. Articles appeared in major newspapers and national magazines defending the meat industry, and the industry—in turn—spent huge sums on advertising in an attempt to save its tarnished image.

Powerful pressure was brought to bear on Congress aimed at killing or at least weakening any legislation aimed at federal controls over the industry. A commission dispatched by the Agriculture Department returned from Chicago persuaded by the Beef Trust that Sinclair was merely a sensation seeker.

Unimpressed by all of this, Roosevelt sent to Chicago a two-man commission of his own which not only confirmed the main charges leveled in "The Jungle," but came up with some shocking personal observations of its own. The President hoped to gain reform and industry agreement to government inspection with just the threat that he would publicize the commission's report. After the packers refused to bend, the report was released and a new wave of indignation swept the country when it was told the meat and canned goods it consumed were prepared in filth.

Only after meat sales fell off by more than half did the industry agree that some legislation must be accepted. After bitter debate, Congress quickly passed modified versions of the Pure Food and Drug Act and the Beef Inspection Act.

Watered down from the beginning, and amended only slightly in the ensuing 61 years, the Meat Inspection Act stands today as little more than a token relic of retarded progress.

The threat to America's health posed by rotten meat and meat products is, without doubt, more deadly now than it was in 1906—for several reasons.

For one, the Beef Trust is bigger and stronger and more capable of undetected fraud than ever before. Calculated misuse of modern scientific technology makes it possible for today's meat packers to get away with deceptions their grandfathers would never have dreamed of. All the garbage no longer has to go into sausage; much of it can be salvaged by chemical means and marketed as more costly cuts of meat. And if the meat itself doesn't make you sick, the chemicals used to doctor the look, taste or smell of it are apt to make you sick.

Another reason is the outmoded structure of the law itself which allows vast quantities of meat to escape federal inspection entirely. Too much authority is left up to the states—only 26 of which require mandatory inspection of animals before and after slaughter. Nine states have no meat inspection laws at all and 15 have "voluntary" inspection statutes which unscrupulous meat dealers can ignore without fear of punishment.

AFL-CIO Urges Amendments

Many organizations concerned with the well being of the public—including the AFL-CIO—share increasing alarm over the worsening trend in the meat industry and have been pushing for amendments to the law which would require federal inspection of all meat. Some Americans mistakenly believe this is already the case.

As Andrew J. Biemiller, director of the AFL-CIO Department of Legislation, told a hearing of the House subcommittee on Livestock and Grains in July, American families are unaware that some 15

per cent of meat slaughtered in the U.S., and 25 per cent of all meat products processed, are not federally inspected. This accounts for enough meat for 30 million people for one year. Some of it undergoes state inspection, Biemiller said, but even "the best" of state programs "leave something to be desired."

Meat and meat products sold "intrastate"—that which travels from slaughterhouse to the dinner table without crossing state lines—are generally immune from federal scrutiny. The laxity of individual state controls gives the guilty meatpacker all the leeway he needs.

The U.S. Agriculture Department admits that over 22 million pounds of meat have been condemned by its inspectors as tainted, contaminated, rancid, odorous or mouldy in a single year.

Consumers who buy intrastate meat don't enjoy this inspection protection. Hamburger and processed meat is often found to contain horsemeat, meat from sick animals and contaminated meat. Such revolting carcass waste as chopped hides, lungs, eyeballs and hog blood turn up in bologna and hot dogs. Sulfite, banned by federal law, is widely used to give old meat a fresh pink color. Detergents camouflage unfit meat and doses of Aureomycin replace sanitation. (A sample survey in New York State found 26 of 30 hamburger samples to contain sulfite, and an Albany official estimated that deceptive labeling is used on 90 per cent of the uninspected processed meat sold in the state.)

When it could no longer completely ignore complaints and warnings from university scientists, along with labor and congressional sources on the seriousness of the situation, the Agriculture Department sent out a fact-finding team to examine intrastate meat slaughtering and processing methods. The resulting report—made to a House appropriations subcommittee back in 1963—was no less shocking than the one given to Theodore Roosevelt more than half a century ago. But nothing was done about it.

Typical charges against the modern Beef Trust were: "Allowing edible portions of carcasses to come in contact with manure, pus, and other sources of contamination during dressing operations; allowing (contamination) with filth from improperly cleaned equipment and facilities; use of chemical additives and preservatives that (are illegal) under federal meat inspection."

Also charged was the "failure to use procedures to detect or control parasites transmitted to man that could lead to diseases such as trichinosis and cysticercosis" and to "supervise destruction of obviously diseased tissues and spoiled, putrid and filthy materials." The use of "false and deceptive labels and 'inadequate controls to prevent possible adulteration of food products—with substitutes such as water, gum, cereals or sodium caseinate" was also cited. A second portion of the 1963 report—including vile pictures, documentation and affidavits—was never made public.

The facts were all there. Agriculture had only to request congressional hearings on the matter, but chose instead to let it lay and continued its policy of co-operation with the meat industry in promoting the sale of its products without unfavorable publicity.

Not until June of this year, largely through the efforts of Representative Neal Smith (D-Iowa), did the hearings at which Biemiller and numerous others called for updating and strengthening of the Meat Inspection Act materialize. Only portions of the strong bill proposed by Smith for the last six years were incorporated with a more lenient one backed by the Administration, but at least a bill has finally been put together and is scheduled to hit the floor of the House later this month. And at least six congressmen are preparing amendments which would give the law teeth sharp enough to reach a good percentage of the jungle of rotten meat.