



MARIA VALIENTE
ARTURO VALIENTE



MARY E. BERNARD
JOHN E. BERNARD

'69

WINNERS of the 16th annual SIU College Scholarships were announced last month after an advisory committee of outstanding educators met in New York to make the awards. The children of five Seafarers were selected for four-year, \$6,000 grants to study at the college of their choice in any field desired.

Since the SIU Scholarship program began in 1953, a total of 83 grants have been awarded. Of these, 25 have gone to Seafarers and 58 to the children of Seafarers.

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SEAFARERS

SCHOLARSHIP

WINNERS



JOSE L. RAMOS
JOSE RAMOS



DENNIS E. FOREMAN
JEWELL C. RANDOLPH



ROY A. SCHWARMANN
ARTHUR J. SCHWARMANN



**Seagoing Union Productivity
Up 440% in Last 25 Years**

Story Page 3

**SIU Asks Congress Amend
ICC Rule on Tugs, Barges**

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Ship Management Unity Key to Progress, Hall Says

SAN FRANCISCO—The United States must have a new maritime program quickly, or "we will have no maritime industry at all," SIU President Paul Hall warned leaders of maritime management and labor in a Maritime Day speech here.

Pointing to the rapid buildup of Russia's merchant fleet, Hall told the audience of nearly 1,000 at the annual luncheon of the Propeller Club that the Soviet Union was using its merchant shipping as an "unarmed" extension of its political power and influence.

By contrast, he said, the American merchant marine has been plagued by "deterioration"—its share of this nation's waterborne exports and imports dropping from 26 percent a third of a century ago to a mere seven percent today.

"This obviously means that something has gone wrong," Hall said.

Development of a strong maritime program, he said, depends on unity within the industry—and specifically on unity among the management groups which are guilty of "not caring what happens to their neighbor."

Hall made it clear that he was talking about more than just the deep-sea segment of the U.S. flag fleet.

"To have a good maritime in-

dustry," he said, "and to build the kind of fleet and the seapower that we need, we must build from the bottom up—not only on the rivers, not only in the lakes, not only in the offshore, but in the shipbuilding facilities as well. Together, these components make up the maritime industry."

With respect to legislation now pending in Congress, Hall pointed to two basic bills which he said are "fundamental" to the development of a balanced U.S.-flag fleet:

- Redrafting of the legislation governing the cargo preference program to assure maximum U.S.-flag carriage of military, foreign aid and Food-for-Peace cargoes, and to protect unsubsidized operators against unfair competition from subsidized lines.

- Extending the unsubsidized operators the same right to establish tax-deferred construction reserve funds now enjoyed exclusively by the subsidized operators. Making it possible for unsubsidized operators to accumulate ship replacement funds, he said, would lead to a surge in shipbuilding activity in American yards.

The SIUNA president noted that more than 75 members of Congress already have sponsored such legislation.

Five Additional Seafarers Licensed; Engineer Upgraders Now Total 329



Harris



Melton



McCranie



Carlson



Heinen

Five additional Seafarers have qualified for engineers licenses after completing the intensive course of training at the School of Marine Engineering sponsored jointly by the SIU and District 2, MEBA.

This latest list of successful candidates brings to 329 the total number of men who have passed Coast Guard licensing examinations after taking the comprehensive course of study offered by the school.

The new graduates include Bobby Harris, and Jesse Melton upgraded to 2nd assistant engineer; James McCranie, 3rd assistant; and Kenneth Carlson and Charles Heinen, temporary 3rd assistants.

Harris is a native of North Carolina, and has been going to sea for the past 18 years with the exception of a three-year hitch in the U.S. Army. He last shipped on the Joplin Victory. Harris joined the SIU in the Port of Norfolk, the city he now

calls home when he is not sailing.

Seafarer Melton was born in Philadelphia and now makes his home in Brooklyn with his wife, Betty Jo. A long-time member of the SIU, Melton joined the Union in 1944 in Philadelphia. He has been sailing for more than 30 years as a member of the engine department. Melton last shipped on the San Francisco.

Brother McCranie was born in Georgia, and now lives in Sparks, Nevada, with his wife, Margie. He served two years with the U.S. Army during the Korean conflict before joining the SIU in the Port of San Francisco and beginning his career at sea. McCranie last shipped aboard the Seatrain Puerto Rico as FOWT.

Seafarer Carlson was born in Illinois, and now stays in Ft. Lauderdale, Florida, when he is not sailing. He joined the SIU in Tampa. Carlson served three years with the U.S. Marine

Corps during World War II.

Heinen comes from Port Arthur, Texas, and now lives in Bandera, Texas, with his father, Harry. The newly-licensed temporary 3rd assistant last sailed on the Alcoa Commander.

All engineering department Seafarers are eligible for any of the upgrading programs at the Union-sponsored School of Marine Engineering, providing they are at least 19 years of age and have a minimum of 18 months of Q.M.E.D. watchstanding time in the engine department in addition to at least six months experience as wiper or the equivalent.

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

SIU Urges Congress to Prevent 'Strangling' of Tug-Barge Industry

WASHINGTON—The SIU has strongly urged Congress to amend the Interstate Commerce Act to prevent "strangulation" of the tug and barge industry on the nation's inland waterways.

Four officials of the Union—Vice President Earl Shepard; Paul Drozak of Houston, Gordon Spencer of Norfolk and Merle Adlum of Seattle—voiced the SIUNA's support of three identical bills in testimony before the Subcommittee on Transportation and Aeronautics of the House Interstate Commerce Committee. The bills (H.R. 8298, H.R. 8376 and H.R. 8509) would get rid of "unrealistic language" now in the law, the Union said.

The legislation, Spencer told the House group, would amend Section 303(b) of the Act in two ways. It would eliminate language which defines an entire string of barges as a single "vessel," and it would remove a definition of "bulk cargo" which would tie the industry to cargo practices in existence 30 years ago, instead of those now in existence.

This Section of the law was enacted in 1939, Spencer said, but the Interstate Commerce Commission "is only now proposing" that it be implemented. He noted that the ICC has twice

delayed putting the requirements into effect to permit Congress to consider legislative remedies. Present plans call for implementing the requirement on June 30.

Spencer said that lumping a flotilla of as many as 40 separate barges under the single heading of a "vessel" would prevent an inland boat operator from carrying more than three different bulk commodities in the same string of barges if he is to maintain his exemption from certain types of regulation.

The other objectionable language in Section 303(b), the SIU official said, defining "bulk" cargo in terms of packaging practices in effect in 1939, would, if implemented, "be forcing the industry to go back to the 'custom of the trade' 30 years ago."

Drozak told the Subcommittee that the inland tug and barge industry has experienced a major technological breakthrough in recent years.

"Today," he said, "a single tug or towboat moves an average of 40 barges at a clip—carrying 50,000 tons of cargo at a time. . . . That 50,000-ton payload is greater than that carried by many of the nation's ocean-going freighters. It's the equivalent of the total cargo

that it takes 2,000 trailer trucks to move over our highways. It's equal to the carrying capacity of a dozen freight trains averaging 70 cars each."

The increased productivity, has been translated into "the lowest costs of any of our forms of domestic transportation," Drozak declared, adding that "average rail costs are 15 mills per ton-mile; truck costs are 65 mills per ton-mile; but barge costs average only three mills per ton-mile." The barge costs, he pointed out, "are lower than they were 20 years ago."

The Union's statement said that unless the amendments are enacted into law, "barge operators are going to be forced to split tows according to the number or type of commodity carried." This, it warned would mean lower utilization of equipment, increased rates for shippers, and ultimately higher costs for consumers.

Summing up the SIU's position, Shepard said:

"If the inland boat industry prospers—as it has every right to prosper—then there will be jobs and a livelihood for our members. If this industry declines—as it is in danger of doing—then their jobs will be eliminated and their livelihood will be imperiled."

Shipmates Reunited After 24 Years



It was just 24 years ago when S. M. "Catfish" McGowan (left) and Billy Brewer posed for the photo above in Santos, Brazil. Both were sailing as messmen on the old Hog Island. The two recently found themselves reunited when they both shipped on the Erna Elizabeth, so they had this photo snapped in Panama to record the event. Brewer (left) was sailing as chief pumpman, and McGowan, deck maintenance. Catfish also sails as bosun. Both joined the Seafarers in 1945.

Youngsters of Five Seafarers Selected as:

Winners of \$6,000 SIU 1969 Scholarships Announced

NEW YORK—Five children of Seafarers have been named recipients of \$6,000 SIU college scholarships for the year 1969. The winners will be free to choose four-year courses of study in whatever field they decide to pursue at any college or university in the United States or its possessions.

This year's scholarship winners are:

Mary E. Bernard, daughter of Seafarer John E. Bernard, Sault Ste Marie, Mich.; Dennis E. Foreman, nephew and legal dependent of Seafarer Jewell E. Randolph, Metairie, La.; Jose L. Ramos, son of Seafarer Jose Ramos, Bayamon, Puerto Rico; Roy A. Schwarmann, son of Seafarer Arthur J. Schwarmann, Leonia, N. J., and Maria Valiente, daughter of Seafarer Arturo Valiente, New Orleans, La.

This is the 16th year of awards under the SIU Scholarship Awards program, which has opened the door to a college education for a total of 83 recipients to date. Of these, 25 have been Seafarers and 58 have been the children or legal dependents of Seafarers.

Selections are made by an impartial committee of six educators from top institutions of learning. Candidates are required to take tests given by the College Entrance Examination Board or the American College Testing Program. The results of the tests, together with evidence of the candidate's past scholastic attainments, character and qualities of leadership, form the basis of the selections.

Fine Caliber Demonstrated

As in previous years, the children selected all show a high regard for service to the nation and the community and have distinguished themselves in service-related fields, as well as in their consistently high scholarship ratings and participation in

extra-curricular school activities.

Typical of this spirit is that expressed by Jose Ramos—"More than anything, I would like to help the people of Latin America as a doctor. I know the language and the people, and the necessity is real."

Mary E. Bernard, 17, daughter of Seafarer John E. Bernard, was graduated last month from the Loretto Catholic Central High School in Sault Ste Marie, Mich., where she was editor of the school yearbook. A member of the National Honor Society, she has participated in basketball, the school chorus and is interested in music. Among other activities, she has served as a "candy-striper" at the War Memorial Hospital in Sault Ste Marie. Mary has already been accepted for admission by the University of Michigan, where she intends to major in history and political science. After college she hopes to work for the federal government, probably in the field of domestic issues, because she "wants to do something positive for our country."

Dennis E. Foreman, 17, a nephew and legal dependent of Seafarer Jewell C. Randolph, is Student Council president at Ridgewood Preparatory School in Metairie, La., from which he will be graduated this month. A member of the National Beta Club, an honor society, he has been on the football squad, was captain of the school band and co-editor of the school newspaper. He was named the "Outstanding Teenage American" by the school faculty. With all this, he has worked after school. Dennis will enter Reed College in Portland, Ore., where his field will be experimental psychology, with emphasis on experimental educational methods. He intends to go on to master and doctorate degrees after that.

Jose L. Ramos, 17-year-old



Seafarers Scholarship Advisory Committee which named winners of 1969 SIU awards relax after making their choices. From left: Charles D. O'Connell, University of Chicago; Dr. Elwood C. Kastner, Dean of Registration, New York University; Dr. Bernard P. Ireland, College Entrance Examination Board; Price C. Spivey, Administrator, SIU Welfare Plans (Not a committee member); Richard M. Keefe, St. Louis University; Edna M. Newby, Douglass College, and Dr. Charles A. Lyons, Jr., Howard University.

son of Seafarer Jose Ramos, has maintained a straight "A" average at University High, an experimental school attached to the University of Puerto Rico, at Rio Piedras, P. R. He has also excelled at swimming and soccer and won the second prize for chemistry at the Scientific Fair held at the University. He hopes to enter the University of Michigan in the Fall for a course in pre-medicine or possibly engineering.

Roy A. Schwarmann, 17, son of Seafarer Arthur J. Schwarmann, is president of the Senior Class at Leonia High School in Leonia, N. J., where he became intrigued by the future of space exploration. A winner of the National Merit Letter of Commendation, he has gone out for such sports as football, basketball and baseball. He has already been accepted by Cornell University's school of engineer-

ing and will major in aeronautical engineering.

Maria Valiente, the 17-year-old daughter of Seafarer Arturo Valiente, plans a career in the field of science—preferably biology or chemistry. She will be graduated from Dominican High School in New Orleans, where she enjoys dancing and the piano. Her extra-curricular activities have ranged widely through mathematics, dramatics and journalism, and she has received commendation for volunteer work in Tulane's Lighthouse Eye Disease Detection Clinic. It was there she developed her desire to enter a research field. Maria plans to enter Tulane University, and wants to do post-graduate work aimed at the eventual goal of teaching at the college level.

High as the qualifications and interests of the scholarship winners are, the Seafarers Award

Committee expressed the unanimous opinion that their task was most difficult this year because the records of all applicants were "the best ever." The committee met here last month to study the scholastic records of the 1969 candidates and recommend their ultimate selections to the trustees for action.

Members of this panel of outstanding educators were: Dr. Bernard P. Ireland, member of the College Entrance Examination Board; Dr. Elwood C. Kastner, Dean of Registration, New York University; Robert M. Keefe, Admissions Director of St. Louis University; Dr. Charles A. Lyons, Jr., Dean of Admissions, Howard University; Charles D. O'Connell, Director of Admissions, University of Chicago; and Edna M. Newby, Assistant Dean, Douglass College for Women at Rutgers University.

MTD Administrator Tells Navy League

Labor on U.S. Flag Ships Chalked Up 25-Year, 440% Productivity Gain

WASHINGTON — Seagoing unions aboard U.S.-flag merchant ships have chalked up a record-breaking 440-percent productivity increase in less than a quarter century, an official of maritime labor declared here last month.

O. William Moody, Jr., administrator of the 7.5-million-member AFL-CIO Maritime Trades Department, told the 67th annual convention of the Navy League of the United States, that this productivity increase refuted the "myth" that high labor costs have contributed to the decline of U.S.-flag shipping.

"Back in 1945," Moody declared, "the United States was building C-3 cargo ships of 9,600 deadweight tons. The complement of these ships was 48 to 50 men. Last year, we built the first of the 'Lancer' class containerships — 32,000 deadweight tons; with a smaller complement—ranging between 35 and 40 men.

"Deadweight tonnage increased 313 percent while the average crew size decreased 22 percent. Thus, productivity increased from 196 tons per man to 845 tons per man—a 440-percent increase. You would be hard pressed to find another American industry with a productivity increase of this magnitude.

"Whatever else may be the cause of the decline of the merchant marine, it certainly hasn't been the cost of labor."

Tackling another of the "ancient myths and amazing misconceptions that cling like barnacles to the U.S. merchant marine," Moody declared that while it does cost more to build ships in U.S. yards and to operate them at U.S. wage levels, it does not follow that "high U.S. costs are driving the American merchant marine from the oceans of the world."

He noted that all American industries have wage, material

and capital costs that are higher than their counterparts. The difference, he says, lies in the "exposed position" of the merchant fleet.

"Other industries are insulated from foreign competition," he said, "either because they control and dominate our vast domestic market or because of tariffs and quota arrangements. But this is not true with the merchant marine. It is in direct competition with foreign-flag ships—built at bargain-basement prices overseas, and crewed by low-wage seamen."

Moody called for an end to the "uneven treatment" of the merchant marine, with one-third of the industry being subsidized and two-thirds of the industry forced to go it alone without government assistance. He urged a "drastic overhaul" of maritime legislation to achieve "an equitable program leading to the development of a balanced fleet."

Seafarer's Daughter Awarded AFL-CIO Merit Scholarship

WASHINGTON — Ronda Covington, daughter of Seafarer Eugene Covington, is the winner of one of six scholarship awards given by the AFL-CIO for 1969.

A senior at Roosevelt High School in Portland, Oregon, Ronda has maintained a high grade average while participating in numerous school activities and working after school as a waitress.

Ronda is a member of the National Honor Society and has held several class offices. She plans to enter Mills College at Oakland, California, majoring either in French or English for a career in education.

The AFL-CIO Merit Scholarship program provides up to \$6,000 in financial aid during a

four-year college course. Started 11 years ago, the annual awards



Ronda Covington

have furnished 66 scholarships to able, deserving youngsters in every part of the nation.



Congressional leaders and Union officials paid tribute to the late Senator E. L. Bartlett (D-Alaska) at the dedication of the E. L. Bartlett Auditorium in the headquarters of the Transportation Institute in Washington. Shown here during the unveiling of a bust of the Senator are (l-r) Congressman Howard W. Pollock (R-Alaska); Senator Ted Stevens (R-Alaska); Mrs. E. L. Bartlett the Senator's widow; Senator Mike Gravel (D-Alaska), and Senator Warren Magnuson (D-Wash.). Senator Bartlett died last Dec. 11.

In Transportation Institute Ceremony

Late Senator E. L. Bartlett Honored As Memorial Auditorium Dedicated

WASHINGTON—The late Senator E. L. (Bob) Bartlett was honored with the dedication of an auditorium in his memory by the Transportation Institute here last month.

With members of the Senate and House, government agencies, and maritime management and labor in attendance, the Institute formally named the 200-seat auditorium in tribute to the Alaska Democrat who had served as chairman of the Senate Commerce Subcommittee on maritime affairs.

The Transportation Institute is a Washington-based research organization concerned with the maritime industry and allied forms of transportation. It is the successor to the 10-year-old Andrew Furuseth Foundation for Maritime Research.

The ceremonies also included the unveiling of a bust of Senator Bartlett, sculpted by Bernardo Sembrano, a 27-year-old Washington sculptor and a painter.

A plaque at the base of the sculpture carries this inscription:

E. L. BARTLETT
1904-1968

Klondike gold miner
newspaperman
architect of Alaskan

statehood
first U.S. Senator from
Alaska

champion of the U.S.
Merchant Marine
statesman—friend

Participating in the dedication were Mrs. E. L. Bartlett, widow of the Senator; Senator Warren G. Magnuson (D-Wash.); chairman of the Senate Commerce Committee; Senator Mike Gravel (D-Alaska); Rep-

resentative Howard W. Pollock (R-Alaska); Archibald E. King, Chairman of the board of Isthmian Lines and chairman of the Transportation Institute's Board of Trustees; Ray R. Murdock, executive director of the Transportation Institute; Herbert Brand, Transportation Institute administrator and O. William Moody, Jr., administrator of the AFL-CIO Maritime Trades Department.

Plaque Presented

A memorial plaque was presented to Mrs. Bartlett by Moody on behalf of SIU and MTD President Paul Hall and 7.5 million union members represented by the Maritime Trades Department.

"In every sense of the word," the plaque said, "Senator Bartlett was a vigorous champion of the U.S. merchant marine . . . As the chairman of the Subcommittee on Merchant Marine and Fisheries of the Senate Commerce Committee, Senator Bartlett led the fight for maritime independence and for a fair and equitable maritime program."

At the conclusion of the ceremonies, Mrs. Bartlett expressed her appreciation to all those who had come to honor her late husband. She said that a united, strong American merchant marine was a dream that Senator Bartlett had worked for and urged that this work be continued.

High Court Upholds Unions' Right to Set Work Quotas

WASHINGTON — The Supreme Court has ruled that unions may set limits on the amount of work their members may do for their regular daily pay, and levy reasonable fines on those who repeatedly violate the rule.

The court voted 7 to 1 to affirm a 7th U.S. Circuit Court of Appeals decision enforcing a National Labor Relations Board ruling in a 1961 case. The NLRB ruled that an Auto Workers local did not violate the Taft-Hartley Law when it fined four employees of Wisconsin Motor Corp., Milwaukee, and suspended them from membership for a year, for demand-

ing immediate pay for production over the daily quota or ceiling.

The rule, voted by a membership meeting, is that members may produce as much as they wish per day but must "bank" the difference above the quota for payment in periods when work is slack.

All but two justices joined Justice Byron White in finding that the union rule on production quotas is valid and that its enforcement by reasonable fines does not constitute the restraint or coercion forbidden by the law. Justice Hugo Black dissented, and Justice Thurgood Marshall did not participate.

To Succeed Schnitzler

Lane Kirkland is Elected New AFL-CIO Sec.-Treas.

WASHINGTON—The AFL-CIO Executive Council has elected Lane Kirkland secretary-treasurer of the federation as of July 1, 1969, to fill out the term of William F. Schnitzler who will retire at the end of June.

The council accepted "with deepest regret" Schnitzler's decision to retire and said it looked forward to "his continuing advice and counsel as secretary-treasurer emeritus."

AFL-CIO President George Meany, in announcing the election of Kirkland to a press conference, said there were no other nominees for the post. Kirkland has served as executive assistant to the president of the AFL-CIO since 1960.

The council resolution on Schnitzler hailed him as "friend and colleague, trade union leader and distinguished American," and reviewed his long service to the AFL-CIO and the trade union movement. Schnitzler has been AFL-CIO secretary-treasurer since the founding of the organization in December 1955.

The retiring secretary-treasurer spoke briefly at the press conference saying he was looking forward to retirement at 65, a decision that was entirely his own, and of his pride in years of serving with Meany as one of the executive officers of the federation.

Kirkland, 47, a native of Camden, S.C., served as a maritime officer after graduation from the U.S. Merchant Marine Academy in 1942. He joined the AFL research staff in 1948 after completing his B.S. degree work at Georgetown University.

From 1953 to 1958 he served as assistant director of the AFL

and AFL-CIO Department of Social Security. In 1958 he became director of research and education of the Operating Engineers, returning to the AFL-CIO in 1960 to become executive assistant to Meany.

He is president of the Institute of Collective Bargaining and Group Relations, a director of the American Foundation on Automation and Employment, a board member of Community Health, Inc., and a member of the U.S. Merchant Marine Academy Advisory Board. He serves also as a fellow of the American Public Health Association and of the American Association for the Advancement of Science.

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Lane Kirkland, at right, who was elected by the AFL-CIO Executive Council to succeed William F. Schnitzler upon his retirement on June 30, is congratulated by Schnitzler and President George Meany.

In Last Three Years

SIU-MEBA, Dist. 2 Schools Upgraded 1,000 to Licenses

BROOKLYN, N.Y.—More than 1,000 members of the SIU, MEBA, District 2 and the Associated Maritime Officers have obtained original or upgraded licenses as engineers and deck officers in the last three years after completing courses at the Union training schools in Brooklyn, Toledo, and Duluth.

Another 1,200 Seafarers have been trained at the Brooklyn school for shipboard jobs as firemen, oilers, electricians, pumpmen, etc. The Brooklyn school is part of the Maritime Upgrading Center operated jointly by the SIU and District 2, MEBA. The AMO is an affiliate of District 2 which represents licensed deck officers on ocean-going and Great Lakes ships.

Since February 1966, the deepsea school has trained 803 men for licenses as engineers and deck officers. It has also prepared over 1,200 men for more than 2,560 Coast Guard endorsements as firemen, oilers, pumpmen, electricians, etc.

On the Great Lakes, 209 men have obtained licenses as engineers, 1st Class Pilots and Masters, and another 58 stewards have been trained in baking and meal planning.

MARAD Adds 1 To Cuba Blacklist; 3 Ships Dropped

WASHINGTON—One ship—the 7,385-ton British-flag Sea Captain—added to the Cuba Blacklist, according to the latest report from the Maritime Administration, which runs through April 28. The list now includes the names of 175 ships, aggregating a total of 1,254,111 gross tons.

Three ships were removed from the blacklist at the same time. They are the Antonia II, a Cypriot-flag vessel of 7,281 tons; the Athelmere, a British-flag ship of 7,524 tons and Chung Thai, Panamanian-flag and 3,352 tons. These were deleted because they had been scrapped or lost recently.

The Cuba Blacklist was established by MARAD on January 1, 1963. The agency periodically places any Free World or Polish-flag ships which have traded with Cuba on this list which henceforth makes them ineligible to carry U.S. government-generated or financed cargoes.

Vessels may be removed from the blacklist when their owners or operators pledge to keep them—as well as any others they control—away from the Cuban ports so long as it remains United States policy to divert shipping from that country. A similar blacklist is maintained for North Vietnam.

More than 750 men obtain licenses or ratings each year after studying at the School of Marine Engineering and Navigation in Brooklyn. Approximately 250 become Engineers, Mates and Masters; the other 500 are trained as firemen, oilers, electricians, pumpmen, etc.

A number of men have already obtained more than one license at the school. The records show that about 50 men come back to the school each year for their second license.

In addition to preparing SIU, District 2 and AMO members for licenses, the Brooklyn school provides license training for ex-Navy, Coast Guard and Army transportation personnel, and others.

To date, the deep-sea school has trained 753 men for engineering licenses and 50 for licenses as deck officers, or a total of 803 licenses. It has also prepared over 1,200 entry-rated personnel for more than 2,560 QMED endorsements.

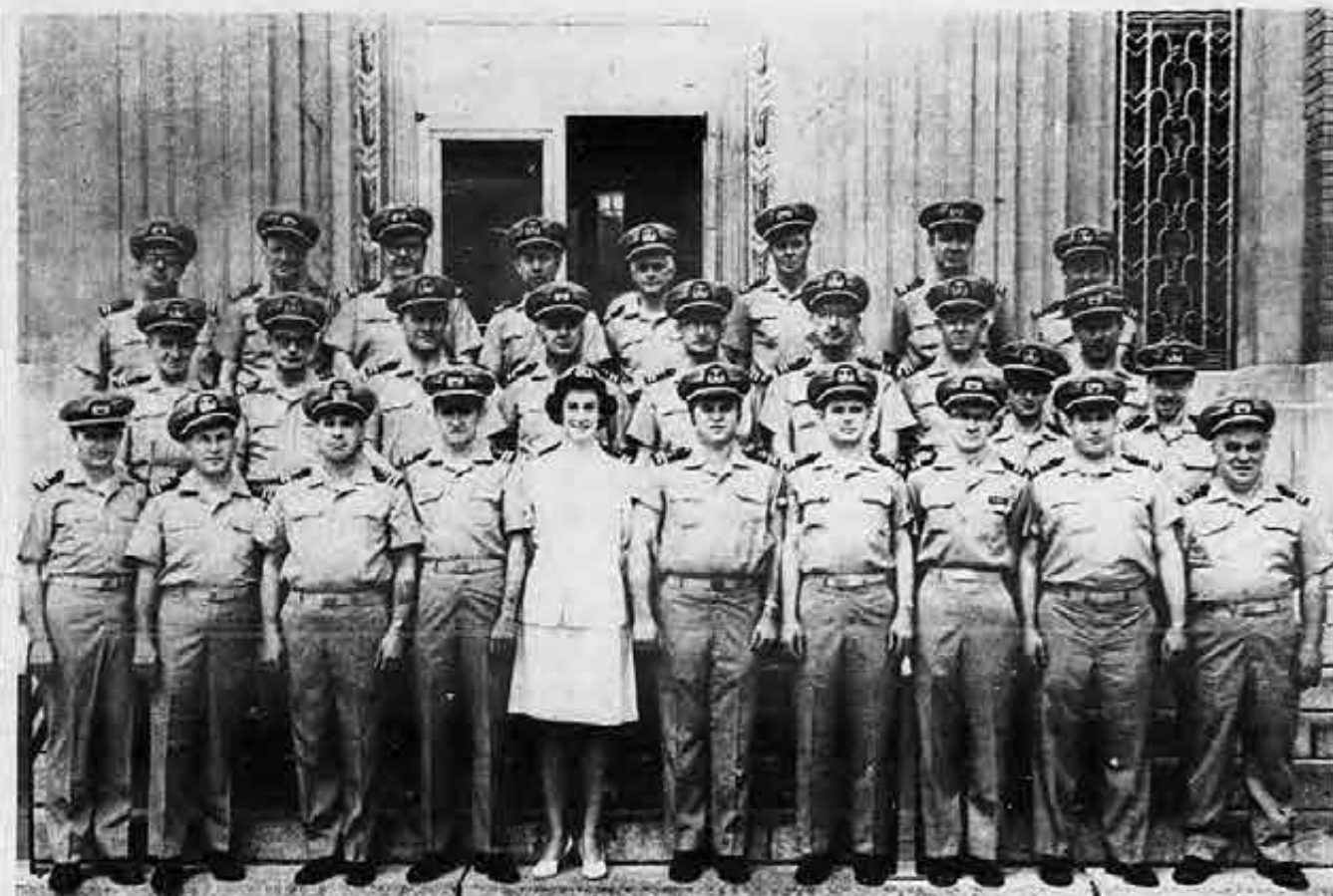
Of those who have obtained engineering licenses, 330 received original licenses and 373 raised their grade. Fifty independents also obtained licenses.

About 70 men also obtain licenses each year at the Great Lakes schools and another 20 receive training as stewards. To date 209 Lakesmen have obtained licenses as engineers, 1st class Pilots and Masters, and another 58 have been trained in baking and meal planning at the Union's Great Lakes schools.

The SIU-MEBA District 2 School of Marine Engineering and Navigation in Brooklyn was established to help relieve the shortage of licensed officers resulting from the Vietnam seafight and from the normal loss of manpower arising from retirements, deaths and other causes. The Toledo and Duluth schools—for engineers, mates and stewards—were designed to supply new officers for the Great Lakes shipping industry.

Both programs were conceived and planned by the Unions and are financed by the ship operators, at no cost to the taxpayer.

Under the SIU-MEBA, District 2 program professional seamen can add to their knowledge, improve their skills and move up to better-paying shipboard jobs. In the deepsea program, a man can start as an ordinary seaman or wiper with the SIU, train with the SIU and District 2 or AMO, and work his way up to Master or Chief Engineer in as little as seven years. On the Great Lakes an unlicensed man can enroll at the School of Marine Engineering and Navigation and prepare for an original license. Licensed officers can also raise their licenses at the Union schools.



Dressed in crisp new tropical uniforms, 28 merchant marine staff officers received certificates as pharmacist mates in ceremonies held at the USPHS hospital on Staten Island. Among the graduates was Henrietta Levenson, the second woman to complete the course sponsored by the SIUNA-affiliated Staff Officers Association. The school was set up to provide medical care aboard U.S. merchant ships.

28 New Pharmacist Mates Graduate From SIUNA-SOA Training School

NEW YORK—The third class of the Pharmacist Mate Training School, sponsored by the SIUNA-affiliated Staff Officers Association, was graduated last month in ceremonies held at the U.S. Public Health Service Hospital on Staten Island.

The new graduates—27 men and one woman—had successfully completed an intensive nine-month course under the instruction of Public Health Service doctors and nurses. They

each were presented with Coast Guard endorsements as Purser-Pharmacist Mates to serve on vessels in the U.S.-flag merchant fleet. Graduates also received diplomas from the Department of Health, Education and Welfare, and the Communicable Disease Center, Atlanta, for radio pratique.

Addressing the graduates were Representative Hugh L. Carey (D-NY); Dr. Alexander Hutchison, World Health Organization consultant of Great Britain, and Burt E. Lanpher, SOA secretary-treasurer. Dr. Nicholas Galluzzi, director of the Marine hospital, officiated at the exercises.

Present at the ceremonies from SIU headquarters in Brooklyn were Representative Pete Drewes and Patrolman George McCartney.

The training school was established in 1967 after a four-year campaign by the SIU and SOA to provide expert medical care for seamen aboard all U.S. merchant ships—a much-needed service that had been lacking on the vast majority of U.S.-flag vessels.

A number of significant benefits have derived from the Pharmacist Mate program in the past two and one-half years. Chief among these is that it has provided medical care to crewmembers and passengers on American cargo ships who had not previously had this protection. When the program began, some 75 percent of all U.S. merchant vessels lacked medically trained personnel.

The training program is also helping to trim the high cost of hospitalization and repatriation of American seamen—a cost of some \$80 million last year alone

which was borne by the shipping industry and the American taxpayer.

Students at the Pharmacist Mate Training School put in more than 1,000 hours during the nine-month course which consists of both academic instruction and clinical experience. Students spend long hours in emergency rooms and laboratories, and observe operating room procedures under the expert guidance of staff doctors and nurses.

Their classroom studies include the causes, symptoms and treatment of all major ailments, and qualifies the graduates to administer emergency treatment and after-care for all types of injuries they are likely to come in contact with aboard ship.

Since the first class graduated on June 28, 1967, the work of the Pharmacist Mates has produced grateful testimonials from Seafarers, officers and doctors. Initial reports show that reliable diagnosis and prompt medical treatment by the Pharmacist Mates have saved lives at sea and prevented the compounding of less serious illnesses and accidents. It has been demonstrated that seamen who sustain minor injuries aboard ship, and do not receive prompt and competent medical assistance, often require major treatment in a hospital by the time their vessel reaches port.

All of the students accepted by the school are pursers who are members of SOA. They are selected by an impartial review board composed of eminent persons in the maritime industry. The school is also evaluated periodically by leading medical authorities.

Seafarer Dilbeck Killed in Action By Viet Cong

Seafarer Lonnie Dilbeck was killed in action January 1 while serving on active duty with the U.S. Army in Vietnam. He was 20 years old.



Dilbeck

Alabama.

Brother Dilbeck shipped as wiper on the Tucson Victory in July, 1967, after completing QMED training at the Harry Lundeberg School of Seamanship in San Francisco. He also attended the upgrading school in New Orleans. His last vessel was the Albion Victory.

Born in Reingold, Georgia, Dilbeck had been living in Fairhope, Alabama, prior to his induction. He is survived by his mother, Mrs. Minnie Killingsworth.

He was inducted in May, 1968, and began his tour of duty in Vietnam on December 7 after completing his training in Montgomery,

MTD Meetings Hear:

Congressmen Critical of 'Shortsighted' Policy Toward U.S. Merchant Marine

WASHINGTON—Three Democrats and one Republican—speaking at recent meetings sponsored by the AFL-CIO Maritime Trades Department—criticized the "shortsighted policies" of the federal government toward the American merchant marine, and gave strong endorsement to two pending bills to "help right some of the wrongs" that have plagued the nation's maritime efforts.

Representative Joseph P. Addabbo (D-N.Y.) called for an "order of priorities" in the carriage of military, foreign aid and agricultural surplus cargoes for the government—with the first priority going to the nation's unsubsidized fleet.

Addabbo, one of more than 60 Congressmen who are sponsoring bills to this effect in the current session of Congress, said the priority system was necessary to protect unsubsidized American-flag vessels from "the competitive practices of the subsidized operator," and to safeguard both against the low-cost competition of foreign-flag operators.

Addabbo was particularly critical of federal agencies for "contravention of the law" which provides that when purchase of American goods is financed by the government, the cargo is to be carried by American-flag ships. In spite of the law, he said, "repeated bureaucratic decisions have placed a large percentage of this cargo aboard foreign vessels."

Congressman Addabbo also noted that 14 subsidized shipping lines are using subsidies—which are intended to make them competitive with foreign-flag vessels—to underbid the unsubsidized operator, "usually by as little as pennies a ton."

Representative William D. Hathaway (D-Me.) also expressed criticism of the "short-sighted policies" of the federal government which have reduced the American merchant marine to a point where it is carrying "less than six percent of our waterborne foreign commerce."

To correct this situation, Hathaway urged that present maritime laws be "reviewed, adjusted and funded" to achieve a "greatly augmented, much more balanced fleet of all types of vessels in all segments of the industry." He noted that federal government aid to the merchant marine is essential because the industry "is in the most direct confrontation of any American industry with its foreign competition."

Representative Lloyd Meeds (D-Wash.) declared that special tax assistance is needed for a major share of the American maritime industry to "encourage a new flow of private capital

into shipbuilding."

He said that the right to establish tax-deferred construction reserve funds should apply to all segments of the merchant marine—unsubsidized deep-sea shipping, the Great Lakes fleet and the fishing fleet.

At present, Meeds said, the tax-deferred privilege is enjoyed by only 14 American shipping lines which receive in addition construction and operating subsidies from the federal government. Meeds and 70 other members of Congress have already joined in cosponsoring legislation to finally achieve equity for the unsubsidized fleet.

Stating that some industries should not be subject to federal actions that would curtail their ability to develop their potential, he said: "We cannot afford to have any more roadblocks thrown in the way of economic recovery for the unsubsidized

American merchant marine."

Representative Howard W. Pollock (R-Alaska) indicated his backing for a measure that would give American-flag vessels "absolute priority over foreign-flag vessels" in the carriage of foreign aid and surplus agricultural cargoes—and that would give unsubsidized U.S. ships priority over the subsidized fleet.

He also said that he is supporting the bill that would extend to the entire American merchant marine the opportunity to set up tax-deferred construction reserve funds.

Both Congressmen Pollock and Addabbo once again called for reconstituting the Maritime Administration as a totally independent agency. A similar bill was passed overwhelmingly in the last session of Congress, but was pocket-vetoed by President Johnson.

Would Clarify Congressional Intent:

Sen. Gravel Asks 50-50 Cargo Law Stiffening

WASHINGTON—Strong support for buttressing the 50 percent cargo preference law was voiced here by Senator Mike Gravel (D-Alaska) in a speech on the Senate floor in which he urged passage of legislation—S. 2144—which would clarify and strengthen the 50-50 provisions.

"Government agencies have acted in such a way as to make the 50 percent participation a maximum and not a minimum mandate," the Senator charged.

Gravel pointed to the "plain intention" of the Congress in passing the original law—which was to ensure a minimum of 50 percent participation of American-flag ships in the carriage of foreign aid, food for peace, and other government-generated cargo "which we have provided in such vast quantities for the less fortunate nations."

Only 25 Percent Carried

Despite this intent, the Senator stated, only 25 percent of the nation's tramp cargo is carried on U.S.-flag vessels, according to a recent study made by the Transportation Institute, which he placed into the record.

"The concept of providing some minimal safeguards for the American merchant marine is an historic one," Gravel pointed out. "Since its founding, this nation has been dependent upon merchant shipping for the adequate development of our peacetime commerce and for the carriage of our national defense requirements. Repeatedly, our ability to develop merchant shipping under the American flag has been placed in

jeopardy by the highly competitive nature of international shipping."

Gravel said that the higher U.S. standard of living is reflected in higher wages for seamen, higher capital costs for "the American shipowner who builds and registers his vessels in this country," better working conditions and the "highest achievable safety standards" for our vessels.

"All of this costs money," he pointed out, "and they place the American-flag operator at a disadvantage when he is forced into face-to-face competition with the foreign-flag operator who benefits from lower wages, substandard working conditions, and smaller capital costs resulting from lower safety and operating standards."

"Yet, competitive pricing aside, America's need for a

NEW YORK—A show cause order has been issued by the Appellate Court which prevents the board of trustees of Sailors Snug Harbor in Staten Island from demanding back payments for room and board from residents or threatening them with eviction until a decision has been reached on an appeal by the state attorney general's office.

Issued by Judge Harold A. Stevens, presiding justice of the Appellate Division's First Department in Manhattan, the order stops the trustees from taking any action with regard to payments until the attorney general's motion is heard before a five-judge Appellate Division panel.

Subpoena action had been taken by the trustees in Richmond County Civil Court which sought to sue mariners in the Harbor for back payments due.

This was countered by the attorney general's motion.

Last fall the board of trustees won the approval of the Bronx Supreme Court to charge Harbor residents with social security or pension incomes payments for room and board. That decision has been appealed by the state attorney general, and is expected to be argued in September. The present temporary restraining order stays action by the trustees until the appeal is heard.

Assistant State Attorney Charles A. LaTorella Jr. is representing the retired residents. Their cause has received the full backing of the SIU as well as of State Senator William J. Ferrall, who has charged the trustees with mismanagement of the Harbor and has called for an investigation by the state legislature.

merchant fleet of its own has never been challenged. And it is out of this need that the system of insulating American operators against predatory competition developed."

Gravel pointed to the statutes that had been passed previously—Public Resolution No. 17 of the 73rd Congress; section 901 (b) of the Merchant Marine Act of 1936—which provides that at least 50 percent of the gross tonnage of government-generated cargo shall be carried in privately owned U.S.-flag commercial vessels, to the extent they are available at fair and reasonable rates.

Intent of Law Negated

"This law remains in effect, but it has not been subject to strict enforcement and the intent of the law has been negated," the Senator asserted.

The result, he said, is that it has been only rarely—and only for brief periods—that U.S.-flag ships have carried as much as 50 percent of such cargo, "while foreign-flag lines have feasted on our bounty to the detriment of our commercial fleet."

"Recently, the Transportation Institute of Washington, D.C., which concerns itself with all phases of transportation but whose primary concern is for maritime matters, made an analysis of the practices of the Federal agencies involved," Gravel stated. "I ask unanimous consent, Mr. President, to include in my remarks at this point the statistics on fiscal year 1967 compiled by the Transportation Institute on this subject."

Referring to S. 2144, the Senator explained, "The clear intent of this bill is to assure that privately owned American-flag vessels receive priority over government-owned ships; and that all American-flag vessels, privately owned and government-owned, receive priority over the ships of recipient nations."

"In accordance with the intent of the original law," Gravel asserted, "the bill vests responsibility for the administration of cargo preference with respect to foreign aid and agricultural surplus shipments in the Federal Maritime Administration and leaves within the Department of Defense responsibility for administration of cargo preference with respect to military shipments."

REMINDER TO ALL SEAFARERS



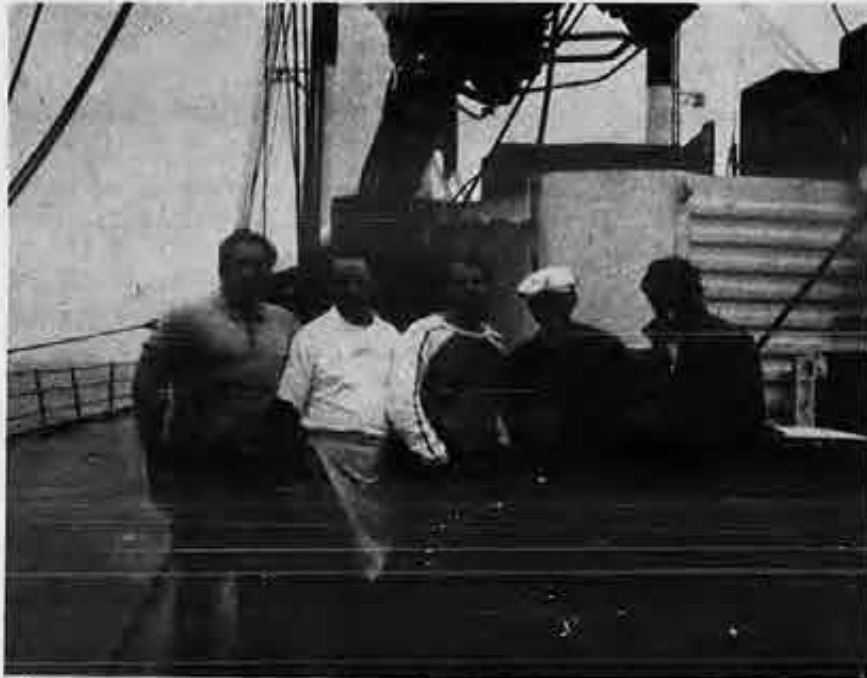
When you register, you must have your—

- SIU Membership Book (Seniority Rating)
- U.S. Merchant Mariners Document (Z-Card)
- Valid SIU Clinic Card
- Last Discharge Certificate

When you throw in for a job, you must have your—

- SIU Membership Book (Seniority Rating)
- U.S. Merchant Mariners Document (Z-Card)
- Valid SIU Clinic Card
- Last Discharge Certificate
- Valid SIU Registration Card

Aboard the Steel Executive



All departments were represented as these crewmembers took time out to pose for this photo on the deck of the Steel Executive. Left to right are Peter Gonzalez, oiler, Angelo Reyes, chief cook; Mike Bordelon, FWT; Willie Wolfson, A.B., and Fidel De Dios, A.B. Picture was snapped a few days before the ship hit the Port of Pusan, Korea.

Textile Workers Campaigning Against Health Perils in Mills

PHILADELPHIA—The Textile Workers Union of America urged employers, Congress and the Nixon Administration to help protect workers in the industry against crippling lung diseases and loss of hearing caused by on-the-job noise.

The 22-member TWUA council, meeting here in observance of the union's founding 30 years ago, launched a campaign against byssinosis, a lung ailment caused by inhaling cotton dust in carding and spinning mills; asbestosis, a rare type of cancer resulting from asbestos dust; and significant hearing loss because of the constant exposure of workers to high noise levels.

The union called on textile employers to "take effective and immediate measures" to reduce dust and noise to an absolute minimum for textile workers.

It also invited employers to "join with us in sponsoring an industrial hygiene program" in which the resources of medical science and industrial engineering may be enlisted to find the "most effective means of eliminating all on-the-job health hazards."

The council called on Labor Secretary George P. Schultz to enforce Walsh-Healey Public Contracts Act regulations setting maximum noise standards. It asked the U.S. Public Health Service to study the incidence of byssinosis among cotton textile workers, and the prevalence of disabling respiratory diseases among retired cotton textile workers.

In addition, the council urged Congress to enact the Occupational Safety and Health bill, and called on President Nixon to support the establishment of health standards in those areas. The council resolution said the health and welfare of textile workers are being threatened by failure of management to

take adequate measures to protect employees from occupational hazards."

TWUA President William Pollock and Secretary-Treasurer Sol Stetin headed the council delegation which noted the union's founding in Philadelphia in May 1939.

67-Nation Committee Mapping Plan For International Ship Rescue Code

NEW YORK—International standards for assisting merchant vessels in distress are being prepared at Governor's Island here by an ad hoc committee of the Intergovernmental Maritime Consultative Organization.

These standards, in the form of a guide, are intended to provide instructions to vessels in need of assistance as well as to other commercial vessels which may be in a position to furnish such aid. If accepted by the organization as a whole, all merchant ships flying the flags of the 67 member nations of IMCO may be required to carry and

Rubber Workers Win in Stretch

LOREDO, Tex.—The Rubber Workers have won a first contract at the Uniroyal Inc. test track here after a long struggle to get management to the bargaining table.

The struggle ended after a National Labor Relations Board settlement in which the company agreed to pay \$6,900 to two workers who were unjustly fired, and to reinstate several others, URW Local 758 said.

The local concluded negotiations on an 18-month contract with wage increases of 30 cents an hour, plus fringe benefits valued at an additional 51 cents.

For Maritime Administration Budget:

House Passes 1970 Authorizations; Ups Funds for Construction Subsidy

WASHINGTON—Legislation authorizing a sizable increase in appropriations for commercial ship construction subsidies for fiscal 1970 was passed by the House last month without dissent.

In passing the bill, H.R. 4152, the House voted \$145 million for construction subsidies as recommended by the Committee on Merchant Marine and Fisheries, upping considerably the \$15 million requested by the previous Administration and \$29 million over that sought by President Nixon in a supplemental budget request to the Congress.

Should the authorization be followed with the requested appropriations, this would be added to \$101 million in funds previously appropriated but not used, providing a revised total of \$246 million available for construction subsidies—more than double the total \$117.5 million originally submitted by the Administration.

Also provided in the bill are \$212 million for operating subsidies, some \$17 million more than was asked, and \$15 million in research and development

funds, twice the amount requested.

The Congressional authorizing procedure, whereby funds are approved for various Maritime Administration programs prior to actual appropriation of monies, is relatively new, dating back to 1967. Last year the money bill was called up before the authorization was signed into law. Failing authorization, the maritime sections were eliminated, making necessary a subsequent appropriation later.

Representative Edward A. Garmatz (D-Md.), chairman of the House Merchant Marine and Fisheries Committee, the bill's floor manager, called it "very modest", despite the boost over what the Administration asked for. Garmatz claimed it was absolutely necessary to lay a foundation for the Administration's promised revitalization program for the merchant fleet.

Representative William S. Mailliard (R-Calif.), ranking minority member on the House committee, noted that the \$145 million voted for construction subsidies reflected the "very high priority" the Committee had set on maritime. He, too, stressed the measure would fit into the Administration's new

program, which, he said, he was "assured would be forthcoming this summer."

Mailliard also said the prompt action by the House could avoid special appropriations, such as were necessitated in the 90th Congress.

In the Senate, the Merchant Marine Subcommittee has completed hearings on its version of the bill and is expected to clear it promptly in order to expedite passage before the money bill is brought up.

House members concerned with maritime also noted that the presence of \$101 million of previously appropriated construction subsidy funds indicated a holding back of programs which had already received Congressional backing.

"It is considered deplorable," the Committee report said, "that in many cases subsidy applications have been pending for anywhere from four to 12 or more years." The Committee stated that subsidies should either be approved or rejected "on their merits with all reasonable dispatch."

The \$246 million now available is estimated to be enough to build possibly 18 to 22 new ships of various types, including bulk carriers.

AFL-CIO Details Position On ICFTU Relationship

WASHINGTON—The AFL-CIO is ready to discuss with any responsible authority of the International Confederation of Free Trade Unions "the restoration of free world labor unity," but such discussions must be conducted in terms of the reasons that led to the AFL-CIO's withdrawal.

This was the position laid out by the federation's Executive Council in a statement on the relationships between the AFL-CIO and the ICFTU. The statement details on a step-by-step basis the actions of the ICFTU and its general secretary, Harm G. Buiter, that led to the withdrawal.

The statement documents the activities of Buiter in seeking to gain admission for the Auto Workers—who disaffiliated from the AFL-CIO—into the ICFTU.

The council strongly reaffirmed its earlier position, declaring that it is "impermissible and self-defeating for the ICFTU as a world organization to seek or accept the affiliation of any breakaway organization that is trying to split any one of its affiliated national trade union centers."

The AFL-CIO was a founding member of the ICFTU, the council pointed out, and was deeply involved in its activities for 19 years. The decision to leave "was not taken lightly or without careful consideration," it added.

The council said it wished the ICFTU well despite the AFL-CIO leaving the organization and pledged to continue to work for "those ideals and aims which brought together the free trade unionists of the world to found the ICFTU."

The ICFTU, the council warned, must never become an "international haven for splitters of its affiliated national trade union centers," and the assistance given by some top officers of the ICFTU to the UAW to become an affiliate of the world organization "is a grave violation of this principle."

The statement cited numerous instances in which Buiter violated the ICFTU constitution and the general regulations governing its procedures, especially on admission of affiliates.

comply with the guide.

At present there is no internationally accepted code for search and rescue ship operations at sea, although such a system does exist for the rescue of downed fliers. This was provided by the International Civil Aviation Organization.

The new guide would—at long last—provide similar coverage for shipping. It will include instructions on emergency communications, rescue and care of survivors, and plans and co-ordination of large scale searches. It will also outline what specific actions a distressed vessel should take, as well as the manner and methods by which an assisting vessel should respond.

Assisting in preparation of the code are representatives of IMCO, ICAO, the International Chamber of Shipping and seven maritime nations. These nations, in addition to the United States, are the United Kingdom, Italy, Canada, West Germany, France and Norway.

The site selected for the international conference was the National Search and Rescue School at Governors Island, which provides a center for the study of such operations. In addition, Governors Island also houses the Coast Guard's Eastern Area Rescue Coordination Center, which directs search and rescue operations in the North Atlantic.

30,000 Solo Nonstop Miles Around the Globe!

FALMOUTH, England—The first nonstop voyage around the world by a lone seafarer came to a successful completion when Robin Knox-Johnston brought his 32-foot ketch *Suhaili* safely into port here on April 22.

Grinning at the blast of boat whistles and the cheers of crowds ranged at dockside, the 30-year-old British merchant marine officer waggishly told reporters, "You are attaching a lot of importance to what I consider was a very nice holiday."

Knox-Johnston, who understandably looked a bit the worse for his experiences, his clothes in tatters and his face bearded, had spent nearly 11 months alone at sea on a voyage that logged some 29,500 miles. It was the longest recorded sailing trip of its kind ever and Knox-Johnston experienced long stretches of bad weather. The *Suhaili* also looked battered as it limped into port covered with barnacles, weeds and rust.

Last Days Trying

The last few days, with port almost in view, were "the most trying of the whole voyage," the lone skipper said. When in the English channel, only two miles from home, the stiff northerly breeze forced a change of course and drove him six miles further away from harbor.

"I suppose the combination of wanting to get home, have a good steak and a pint of beer kept me going," he explained.

It was in the South Pacific that the worst weather was encountered—especially off Australia—and twice, Knox-Johnston admitted, he nearly gave up.

A tense moment came when a shark circled him while he was in the water, making repairs to the ketch. He got by that one by grabbing his rifle and shooting the would-be attacker.

The lonely mariner's arrival in Falmouth, from whence he set sail on June 14, makes him the winner of the Golden Globe Trophy donated by the Sunday Times of London for the non-stop globe-circling race. Nine starters had entered the competition; two are yet to be heard from.

Another prize of \$12,000 for the fastest time on the voyage will probably also be claimed by Knox-Johnston.

Two other solo trips around the world were successfully concluded in recent times, although not on a nonstop basis. Sir Alec Rose made port in July 1968, after a two-stop, 354-day trip. Sir Francis Chichester completed his one-stop voyage of 274 days in May of the same year, making his single stop in Australia.

Chichester has characterized a solo, nonstop global circum-

navigation as "the Everest of the Sea."

Followed Traditional Route

The route followed by Knox-Johnston was the traditional one of the wool and grain clippers



First man to sail alone round the world nonstop, Robin Knox-Johnston, steps ashore at end of trip.

sailing from England in the days of the windjammer: south to Tristan de Cunha, around the Cape of Good Hope, east past Cape Leeuwin, Australia, around Cape Horn and then north to home.

"I am a little overwhelmed by the reception," Knox-Johnston remarked as an ancient harbor cannon boomed a salute to the *Suhaili* and its skipper, who made the final half-mile to moorings under tow.

Thousands watched the homecoming at the site, and the world had been alerted by television, radio and the press. Queen Elizabeth II and Prime Minister Harold Wilson sent their greetings.

The *Suhaili* was escorted into harbor by a fleet of naval vessels, press boats, private craft and helicopters. There, Knox-Johnston was accorded an official reception by the mayor and civic officials of Falmouth. Sir Francis Chichester was also on hand to greet him.

A less formal reception was given by his parents, Mr. and Mrs. David Knox-Johnston, and his three brothers, Chris, Michael and Richard.



Crossing the finish line, the 32-foot ketch *Suhaili*, with Knox-Johnston at the helm, is seen from Royal Navy helicopter off the Cornish coast.

Far from Curbing Inflation:

Rising Interest Rates Seen Burden to Economy

Twenty years of increasing interest rates shows that they do not halt inflation but instead add "a growing burden to the nation's economy," according to an article in the May issue of the *Federationist*, the AFL-CIO's magazine.

Those who are "hurt first, worst and for a long time" by the tight money cycle are workers, home buyers and consumers, Elizabeth Jager, an AFL-CIO economist points out.

Those who cause the inflation—banks and well-to-do corporations, she emphasizes, are "hurt last, least and often only temporarily."

The money managers boost interest rates on the theory that they "will make it too expensive to borrow," expansion will be

slowed, buying will fall off and the economy will cool off, the article notes.

Then, so the theory goes, interest rates will fall and the economy can move forward on an even keel.

However, Mrs. Jager notes, this approach hasn't worked:

Ever since the early 1950s, interest rates have been raised to increase the cost of borrowing. There have been recessions in 1954, 1958, 1960-61 and a slowdown in 1967. The long-term price of money continues upward. Prices have not come down.

"In brief," she states, "the policy of raising interest rates represents a short-run, misplaced effort which produces long run distortions . . . and

worse problems for the economy."

What actually happens when interest rates are raised, the article continues, is that businessmen continue to borrow to build new factories, stores borrow to buy stock and the higher costs for money are passed on to consumers.

If the money squeeze becomes too tight, housing is hurt, some builders are forced out of business, smaller businesses find they cannot afford the high price of money and shut down, and jobs are lost.

When unemployment increases, Mrs. Jager warns, the jobs that are lost first are those of "the poor, the unskilled, the non-white and those least likely to be employed."

Turning to the present policy of increasing interest rates, the article stresses that it has been unsuccessful in slowing down corporate investment for several reasons:

- Rich firms can get loans at the lowest interest rate—the prime rate—while others "get the leavings, if any, at higher cost."

- Tax policies make credit cheaper for corporations than consumers because the corporations deduct interest costs as an expense of doing business.

- The seven percent invest-

ment tax credit allowed to businesses and double depreciation for new construction spur investment and inflation, while reducing the cost of borrowing.

- Businessmen can pass on higher interest charges in the form of higher prices, and they do just that. Profits after taxes zoomed 91 percent between 1960 and 1968.

- When they have to borrow, the corporations' profit-tax depreciation structure allows them to pay back more rapidly, thus making the impact temporary.

In addition to being sharply critical of the Federal Reserve Board's policy of raising interest rates on its loans to commercial banks, the article attacks the lending policies of the big banks themselves.

They have steadily raised the prime rate—interest charged to leading customers, the largest corporations—until it is now 7.5 percent, more than three times what it was in the early 1950s, Mrs. Jager points out.

As the banks continuously jack up the prime rate—described as "their own minimum wage" set without government involvement—they reap higher and higher profits and drive up other interest rates, she concludes.

Judge Bars Use Of Convict Labor

SAN FRANCISCO—Superior Court Judge William A. O'Brien made permanent a previous temporary order barring the use of convict labor to harvest California farm crops.

The injunction puts some teeth into a provision of the state constitution which the California AFL-CIO accused Governor Ronald Reagan (R) of ignoring.

Judge O'Brien entered a permanent restraining order against Reagan and the state government "for all the reasons fully

set forth" in the preliminary injunction won by state labor Nov. 14, 1967.

Secretary Treasurer Thomas L. Pitts of the state federation said the injunction closes "one more door" to the use of cheap, captive farm labor by California's farm corporations. Prisoners, he said, were used to harvest crops of non-union growers who "hadn't even attempted to meet the federal government's minimum wage and work criteria" on importing farm workers.

18 More Seafarers Added to Growing SIU Pension Roster

The SIU pension list has continued to lengthen as the names of 18 additional Seafarers were added to the roster after completing long sailing careers.

Gabriel Bonfont, a native of Puerto Rico, is ending his sailing career after more than 20 years at sea. Brother Gabriel shipped as carpenter and bosun. His last vessel was the Seatrain Delaware. Brother Bonfont joined the SIU in Boston, and now resides there with his wife, Virginia.



Bonfont De Hospidales

Clement De Hospidales was born in Trinidad and now lives with his wife, Margaret, in Lakewood, New Jersey. Seafarer De Hospidales, who has been sailing for more than 20 years, joined the SIU in the Port of New York in 1945.

Edward Robinson is closing out a sailing career that has spanned nearly 40 years. Born in New York City, he now makes his home in New Orleans. Brother Robinson, who shipped as FOWT, joined the SIU in the Port of New York in 1944.

He last shipped aboard the Del Mundo.



Robinson Culpher

Edward Culpher had been employed as pumpman for the Graham Transport Company since 1951 before his recent retirement. A native of North Carolina, he lives in Moorehead City with his wife, Annie. Brother Culpher served with the U.S. Army during World War II. He joined the SIU in the Port of Philadelphia.

Jens Ronning, one of the earliest SIU oldtimers, is retiring after 31 years of sailing on the Great Lakes. He joined the SIU in Detroit in 1938. Born in Norway, Brother Ronning now makes his home in Detroit with his wife, Catherine. He served three years with the U.S. Army during World War II and attained the rank of sergeant. Brother Ronning last shipped as AB on the Erie Sand.

Lansdale Madere is a native of Louisiana and still makes his home there with his wife, Grace, in the town of Gretna. Brother Madere has sailed for many

years as tugboat engineer, and last sailed for Dixie Carriers. He joined the SIU in the Port of New Orleans.

Joseph Stuntebeck is ending a sailing career of more than 20 years. A long-time Seafarer, Brother Stuntebeck joined the SIU in the Port of New York in 1947. Rated FOWT, he last shipped aboard the Marymar. Brother Stuntebeck was born in Baltimore and plans to live there during his retirement years.

Albert Stout was born in Tennessee and now lives in New Orleans with his wife, Hilda. Holding all engine ratings, Brother Stout last sailed on the Del Norte. He joined the SIU in the Port of New Orleans.



Ronning Madere

Antoine Landry is closing out a sailing career that spans 22 years in the steward department. Born in Mobile, he now lives with his wife, Daisey, in New Orleans. Brother Landry joined the SIU in Mobile in 1946. He last shipped on the Selma Victory as messman.

Edward Nelson has spent nearly 30 years sailing tugs out of Mobile as AB and pilot.



Stuntebeck Nelson

Born in Alabama, he still makes his home there in Fairhope. Brother Nelson joined the SIU in the Port of Mobile and last sailed for the Mobile Towing Company.

John Diercks is retiring after 41 years as tug mate with the Pennsylvania Railroad. Born in Jersey City, N.J., he now makes his home in Atlantic Highlands, New Jersey, with his wife, Frances. Brother Diercks joined the SIU in the Port of New York.

Paul McPartland has been sailing as deckhand for the Erie Lackawanna Railroad since 1946 after serving three years with the U.S. Navy during World War II. Also born in Jersey City, he still lives there with his wife, Elizabeth. Seafarer McPartland joined the SIU in New York.



Landry Nelson

Cameron Wooten is ending a 33 year career at sea. One of the early SIU old-timers, Seafarer Wooten joined the Union in 1939 in New York. He served six years with the U.S. Navy from 1927 to 1933. Born in Georgia, Brother Wooten now lives in Elmhurst, Illinois. He last shipped as AB on the Afoundria.



Diercks McPartland

Harold Thilhorn has been sailing as cook on the Great Lakes for more than a quarter of a century. A native of Cheboygan, Michigan, he plans to spend his retirement there. Brother Thilhorn joined the SIU



Wooten Thilhorn

in Detroit and last sailed on the Mackinac.

Stanley Brown was born in New Orleans and makes his home there with his wife, Corrine. Rated FOWT, Brother

Brown sailed for Crescent Towing Company out of New Orleans, where he joined the SIU.

Albert Richards, who joined the SIU in the Port of Mobile in 1938, is retiring to the beach after more than 30 years at sea. He last shipped as A.B. aboard the Council Grove. Born in Mobile, he still makes his home there with his wife, Carol. Brother Richards served with the U.S. Army for two years during World War II.



Brown Richards

Paul Carter is closing out a sailing career of more than 25 years. He had shipped in both the steward and deck departments, and last sailed as AB



Carter Ernest

aboard the Bradford Island. Brother Carter makes his home in his native Tampa, Florida, with his wife, Bernice. He took an active part in the Moore-McCormack beef in 1962.

Carl Ernest is a native of Germany who now makes his home in Germantown, New York. He has been sailing as a member of the steward department for 26 years. He last sailed as cook and baker on the Colonel Barker. Brother Ernest joined the Union in 1956 in the Port of New York.

Committee Urges Food Stamp Plan For All the Poor

A committee of the National Planning Association has proposed extending the food stamp program to every city and county in the nation.

The NPA's Agriculture Committee also suggested liberalizing existing rules for the food stamp program, taking the program out of the Agriculture Department, and providing free food stamps for the poorest families—those with incomes less than one-fourth the poverty level.

For other low-income families, the committee proposed what it termed a "variable" food stamp plan which would allow families to buy as few stamps as they wish instead of compelling them to purchase a quantity predetermined to be their full food budget for the month.

The NPA committee said a uniform, federal food stamp program should replace the direct distribution of surplus food by the Agriculture Department.

May 1, 1969 to May 31, 1969

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	12	3	8	1	0	17	7
New York	99	116	55	67	24	157	120
Philadelphia	14	9	9	4	1	19	20
Baltimore	54	47	43	31	24	71	53
Norfolk	21	23	15	14	9	32	47
Jacksonville	32	37	27	27	6	24	25
Tampa	6	13	9	4	2	7	23
Mobile	52	38	28	18	1	77	38
New Orleans	86	62	47	26	6	132	89
Houston	78	65	65	48	16	127	130
Wilmington	33	48	58	62	24	26	1
San Francisco	91	104	74	90	45	51	0
Seattle	70	27	40	22	15	56	18
Totals	648	592	473	414	173	796	571

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	2	2	0	0	1	6	3
New York	89	128	49	80	33	126	146
Philadelphia	3	19	6	14	2	12	24
Baltimore	8	5	10	2	6	12	22
Norfolk	19	29	16	17	4	19	33
Jacksonville	13	49	11	38	14	7	31
Tampa	7	6	5	3	1	11	9
Mobile	31	43	24	22	0	39	54
New Orleans	42	99	30	35	3	72	125
Houston	42	57	29	54	27	89	105
Wilmington	25	51	24	40	32	13	3
San Francisco	88	130	62	109	59	35	1
Seattle	23	32	17	28	14	30	2
Totals	392	641	283	342	235	471	558

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	3	0	2	0	2	6	1
New York	67	56	54	39	44	121	68
Philadelphia	8	4	10	2	5	12	12
Baltimore	71	17	31	26	8	49	18
Norfolk	13	26	15	16	9	19	35
Jacksonville	15	19	14	24	28	11	4
Tampa	2	6	3	8	5	7	8
Mobile	26	24	18	20	0	51	24
New Orleans	54	38	33	19	2	139	54
Houston	32	42	32	40	14	104	44
Wilmington	18	7	9	10	22	24	2
San Francisco	72	107	54	92	47	35	1
Seattle	37	26	23	17	14	42	9
Totals	418	372	298	308	200	620	280



A former troopship, the Philadelphia, now a 20,295-ton containership converted for the SIU-contracted Sea-Land Service, heads for a trial run. Conversion included gutting the mid-ship hull section, removing the mid-ship house, and modifying and enlarging the aft house to provide new living quarters for the crew. The superstructure deck was removed and eight A-frame buttresses installed for containers.

Another Containership Launched

Sea-Land's New Philadelphia Converted from a Troopship

BALTIMORE—The SIU-contracted Sea-Land Service took delivery of the Philadelphia last month after its conversion from a C-4-S-A1 type troopship to a containership at Bethlehem Steel Corporation's Key Highway yard here.

Originally known as the Gen. A. W. Brewster, the vessel was towed from the West Coast last October to the shipyard. Now a C-4-X3 type vessel, the Philadelphia is able to carry 360, 35-foot containers, 217 of them below deck.

The ship is 522 feet 10½ inches long with a molded breadth of 71 feet six inches and scantling draft of 30 feet 6 inches. It has a displacement of 20,295 long tons.

The complete mid-ship hull section was gutted and decks

were removed to convert the space to container storage holds. The mid-ship house was removed and the aft house was modified and enlarged to provide new living quarters for the Seafarers. An additional deck was also added for the wheelhouse.

The bow section was modified for container storage and ship's stowage. The superstructure deck was removed and eight A-frame buttresses were installed along the center line to provide deck stowage of containers. Containers will be stowed on deck, three high, above the hatch covers.

New navigation equipment including radar, was installed and the ship was provided with an oil lubricated stern bearing. Piping and electrical work in the gutted midship section was renewed.

The completely refurbished crew's quarters are air-conditioned and equipped with new furniture. Existing machinery was overhauled and the electrical system upgraded with the addition of a 600-kilowatt AC generator. New tanks for fuel oil ballast and fresh water were also installed.

This is the sixth such troopship that has been converted here into specialized cargo vessels. The first five were converted for the SIU-contracted Calmar Lines.

Instant Credit Poses Lengthy Problems

FTC Weighs Ban on Unsolicited Credit Cards

WASHINGTON — Those who have been annoyed by receiving credit cards in the mail sent by over-zealous department stores or gasoline companies will be heartened by a recent action initiated by the Federal Trade Commission.

Prodded by agitated consumers—as well as by several legislators who have pursued their cause for them—the FTC has announced that hearings will take place September 10 on a series of proposed regulations which would stop the mailing of credit cards without prior written consent of the persons in whose names they are made out.

Banks, common carriers and air carriers—many of which have gotten involved in the new sales promotional gimmick—will not be affected by the proposed regulations because they do not come under the jurisdiction of the FTC. Nevertheless retail department stores, marketers and retail dealers of gasoline, as well as travel and

entertainment purveyors, would be bound by the rules.

In moving into this area, the agency labelled the use of unsolicited credit cards an "unfair method of competition."

"A credit card holder is more likely to purchase at a retail outlet honoring his credit card," the FTC pointed out.

What is more, a spokesman indicated, unsolicited cards are at times lost in the mails. When this happens, the intended recipient is completely unaware that a card has been issued in his name and an account opened for him. Thus he can not take measures to protect himself.

"Such credit cards are often misappropriated and fraudulently used by unknown parties and the intended recipient is often put to the often considerable burden of demonstrating to the billing company that the goods or services were not ordered or purchased," the FTC declares.

As a result of the fraudulent use of such cards, or billing errors, many consumers are put through much unwarranted worry about possible jeopardy to their credit ratings.

Also, should a recipient of an unsolicited card decide he doesn't want it, he is faced with the additional — and likewise unsolicited—burden of returning the card safely to the sender and explaining that he prefers that the account be closed.

Congressional Action Begun

Recent large-scale mailings of unsolicited cards and public concern over the matter have prompted the introduction of remedial bills in both Houses of the Congress.

A far-reaching measure by Senator William Proxmire (D-Wisc.) would give the Federal

Reserve Board the right to require that issuers of credit cards determine credit worthiness prior to sending out cards to unknowing customers. Most important, liability for lost or stolen cards would be shifted to the issuer—rather than the consumer—if the amount involved is over \$50.

An aide to Senator Proxmire explained that the only reason the bill does not flatly prohibit

the mailing of unsolicited cards is that a number of large banks have already made such mailings. A ban at this point would put the smaller banks—which are first exploring this form of merchandising—at a competitive disadvantage.

Other measures in both Houses would prevent federally insured banks from making credit commitments unless they are requested to do so.

Socially-Handicapped Need Job Aid

WASHINGTON — The nation has passed the halfway mark in its program of finding jobs for the handicapped and should now concentrate on overcoming the job disabilities caused by substandard social conditions. AFL-CIO Secretary-Treasurer William F. Schnitzler stressed this theme as he addressed the President's Committee on Employment of the Handicapped at its annual conference here.

Labor is "pleased because much progress has been made" in training and finding jobs for the handicapped, and is ready to help in seeing that much more is done, Schnitzler reported.

He said it is no longer possible to "escape the conclusion that sub-standard social conditions have a great bearing on disabilities. For if disabilities can be prevented, fewer handicapped persons will need help" in finding employment.

Schnitzler said "I am referring to the handicaps of poverty, poor environment and lack of adequate medical and psychological care."

A recent health survey commissioned by Blue Cross showed, he said, that the incidence of heart disease in poor areas

was four times as great as in average areas, six times greater for nervous and mental disorders, eight times higher for visual defects, three times higher for orthopedic defects.

Labor participation in the two-day conference included an AFL-CIO co-sponsored luncheon for state winners of the 1969 "Ability Counts" essay contest for high school writers, a tour of the city for the students sponsored by the International Brotherhood of Electrical Workers; a luncheon at the Capitol sponsored by the federation's Building and Construction Trades Department, and a reception at which IBEW members and their ladies were hosts.

Kathy Saxton, 17, of Bonneville High School in Ogden, Utah, won the \$1,000 first place award of the Disabled American Veterans in the "Ability Counts" contest. Other top winners were Janey Looney of Lake Charles, La., \$600; John Muessel of Madison, Ind., \$400; Christina Fredet, Springville, Me., \$300, and Lucy Sikes, Murfreesboro, Tenn., \$200.

The prizes were presented by Schnitzler and Gordon M. Freeman, IBEW president-emeritus. Expenses of first place winners

in 47 states, the Virgin Islands and the District of Columbia were contributed by AFL-CIO state federations.

Other conference speakers were Labor Secretary George P. Shultz; Mrs. Elizabeth Koontz, new Women's Bureau director; Senator Robert J. Dole (R-Kan.), and Mrs. Rene Carpenter of the NBC-TV "Today" show.

Shultz asked the conference to seek answers to questions like these: Why must people be compelled to work eight hours a day? Why can't jobs be redesigned for handicapped persons? Why can't jobs be matched to the personality of the worker?

The conference gave its Distinguished Service award to William Passmore, double hip amputee and antipoverty worker in East Chicago, Ind.; Representative Charles E. Bennett (D-Fla.), and Stevie Wonder, blind singer from Detroit.

A special award of appreciation was voted by the committee to former Vice President and Mrs. Hubert H. Humphrey for their joint efforts on behalf of the handicapped. Irving Geist of New York City was cited for his years of support for rehabilitation work.

Unionist Honored For Saving Child

CHICAGO — Hamdey J. Alley, a member of Local E-965, of the United Transportation Union, here, recently received a medal from the Carnegie Hero Fund Commission for the rescue of a four-year-old boy who was playing on the Grand Trunk Western Tracks.

Alley was awarded the medal—plus \$750—for risking his life to save the youngster when he leaped from an engine hauling a 22-car train, dashed out in front, and scooped the boy to safety. Chalk up one more labor hero.



There's plenty of work to do on board the Great Lakes vessels during winter layup—checking mooring lines, sounding ballast tanks, painting and getting things ready for spring fit-out. Maintaining and repairing engine room machinery is just one of the many jobs that keep shipkeeper Deragon busy during the long, cold and lonely winter. Seafarer Deragon is seen as he helps a shipyard worker install a main shaft bearing on the Reiss.

Seafarer Deragon mans a snowplow to clear the dock of the Reiss Brothers while the ship is moored for the winter in windswept Howard pocket at Superior, Wisconsin.



The Shipkeepers' Lonely Vigil on The Ice-Locked Lakes

THROUGHOUT the long winter months in ports along the Great Lakes from Buffalo to Gary to Superior, hundreds of ore, grain and limestone carriers lie silent in ice-locked slips. The only sound in the crisp, cold night is the hissing of the wind and the groaning of shifting ice. Standing lonely vigil on each of these 600-foot bulk freighter is the shipkeeper.

Moored last winter in Superior's Howard pocket—in the middle of a line of ships that stretched for blocks—was the SIU-Great Lakes District-contracted Reiss Brothers, flagship of the Reiss Steamship Company. The wind swept over the open deck whipping the light falling snow. A thermometer outside the galley in the ship's afterhouse hung at 14 degrees below zero.

Inside the galley, the stove was well-heated and a small light reflected over the expanse of stainless steel fixtures. In the officers dining room, another stove burned brightly. The dining table was gone. In its place was a bed, a few chairs and a portable TV set. A carpet had been spread on the deck for further warmth and comfort.

Seated in the dining room of the Reiss Brothers were the vessel's winter tenants, Seafarer and Mrs. John Deragon. Brother Deragon was the shipkeeper, and his job was to look after the vessel until her crew began to come on board for the spring fit-out.

Brother Deragon, an oiler on the Reiss during the sailing season, tries to keep busy during the winter lay-up. Leadline soundings of ballast tanks have to be made daily. And mooring cables must be checked. He works with shipyard machinists on installing and repairing engine room machinery. And, there is always painting to be done in the crew's quarters.

Mrs. Deragon is in charge of cooking, washing, sewing and most other duties of any housewife. Also aboard is their son, Michael, who helps out with the shipkeeping duties and sails on another Reiss vessel during the season.

The Deragons are one of the few shipkeeping families left on the Great Lakes. Shipkeeping can be a cold and lonely job, but it does have some plus points, mainly an extra three months' pay. Mrs. Deragon feels that they are living pretty much like any other family.

"We play cards and watch TV. Our car is parked at the foot of the gangway, and it's only a short drive downtown or to the homes of relatives. We even have a snowblower to clear paths around the cabins and hatches."

The lot of the shipkeeper has vastly improved over the years. During the Depression of the '30s, the ship-

keeper's job was a coveted prize despite the low pay and hard work. It meant free rent in warm and livable quarters and enough money to feed the family.

Wherever the ships spent the winter, so did the shipkeeper and his family. There was nothing unusual about a family from Duluth living aboard a ship in Toledo, or another from Port Huron keeping ship in Milwaukee.

During one winter in the mid-1930s, about 70 freighters were laid up at Buffalo. Most of them were anchored in Lake Erie outside the breakwater. "The fleet was like a city outside a city," recalls Seafarer Leif Alme, who was keeping ship with his wife. Their vessel was beyond the breakwater and they were—for all practical purposes—cut off from Buffalo.

"Going ashore meant crossing the ice, using a small boat to cross the open water where tugs had opened fire lanes, and then climbing more ice," Mrs. Alme remembered. "It was hardly worth the effort unless you absolutely had to do it."

Sometimes they had to. Fresh water and food had to be brought in from Buffalo. Once the supplies had been hauled out to the ships by sleds and skiffs, they were hauled aboard by rope.

If the ships were moored near others, the women could gossip over the rail as easily as over a backyard fence. Mrs. Alme recalls that her husband once rigged a pulley line between two ships so that she and the



Time out for a hot cup of coffee in the galley of the Reiss Brothers. It's little comforts like this that help make the lives of Great Lakes shipkeepers bearable during the long, bleak vigil of winter layup season.

"women next door" could pass notes back and forth in buckets.

Prolonged loneliness can play strange tricks on you, so it's understandable that one former shipkeeper had a little trouble trying to explain to its owners that the 440-foot C.W. Richardson had just climbed out of the water and was perched high and dry on a dock.

Captain Henry Wiersch, long-time master and fleet captain for Columbia Steamship Company, was serving as shipkeeper on two Columbia boats tied up together in the 1920s. He was walking along the deck of the C. Russell Hubbard (now the W.W. Holloway), which was moored across the slip from the Richardson.

As he neared the Hubbard's afterhouse, he noticed the Richardson's mooring lines go slack and then he watched in amazement as the ship slowly rose and then settled down gently on the wooden pier. After staring at the Richardson several minutes and assuring himself that he did see what he thought he saw, he called the Columbia office in Cleveland. "I don't know how to tell you this," he told the company official, "but one of your boats just climbed up onto a dock."

As he fumbled for some explanation, the old wooden dock collapsed under the weight of the 5,000-ton Richardson, and sent the ship sliding back into the water.

"Hold everything," Wiersch told the thoroughly bewildered official, "your ship just launched herself again." Friends of the captain said that about three years passed before he was finally able to live the incident down.

What had happened was that Buffalo was being hit by a freshwater phenomenon known as a seiche, which results in a rise or fall of water levels up to 20 feet or more within a remarkably short time. On this occasion, the water level at Buffalo increased as if some giant had picked up the west end of Lake Erie.

The loneliness of keeping ship is something one gets used to, according to most of those who have wintered aboard the idle lake carriers, but it's not a job for people who cannot spend many hours by themselves. Still, it is easier nowadays.

Most of today's shipkeepers live in the city where their vessel is berthed. They spend their days aboard the ship, but are in the comfort and warmth of their own homes at nightfall. "This is a much better arrangement," said one shipkeeper in Duluth. "I don't mind having thin oak paneling separating me from a steel bulkhead in summertime, but I prefer plaster and wallpaper in the winter."

Plan Would Hinge on Fact-Finding Agreements

Shultz Proposes Special Farm Labor Board Outside NLRB

WASHINGTON — The Nixon Administration has told Congress that farm workers should have collective bargaining rights—but not by bringing them under the National Labor Relations Act.

Labor Secretary George P. Shultz told the Senate Labor subcommittee that a special Farm Labor Relations Board should be established because of the "unique characteristics" of agriculture. It would be made up of "members acquainted with the farm industry" and not be bound by NLRB precedents.

He said farmers need protection against strikes during the harvest season. At the same time, Shultz acknowledged, "the right to strike is basic to collective bargaining" and "an outright ban on strikes in agriculture . . . should not be imposed."

To resolve this apparent contradiction, Shultz advanced a novel Administration proposal which would permit farm employers to avoid a harvest sea-

son strike if they agree in advance to accept the recommendations of a fact-finder chosen from a panel appointed by the Secretary of Agriculture.

Besides naming the fact-finders, the Agriculture Department would presumably suggest to the President the members of the Farm Labor Relations Board, Shultz indicated.

President Nixon early this year asked Shultz and Agriculture Secretary Clifford M. Hardin to come up with a joint recommendation "on the advisability of placing farm workers under the provisions of the Taft-Hartley Act."

The proposal Shultz presented to the Senate subcommittee, headed by Senator Harrison A. Williams, Jr. (D-N.J.), emerged from the interdepartmental negotiations.

Here is how Shultz explained it to the subcommittee:

First, he said, "I am here to support the right of farm workers" to union representation and

collective bargaining.

But "a boycott directed against an employer's merchandise, designed to force that employer to sign a union contract . . . is not a satisfactory way to settle labor conflicts, especially those involving issues of representation."

The boycott reference was an obvious comment on the California table grape boycott, initiated by the AFL-CIO United Farm Workers Organizing Committee and strongly supported by the labor movement.

If boycotts are to be prevented or prohibited, Shultz went on, there must be "an alternative" which provides both "an orderly answer" to the problem of union representation in the fields and "a satisfactory method for dealing with the possibility of strikes during the harvest season."

"Too Dissimilar"

Shultz said agriculture is too dissimilar to other industries to

use the mechanism of the NLRB.

He opposed any type of pre-hire union representation agreement, such as that used in the construction industry, giving this argument: "Construction workers as distinguished from agricultural workers are largely organized and the craft representation lines are widely recognized. Agricultural workers, on the other hand, are largely unorganized and therefore employers should not be permitted to enter into collective bargaining agreements unless an election first indicates majority representation by the contracting union."

Without spelling out the legislative details, Shultz said labor-management relations on large farms should be "associated" with the National Labor Relations Act, but with special provisions and machinery.

The proposed Farm Labor Relations Board would have three members, its own general counsel and a full staff of trial examiners and regional directors comparable to that of the NLRB. But, Shultz stressed, its members and staff would be drawn from people familiar with the farm industry and would not be "bound by 34 years of industrial precedent established under the NLRB."

To an extent, the separate body parallels the recommendations of the anti-union Farm Bureau. The Farm Bureau, however, has asked also for a flat ban on strikes.

Jurisdiction of the Farm Labor Relations Board, Shultz said, would be confined to the large farms presently covered by the minimum wage provision of the Fair Labor Standards Act—about two percent of the nation's farms employing 45 percent of the nation's farm workers.

To deal with the harvest strike problem, Shultz advanced "the following steps as a sug-

gestion and as a means of opening up discussion of the issue."

The law, he said, could require a 10-day notice of intent to strike or lock out workers. He added:

"At this point, the party threatened with a strike or lock-out could prevent a disruption of work if that party is willing to accept the binding recommendations of a neutral."

Alternative to Strike

If a grower, for example, were served with a strike notice in July and the season when a strike would hurt him the most were in September, this is what he could do:

By declaring his willingness to accept the recommendations of a fact-finder, he could pick the month of September or any other 30-day period of his choosing for the fact-finding and mediation to take place.

During that period, the union could not strike. If it struck before then, its members would be obligated to return to work for the 30 days.

By the 25th day of the fact-finding period, the recommendation for settlement would be submitted to both parties. If the union accepted the proposal, the growers would be obligated to do likewise. But if the union turned it down, neither party would be under any obligations and the union could strike. By then, of course, the harvest would presumably be completed and the strike would have little impact.

"The fact-finder should be chosen by the parties from a list of five names selected by the Secretary of Agriculture," Shultz said.

In reply to questions, Shultz said he had no idea how much it would cost to set up a farm labor board structure such as the Administration was suggesting. But he said "we can make estimates" if congressional committees find the concept meritorious.

International Labor Co-operation Set To Confront Multi-Nation GE Plants

BOGOTA, Columbia—Unions from nine nations have pledged mutual assistance toward improving wages and working conditions for 400,000 employees of General Electric Company around the globe.

They also appealed to GE to cease its efforts to "subjugate" workers and adopt policies that "recognize and respect fundamental trade union rights."

The pledge and the appeal came in a resolution adopted at the first world meeting of GE unions here. The two-day conference was sponsored by the International Metalworkers' Federation's committee on multi-national electrical and electronic companies.

Unions represented were from Argentina, Brazil, Colombia, France, Ireland, Italy, Venezuela, Mexico and the United States. AFL-CIO affiliates participating were Elec-

Key Lesson for Litton Typed by Federal Body

WASHINGTON—The Federal Trade Commission is growing concerned about Litton Industries' appetite for typewriters.

The FTC has issued a complaint against the conglomerate, seeking divestiture by Litton of the stock it acquired in January, 1969 in the Triumph-Adler Typewriter Company. The German firm is a leading foreign corporation which did \$52 million worth of business in the U.S. in 1967. Hearings on the FTC complaint are scheduled.

trical, Radio and Machine Workers, International Brotherhood of Electrical Workers, Machinists, Steelworkers and Allied Industrial Workers.

The resolution called upon unions at GE plants around the world to cooperate through the IMF by collecting and distributing information on wages, working conditions, pensions, vacations, grievance procedures and health and safety programs.

Standing Groups Formed

It welcomed an earlier IMF decision to set up permanent working groups in various world companies and urged the federation's executive committee to extend its programs of organizational and educational cooperation to cover all GE workers.

"We believe," it added, "that this should include the coordination of moral and material support to unions engaged in strikes or conflicts or subject to employer reprisals or persecution."

The resolution expressed support for "the valiant efforts of GE workers, particularly in the developing countries of the world to win and assure their right to organize and bargain collectively."

Attention was called to "the frequent violation of these trade union rights by multinational companies such as GE" in a number of countries, including Ireland, Colombia, Mexico and Uruguay.

IUE President Paul Jennings, chairman of the IMF's commit-

tee, was among the conference speakers who stressed the theme of unity that emerged in the resolution.

"We must think internationally just as the company does," Jennings said. "We must recognize that each problem we encounter has its counterpart in some other country, and we must find solutions that improve not only our own situation, but the situations of others."

He cited as an example of growing unity among world GE unions, the assistance from the United States, Canada and other countries to the Irish Transport and General Workers Union in its 1968 strike against GE.

This assistance, he pointed out, helped the Irish workers win union recognition and showed the company that an attack by it on one union is going to be answered by other GE unions, regardless of the country they are located in.

Jennings voiced a "feeling of shame" on the part of U.S. unions that a U.S. corporation—GE—exploits workers around the globe and pays them "miserably low wages."

The work of the conference included an exchange of reports on GE's financial structure, profits and policies, and the labor relations experiences unions have had with it.

Delegates took a break from sessions to walk a picket line as a display of "solidarity" for a Colombian union on strike against Olivetti Corp., a multinational company with close ties to GE.

Eastern Lay-up



If you're going to be ill a long way from home, at least pleasant surroundings are some compensation. Seafarers W. M. Stack (left) and W. D. Hermsen are shown in new wing of Bluff Hospital, Yokohama, with nurse Y. Yonehura. Stack was engine delegate on the Transhartford, and Hermsen served as deck delegate aboard Robin Locksley.

State Labor Bodies Enlisted In Safety Drive on Highways

WASHINGTON—AFL-CIO President George Meany has called on the federation's state central bodies to work with the National Safety Council in securing passage of minimum-standards highway safety programs by state legislatures.

In a letter to state AFL-CIO

Sec. Shultz Bars Wage-Price Curbs As 'Unworkable'

WASHINGTON — Neither wage-price controls nor wage-price guidelines are being considered as steps to combat inflation—and history shows they "haven't worked well" in the past, according to Labor Secretary George P. Shultz.

Appearing on television's *Meet the Press*, Shultz said wage-price controls weren't successful during the Korean War.

As for guidelines, he pointed out, they have been tried not only in this country but also in other countries and "they didn't work either" in controlling inflation.

"I don't think there is any point in embarking on things that have a very poor track record," Shultz said.

"I think we should be realistic about our approach to problems like inflation . . . and when something has been tried and found wanting, not to continue to act as though it is a solution to the problem," he declared.

presidents where legislatures meet in 1969, Meany emphasized that increasing highway "carnage" greatly concerns all union members and their families.

He enclosed a copy of a letter from Howard Pyle, president of NSC, appealing for labor's aid in getting states to adopt recommendations from the National Highway Safety Bureau pursuant to the Federal Traffic Safety Act of 1966.

The bureau has proposed that each state enact or update safety programs to include 16 minimum standards that relate to the driver, the vehicle, the highway and enforcement of traffic codes and ordinances.

Among other things, the standards provide for periodic inspection of cars and trucks, up-to-date vehicle registration, driver education, uniform driver licensing and standard chemical tests to determine misuse of alcohol by drivers.

Govt. Help Granted

Federal financial help is given to states to advance their safety programs by including the standards. Although some states have adopted certain standards, no state is yet completely in line with the bureau's proposals.

Pyle explained that the council has established a program known as STATES (Safety Through Action to Enlist Support) which will coordinate the activity of many organizations in securing passage of the standards.



Lazaro B. Ellorin, who last sailed aboard the Eldorado, gets his first pension check from SIU Safety Director Joe Algina as John Fay, Philadelphia Port agent, and Baltimore Port agent Rex Dickey look on.

At Four-Day Conference:

3,000 Building Trades Delegates Launch Major Legislative Program

WASHINGTON—Nearly 3,000 national, state and local union leaders launched a major legislative drive by the AFL-CIO Building and Construction Trades Department here last month.

Their goal: action by Congress on a program covering both bread-and-butter trade union issues and broad-ranging measures to meet the nation's overall needs.

Three Cabinet members and top congressional leaders of both parties came to the opening and closing sessions of the four-day conference.

And for two days, the BCTD delegates visited on Capitol Hill with the congressmen and senators from their home states—presenting, explaining and urging labor's legislative goals.

Before they returned home, delegates turned in "report cards" on their congressional visits. The attitudes shown by congressmen and senators to the labor-supported bills will be a guide to union legislative representatives in mapping strategy and priorities.

Delegates talked to their legislators about the on-site picketing bill, about job safety legislation, about extension of the Davis-Bacon Act to ensure prevailing wages on buildings built to be leased to the Post Office Department and other federal agencies.

They also talked about tax justice and social security improvements, about the need for a higher minimum wage and for strengthened equal employment opportunity. They called for congressional action on housing funds, consumer protection and education, among others.

A "very good portion" of the BCTD's legislative program will be "enthusiastically" supported by the House Democratic leadership, Majority Leader Carl Albert (D-Okla.) told the conference.

He said he finds it "just impossible" to understand opposition to the labor-backed job safety bills. On the site picketing bill, Albert reiterated his strong personal support, but said threats of a Senate filibuster such as that which killed repeal of Taft-Hartley Sec. 14(b) have made House members reluctant to stick their necks out unless they are sure it will pass the Senate.

If it is taken up first in the Senate, he said, it will be actively supported by House Democratic leaders for final passage.

House Minority Leader Gerald R. Ford (R-Mich.) told the delegates that if they were willing to "compromise" then "I think we can achieve some of these goals that are on your legislative program."

He said he personally supports the "sound principles" of the position taken by the Secretary of Labor who coupled easing the secondary boycott restrictions on construction site picketing with toughening of other restrictive provisions.

Both the Democratic and Republican assistant leaders in the Senate gave strong personal endorsements to site picketing legislation.

Senator Edward M. Kennedy (D-Mass.) declared:

"I will fight to get the construction safety bill passed this year, and I am with you 100 percent on the issue of site picketing," he said. As for labor's overall program, Kennedy said he intends to keep his COPE record of all "right" votes intact.

His Republican counterpart, Senator Hugh Scott of Pennsylvania, termed the labor-backed site picketing legislation a "good" bill and said he opposes "restrictive" amendments.

Labor Secretary George P. Shultz and Transportation Secretary John A. Volpe received the friendly attention of the

delegates as they addressed the conference on its opening day.

Housing & Urban Development Secretary George W. Romney was welcomed with similar warm applause when he was introduced. But before he concluded, there were boos from the audience and applause where he didn't want it.

Just a few minutes earlier, Romney had left another meeting with the farewell: "I'm going now to a conference of the building trades and really lay it on the line to them."

He told the delegates that building trades pay raises are feeding inflation, that apprenticeship standards are too high, that the Davis-Bacon Act requiring prevailing wages on federally-assisted housing is too costly. He warned "that there are people already talking about compulsory arbitration in the building trades."

"Construction wage rates are rising faster than any other," Romney chided. And the delegates applauded.

"There is every indication that future settlements may be higher," he complained. More applause.

Earlier, Shultz said the Administration is supporting "fully and unambiguously" the construction safety bill. He said he hopes that "before long" there will be a presidential message dealing with "a comprehensive health and safety bill."

Shultz noted the steady increase in minority group employment in the building crafts and urged that the progress be continued.

Volpe told the delegates he was impressed with the special training programs run by the Operating Engineers and the work done by other unions in opening up job opportunities to minority groups.

Programs such as these, he said, are tapping "a tremendous reservoir of unused ability."

Shell Pours on the Oil As Credit Cards Roll In

Shell Oil Company has been writing a lot of letters lately. Many, if not all, individuals who have returned their Shell credit cards to the company as a result of the consumer boycott declared against the company by Oil, Chemical and Atomic Workers are getting individually typed letters from Shell officials sort of explaining the company position.

Although the letters are individually typed, the words apparently are exactly the same in each.

Some come from Shell's big customer accounts center in Tulsa. Some come from San Francisco. Perhaps some come from other places—but the words are always the same.

"We appreciate your taking the time to explain why you no longer purchase Shell products," the letter begins. "Our customers are important to us, and their views on matters affecting our business are important."

The Shell company even sent one of these "personal" form letters to President A. F. Grospiron of OCAW—the same one that goes to individual customers. It was signed by John R. Wright, Public Relations.

Strange. It would seem that a public relations man would be inventive enough to write a different letter to the president of the union that is causing that trouble. And it wasn't a matter of not recognizing the name; the letter was addressed to him as president of the union at the union's headquarters.

The OCAW urges all trade unionists and friends of labor to get their own personal letter from Shell by returning their Shell credit cards—along with a letter saying why—to P. O. Box 80, Tulsa, Okla., 74102.

Think of the employment this will provide for deserving stenographers! Also, it will help the oil workers get a fair deal from Shell.



BOOK Reviews

THIRTEEN DAYS by Robert F. Kennedy
(Norton—224 pages)

"In April 1962 after President Kennedy forced Big Steel to roll back prices, someone remarked to me that anyone who could handle Steel could handle the Russians. Little did I realize that only a few months later I would be recalling those words during the Cuban Missile Crisis."

The late Senator Robert Kennedy's exciting account of those fateful thirteen days is not so valuable in what it reveals, as in the blueprint it provides for future crises.

Kennedy emphasizes the importance of debate to bring about the best possible solution in such times. Critics of President Kennedy like to point to the Bay of Pigs as an example of Kennedy strategy. Robert Kennedy points out that there was unanimity of opinion during the Bay of Pigs. It seemed everyone was in favor of going ahead because they thought that was what the President wanted.

The missile crisis was another story. There were many opinions at first. Long periods of discussion converged them into two possible courses of action—attack and blockade. It was then up to the President to decide.

One has a renewed sense of loss as he reads this book. At the same time there is thankfulness that such a man was around to keep cool at a time when the world stood still.

President Kennedy was not so much concerned with the first step as what steps would follow and what would the final step lead to. For those who believe in simple solutions to our complex problems, this book emphasizes the complexities we face.

It does more. It points up the importance of not letting the exasperation over Vietnam lead us once again into the shell of isolation. During the missile crisis, behind our vast array of military might on standby, there was the respect and support of most of the world which tipped the scales our way.

The untimeliness of his death stopped Robert Kennedy's pen. He planned to write more about the crisis. He did write enough to emphasize the seriousness of the event. We can only hope if the world is ever perched on the brink again we will have the same kind of men around as in 1962. If not there might not be anyone around to write about the next thirteen days of crisis.

* * *

A CENTURY OF LABOR-MANAGEMENT RELATIONS
by R. Ozanne (Wisconsin—\$7.50)

Robert Ozanne's book is an inside report of labor relations at McCormick and International Harvester. If ever the reader was treated to a look behind the poker faces of management, this is it.

Ozanne charts one hundred years of stormy company-union relations. Every anti-union tactic in the book was tried during these years. Blacklists, company unions, lockouts, strike-breakers, wage sweeteners, and all the rest, were tried to keep legitimate unions out.

An example of Ozanne's reporting is found in this excerpt from a secret 1904 report to the McCormick Board of Directors: "... We ... think it entirely probable that we may have a strike of certain of the skilled trades. To successfully fight this strike it may be necessary to import non-union men and strikebreakers; it may be necessary to board and lodge these men inside our works; it may be necessary to practically put our works in a stage of siege.

"... We must assume that our plants will be picketed; that we shall have to have police protection ... that there may be violence, slugging, rioting, even loss of life ... we believe by taking a firm stand ... we shall end up by having our men in better control."

Such were the days of labor-management relations when brute force ruled, with most of the strength behind the boss. The value of government protection of the workers' right to organize is emphasized in this observation by Ozanne:

"Despite the persistent desire of McCormick Works employees for unions, after 1886 they were unable to establish any lasting form of unionism against the implacable opposition of the company until the national government put its force and sustained support behind the right of workers to organize."

One cannot do justice to this book in a brief review. It is an important history of labor relations told like it was. It is a valuable lesson to the worker of today lulled into complacency by the affluence of our times.

Time for a Close Look



Conditions at Sailors Snug Harbor, a home for retired seamen in Staten Island, N.Y., have given rise to so many complaints, both from its inhabitants and their dependents, that a full investigation by the state legislature into alleged mismanagement by the trustees of the home has been requested by State Senator William J. Ferrall.

And small wonder. At a recent press conference called by Ferrall, photos were exhibited of a walkway on the grounds built of gravestones taken from the cemetery. A letter from the widow of a man buried there complains that his grave could not be found—"there is no marker or any indication as to where he is buried," she said.

Shortly after the press conference, the gravestones mysteriously disappeared. They were later found stacked in the chapel on the grounds.

It isn't only the dead who are callously deprived of their last vestige of dignity and respect. Room-and-board fees have been levied against the retired seamen living there, many being asked to hand over their meager social security or retirement checks to the management in return for their continued residence at the Harbor.

The men charge that the food they are served is "slop"; that leaky roofs and plugged-up drains go unrepaired. The lawn, they say, is being ruined by neglect, and religious services have become short and perfunctory. No one, declares one of the residents, seems to be in charge. He claims there is no discipline, proper surveillance, or apparent concern about the well-being of the men, and any complaints are ignored.

As to the financial "deficit" used as an excuse by the trustees to claim fees from elderly residents—the old seamen say this is a planned and manipulated financial picture fostered and intentionally created by the present management.

Extravagance, ordered neglect, padded payrolls, and overstuffed departments which fail to efficiently perform their assigned duties combine to produce this supposedly poor financial picture, they point out.

Sailors Snug Harbor was established under the will of Captain Robert Richard Randall in 1801, to be run as a home for "aged, decrepit and worn out sailors." Randall left valuable property in lower Manhattan, the income from which was to be used to maintain the home on a non-profit basis. By terms of the will, some of the city's top dignitaries were named as trustees.

If the trustees are personally unaware of what is going on, then it's about time they found out. Until conditions are corrected, the SIU will continue to stand solidly behind the old seamen and back all efforts to see to it that Sailors Snug Harbor is once again run the way Captain Randall undoubtedly meant for it to be run.

IMPROVING THE PENSION PLAN



The Seafarers International Union, in forthcoming contract negotiations, will move for improvements in the pension plan.

The Union, as part of the preparation for these talks, has been surveying the features of various pension plans. Our purpose has been to consider every possible approach to the problem of assuring our members that they are properly protected in their retirement years.

A pension program must be a living document—capable of changing to meet the changing needs of the membership it safeguards. The Union's responsibility, therefore, is to know the members' attitudes on a variety of benefits—for a pension program is a complex thing.

There are many questions that must be answered:

- Do the members want a program geared solely to the monthly pension payment?
- Or do they also want adequate protection against the heavy cost of long illnesses?
- Do they want a pension that provides benefits only for themselves?
- Or do they also want assurances that their dependents, too, will be protected?
- Do they want to gamble on staying fit for duty until they reach retirement age?
- Or do they also want a program that provides adequate retirement pensions in case of disability?

To these questions, the Union must add one of its own:

How do we develop a plan with the broadest possible coverage—and at the same time that is financially sound—that protects the member, good times or bad?

In arriving at the answers to these questions, and many others, the membership will be deeply involved. Whatever proposals are made to management will come only after thorough discussion and action by the membership.

For that reason, this brochure puts at the disposal of the members factors that will aid them in their discussion and decision-making.

We have set down the features of the existing SIU plan—because every member should understand precisely what he has now, the benefits he derives from the present plan, and how it operates.

The Union thinks it would also be useful to the membership, in considering possible changes, that it review the features of a plan in the same industry, dealing with problems which are the same insofar as the individual is concerned. Therefore the brochure makes comparisons between the SIU plan and that of the National Maritime Union.

This is not to say that one is better than another—it is done only to make possible an objective study by the membership.

Each member is urged to study this document carefully, and to use it as the basis for continuing discussions aboard ship and in the union halls—because it is from these discussions that the ultimate contract proposal will come.

While these discussions are being held, the Union will continue its study—calling on the best-trained experts in the pension field for advice. To assist with this part of the preparation for the forthcoming contract negotiations, this brochure carries on the back page a Pension Data Questionnaire and a place for any comments which a member wishes to make. Each member should fill this out and forward it to Union Headquarters.

In addition to assisting the Union, this form will enable each member to know precisely where he stands in respect to his own pension credits.



BENEFIT

SIU-AGLIW DISTRICT

PENSION CREDITS (Applies to All Pensions)

Pension credits are given for each day worked under covered employment. Pension credits are also given for inpatient and outpatient hospital time and for sickness and accident time, not to exceed 1,825 days of the total pension credit requirements of 5,475 days. For purposes of the disability pension credit requirements 1,460 of the 4,380 days may be inpatient and outpatient hospital time and sickness and accident time.

BREAK IN SERVICE RULE (Applies to All Pensions)

Pension credits earned before October 1, 1967, cannot be lost by a break in service prior thereto.

After October 1, 1967, a seaman must have 90 days of covered employment in any one of 3 consecutive calendar years to avoid a break in service and loss of prior pension credits.

NORMAL AND/OR SERVICE PENSION

\$250.00 per month for deep-sea sailors.

Eligibility requirements: 15 years (5,475 days) of pension credits with no time limitation, is age 65 or over, has 90 days of covered employment during the calendar year preceding his date of application, and has one day of employment during the 6-month period immediately preceding such application.

Eligibility extended for military service, disability and certain non-seatime.

REDUCED AND EARLY RETIREMENT PENSIONS

SEE NORMAL PENSION ABOVE

DISABILITY PENSION

\$250.00 per month for deep-sea sailors.

Eligibility requirements: Permanent disability at any age, provided the employee has pension credits for 12 years (4,380 days) of qualifying time, and has accumulated at least 90 days of covered employment during the calendar year preceding his date of application, and at least one day of employment during the 6-month period immediately preceding his date of application.

<i>Years of Pension Credit</i>	<i>Amount of Disability Pension Regardless of Age</i>
12 or Over	\$250.00

Eligibility extended for military service, disability and certain non-seatime.

DEATH BENEFIT

\$4,000.00 if the designated beneficiary is a pensioner's wife, child, step-child, mother, father, brother, sister, grandchild, grandparent, step or half-brother and sister, step-mother or stepfather.

\$1,000.00 payable to any other class of beneficiaries not listed above.

PENSIONERS' WELFARE BENEFIT

Pensioners: Payment for life without limitation of all medical costs including surgery, hospitalization, drugs, nursing homes, dental care, artificial limbs, wheel chairs, hearing aids, glasses, crutches, etc.

Pensioner's Dependents: Eligible for schedule of dependent's benefits under Seafarers Welfare Plan which includes hospital room and board, hospital extras, blood transfusions, doctor's visits at hospitals, surgical, diagnostic, medical extras, optical, etc. These benefits shall continue during the pensioner's life and for six months thereafter.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text thereof.)

NMU

Pension credits are given as follows:

Periods commencing January 1, 1951:

200 days or more in covered employment, including certain disability time, counts as a year's credit (4 quarters). If less than 200 days are accumulated in any year, quarter-year unit credits are as follows:

Days of covered Employment in Calendar Year	Quarters to be Credited
Less than 50	0
50 to 99	1
100 to 149	2
150 to 199	3

Periods before January 1, 1951:

To receive pension credit for any employment before January 1, 1951, must have at least 200 days of covered employment, including certain disability time, in the three year period between January 1, 1951 and December 31, 1953 and have ten years of pension credits earned after January 1, 1951.

If a seaman does not work in covered employment for at least 200 days in any period of three consecutive calendar years after January 1, 1953, and for at least 300 days in any period of three consecutive calendar years after January 1, 1969, it shall constitute a break in employment and his previous pension credits shall be cancelled.

\$250.00 per month for deep-sea sailors.

Eligibility requirements: 20 years (80 quarters) of pension credit within 30 consecutive years, at any age, for those employees who must work past January 1, 1969 to earn the 20 years (80 quarters). The 30-year rule does not apply if 20 years (80 quarters) are earned before January 1, 1969.

Eligibility extended for military service, disability and certain non-sea-time.

REDUCED PENSION

\$187.50 to \$250.00 for seamen who are not entitled to a Normal Pension or a Service Pension.

Eligibility requirements: This pension available only to those seamen who were 65 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time in accordance with the following table of benefits:

Number of Years of Qualifying Time	Amount of Pension
15	\$187.50
16	200.00
17	212.50
18	225.00
19	237.50
20	250.00

EARLY RETIREMENT PENSION

\$131.25 to \$235.00 as a Percentage of Normal or Reduced Pension.

Eligibility requirements: This pension available only to the seamen who were 60 years old before January 1, 1969 and who had at least 15 years (60 quarters) of pension credits at that time. Amount of pension is a percentage of the Normal or Reduced Pension he would have been entitled to if he were 65 years of age at the time when his Early Retirement Pension first becomes payable. The following table of benefits indicates the amount of benefit payable:

Age	Seatime-Years					
	15	16	17	18	19	20
	Benefit Amount					
60	\$131.25	\$140.00	\$148.75	\$157.50	\$166.25	\$175.00
61	142.50	152.00	161.50	171.00	180.50	190.00
62	153.75	164.00	174.25	184.50	194.75	205.00
63	165.00	176.00	187.00	198.00	219.00	220.00
64	176.25	188.00	199.75	211.50	223.25	235.00

\$50.00 to \$250.00 for deep-sea sailors.

Eligibility requirements: Permanent disability for those under age 65 provided they have credit for a least 15 years (60 quarters) of service.

Those over 65 must have actually been employed in covered employment for at least 200 days after December 31, 1960 and must have credit for at least 10 years of service (40 quarters).

The years of service on which a claim is based must be earned within a number of consecutive calendar years determined by adding 10 years to the actual years of service at time of filing.

Years of Pension Credit	Amount of Disability Pension	
	Over 65	Under 65
10 to 14	\$ 50.00	—0—
15	187.50	187.50
16	200.00	200.00
17	212.50	212.50
18	225.00	225.00
19	237.50	237.50
20	250.00	250.00

Eligibility extended for military service, disability and certain non-sea-time.

\$3,500.00, less any Pension payments received, but not less than \$1,500.00 payable to pensioner's wife, child, mother, father, brother or sister.

Pensioner and Pensioner's Dependents: The total amount of benefits payable to the pensioner and his dependents collectively shall not exceed a lifetime maximum of \$750.00.

In addition, a pensioner is entitled to a hearing aid benefit up to a maximum \$325.00 once every four years.

(NOTE: The foregoing is an analysis and synopsis of the salient and pertinent provisions of the trust agreements and their rules and regulations. As to each specific provision, reference should be made to the text thereof.)

A Guide to the Pension Data

In comparing the features of pension plans, it is important not only to consider the amount of the pension payment, or the period of time required for eligibility, but the provisions which govern how you become eligible, and how you maintain your eligibility.

Both the SIU and NMU full pensions provide for payment of \$250 monthly. However, each carries with it certain fringe benefits which differ as to the amounts payable, type of coverage and eligibility requirements.

Regular Pension

In both pension plans, the key is "pension credits," not necessarily years of service. Under the SIU plan, there is a simple formula—giving the seaman the broadest latitude in accumulating credits toward his pension. The NMU plan contains a more complex formula than the SIU plan with respect to past service in the industry, and a sliding scale with respect to future service.

As the comparison of the various features of the two plans in the adjoining columns shows, eligibility for the SIU normal pension is attained at age 65 with 15 years of pension credits. There is no limitation on time for attaining eligibility, which means that an SIU seaman's pension credits began with the time he first began sailing.

The NMU requires 20 years of pension credits within 30 consecutive years for retirement at any age. Obviously this is a very attractive feature; however, to achieve retirement at any age, the NMU plan, as of January 1, 1969, closed off pension credits earned prior to 1939 in computing future pensions.

Furthermore, in order to maintain the 20-year pension, the NMU found it necessary to tighten up the break-in-service rule by adding 100 days to the previous time required to be worked in any three-year period to maintain eligibility, bringing the new level to 300 days. Prior to that it was 200 days for the same period. Under the SIU plan, a seaman must have 90 days of covered employment in any one of three consecutive calendar years to avoid a break in service.

Disability Pension

The SIU's disability pension provides a monthly benefit of \$250 for a man disabled at any age, if he has had 12 years of service credits, one-third of which may be for in-patient and out-patient hospital time and sickness and accident time.

The NMU's disability pension provides a scale of benefits from \$50 to \$250 a month, depending on the sailor's age and years of service, and provides credits for hospital time. No disability pensions are payable to a man with less than 15 years of pension credits, unless he is over 65 at the time of disability. And the \$250-a-month maximum is available only to men with 20 years of pension credits—at which point they would be eligible, in any event, for full pension irrespective of disability.

Death Benefits

With respect to death benefits, the SIU's are paid to any beneficiary selected by the retiree, and remain constant throughout the years. The NMU death benefit is limited to fewer beneficiaries, is smaller to begin with, and is subject to being discounted by more than 50 percent as the years go by.

Medical Benefits

Medical benefits are an important element in a retirement plan because two factors come into play for the retiree:

- (1) As he advances in age, his medical costs go up; and
- (2) These higher costs are incurred at a time when his income is reduced.

Under the NMU plan, a \$750 ceiling is placed on all of the medical expenses ever incurred by the retiree and his dependents. This is an absolute maximum—no matter how long the pensioner lives, and no matter how many hospital bills he and his dependents, collectively, incur.

The pensioner in the SIU has unlimited medical coverage for himself. His dependents, meanwhile, are eligible for the same schedule of Seafarers Welfare Plan benefits that have been available to them during his days as an active seaman—plus the fact that these benefits continue for the pensioner's dependents for six months after his death.

Conclusion

Obviously, any pension plan review can carry only the highlights of the respective documents. These are lengthy, they have been amended several times, and they deal in great detail with each feature. Therefore, complete copies of both the SIU and NMU pension plans are being made available in all SIU ports so that members wishing to do so can examine them in detail.

The foregoing comments are offered to help the members evaluate the relative merits of the various elements that make up a complete pension program. This evaluation will make it easier for the members to express their views on the direction in which the SIU should now proceed with respect to the future.

(Now proceed to the next page and complete the Pension Data Questionnaire.)

In Tribute on 80th Birthday:

Randolph's Goals Reaffirmed by Labor-Civil Rights Coalition

NEW YORK—The labor-civil rights coalition gave A. Philip Randolph an 80th birthday present—a rededication to his goal of "total liberation" of the American Negro.

The leaders of the coalition turned out 1,500 strong in a vivid demonstration of unity and voiced their determination to carry on the work that Randolph had dedicated his life to.

The entire scope of the labor movement was represented, along with the religious faiths, Negro organizations, government leaders and many others. They crowded the grand ballroom of the Waldorf-Astoria Hotel to pay tribute to Randolph and add to the coffers of the A. Philip Randolph Educational Fund to finance voter education and registration projects in black communities to strengthen the labor, liberal, Negro alliance.

And at the conclusion they heard Randolph eloquently lay down the principles by which the coalition must continue to be guided:

"We must reject confrontationism, and together reaffirm the necessity for democratic means of political protest.

"We must reject violence and together reaffirm the power and the wisdom of non-violence.

"And we must reject racial separatism and together, with the conviction that one day our nation can cease to be divided within itself, reaffirm our abiding faith in integration."

AFL-CIO President George Meany, reviewing Randolph's accomplishments and the gains in the trade union movement in the battle against discrimination,

declared there is "no room for complacency."

Randolph, he pointed out, in founding the Brotherhood of Sleeping Car Porters in the face of all-out opposition of the Pullman Co., laid down the basic principle that black workers must be organized and become part of organized labor. Randolph's advice to Negro workers to get into the labor movement and win support for the fight against discrimination was critical to strengthening both the Negro and white worker, Meany said.

The American labor movement has responded to Randolph's leadership, sometimes too slowly, Meany added, but it has come a long way and is determined to wipe out the last vestiges of discrimination with renewed emphasis on job upgrading and training.

No Longer Alone

Randolph is no longer alone in the struggle as he was in the early years, Meany said, and the AFL-CIO and all its affiliates are working to reach all workers at the local level to carry the message of equal rights.

Roy Wilkins, executive director of the NAACP, following the AFL-CIO president, noted that Meany has worked closely with Randolph and has worked effectively in the civil rights movement and that the AFL-CIO has been the bulwark of the Leadership Conference on Civil Rights.

Mrs. Martin Luther King, Jr., told the dinner that she had come from Charleston, S.C., where she has been aiding the

striking hospital workers and that Charleston has now become a national test of conscience, that the labor civil rights coalition is a reality here and the battle must be won.

Randolph, she said, had always been a great inspiration to her late husband and a source of encouragement. Randolph gave him advice and counsel, she said, adding, "thank you for myself and Martin Luther King."

Bayard Rustin, executive director of the A. Philip Randolph Institute, served as toastmaster and introduced New York Governor Nelson H. Rockefeller, New York City Mayor John Lindsay, and C. L. Dellums, president of the Sleeping Car Porters succeeding Randolph who retired from the post last year.

Paying tribute also to Randolph were Msgr. Gregory Mooney, for Terence Cardinal

Cooke; Dr. John C. Bennett, present, Union Theological Seminary, and Isaiah Minkoff, executive vice chairman, National Community Relations Advisory Council.

The tributes were touching and emotional in spots as speakers recalled earlier days and difficult battles, stressing Randolph's "prophetic vision," his quiet determination, his courage, his inspiration and his lack of personal animosity.

It was all underscored when George Shirley of the Metropolitan Opera sang some of the lyrics of Negro poet Langston Hughes and when "Oh, Freedom" rolled out over the great hall.

In his response, Randolph expressed his gratification at the "fine representation" at the dinner from all areas of American life, cited Rustin's genius for organizing protest marches and

spoke of his admiration and affection for Meany as a man who "when he commits himself to a program will work at it and carry it through. He doesn't pretend to be for something when he isn't."

In dedicating himself to the liberation of the Negro, Randolph said, his major endeavor was to establish an alliance between the Negro and the American trade union movement because the Negroes are a working people and the labor movement is the home of the working man and the only haven for the dispossessed.

The struggle of the Negro masses for social and economic equality has "become irrefragable," he observed. But in the continuing struggle "we must have faith that the society, divided by race and class, and subject to profound social pressures, can one day become a nation of equals."

'Lick and Promise' Seapower Effort Will Not Meet Soviet Fleet Threat

CLEAR LAKE, Calif.—Americans cannot effectively meet the threat of the Russian fleet by the "lick and promise" that has characterized this nation's attention to strength on the seas over the past many years, Edwin M. Hood, president of the Shipbuilders Council of America, cautioned.

In fact, long after the war in Vietnam is ended, the challenge of Soviet Russia's burgeoning sea power will confront the U.S., Hood told the annual con-

vention of the Pacific Coast Metal Trades District Council meeting here.

By 1970 the Soviet merchant fleet is expected to total somewhat over 14 million tons, a seven-fold increase over its tonnage just 20 years ago, Hood pointed out. During this same period, the U.S. merchant fleet has been on a steady decline.

Last November, he noted, the Russians had 458 merchant ships under construction. During the same month, the U.S. had 62 on order. The U.S.S.R. has for years been taking delivery of new merchant ships at a rate six times greater than this nation's.

As a result, Hood said, the Soviet merchant marine will "shortly be larger than the American maritime fleet in terms of both numbers and tonnage."

Where in 1950 the U.S. fleet comprised 1,900 ships totalling 22 million tons, by the beginning of 1969 it consisted of only 1,033 active ships and a 28 percent drop in tonnage.

"Further contractions in the U.S. shipping fleet can be expected during the next 18 months," Hood stated.

In terms of age, the SCA president noted that "about 80 percent of the Soviet shipping fleet today is less than 10 years of age." In contrast, some "80 percent of the American merchant marine is 20 years of age or older."

"The Russians remember all too well that which we are often quick to forget," Hood declared, "the importance of control of the oceans. In the vacuum created by apparent

American lethargy and the retreat of the British Navy on all fronts, the Kremlin obviously intends to use the oceans for exploitation of Soviet political, psychological and economic objectives.

"That the Soviet Union has embarked on a carefully conceived plan pointed toward mastery of the seas there can be little question. The political and economic advantages are easily recognizable. Less obvious is the propaganda potential," he continued. "As these modern ships flying the ensign of the hammer and sickle, spread each day more expansively over the oceans, they suggest a posture and strength of frightening proportions to uncommitted or lesser developed countries. The severity of this symbolism is easily portrayed by the arithmetic of our own sea power inventory.

"In sum, Soviet Russia is mounting at sea a new challenge that . . . extends across the full spectrum of sea power. If the U.S. is to continue as a pre-eminent world power, this challenge must be faced squarely. But, it will not be effectively met with old ships of questionable reliability. . . .

"What is needed is a fixed national determination such as the Russians have seen fit to adopt and pursue in their own national interest," Hood went on. "What is needed is a forceful acknowledgement by the stewards of national policy that strengthening our nation's sea power resources, in all respects, will require a high priority in the orchestration of essential national goals."

Trinidad Unionists Visit SIU Headquarters

Members of the Seamen & Waterfront Union of Trinidad were recent visitors at SIU headquarters as part of a program sponsored by the Organization of American States. During their stay they met with SIU Vice President Earl Shepard, visited the upgrading school and toured other headquarters facilities. SIU representatives Frank Pecquex and Bernie Lishinsky (left) and Frank Martino (far right), showed visitors (center, l-r): Edwin Stone, Alfred Grant, Errol Niles and Vernon Glean around the SIU Research Library.

At 50th Anniversary Celebration:

ILO Saluted for Advancing Workers' Welfare

PHILADELPHIA—The International Labor Organization's "positive accomplishments have far outweighed its failings" in advancing the welfare and freedom of workers, AFL-CIO President George Meany declared here.

At the same time, Meany warned that there must be "no tampering" with the tripartite structure of the United Nations specialized agency if it is to continue to be successful.

Meany spoke at a three-day conference convened by Temple University to commemorate the 50th anniversary of the ILO and the 25th anniversary of an historic ILO conference held here.

Out of that 1944 meeting, also on Temple's campus, came the Declaration of Philadelphia, a document that reaffirmed ILO's goals and became its policy guide in the pursuit of human rights and social progress after World War II.

Past and Future Viewed

At the commemorative conference, nearly 100 leaders in labor, management, education and government from many parts of the world examined ILO's past and the challenges in its future.

Major speakers agreed that the ILO has significantly improved workers' conditions and living standards. Two of them—Labor Secretary George P. Shultz and Edwin P. Neilan, U.S. employer delegate to the ILO—echoed Meany's warning against interfering with the agency's government-labor-employer structure.

This solid stand of U.S. government, labor and management reflected concern over reports that Soviet-bloc nations might try at the ILO conference in June to convert the organization into one made up solely of government representatives.

Workers Know Needs

The tripartite structure of ILO, Meany said, is its "fundamental strength." In free nations, he noted, worker representatives "know the needs of workers" and they co-operate with employers and governments in advancing these needs.

"It was the genius of the founding fathers of ILO," Meany added, "to recognize that only by securing the participation of the representatives of workers, employers and governments that the welfare of workers could be effectively improved."

Meany said it was difficult to understand why the U.S. has ratified "only a handful" of ILO-adopted conventions when "our standards are equal to or better" than most of those involved. He urged President Nixon and Congress to secure ratification of these conventions.

On the other hand, Meany emphasized that Communist nations ratify conventions and

then "brazenly" deny the rights and working conditions that are called for. He urged ILO to live up to its responsibilities to police its conventions.

On balance, Meany found that ILO's achievements have more than offset its shortcomings and "if Sam Gompers could see the ILO today he would be proud of what he helped to create." Gompers was chairman of a commission at the 1919 Paris Peace Conference out of which came the ILO.

Labor's Role Praised

Shultz praised American labor's "steadfast" interest and participation in the "world's leading tripartite organization." It is "highly important," he said, that the organization be maintained in its present form.

"For half a century the ILO has sought to contribute to international peace," Shultz declared, and "it has pointed the family of nations toward the highest possible goal—human justice."

In line with ILO's appeals to nations to develop manpower programs and reduce unemployment, Shultz discussed current efforts in the United States to provide job-training for workers and reduce inflation without increasing unemployment.

The need to prevent any rise in unemployment in the United States "is especially critical," Shultz stated, because the increase would come in poverty



Rudolph Faupl of the Machinists, left, is congratulated by AFL-CIO President George Meany on his reappointment by President Nixon as the United States worker delegate to the International Labor Organization. Faupl has held the post since 1958, under many Presidents.

areas where the jobless rate is even more "alarmingly high."

Other major conference speakers included, C. Wilfred Jenks, principal deputy director-general of the ILO, who helped shape the Philadelphia Declaration, and Assistant Secretary of Labor George L-P Weaver, chairman of ILO's governing body.

AFL-CIO Social Security Director Bert Seidman observed during a panel discussion on social security that the United States lags behind other developed ILO nations in providing security for older persons and health facilities for all citizens.

He stressed the need of a national health insurance system as advocated by the AFL-CIO.

Robert M. McGlotten, presently serving as labor director of the National Alliance of Businessmen on assignment from the AFL-CIO, spoke on manpower activities in the United States as part of a panel on employment programs.

Pearl S. Buck, Nobel prize winner in literature, was the main speaker at a conference banquet. She related her more than 40 years of life in Asia to the problems of the continent and its need for a strong labor movement.

For Day Care, Scholarship Programs:

ACWA Seeks Taft-Hartley Changes To Allow Use of Joint Trust Funds

WASHINGTON — The Clothing Workers are asking Congress to amend the Taft-Hartley Act to allow employer contributions to joint labor-management trust funds which would finance day care centers and student scholarships.

Bills have been introduced in both houses of Congress calling for the amendment.

Significantly, the Clothing Manufacturers Association already has agreed to pay one-half of one percent of its payrolls into the trust funds that would benefit the children of the 130,000 ACWA members.

President Jacob S. Potofsky told the Senate Labor subcommittee that favorable action by Congress on the legislation could encourage the private sector of the economy to help achieve the nation's social goals.

The ACWA statement was delivered by union Vice President Howard D. Samuel during the subcommittee's hearings on the Senate version of the proposed amendment to the Labor Management Relations Act.

The joint trust funds would provide scholarships to youngsters seeking post-secondary education and provide funds for day care centers serving children of working mothers.

Employers or unions may finance such activities now, but may not collaborate in those operations because the law allows only limited purposes for jointly administered trust funds.

"Just as the government is now helping and seeks even further to help our citizens to achieve their education goals," the Potofsky statement stressed, "so too, the Amalgamated believes strongly that the private sector of the economy should be encouraged to help our citizens achieve their full potential."

He said that the trade union movement—through the process of collective bargaining—is particularly suited to help implement the nation's educational goals by making education available to thousands of citizens, "who might otherwise contribute less than their full potential to our nation's produc-

tivity." He emphasized the need for day care centers so that women who head families can support their children.

"Among all families headed by women, three out of five include children under 18 years of age," Potofsky said, and nearly one of five includes children under six years old.

The union now operates a day care center in Baltimore but it is nominally a health care center under the health and welfare fund to avoid violating the law.

The need for day care centers is expected to increase as the number of working mothers grows. A fact sheet from the Labor Department's Women's Bureau showed that about 10.6 million women with children under 18 years old were working in March 1967.

The legislation in Congress would make bargaining on the trust funds voluntary. A similar measure passed in the House last year, but there was no action in the Senate.

Farmers Union Backs Boycott Of Calif. Grapes

HOT SPRINGS, Ark.—The National Farmers Union convention unanimously adopted a resolution supporting the boycott of California grapes until the growers grant bargaining rights to workers.

NFU President Tony Dechant said in comment: "We do not believe the public interest is served when large corporate farms such as these can run rough-shod over the rights of their employees."

The convention also adopted a resolution calling for extension of the National Labor Relations Act to agriculture so that its workers will have legal bargaining and organizing rights.

Anti-Union Daily Ordered by Court To Heed NLRB

NEW ORLEANS—Another newspaper in the chain of U.S. dailies owned by Lord Roy Thomson has been adjudged guilty of thumbing its nose at the National Labor Relations Act.

The 5th U.S. Circuit Court of Appeals ordered the Lafayette, La., Daily Advertiser to obey a National Labor Relations Board order to stop the unfair practices that triggered a 1964 strike. The ruling also directed the paper to bargain with Typographical Local 832 and to reinstate all strikers with lost pay from the day they applied for reinstatement.

Other newspaper unions have run up against the hostile practices of the British and Canadian press lord, owner of more than 50 U.S. and Canadian dailies and some in the British Isles. The Newspaper Guild has been on strike at Thomson's Peterborough, Ont., Examiner since December. The Guild also has been trying for more than six months of negotiations to get a first contract with the same chain's Canton, Ohio, Repository.

On February 26, the board ordered Thomson's Dothan, Ala., Eagle, to stop trying to destroy the Printing Pressmen by refusing to bargain in good faith. Negotiations at Dothan were conducted by Thomson's national personnel manager.

On the Lafayette paper, the labor board found management guilty of causing composing room and pressroom employees to strike on December 2, 1964, and prolonging the strike by threats and promises of improvements if the men would abandon the union.

IT'S THE LAW!
NARCOTICS
 ANYTIME-ANYWHERE
 MEANS
**NO MORE SHIPS
 - EVER!**

SEAMANS
 PAPERS
 REVOKED

AIFLD Aide Testifies:

Labor Institute Is Vital Force For Latin American Progress

WASHINGTON — The American Institute for Free Labor Development has been a major force in support of the Latin American social reform programs envisioned in the Alliance for Progress, AIFLD Executive Director William C. Doherty, Jr., told a House Foreign Affairs subcommittee recently.

AIFLD, he testified, as "a unique tripartite venture" of U.S. labor and business with financial backing of the Agency for International Development, has helped bring about participation by Latin American workers in the development of their nations through democratic trade unions.

It has provided leadership training, seed money for community development programs, financing for workers' housing and practical assistance in establishing credit unions, co-ops and health clinics, Doherty noted.

The AIFLD is committed to strengthening the free trade union movement, its director

Nagging Scab Gets Bagged

LOS ANGELES — The struck Hearst *Herald-Examiner* has created a new breed of sports specialist—the instant handicapper. Press box regulars at Santa Anita track reported that a young man asked numerous questions on the art of handicapping and shortly afterward they recognized his name as the new "race expert" for the scab-staffed newspaper.

Unfortunately, the new "expert" got off to a bad start by listing a horse named Toyman as scratched. He forgot to tell the horse about it. Toyman went on to win—paying \$25.20—and was the second half of the winning daily double. The moral of this sad tale: Don't let a scab tout you on or off anything.

told the subcommittee.

The goals of the Alliance for Progress, he quoted, include "fair wages and satisfactory working conditions for all" and "effective systems of labor management relations."

These goals can be accomplished and unions can function effectively, Doherty stressed, only in a society "free of autocratic control either by despotic political parties who pervert the trade union movement . . . by military juntas . . . or by small, self-appointed cliques."

Doherty told the subcommittee, headed by Representative Dante B. Fascell (D-Fla.) that the AFL-CIO Impact Projects Fund of more than \$450,000 has developed several hundred community projects, clinics and co-ops. In Peru, he said, "the first savings and loan association in Latin America run by workers for the benefit of workers" has made more than \$4.5 million in loans and now has 11,500 depositors.

Training programs and social projects to improve the condition of Latin America's farm workers—the campesinos—have been held in nearly every country.

AIFLD union leadership training has reached more than 105,000 workers in 21 countries over a seven-year period, Doherty said. In addition, 725 Latin American worker leaders have received eight-to-12 weeks of specialized training at the AIFLD center in the United States and a nine-month university-level program has helped meet the need for trained labor economists.

The work must continue, Doherty urged, because "the best hope for the future of democracy and progress in Latin America lies with the people and their ability to develop their own trade unions, political parties, co-operatives, credit institutions, business enterprises and other human institutions . . ."

Continuity of Contracts in Mergers Stressed in Labor's Plea to NLRB

WASHINGTON — An employer who takes over the business of another employer should be bound by the entire labor contract of his predecessor, the AFL-CIO argued in a brief filed with the National Labor Relations Board.

So should the incumbent union be bound by the existing contract for its full duration, the federation's legal counsel said in urging the board to follow the Supreme Court's ruling in a 1964 successorship case—Wiley and Sons v. Livingston, involving the Retail, Wholesale and Department Store Union.

The full five-member board heard oral arguments and received briefs in four unfair labor practice cases. In each case, unions filed charges, and the NLRB general counsel issued complaints that employers violated the labor law when they refused to honor contracts in effect at the time of merger or takeover.

The board will rule later in the four cases—Sheet Metal Workers Local 496 and Kota Division of Dura Corp., a subsidiary of Walter Kidde and Co., Inc.; Hotel and Restaurant Locals 402 and 500 against Mission Valley Travelodge; Chemical Workers Local 773 and Hackney Iron and Steel Co.; William J. Burns International Detective Agency, Inc., and Local 162 of the United Plant Guard Workers and Local 1, American Federation

of Guards.

The issue in each case was whether the employer commits an unfair practice under the labor act when he fails to keep existing contract terms in effect on completion of a merger.

The NLRB counsel, and the unions, opposed employer arguments that the Wiley decision applies only to arbitration agreements and not to entire contracts.

The high court ruled in the Wiley case that "the disappearance by merger of a corporate employer who holds a contract with a union "does not automatically terminate all rights" of the covered employees.

In "appropriate circumstances, present here," the court continued, "the successor employer may be required to arbitrate with the union under the agreement."

It would be illogical, counsel for the NLRB told the board, "to hold that the arbitration clause continues and the other clauses of the contract do not. . . . A successor stands in the shoes of the predecessor and is bound by the contract."

The AFL-CIO reminded the board that "the greatest wave

of mergers in American history is now rolling through the economy."

It cited Federation President George Meany's testimony before the House Ways and Means Committee in April that "not only are the bigs taking over the smalls, but minnows are swallowing whales, and the bigs are merging with other bigs." The concern, Meany testified, is "not with large conglomerate corporations merely because they are large" but because of the effects—plant closings and impacts on collective bargaining and the local community.

The federation brief answered six questions on which the board asked labor, management and government to comment. It asked the NLRB to rule in the pending cases that a successor employer is bound by the entire labor contract of his predecessor, and so is the incumbent union; changed circumstances will call for flexible interpretation of the contract language; there is no rational reason to change the duration of the contract. The business community, it said, has found the Wiley decision's effects "quite manageable."

PERSONALS

Benjamin Ferreira

Your wife Asuncion, asks that you contact her as soon as possible at 25 Julong Duhat, Sulukan Street, Malabon, Rizal, Philippines.

Fred Bonatay

Please get in touch with Joseph Niziolek, 106 South Durham Street, Baltimore, Maryland 21231, as soon as possible.

Donald Ault

Please contact Jack M. Schock, P.O. Box 772, Clearfield, Pennsylvania 16830, as soon as possible.

James Fuller

Please get in touch with Nick Halpin, Jack's son, at RFD #3, Brattleboro, Vermont 05301, as soon as possible, or call Mrs. Halpin at (802) 254-9181.

Potenciano Paculba

Please contact your wife, Elma, at Bakhaw Norte, Kalibo, Aklan, Philippines, as soon as possible.

Walter Yerke

Your old friend Jim McCarten would like to hear from you. Write to him at 603 South Bennett St., Seattle, Washington 98108.

Gilbert Parker

Mrs. Guinlee at the Famous Door in New Orleans requests that you contact her.

Wayne Alvin Lott

Please contact your mother as soon as possible at 6531 El Cortez, Apt. B, Bell Gardens, California 90201.

Mike Piskin

Please get in touch with your old sparring partner Georgie Gano (G. Ripcord Pulignano) at 6514 Keystone St., Philadelphia, Pennsylvania 19135. He has misplaced your address and is anxious to hear from you.

Tim Landers

Please contact Kathy Hansen, 86-16 60th Ave., Apt. 5-D, Rego Park, New York 11373, as soon as possible.

Robert J. Miller

Please get in touch with your brother, William R. Miller, on an important matter.

Elliott Gorum

Fred Shaia would like to hear from you. You can contact him at 3114 Bee Road, Savannah, Georgia 31404.

Three Millionth Survivor



Social Security Commissioner Robert M. Ball, at left, presents Mrs. Andrew G. Kuttner, of Beltsville, Md., and her children, Michelle, 5, and Charles, 7, their first survivors' benefit check. Mrs. Kuttner's husband died in a recent automobile accident. There are now three million widows and children on the rolls. Children are covered until they are grown and through school. Under Secretary of Health, Education and Welfare John G. Veneman is at right.

NLRB Rules Strikers Retain Rights To Vote in Unit Election For 1 Year

WASHINGTON—The National Labor Relations Board has ruled that strikers whose jobs have been filled remain part of the bargaining unit and have the right to vote in unit elections within a year after the start of the strike.

The board noted that the ruling revised its "approach to this matter" to conform with the intent of Congress in the Landrum-Griffin Act.

It ordered C. H. Guenther and Son, Inc., doing business in San Antonio, Texas, as Pioneer Flour Mills, to negotiate new contract terms with Brewery Workers Local 110 and to return union strikers to the jobs filled between May 3 and August 4, 1967, by "new untrained employees."

During 1966 negotiations on a new contract the union went on strike. Of 96 employees in

the bargaining unit, 79 actively supported the strike, 16 continued to work and the company hired 46 replacements for the strikers.

The strike ended February 6, 1967, and most union members offered unconditionally to return. Management recalled 21 strikers that month, employed two strikers as new employees five months later, but refused to reinstate any others even when job vacancies occurred.

Late Doubts

The union filed charges and at an NLRB hearing later that year management "for the first time raised the issue of its good faith doubt of the union's majority as the reason for its failure to deal with the union," the board noted in upholding an examiner's findings.

The company based its de-

fense on the claim that on February 6, 1967, the appropriate bargaining unit consisted of 46 employees, hired as permanent replacements for strikers, and 16 non-strikers. Therefore, the employer argued, it had reasonable grounds for believing the union no longer represented a majority of employees and thus it was justified in refusing to bargain with it.

The board rejected this reasoning. Management's reliance on the number of replacements as the basis for questioning the union's majority was "misplaced," it said, because the 79 strikers who offered to return to work "maintained their status as economic strikers and would have been permitted to vote in an election" conducted under the law.

The NLRB said that in counting the economic strikers as part of the bargaining unit, "we realize . . . that we are departing from the standard used in Stoner Rubber Co., Inc.," a 1959 case in which replaced economic strikers were excluded from the unit.

The law was amended by Congress in the Landrum-Griffin Act later that year, however, and now reads: "Employees engaged in an economic strike who are not entitled to reinstatement shall be eligible to vote . . . in any election conducted within 12 months after the commencement of the strike."

In addition, the NLRB said, the legislative history of the 1959 Act "strongly suggests" that it was the intent of Congress that strikers in an economic walkout of 12 months duration or less be considered members of the bargaining unit for the purpose of determining the union's bargaining status.

Airline Pilots Offer Bounty On 'Skyjackers'

WASHINGTON—AFL-CIO Airline Pilots are backing a new move to counter the 'skyjacking' mania. Charles H. Ruby has announced his union's offer of a \$25,000 reward for information leading to arrest and conviction of those violating federal 'skyjacking' statutes.

"The air line pilots who are in the air with their passengers," says Ruby, "personally share all the risks of skyjacking. For several years we have been exploring many avenues of prevention and deterrence and concluded at this time that a reward offered the most promising solution without increasing the risks."

The purpose of the reward, Ruby said, is to lessen the sense of immunity skyjackers have from being prosecuted.

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

By Sidney Margolius

Viet Nam veterans are getting the worst insurance deal of any recent servicemen. After they leave service they no longer can continue their service policies on the same low-cost term insurance basis that earlier vets could choose. Their only choices—if they want to convert—are the more expensive ordinary life, limited-payment or endowment policies. Unlike term insurance, which is pure insurance, these policies combine insurance with a savings feature.

The new crop of veterans doesn't even have the privilege of continuing their insurance at low net through the government. If they want to convert they have to buy individual policies from a list of private companies.

Moreover, the VA won't even tell the new vets the true cost of this private insurance; that is, the price of the actual insurance protection in these insurance-plus-savings policies.

An Indiana University insurance professor—Dr. Joseph M. Belth—uncovered the story of the VA's reluctance to help young ex-servicemen make the best choice even from the limited types of policies available to them.

Belth, one of the nation's leading insurance experts, has for some time been urging that insurance companies should give the general public—not just the vets—more information about the real cost of the insurance part of policies which combine savings and insurance. He points out that the companies will tell you the premium you have to pay. But, Belth says, this is not a reliable indicator of the price of the insurance itself.

Even the so-called "net cost" method of computing the price of the insurance, which many companies use, can be misleading. In this method, agents often are able to "demonstrate" that the insurance costs you nothing at all after a certain number of years. Belth points out that they can reach this "absurd conclusion" because they ignore the interest earned by the savings portion of your policy. Thus, they can show you that, at the end of 20 years for example, the cash value of your policy is more than the total of the premiums you paid in.

Because of the lack of genuine price disclosure, Belth says, "Many policyholders are paying more than necessary for their insurance protection, in the sense that some companies are charging much higher prices than others for essentially the same coverage."

While all families who buy such insurance-plus-savings policies suffer from this price concealment, the lack of information is especially unfair to the returning veterans.

Presently, when a young man is drafted he automatically is covered by \$10,000 of Servicemen's Group Life Insurance. He pays \$2 a month, or can pay \$1 for \$5,000 of insurance or cancel it altogether. The insurance is provided on a cooperative basis with the insurance industry.

So far, the price is cheap because this is pure term insurance with no cash value, it is a group policy, and the government pays that part of the cost attributable to service hazards.

But when the youngster leaves service he can convert only to a policy with one of the participating companies. Unlike World War I, II and Korean vets—who were able to continue their policies at low government rates—the Viet vet now pays an individual private-company rate and can buy only a more expensive type of insurance.

Nor does he get any guidance from the VA as to which of the policies may be the best value. All he gets is an alphabetical list of several hundred companies.

When Senator Philip A. Hart (D-Mich.) learned about Belth's criticism of the lack of price disclosure for returning vets, he wrote to VA Administrator William J. Driver, suggesting that the VA get for the vets the needed comparative-price information. Hart pointed out that investigations have shown that "there are enormous differences among commercial companies in prices charged for insurance protection in essentially comparable policies."

You know the kind of answer Hart got back? Among other reasons for not providing price facts, Driver argued that "Communication of comprehensive information on insurance through printed matter is difficult"; "When considering the purchase of life insurance there are many factors to be considered . . . presenting such a mass of data would probably be confusing to most veterans."

Disappointed by this negative response, Hart pointed out that the confusion Driver cited is the very reason why it was necessary for the VA to do this job. Obviously if the VA finds comparing policies tough, how is a kid coming out of the armed forces supposed to know how to choose from among hundreds of companies?

Then Driver came back with the argument—among others—that comparing prices could result in "considerable injustice" to many of the companies, because of "assumptions" that would have to be made about their varying interest, mortality and lapse rates.

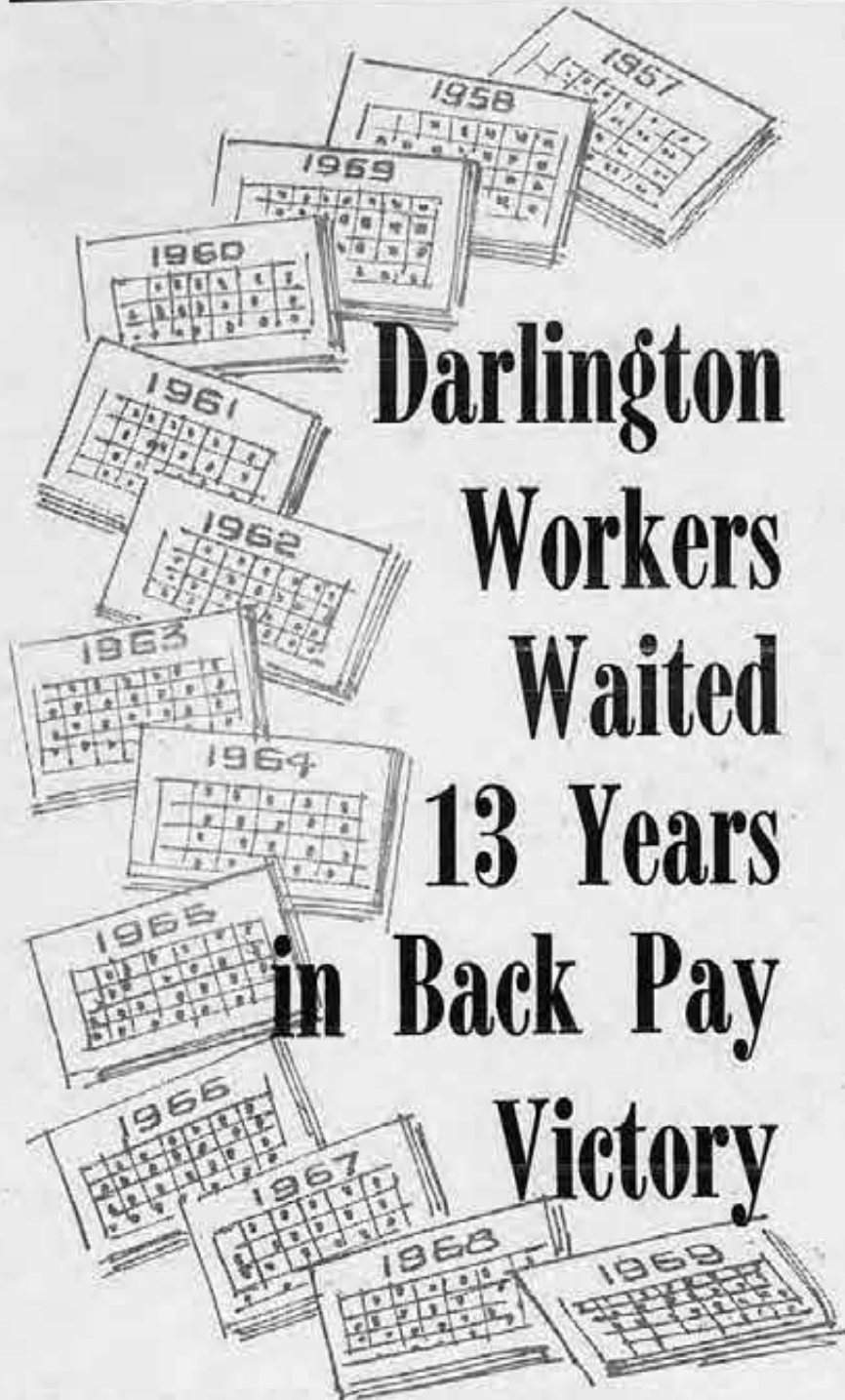
To Belth, "the inescapable conclusion is that Driver and the VA, at least in this instance, have acted in such a way as to protect what they regard as the interests of the insurance companies rather than to give top priority to the interests of the Viet Nam veterans."

Belth and Hart both deserve credit for seeking to correct this situation. If Hart can pursue the need for price disclosure, he may be able to add "truth in insurance" to the "truth in packaging" efforts that have been of great benefit to consumers.

The VA always has been a funny outfit about insurance, with its efforts to convince earlier vets to switch to higher-cost "permanent" policies by showing how much term insurance would cost at age 95, no less.

As for the Viet Nam vets, there is no special advantage at present to converting after leaving service unless the vet developed a disability for which a private insurer ordinarily would charge a higher premium. A participating company cannot charge more or reduce the amount of insurance because of disability.

In any case, the returning vet has 120 days to see if he can pass a medical exam for a lower-cost policy—such as ordinary term with some of the lower-cost insurers—before deciding whether to convert his service policy.



Darlington Workers Waited 13 Years in Back Pay Victory

DARLINGTON, S.C. — What is it worth to a man to wait 13 years for justice?

That was the question that cried for an answer as 400 fired workers at Roger Milliken's big old textile mill here brought their meager records to the Grand Jury room in the new County Court House.

Lawyers for the National Labor Relations Board asked them questions about where they had looked for work, and how much money they had made by picking cotton and babysitting for neighbors or commuting to other mills in the Pee Dee River valley, and beyond.

Not too many of the older workers got other jobs after directors of the Darlington mill, part of the Deering Milliken textile empire, voted to dismantle the mill and sell all its equipment to the highest bidder—because its workers voted for the Textile Workers Union of America in an NLRB election in 1956.

But whatever they earned, it will be deducted from whatever amount the corporation is obligated to pay them under a Labor Board order enforced by the courts.

May Hit \$7 Million

The total could come to \$7 million, by TWUA reckoning. Or it could be considerably less as the years drag on and the older workers drop off one by one. But the workers all have a common wish to know "when will we get some money?"

Rayford Carnes, who headed the mill union when it first was organized, is 72 now. He asks bluntly: "To let something like this run for 13 years, would you

call that justice?"

Carnes went to work at the Darlington mill in 1936 as a loom fixer. His wife Clara was a mill spinner, and got another job when the mill closed while her husband stayed home to look after their two children.

He never did get another job, though he went everywhere to look. There was a blacklist, and he was on it, like many others who were turned away the minute they mentioned the Darlington mill.

The mill—one of about 45 in the Deering Milliken empire—was the main source of work in Darlington when the employees rebelled against the speedup and the stretchout of work, and got in touch with the TWUA.

Plant Closed

Mill managers passed the word around that Milliken would shut down the plant if the union got in. TWUA won the election regardless, 256-248, and Milliken called his directors to town within a week to decide on suitable punishment.

The vote was unanimously for economic death for all the workers, "innocent" and "guilty" alike. The mill shut down October 13, when everyone but a few top managers was cut off the payroll.

New equipment had been ordered, and crates of unopened looms were on the mill floor when the workers voted. On December 13, 1956, every bit of remaining equipment was auctioned off.

Ever since, the case has been before the NLRB or the courts. The Supreme Court ended the first round of legal battling in



Thrown on the economic scrap-heap by Deering Milliken management, Cathrine Stocker, a 60-year old widow, is one of hundreds of workers barred from their jobs at the Darlington, S.C. mill when a majority voted for a union in 1956. Mrs. Stocker, unable to get other work now baby-sits to meet her expenses.

January when it refused to review a Court of Appeals ruling upholding an NLRB order.

A copy of the NLRB order was received by former employees on letters from Atlanta, Ga., marked "registered mail, return receipt requested." Each letter had the legend: 10 cents postage due. The order, signed by a Deering Milliken vice president, said:

"We will not discourage membership" in TWUA by "plant closings and discharging our employees. . . ."

"We will not threaten to close down a plant or operation, or blacklist our employees if they select a union. . . ."

"We will make whole all the employees who were on our payroll on October 13, 1956, for any loss of pay suffered as a result of our discrimination against them.

"We will, in the event we resume operations at Darlington, S.C., offer reinstatement to all employees who were on our payroll" on the date the plant was closed.

Delays Expected

The final payoff may be stalled for months, perhaps years in some cases, while the lawyers haggle over the amount due.

The textile chain followed up its capitulation to the courts by offering jobs in its other plants to some of the aggrieved workers. Two husband-and-wife teams got offers of jobs in widely separated plants, but management told area newspapers this was a "mistake." The couples, it said, would be offered work in the same plant, on the same shift.

One worker voiced skepticism about the final payoff. "I won't believe a bit of it until I see the money in my hand," said H. O'Neal Capps, who had been a tying machine operator 23 years when the mill closed.

Many of those put out of work "are already in the grave," said Capps. "A lot of them had worked there 40 or 45 years when they closed it down, and

didn't know how to do anything else."

Union Representative James Blackwell helped the NLRB round up the names of workers fired 13 years ago, and saw that many of them got to the Court House on time.

The mill, he remembers, "was the town, pretty much. When it closed, most of the workers were over 40 and couldn't get jobs."

Savings Sparse

Wages were low—from 90 cents to \$1.50 an hour—and savings sparse. The union set up a relief kitchen, helped raise money for the destitute, and financed the legal fight against Deering Milliken—first to reverse a state finding that the laid-off workers were not entitled to unemployment compensation, then to make Milliken pay for destroying the jobs of its employees.

Some of the workers are bitter against Milliken. One said, in a soft Carolina accent: "My mother went to work at the mill when she was nine years old. She had to stand on a box to reach the machine." Then she added:

"We love Darlington, but we don't love Mr. Milliken. He

done us a damn shameful deed."

Mrs. Thelma Swann was 15 when she started in the mill. She was 56 when the layoff came, and traveled for miles to find work, with no success. But she has no bitterness in her heart, she said.

When her back pay comes, if it does, she will give 10 percent of it to her church, as she always has, because "God has been good to us."

Her son Ray sold his chicken and quail brooders, then his hunting guns, finally his fishing equipment. He despaired of finding another job but eventually, when hope was lowest, got work as an insurance salesman. So did William Johnson, a weaver who was secretary of the stillborn union.

Catherine Jackson Stocker, a widow, babysits for neighbors to help pay for necessities and to feel needed.

Carnes, the former union president, sums up for his fellows: "We do appreciate the great work the union and the NLRB are doing for Darlington. As for organized labor, this country needs it. I would like to see every plant in the United States organized."



He helped bring the union to Darlington—and he doesn't regret it. Dozier Tunstall, 73, is one of those who lost their jobs when Deering Milliken shut down mill 13 years ago. Surviving workers are due for back pay by court order. Some of the workers will get jobs.

Oldest of Social Security Recipients Provide Living Links With History

Much can be learned about history through the eyes of Social Security recipients.

There is Catherine Ward, for example, who publicly admits to being "100 years plus."

She was born in Sligo, Ireland, and is now living in New York City. She was fired from her first job as a boxmaker in New Haven, Conn., in January 1889, because she joined the Knights of Labor and her employer believed she was one of the ringleaders.

The oldest living Social Security beneficiary is Charlie Smith of Bartow, Fla. He celebrated his 126th birthday last July. Smith was brought to America from Liberia at the age of 12 and sold as a slave in New Orleans.

Both Miss Ward and Smith belong to one of the most exclusive clubs—the 3,200 centenarians on Social Security benefit rolls. Interviews with some 65 persons who reached 100 in 1967 are recorded in Volume VIII of "America's Centenarians" — witness accounts of the past 100 years—compiled by the Social Security Administration.

Last January John Newhard, manager and treasurer of a cemetery in Allentown, Pa., decided to retire: "My age, after 102 years of active life, has now convinced me that the time has come for some relaxation."

Like many members of "America's Centenarians," Newhard is getting Social Security benefits based on his own work record, although he was over 70 when the Social Security program began operation in 1937. Newhard has been able to collect all his Social Security benefits since the time of his first entitlement in July 1950.

The Social Security Administration first began identifying and collecting the stories of its centenarians in 1956. In 1963, four volumes of centenarian

stories were issued, and the first annual supplement came out in 1964.

Among the centenarians featured in the latest volume is Mrs. Anna Burgess of Camp Springs, Maryland. Mrs. Burgess attributes her longevity to the fact that "I've never worried about a thing, especially about getting old."

A widow since 1942, she had 11 children, four of whom are still living. In addition to her peace of mind, she credits her good health to the fact that "I've never had any bad habits. Oh, like all women I've always lied about my age, and I do let a little joke slip out now and then, but other than that, no bad habits. I guess once people read this story in the newspapers I won't be able to lie about my age anymore."

Robert Grigsby of Kansas City, Kansas, was born in Hannibal, Missouri, the home of Mark Twain and the immortal characters, Tom Sawyer and Huck Finn. Grigsby recalls childhood play with Mark Twain and visiting the bluffs and caves near Hannibal which mark the adventures of Tom Sawyer.

Eugene Hodge of Dallas credits himself with a great deal more hindsight than foresight. He recalls that Social Security started when he was working for a home for the aged. He figured it was a big fake and that the government had just figured out a way to take money from the working man. He admits that the money taken from his pay "sure is important to me now," since his Social Security checks are the main part of his income today.

Charles Steurer of Tarrytown, New York, finds no cause for alarm in the younger generation's contempt for authority, nor in hippies, pot, flower children and the old lament of alienation.

"No generation is perfect," he

said. "They are no worse than my generation and a lot smarter and better looking. The so-called bad ones get more publicity, that's all."

Steurer concedes, however, that there was a considerable difference between the leisurely pace of living in his youth and the frenetic pace of today and perhaps a greater appreciation for simpler things. He recalls the thrill of getting his first ready-made clothes at the age of 12—an overcoat bought with money saved from the \$3.00 a week he earned in a guitar factory. "You see," he said, "we had guitars even then."

Seafarer Joins Gallon Club



Newest member of the "Gallon Club" is Seafarer Charles Johnston who has donated eight pints of blood to the SIU Blood Bank. Dr. Joseph Logue, SIU medical director, presents Brother Johnston with a "Gallon Club" pin as Nurse Sheryl Edel looks on. Johnston, who sails in the steward department, joined the SIU in 1949. He had just returned from a long voyage to Vietnam on the Steel Executive.

SIU ARRIVALS

Keith Hickman, born March 12, 1969, to Seafarer and Mrs. John H. Hickman, N. Wildwood, New Jersey.

Kirk Teschke, born December 31, 1968, to Seafarer and Mrs. Klaus E. Teschke, Ormond Beach, Florida.

Nelson Comellas, born February 7, 1969, to Seafarer and Mrs. Joseph N. Comellas, Tampa, Florida.

Scott Scroggins, born March 20, 1969, to Seafarer and Mrs. Euelle D. Scroggins, Houston, Texas.

David Palmer, born February 21, 1969, to Seafarer and Mrs. Leslie D. Palmer, Houston, Texas.

Michael Funk, born January 18, 1969, to Seafarer and Mrs. John E. Funk, Staten Island, New York.

Barbara Hearn, born February 18, 1969, to Seafarer and Mrs. William J. Hearn, Jr., Cleveland, Ohio.

Andrew Veal, born February 23, 1969, to Seafarer and Mrs. Andrew T. Veal, Virginia Beach, Virginia.

Jarrod Miller, born January 28, 1969, to Seafarer and Mrs. Michael A. Miller, Dallas, Oregon.

Christopher Loftin, born April 6, 1969, to Seafarer and Mrs. Samuel L. Loftin, Mobile, Alabama.

Stephanie Domec, born April 16, 1969, to Seafarer and Mrs. David A. Domec, Pasadena, Texas.

Shantel Bonefont, born October 20, 1968, to Seafarer and Mrs. Juan Bonefont, New York, N.Y.

Michael Harsche, born April 5, 1969, to Seafarer and Mrs. Walter J. Harsche, Willingboro, N.J.

Edie Adams, born March 26, 1969, to Seafarer and Mrs. Earl Adams, Mobile, Ala.

Lisa Trexler, born March 28, 1969, to Seafarer and Mrs. Richard L. Trexler, Cumberland, Md.

Barbara Shirah, born January 13, 1969, to Seafarer and Mrs. Robert C. Shirah, Destin, Florida.

Wendy Jones, born January 22, 1969, to Seafarer and Mrs. Nathan E. Jones, Royalton, Vermont.

Mary McDonald, born March 11, 1969, to Seafarer and Mrs. Charles D. McDonald, Detroit, Michigan.

Connie Ward, born March 5, 1969, to Seafarer and Mrs. Roy J. Ward, Prichard, Ala.

Kimberly Carroll, born February 24, 1969, to Seafarer and Mrs. John G. Carroll, Philadelphia, Pa.

Sofia Morales, born April 25, 1969, to Seafarer and Mrs. Jose C. Morales, Ponce, Puerto Rico.

Randall Ambrose, born March 19, 1969, to Seafarer and Mrs. Johnnie L. Ambrose, Kountze, Texas.

James Dohany, born February 28, 1969, to Seafarer and Mrs. Ronald D. Dohany, Bergenfield, N.J.

Patricia Emerson, born April 1, 1969, to Seafarer and Mrs. Eugene L. Emerson, Norfolk, Virginia.

Kelly Willis, born April 29, 1969, to Seafarer and Mrs. Donald P. Willis, Jacksonville, Florida.

Jeffrey Amendolia, born April 23, 1969, to Seafarer and Mrs. Anthony Amendolia, Brooklyn, N.Y.

Sabrina Carol Beatty, born March 18, 1969, to Seafarer and Mrs. James E. Beatty, Orange, Texas.

Sara Canard, born March 25, 1969, to Seafarer and Mrs. James W. Canard, Hattiesburg, Miss.

Alicia McCoy, born March 6, 1969, to Seafarer and Mrs. Roy N. McCoy, Tomball, Texas.

Linda Rickard, born May 9, 1969, to Seafarer and Mrs. Edward J. Rickard, Houston, Texas.

Barry Anderson, born April 1, 1969, to Seafarer and Mrs. Arnold R. Anderson, Alpena, Michigan.

Vincent Fahrion, born April 25, 1969, to Seafarer and Mrs. Vincent F. Fahrion, Bayonne, N.J.

Eric Hughes, born April 25, 1969, to Seafarer and Mrs. Ralph V. Hughes, Delair, New Jersey.

Lisa Moody, born April 7, 1969, to Seafarer and Mrs. Samuel M. Moody, Sabine Pass, Texas.

Charting Their Course



Mike Williams, left, and Paul Merkelson relax in the cafeteria at SIU headquarters and talk over plans for shipping out. Both are recent graduates of the Harry Lundeberg School of Seamanship.

Expanding His Horizons



Seafarer Cesar Izquierdo, who sails as AB, takes time out to read the SIU International as he waits for a ship at the New York hall.

House Labor Body Hears Arguments On Need for On-Site Picketing Law

WASHINGTON—The need for passage of on-site picketing legislation is "far greater" this year than ever before in its long history before Congress, President C. J. Haggerty of the AFL-CIO Building and Construction Trades Department declared recently.

In testimony before a House Labor subcommittee, he opened labor's drive for a bill to give a union the right to picket a multi-employer construction site if it has a dispute with one of the contractors there. Louis Sherman, BCTD general counsel, presented Haggerty's statement.

The on-site picketing bill has been before Congress ever since 1954 and through the years has drawn an impressive array of bipartisan endorsements, including those of Presidents Eisenhower, Kennedy and Johnson.

The AFL-CIO has said the measure is "vitaly needed" to give building and construction workers "a right they are entitled to." Committees of Congress have agreed. But widely varying procedural devices have been used to block it from ever coming to a vote on either the Senate or House floor.

Intent of the legislation is to nullify a 1949 National Labor Relations Board ruling, known as the Denver Building Trades Case, which found picketing of a subcontractor at a common construction site to be in viola-

tion of the Taft-Hartley Act's ban on secondary boycotts.

New Measure Offered

This year a measure to accomplish that intent, supported by the building trades, has been introduced by Representative Frank Thompson, Jr. (D-N.J.), chairman of the Labor subcommittee.

Labor Secretary George P. Shultz testified before the subcommittee in general support of situs picketing legislation but called for certain "safeguards" in it.

He said the legislation should not permit picketing for an illegal objective, should not conflict with certain state laws, must protect industrial and independent unions, permit contract-enforcing injunctions, and have a seven-day waiting period for situs picketing and a 15-day time limit on it.

Haggerty said there is a "far greater need" for legislation than ever before because "the effects of the Denver Building Trades rules have become even more inequitable" in recent years than they were in the 1950s.

This is so, he pointed out, because employers have seized upon new devices to transform hitherto legal primary picketing at a construction site into illegal picketing under the NLRB's interpretation of the Denver case.

One device singled out is a "reserved gate" which restricts building trades pickets to a gate designated by an employer at a construction site. A second device is limiting picketing only to designated "regular" work hours.

Details Promised

Shultz, the subcommittee's lead-off witness, did not furnish specific details on his version of needed "safeguards" but promised to do so at a later date.

In his testimony, Haggerty said labor welcomes "the addition of the Nixon Administra-

tion to the list of the prior administrations which have supported the situs picketing principle."

On the subject of safeguards, he pointed out that the Thompson bill "includes all the safeguards or limitations which the Eisenhower Administration had thought necessary," plus a few additional limitations developed in the years since.

In fact, it was noted that Thompson's bill is drawn from one introduced in 1959 on behalf of President Eisenhower by Senators Everett McKinley Dirksen (R-Ill.) and Barry Goldwater (R-Ariz.) among others.

The department believes that "the essential safeguards and limitations" to protect the public interest are already in the bill, Haggerty said, "and we trust that this committee . . . after its study of the matter will be of the same opinion."

Haggerty said the building trades share the desire expressed by Shultz in his testimony "to put this inflammatory issue behind us."

Shultz was questioned by Thompson, Representative James G. O'Hara (D-Mich.) and Representative Louis Stokes (D-Ohio) all of whom asked for more specific details on the "safeguards" he wanted in the bill.

Thompson expressed opposition to revising the Taft-Hartley Act to permit enforcement of contracts by injunctions. He warned this could pave the way to the old system of "government by injunction" in labor disputes.

However, all of the lawmakers withheld full judgment on Shultz' ideas until they are presented in specific terms.

Another witness before the subcommittee was the U.S. Chamber of Commerce which "respectfully" stood by its preference for the status quo. It has opposed the legislation every time it has been up in Congress.

Holdout Insurance Company Ordered to Bargaining Table

CHICAGO — State Farm Mutual Automobile Insurance Company lost a two-year battle to stay away from the bargaining table when the 7th U.S. Circuit Court of Appeals ordered it to negotiate with the Insurance Workers.

Six of the eight appeals judges, sitting en banc, overturned a contrary 1968 decision by a panel of three 7th Circuit judges. By a 6-2 margin the full court ruled that the National Labor Relations Board did not abuse its discretion when it certified the union as the winner of a 1967 election and ordered the Bloomington, Ill., company to bargain with it.

The point at issue was whether or not the NLRB was justified in ordering the election among agents in two claims districts in New York state.

The union had asked for a smaller unit and management for a larger one—either all of New York state, or the company's entire Northeast region. The court enforced the NLRB's order.

"None of the grounds urged by the company for setting aside the board's order is valid," the court majority said. It spelled out its reasoning:

"The board has a wide discretion in designating appropriate units. It is not required . . . to choose the most appropriate unit, but only to choose an appropriate unit within the range of several appropriate units in a given factual situation."

Under the circumstances, the judges concluded, "the reasonableness of the board's determination is clear." They cited among other reasons the fact that the NLRB decision is "consistent with other board deci-

sions that the courts have previously approved."

IWIU President William A. Gillen said the decision reaffirms previous rulings by the Supreme Court and lower courts in the insurance industry's long legal fight over the size of bargaining units.

Virginia Labor Wins its Case On Car Insurance Rate Hike

RICHMOND — More than one million Virginia motorists may be in line for auto insurance rebates because the State AFL-CIO carried a case to Virginia's highest court—and won.

The landmark decision by the Virginia Supreme Court of Appeals upheld the state labor federation and a group of liberal members of the legislature who fought a 1967 increase in automobile liability insurance.

Virginia's regulatory agency, the State Corporation Commission, approved an 8.2 percent rate hike based on claims by insurance companies that they were losing money at existing rates. It followed the same guidelines in determining profit-and-loss that it had over the years.

The State AFL-CIO argued in vain before the commission that earnings from investment of loss reserve funds should be included in determining whether the companies were entitled to a higher premium.

This is the money the insurance firms set aside to meet claims. By investing it, the companies earn additional income.

Not only didn't the state commission consider this investment revenue, the State AFL-CIO

noted, but it also refused to require the companies to furnish information on their actual operating costs in the state. Instead it accepted a nationwide average as a basis for determining expenses.

During the commission hearings, AFL-CIO Attorney George W. Shadoan, State Senator Henry E. Howell and others opposing the rate increase were repeatedly rebuffed in their efforts to challenge the need for higher rates.

They made their points before the state Supreme Court, however, and the judges ordered the regulatory commission to hold new hearings which would take into account all of the insurance companies' income and its actual operating expenses in the state.

The State AFL-CIO has urged the commission to order the insurance companies to rebate 8.2 percent of all premiums collected since the 1967 rate ruling.

Julian F. Carper, president of the state labor body, said prompt refund of the increase and a return to the pre-1967 rates is "the least we should expect." The regulatory agency has not indicated what its next step will be.

SIU WELFARE, VACATION PLANS

April 1-April 30, 1969

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	420	\$ 17,112.73
Death Benefits (Welfare)	24	77,750.00
Disability Benefits (Welfare) . .	1,014	230,537.00
Maternity Benefits (Welfare) . .	20	4,000.00
Dependent Benefits (Welfare) . .	1,999	102,692.10
(Average: \$513.72)		
Optical Benefits (Welfare) . . .	300	2,082.48
Out-Patient Benefits (Welfare) . .	4,729	37,830.65
SUMMARY (Welfare)	8,506	472,004.96
Vacation Benefits	1,613	682,020.83
(Average: \$422.83)		
Total Welfare, Vacation Benefits Paid This Period . . .	10,119	\$1,154,025.79

Federal Reserve Board Acts To Check U.S. Money Supply

WASHINGTON—The Federal Reserve Board, in what it termed a "further move against inflation," has increased its discount rate and the reserves required of the nation's banks.

The two-pronged action will be felt most directly by consumers in the form of harder-to-get credit and higher interest rates.

The "Fed" increased the discount rate—the interest charged on its loans to banks—from 5.5 to six percent. The rate, which had been raised one-quarter of one percent in December, is now at its highest level in 40 years.

The board raised by one-half of one percent the requirement on reserves that member banks must hold in ratio to demand deposits. The new requirements are the highest since 1960.

By raising reserve requirements, the board expects to freeze an estimated \$650 million in deposits. Since reserve computations would be that much less and banks lend about four times their reserves, the theory is that money available for lending would be reduced about \$2.6 billion.

In practice, however, this is unlikely to happen. The board usually eases the effect of stiffer reserve requirements by offsetting operations in its daily open-market buying and selling of government securities.

The purpose of the board's latest moves is to further tighten the money supply and credit so

as to slow down economic expansion and reduce inflation.

The AFL-CIO has pointed out, however, that tight money policies tend only to increase the cost of money "all along the line"—to medium-sized and small businesses, to home-buyers, consumers, farmers and the government.

The high costs of money, the AFL-CIO's Executive Council warned at its meeting in February, "are being built into the price structure, from manufacturer to retailer and consumer, to the profit of the banks and other lenders."

It called on Congress to review monetary policy with the aim of developing "a policy that is in the best interest of the nation and the American people, rather than merely the banks and other lenders."

Meanwhile, in reaction to the board's steps:

The Washington Star quoted an unidentified "high-ranking Nixon Administration official" as saying the Fed will have to ease monetary policy by mid-year or the tight-money course will lead to unemployment.

The Wall Street Journal reported that some bankers believe the board's moves will trigger another increase in the banks' prime interest rate—the rate charged to their best customers. The prime rate is now at 7.5 percent after four successive boosts in less than four months.

Creation of Special Counsel Sought To Speak Out for Utility Consumers

New England's labor movement gave strong endorsement to a bill in Congress setting up an independent agency to represent consumers and the public interest before federal and state utility regulatory agencies.

Thomas F. Policastro, president of the six-state New England AFL-CIO Council, urged a Senate Government Operations subcommittee to approve legislation sponsored by Senator Lee Metcalf (D-Mont.) and 10 other senators.

The legislation would establish a utility consumers' counsel with a staff competent to deal with the complexities of utility rates and services.

Policastro, who is also president of the Rhode Island AFL-CIO, said the legislation is of particular importance to the New England states, where electric power rates are the highest in the nation.

"When we refer to the consumers," Policastro said, "I am not restricting my concern solely to the residential union members paying rates 34 percent higher than the national average. We include the commercial customer who pays 50 percent above national average, and the industrial consumers

who pay a whopping 62 percent over the national average."

He quoted the president of a Rhode Island manufacturing company who said his firm is moving from New England because it found "power costs in Rhode Island are running about 66 percent more than comparable investor-owned power charges elsewhere."

Policastro charged that "almost without exception, our state utility regulatory commissions are and have been ineffective. They are simply overwhelmed by the political strength and propaganda of utilities they are supposed to regulate."

Outreach Plan Is 83% Complete

WASHINGTON—Apprenticeship Outreach programs—with still about five months to run—have attained 83 percent of the intended goal in placing minority group youngsters in the skilled trades.

Labor Secretary George P. Shultz reported that a total of 2,758 minority apprentices have been aided by Apprenticeship Outreach since the Labor Department began funding the program 27 months ago.

Besides the 2,758 indentured



The Hawaiian Enterprise, a new 34,000-ton containership, was launched recently at the Sparrows Point shipyard. The SIU Pacific District-contracted vessel, which has a capacity of more than 1,000 24-foot containers, will be delivered to Matson Navigation Company in December. The 719-foot vessel will cruise at a normal sea speed of 23 knots, and is the first of two ships being built for Matson's Pacific service.

Hawaiian Enterprise Is Launched

Expanded Merchant Fleet Seen Aid To U.S. Economy, Payments Deficit

WASHINGTON—Congressman Charles H. Wilson (D-Cal.) said recently that expansion of the American-flag merchant marine can eliminate the hazard of a balance-of-payments deficit and contribute greatly toward a stronger American economy.

The fourth-term Los Angeles Democrat also pointed out that if U.S. shipbuilding, which led the world in 1946, was enlarged to the level of Japanese ship construction in 1967 employment in U.S. shipyards "could very well jump by 400 to 500 percent."

This would mean, Congressman Wilson told a meeting of the AFL-CIO Maritime Trades Department, that the number of U.S. shipyard jobs for production workers alone could soar from the current 118,000 to anywhere from 472,000 to 590,000 jobs.

Optimism Expressed

Rep. Wilson found several grounds for optimism about the immediate future of the shipbuilding industry. These, he said, included a Commerce Department forecast that last year's 16-percent gain in overall con-

struction activity will be followed by an increase of at least six percent in 1969 with order-books showing both military and civilian contracts for ship deliveries into 1970, 1971 and even into 1972.

"I have yet another reason for optimism," said Wilson, "one that hasn't yet been widely publicized. Shipyards in my state of California and elsewhere have undertaken the most extensive modernization programs in history, programs designed to bring our yards up to date and equal—in terms of productivity and efficiency—to the most modern shipyards in the world. These vastly improved construction facilities will, we hope, make the American yards competitive with any other country's shipbuilding industry."

On expansion of the merchant marine as a solution to the balance-of-payments problem, Wilson declared:

"Since the end of World War II the United States has had a healthy surplus in our balance of trade. Consistently we have exported more goods than we have imported. Time and again, however, our surpluses have been wiped out by our overseas military expenditures and our foreign aid programs. Our balance-of-payment deficit gradually climbed until it totaled \$23 billion over the 10-year period 1957 through 1966.

"During that same 10-year period," the Congressman continued, "the U.S.-flag fleet contributed \$5.7 billion in asset dollars, and this figure would have been even higher if it had not included foreign-flag ships under U.S. charter. Without foreign charters, the U.S.-flag fleet would have brought \$7.3

billion to our balance-of-payments over the 10-year period. And this would have occurred at a time when our merchant marine was shrinking, when it was carrying no more than 7 percent of U.S. exports and imports.

Maritime Erases Deficit

"The fact is," Wilson pointed out, "that if the U.S. Merchant Marine during the 1960s carried the same percentage of our export-import trade that it did in the 1930s—which is to say 30 to 40 percent—our international balance of payments in the 1960s would have been transformed from a deficit into a surplus.

"Consequently if seven percent of our export-import trade carried in U.S. bottoms contributed \$5.7 billion positive dollars to the balance-of-payments, then 35 percent of our commerce would have resulted in a \$5 billion surplus instead of a \$23 billion deficit in the 1957-1966 balance-of-payments.

"The conclusion is obvious," the Congressman said, "that if we can expand our American merchant marine to the point, envisioned by President Nixon, where 35 percent or more of the nation's export-import trade is carried in American-flag ships, then we will eliminate the risk of a balance-of-payments deficit."

To accomplish a revival of the merchant marine, the Californian said he favored a legislative program that would include a plan to provide new ships for the unsubsidized segment of the fleet as well as the subsidized segment, and a requirement that "American-flag ships should be built exclusively in American shipyards."

President Names Lady Adviser on Consumer Affairs

WASHINGTON — President Nixon has named Pennsylvania Republican, Mrs. Virginia Knauer, as his full-time consumer affairs adviser.

Mrs. Knauer, long active in GOP affairs, has headed the Pennsylvania Consumer Bureau for more than a year. The White House said she will also serve as chairman of the President's Committee on Consumer Interests and executive secretary of the Consumer Advisory Council.

Mrs. Knauer told reporters that she believed consumers need help from the government to avoid "pitfalls in the marketplace." She praised her predecessor, Betty Furness, for having done "a fantastic job" as White House consumer adviser.

Earlier Nixon had named the head of Good Housekeeping Institute, an advertising promotion enterprise, as part-time consumer assistant. But she quit after four days under heavy criticism for conflict of interest.

Economy Furniture Placed on Labor's 'Do Not Buy' List

The strike-bound Economy Furniture Co. of Austin, Texas, has been placed on the "Do Not Patronize" list of the AFL-CIO Union Label and Service Trades Department.

The department took action at the request of the Upholsterers, whose Local 456 has been on strike since last November 27. The AFL-CIO Executive Council had earlier called for full labor support.

Noting that the company refused to bargain in good faith, even after employees designated the Upholsterers as their legal bargaining agent, the council charged that management showed additional bias by "engaging in name-calling with particular emphasis on the Mexican-American ethnic background" of a majority of its employees.

Economy makes three lines of wooden and upholstered furniture labeled Smithtowne Maple, Western Provincial and Built-Rite. Until the strike started, nearly 40 percent of Economy's production was bought by Montgomery Ward & Co., the union reported. Economy also makes products for the White Discount Stores, located mainly in the South.

Economy Furniture is still operating with the help of strikebreakers, the union said. "Latest reports are that 125 strikebreakers are working. Outside the plant, 385 union members are picketing in shifts, 24 hours a day, seven days a week."

From the Ships at Sea

Ship's delegate Louis Haggmann reports that there are no beefs or disputed overtime on the **Bradford Island** (Steuart Tankers), which is on a run in the Indian Ocean and Persian Gulf. The captain was asked to attend a meeting to brief the crew on the ship's itinerary, and where the ship is scheduled to discharge. Seafarer Haggmann also reported that the crew has not received any mail since the Bradford Island left the States on February 7. The crew held discussions on the SIU contract and also discussed the pension plan.



Haggmann

Fred Lee, ship's delegate on the **Antinous** (Waterman), reports that he is going to talk with the captain about getting extra compensation for the crew for the time when the washing machine was not working. Aside from some disputed overtime in the engine department, everything is running smoothly. Meeting Chairman **Allen Myrex** reports that the crew gave a vote of thanks to the entire steward department for good meals and service during the voyage. The **Antinous** was expected to pay off in San Francisco on May 10 after a run to the Far East.



Lee

Mike Dunn was re-elected ship's delegate on the **Delta Brasil** (Delta Steamship Company), and was given a vote of thanks by the crew for a job well done. Deck Department Delegate **A. W. Saxon** reports that disputed overtime involving shifting the ship will be taken up at the payoff. There were no beefs or disputed overtime in the other departments. Meeting Secretary **Willie Braggs** reported that there was \$296 in the ship's movie fund. The **Delta Brasil** expects to pay off in New Orleans June 28 after calling at



Dunn

the ports of Rio De Janiero, Santos and Buenos Aires.

William Rudd, meeting chairman on the **Penn Exporter** (Penn Shipping Company), reports that five crewmembers were taken off the ship because of illness, and were either hospitalized or flown home.



Rudd

Frank Gutierrez, ship's delegate, reported that the voyage was a smooth one with no beefs or disputed overtime from any department. A resolution was adopted calling for agreement that the crew be permitted to sign off after six months when the vessel is on the Persian Gulf run, with the company paying air transportation home. The crew gave a vote of thanks to the steward department, and especially **Steward Z. A. Markis**, for good food and service during the voyage.

Samuel J. Davis, chief steward on the **Ames Victory** (Victory Carriers), gets an "A-Plus" rating from the crew, according to **R. P. Nelson**, ship's delegate. "The **Ames Victory** is a clean ship and a good feeding ship,"



Davis

he reported. "This is my second voyage on the **Ames** with **Brother Davis**, and he is one of the very best. Not only has he served excellent food throughout the entire voyage, but he has also taken the time to teach the new men how to be good seafaring messmen."

John Furr was elected ship's delegate on the **Seafarer** (Marine Carriers) and promised to do the best he can to represent the crew, according to **Karl Hellman**, meeting chairman. Deck Delegate **Pete DeCaupa**



Furr

reports a lot of disputed overtime in the deck department, but says that otherwise everything is running smoothly. The crew held discussions on the pension plan and on provisions for the upcoming contract negotiations.

CONNECTICUT (Ogden), March 1—Chairman, J. W. Altstatt; Secretary, T. D. Ballard. No beefs were reported by department delegates. Mail service to this ship has been very poor. Crewmembers want headquarters to contact company regarding same.

WINGLESS VICTORY (Consolidated), May 14—Chairman, Joe Bremer; Secretary, D. Robinson. Brother C. W. Thompson was elected to serve as ship's delegate. No beefs were reported by department delegates.

OVERSEAS CARRIER (Maritime Overseas), April 7—Chairman, J. B. McClintock; Secretary, M. Maldonado. Brother Phillip P. Payne was elected to serve as ship's delegate. No beefs were reported by department delegates.

LOS ANGELES (Sea-Land), May 4—Chairman, A. Galdeira; Secretary, H. Shultz. \$1000 in movie fund. Disputed OT in deck department. Motion was made to have a patrolman board the ship in Yokohama to square away beefs.

OVERSEAS EYA (Maritime Overseas), April 19—Chairman, O. G. Galen; Secretary, Fred Sullina. No beefs and no disputed OT was reported. Everything is running smoothly.

TRANSCOLORADO (Hudson Waterways), May 19—Chairman, Roy Pierce; Secretary, Orlando Fresta. \$13.00 in ship's fund. Vote of thanks was extended to the steward department for a job well done. The chief cook thanked all crewmembers for their fine co-operation. Some disputed OT in deck department.

BAYLOR VICTORY (Victory Carriers), April 19—Chairman, L. C. Clark; Secretary, P. C. Willoughby. Some disputed OT in engine department.

CITIES SERVICE NORFOLK (Cities Service), April 27—Chairman, Nono; Secretary, V. Chaney. Disputed OT in deck and engine departments.

MAIDEN CREEK (Sea-Land), April 3—Chairman, Robert Cain; Secretary, None. No beefs were reported by department delegates.

STEEL VENDOR (Jathman), April 22—Chairman, F. S. Hatt; Secretary, Ernest Newhall. Brother T. Chisholm was elected to serve as ship's delegate. No beefs were reported by department delegates. Vote of thanks to the steward department for a job well done.

TAMARA GULDEN (Transport Commercial), April 4—Chairman, Kenneth Galagan; Secretary, Charles W. Felen. Brother William Kerwin was elected to serve as ship's delegate. \$234.00 in movie fund and \$6.10 in ship's fund.

MAIDEN CREEK (Sea-Land), March 1—Chairman, H. C. Chin; Secretary, None. Discussion held regarding various proposals for new contract.

BUCKEYE VICTORY (Buckeye), April 28—Chairman, James Thomas; Secretary, Jack E. Long. Brother Frank Flynn was elected to serve as ship's delegate. \$96.25 in ship's fund. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

SEATRAN WASHINGTON (Hudson Waterways), April 20—Chairman, Peter E. Dolan; Secretary, Edward G. Mitchell. Brother Dolan was elected to serve as ship's delegate. No beefs were reported by department delegates.

WACOSTA (Sea-Land), May 4—Chairman, Jose Cortes; Secretary, Frank Naklikti. Long discussion regarding air-conditioner which is not working properly. Motion made for matter to be taken up with patrolman. Vote of thanks was extended to the two men for their good effort on the last fire and boat drill.

JOHN B. WATERMAN (Waterman), April 21—Chairman, Jessop D. Blanchard; Secretary, Frederick R. Sullivan. No beefs were reported by department delegates. Brother Joseph Blanchard was elected to serve as ship's delegate.

DIGEST of SIU SHIP MEETINGS

DAGAMA (Crest Overseas), April 26—Chairman, P. D. Carruthers; Secretary, Sherman Wright. No beefs were reported by department delegates. Crew would like the patrolman in the Oakland area to visit ship and straighten out various matters.

FAIRISLE (Panocan Tankers), March 9—Chairman, Fred A. Olson; Secretary, W. T. Langford. Discussion held regarding retirement plan. Disputed OT in engine department. A special vote of thanks to the steward department for a job well done.

SEATRAN TEXAS (Seatrains), April 20—Chairman, William Simmons; Secretary, Stanley Hawkins. Some disputed OT in deck department. Discussion held regarding repair list. Chief engineer will take care of all repairs that are possible before arrival. Air-conditioning aboard ship was also discussed.

STEEL FLAKE (Jathman), April 8—Chairman, W. M. Wallace; Secretary, E. Smith. Brother W. M. Wallace was elected to serve as ship's delegate. No beefs and no disputed OT.

PENN CARRIER (Penn Shipping), April 3—Chairman, J. J. Connors; Secretary, C. Rolles. Brother Mackie Connors was elected to serve as ship's delegate. Discussion held regarding pension plan and disability requirements. Vote of thanks was extended to the steward department for a job well done.

OVERSEAS AUDREY (Maritime Overseas), April 20—Chairman, Lee J. Harvey; Secretary, Stanley F. Schuyler. Brother Lee J. Harvey was re-elected to serve as ship's delegate. Everything is running along smoothly. Captain is well satisfied with crew. There were no beefs and no disputed OT. Discussion held regarding proposals for new SIU contract. Vote of thanks to the steward department for a job well done.

COLUMBIA BEAVER (Columbia), April 6—Chairman, Albert Ormanauer; Secretary, Thomas Liles, Jr. Brother Michael F. Curry was elected to serve as ship's delegate. Discussion held regarding draws in Vietnam.

VANTAGE HORIZON (Vancor), April 20—Chairman, L. Pepper; Secretary, D. Ferrara. No beefs were reported by department delegates. Brother Bill L. Sideroff was elected to serve as ship's delegate.

EAGLE VOYAGER (S.S. Transport), April 21—Chairman, James Chlanos; Secretary, Julio D. Delgado. No beefs and no disputed OT. Mail situation very bad. Motion made that matter be taken up with Company.

TRANSYORK (Hudson Waterways), February 26—Chairman, A. Pennino; Secretary, A. Rudnicki. \$1.50 in ship's fund. No beefs and no disputed OT. Vote of thanks was extended to the steward department for a job well done.

STEEL DIRECTOR (Jathman), March 2—Chairman, Arvell Bearden; Secretary, J. P. Baldy. Ship's delegate reported that everything is running smoothly with no beefs. \$37.60 in ship's fund. Vote of thanks was extended to the steward department for a job well done. Crew pantryman and crew messmen extended a vote of thanks to each and everyone, especially men on watch. For keeping the pantry and messhall clean and orderly.

ALCOA VOYAGER (Alcoa), April 22—Chairman, B. F. Fimovler; Secretary, M. E. Cox. \$72.75 in ship's fund. No beefs were reported by department delegates. Brother E. M. Romanoff was elected to serve as ship's delegate.

OVERSEAS EVELYN (Maritime Overseas), April 20—Chairman, Ervin D. Boyd; Secretary, W. E. Oltner. Brother Glen E. Vinson was elected to serve as ship's delegate. Discussion held regarding retirement plan. No beefs were reported by department delegates.

BUS VICTORY (Victory Carriers), April 20—Chairman, Richard F. Pedder; Secretary, John H. Ratliff. No beefs were reported. Everything is running smoothly.

COTTONWOOD CREEK (Bulk Transport), April 20—Chairman, George Lake; Secretary, S. A. Solomon, Sr. Discussion held regarding transportation from the Port of engagement to the Port of discharge.

MAIDEN CREEK (Sea-Land), April 9—Chairman, H. C. Cain; Secretary, C. J. Nail. No beefs were reported by department delegates. Discussion held regarding wages, OT and pension. Crew would like information regarding new contract.

WRITE TO THE LOG

FINAL DEPARTURES

James Lynn, 27: Brother Lynn died June 2, 1968, in Prichard, Alabama. Born in Mobile, he had been living in Prichard with his father, Chester, at the time of his death. Seafarer Lynn joined the SIU in the Port of Mobile, and attended the Union's training school there. He last shipped as wiper on the Overseas Rose. Lynn was a veteran of four years service with the U.S. Marine Corps. Burial services were held at Pine Crest Cemetery in Mobile.



Cecil Futch, 43: Brother Futch was accidentally drowned January 12 at Southwest Pass off Grand Isle; in the Gulf of Mexico. An AB, his last ship was the Alcoa Trader. Brother Futch had been sailing for more than 20 years, and joined the SIU in Savannah in 1944. Born in Cross City, Florida, Seafarer Futch had been living in Kenner, Louisiana, with his wife, Ann. He is also survived by his father, John. Burial services were held at Cross City Cemetery.



James Reilly, 58: A heart attack claimed the life of Brother Reilly on October 28, 1968, in Galveston, Texas. A tugboat captain, he had been employed by the Ellis Towing Company since 1947. Brother Reilly was born in Inland, Alabama, and had been living in Galveston for many years. He is survived by two sisters, Mrs. Dorothy Brown and Mrs. Mary Chappell, and a brother, Andrew. Burial services were held at Elmwood Cemetery in Birmingham, Alabama.



Elon Bruce, 78: Brother Bruce passed away at his home in New Orleans on March 29. He had been on disability pension since 1963. Brother Bruce was born in Jamaica, and had made his home for many years in New Orleans. Seafarer Bruce had been sailing for more than 20 years as cook and baker, and joined the SIU in the Port of New York in 1947. Brother Bruce is survived by his wife, Sarah. Burial took place at Homestead Cemetery in New Orleans.



James Allen, 48: Brother Allen died of a heart attack aboard the Albion Victory in Saigon on February 24. The veteran Seafarer had been sailing as cook and baker since 1942 when he joined the SIU in New Orleans. Born in Mobile, Alabama, he had been living in New Orleans with his wife, Della. Burial services for Brother Allen were held in New Orleans.



Robert Land, 42: Brother Land died March 17 in Mobile, Alabama. Born in Atlanta, Georgia, he made his home with his wife, Carolyn, in New Orleans. Brother Land had been sailing since 1946 except for one year with the U.S. Army during the Korean conflict. He joined the SIU in the Port of Houston in 1946, and last shipped as cook on the Alcoa Explorer. Besides his wife, he is survived by his mother, Mrs. Mae Land. Burial was at Pine Crest Cemetery in Mobile.



John Jelletto, 66: Brother Jelletto died February 26 in Bellevue Hospital in New York City following an illness of several years. He was a veteran Seafarer who sailed 37 years as steward, cook and baker before his retirement on an SIU pension in 1964. Brother Jelletto joined the SIU in the Port of New York in 1942. He last sailed as chief steward aboard the Petrochem. Brother Jelletto was born in England, and had been living in New York for a number of years. A widower, he is survived by a nephew, Herman Stapf. Burial was at the Evergreens Cemetery in Brooklyn.



Hubert Cantwell, 67: Brother Cantwell died March 23 at the USPHS Hospital on Staten Island, New York. He had shipped as messman for 21 years before going on disability pension in 1963. His last vessel was the Robin Hood. Brother Cantwell was a native of New Jersey and lived in Trenton with his sister, Mrs. Marion Basco. Burial services were held at St. Mary's Cemetery in Trenton following a requiem high mass at St. Anthony's Church.



John Leys, 62: Brother Leys was stricken by a fatal heart attack on January 13 on board the Del Sol in the harbor at Charleston. He was one of the SIU old-timers, having joined the Union in the Port of Mobile in 1938. Rated FOWT, Seafarer Leys had been sailing for nearly 40 years. He was born in Mobile, and had resided there with his wife, Lucille. Besides his wife, he is also survived by a daughter, Jacqueline. Funeral services and burial took place in Mobile.



Theodore Hardamon, 43: Seafarer Hardamon died January 9 in the U.S. Army Tripler Hospital in Honolulu. Holding FOWT endorsements, he last sailed on the Meridian Victory. Brother Hardamon was born in Alabama, and had been living in New Orleans with his wife, Florence. Besides his wife, he is survived by his father, G. W. Hardamon. Services and burial were held in Mobile.



Omar Ames, 71: Brother Ames passed away March 20 at his home in Bellport, Long Island, New York. He had sailed as cook and baker for more than 20 years before he went on an SIU disability pension in 1966. Brother Ames was born in Missouri. Widowed, he is survived by his son, Omar, who had lived with him in Bellport. Services were held at Washington Memorial Park Crematory in Coram, New York.



Melvin L. Wheeler, 70: Brother Wheeler passed away January 4, 1968, following a long illness. The veteran Seafarer had been on disability pension since 1964. A native of Sherman, Michigan, Wheeler had been living with his wife, Grace, in Mackinaw City at the time of his death. He had more than 30 years sea time as oiler and deck engineer prior to his retirement and joined the SIU in the Port of New York in 1943. He served two years with the U.S. Army during World War I. Besides his widow, Brother Wheeler is survived by a son, Robert. Burial was in Petoskey, Michigan.



Ellis Samia, 61: Brother Samia died of a heart attack in Oakland, California, on October 21, 1968, after completing a voyage on the Canton Victory. Rated FWT-Electrician, he had been sailing for 27 years. Brother Samia joined the SIU in Boston in 1941. He was born in Massachusetts, and had made his home in New Bern, North Carolina, with his brother, John. Funeral services and burial took place in New Bern.



Herman Lewis, 44: Brother Lewis died April 21 at his home in Baltimore. Born in North Carolina, he had been living in Baltimore for the past ten years. Brother Lewis, who sailed as wiper, joined the SIU in the Port of Baltimore. His last ship was the Baltimore. Brother Lewis served two years with the U.S. Army during World War II. He is survived by his wife, Mary, his mother, Mrs. Annie Lewis, a brother, Henry, and a sister, Mrs. Edna Cox. Burial was at the Lewis Family Cemetery in Blunts, North Carolina.



Benito Lema, 69: Brother Lema passed away at St. Clare's Hospital in New York on April 14. He had been on an SIU disability pension since 1964. Brother Lema had been going to sea for more than 40 years, sailing as cook and messman, and joined the Union in Miami in 1940. His last vessel was the Beauregard in 1964. Brother Lema, a native of Spain, had lived for many years in Miami. He is survived by his wife, Concepcion. Burial services were held at St. Raymond's Cemetery in New York.



William Mason, 71: Brother Mason died April 20 at the USPHS Hospital in Baltimore. Born in Boston, he had been living in Baltimore since retiring on SIU pension in 1966. Brother Mason had been sailing for 45 years as a member of the engine department, and last shipped aboard the Norina in 1966. He joined the SIU in Philadelphia in 1945. Burial services for Brother Mason were held at Lorraine Park Cemetery in Baltimore.



John McCaslin, 65: Brother McCaslin passed away February 3 at St. Martin Infirmary in St. Martinville, Louisiana, after a long illness. He had been on SIU disability pension since 1962. Brother McCaslin had sailed for 20 years as cook and baker, and joined the SIU in 1944 in Norfolk. His last ship was the Westchester in 1962. Born in Tennessee, he had made his home in St. Martinville with his wife, Alice, for many years. Burial took place at St. Martinville.



Isaac Miller, 71: Brother Miller died March 13 at St. Vincent's Hospital in New York. Born in Russia, he had lived in Brooklyn with his wife, Helen, for many years. Brother Miller had been going to sea for more than 50 years, and last shipped as chief steward on the Grethe in 1968. Active in Union affairs, Brother Miller joined the SIU in New York, and took part in the New York Harbor strike in 1961, and the Moore-McCormack strike in 1962. Burial services were held at New Montefiore Cemetery on Long Island.



George Hazen, 66: Brother Hazen passed away at Baltimore City Hospital on December 27. He had been sailing as cook and steward for more than 25 years before his retirement on SIU pension in 1968. His last vessel was the Fred Morris. A native of Maryland, Brother Hazen had been living in Baltimore at the time of his death. He joined the SIU in the Port of Baltimore in 1939. Burial services were held at Fort Lincoln Cemetery in Colmar Manor, Maryland. He is survived by a sister, Mrs. Lavinia Morrison.



George Stortz, 49: Brother Stortz died April 11 at St. Mary's Hospital in Duluth, Minnesota. A lifelong resident of Duluth, he lived there with his wife, Mavis. At the time of his death, he had been employed as deckhand for the Zenith Dredge Company. Brother Stortz served five years with the Air Force during World War II. Burial services were held in Bethany Cemetery in Duluth.



Chief Lauds Crew, SIU Training In Engine Emergency

To the Editor:

On a recent departure from Cam Rahn Bay during supper hour, with the oiler up for his meal and only the engineer and fireman on watch below, trouble developed with the main feed pump making it necessary for the engineer to sound the emergency alarm. All the engineers answered this alarm. However, it was particularly gratifying to note that all unlicensed members of the engine department also answered the alarm. We had just left port, and there was a real danger that we might run aground.

Each man took to his duties as if they were an inborn instinct, which proves the value of the SIU training and education program.

I would like to take this opportunity to express my sincere gratitude to the SIU for providing this training, and my thanks to the following members of the engine department for putting this training and knowledge to work in an emergency: Chief Electrician Shlomo Shaho; Second Electrician Robert Stewart; Wipers William Ivey and Freddy Nunez; FWT's Royce Bufkin, Gennaro Esposito and Charles Myzwiniski, and Oilers Arthur Rathjens, Gilberto Salazar and Edward Mitchell.

Sincerely,
Raymond Doell,
Chief Engineer
S.S. Buckeye Atlantic

Retired Seafarer Seeks Pen Pals

To the Editor:

After 13 years in the SIU, I gave up sailing in 1958 and moved to Florida. My last foreign trip was on the S.S. Irene Star as bos'n. I really missed sailing for a couple of years, but now after ten years I have finally calmed down and accepted shore duty. I am working down here, and my wife, Rose, is also working at the local hospital.

Maybe I will return to sailing one of these days. My father is still in the SIU, and sails as FOWT. He is now in Vietnam, and hopes to come to Florida when he returns for a little rest and some fishing.

I frequently run into a Seafarer down here, and it's good to talk about places and ships. I get a card from Captain Fred Fredricksen once in a while. He is retired from the SIU and is now living in New Orleans. I would like to hear from some of my old shipmates.

Clyde (Whitey) Horton,
410 Clark Drive,
Holmes Beach, Florida

Sen. Ferrall Thanks SIU for Kids' Outing

To the Editor:

Now that the trip to Albany and the tour at the State Capitol by eighty eighth graders from St. John the Evangelist School in Brooklyn is history, I believe that you will be interested in knowing of the fine impressions made by them on those with whom they came in contact in Albany. From the Sergeant of the State Police in charge of the Governor's Red Room, to the legislative staff in the Capitol, the Capitol tour guides and several others there was nothing but the highest praise for the fine department of the youngsters during the entire day.

One person remarked "they were the best behaved youngsters that he has seen since the session started in January, and he has seen thousands." For myself, I was very proud of the youngsters and was very happy to be in their company.

Of course, all this would

LETTERS To The Editor

not have been possible without the whole-hearted support-sponsorship of the trip and tour by the SIU and the splendid cooperation of the Union's Representatives.

I believe that these youngsters will always remember this splendid experience which brought into focus the state government in action.

One of the greatest contributions that adults can make to the youth of our country is to involve themselves in those matters which make for better citizenship among those who will be the citizens of the future.

I want to thank the SIU and everyone involved for this great contribution they have all made. May God bless you and all those affiliated with Seafarers International Union for your wholeheartedness. With every good wish,

Sincerely,
William J. Ferrall
(N.Y. State Senator)

Member's Wife Thanks Union

To the Editor:

I want to express my deepest and sincere thanks to SIU Representative Benny Wilson, of the Baltimore hall, for his kindness, interest and courtesy during my recent hospitalization, and for seeing that my claim was processed promptly. It is indeed refreshing to find union representatives who are the epitome of true gentlemen.

Mrs. Joseph Wolanski
Baltimore, Maryland

SIU Man Fosters Home for Homeless

To the Editor:

Do you ever wonder what the good people are doing? So often the bad in people "make news" and the good is taken for granted.

We want to share with you the goodness of one of your own SIU members—retired Seafarer James Russell (among his shipmates he was known as "King George"). We now claim him too!

You see, Jimmie, as we call him, has made it possible for us to shelter babies, girls, boys, and women who would not have any place to go, or at least not the home Jimmie has provided.

A year ago Jimmie gave us the down-payment for Magnificat House, the name of our shelter. We purchased an old two-story house, cleaned, repaired and painted it—all with voluntary help. We furnished it with furniture people gave us, and we opened up our doors and our hearts to whomever needed us.

There is no red tape to enter our house—only a need for shelter. There are no forms to fill out—there are no fixed rules. We believe people, like nations, should love and respect one another, and out of this love and respect peace can come. Our goal is voluntary cooperation and a spirit of willingness to work together out of need and love.

Jimmie is our "house father"—many of the girls go to him with their little and big problems—he stocks the pantry for us, looks after the property—he gives of his time in whatever capacity he is needed.

The house is only about four or five blocks from the Houston Hall on the corner of Sherman and Altic, and we would welcome any of Jimmie's friends who would like to drop by for a cup of coffee.

Rose Mary Badami,
Founder,
Magnificat House
Houston, Texas

Back to Land of Calypso



Seafarer Regis R. McKenzie, at left, receives his first pension check and best wishes from SIU Welfare Director Al Bernstein at New York hall. Brother McKenzie, a steward who last sailed aboard the American Victory, joined the Union in 1944. Regis comes from Trinidad.

Nixon Asks \$1 Billion Step-Up In Program to Fight Hunger

WASHINGTON — President Nixon, under pressure for a stronger drive to eliminate hunger in America has called for an expansion of the government's food programs for the poor.

In a message to Congress, Nixon estimated that his proposed expansion would cost \$2.5 billion a year when in full operation in 1971, up from the \$1.5 billion he requested for fiscal 1970 food programs.

To get the program started "sometime after the beginning of the calendar year 1970," the President said \$274 million would be trimmed from other fiscal 1970 budget requests and added to food assistance programs.

Daniel Patrick Moynihan, assistant to the President for urban affairs, was unable to say where the money would come from but promised it would not be taken from any "poverty-related program."

Nixon recommended major revisions in the food stamp program, the key element in federal anti-hunger efforts, as well as some changes in direct food distribution programs.

Under the food stamp program poor families who qualify

are now entitled to buy stamps that are worth more than their cost in buying groceries. The price discount is based on family size and income.

The President proposed that each family taking part in the program should get enough stamps to provide what the Department of Agriculture considers a nutritionally complete diet. This is not now the case.

For example, at present a family of four with an income of \$20 a month or less can purchase for \$2 stamps redeemable for \$60. The department says a complete diet for this family would cost \$100.

A second proposal would offer stamps free to those in "the very low income brackets." These were later described as persons who received less than \$30 a month.

Other Nixon proposals called for blending the stamp program with a revised welfare system he expects to propose later and permitting both stamps and direct food distribution in the same counties.

At present, the jurisdiction must choose either the stamps or the direct distribution of food packages, not both.

Nixon also announced the establishment of a "pilot program" through which needy women would be issued "vouchers" redeemable for infant foods and special foods to prevent malnutrition in pregnancy.

In other areas of his message, the President said he would shortly announce a White House conference on food and nutrition and he directed the Urban Affairs Council to consider setting up a new Food and Nutrition Service to administer food programs.

He also asked the Secretary of Health, Education and Welfare and the director of the Office of Economic Opportunity "to take a number of steps" to enlarge research into malnutrition and expand their activities in combating it.

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

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Seaport Museum Seeks to Restore Titanic Lighthouse

NEW YORK — Although slated for oblivion because of new construction, the famed Titanic Memorial Lighthouse has been rescued by The Friends of South Street Seaport here, a group that is presently seeking funds to remount the lighthouse on a new pedestal, complete with the time ball.

Towering for 55 years above the Old Seamen's Church Institute overlooking New York Harbor, the lighthouse served as a monument to those who went down with the vessel Titanic in 1912, and provided countless lower Manhattan commuters the means for checking their watches.

Turned green from the years of weather, the lighthouse was removed from its former perch when the old Seamen's Church Institute on Coenties Slip was razed to make way for a taller, new structure on State Street at Battery Park.

Although no provision was made for the lighthouse, the Friends of South Street Seaport retrieved the relic as a gift from the Kaiser-Nelson Steel and Salvage Company and removed it to Pier 16, a short distance from the South Street Seaport Museum.

Its time-keeping mechanism still intact, the time-ball of the lighthouse, operated by a hand windlass, is expected to continue to work. In operation, the time-ball was raised to the top of a metal pole shortly before noon each day, then dropped at the stroke of noon. This enabled seamen as far as ten miles at sea to check their chronometers at a time when good navigation depended on accurate time-keeping.

Atlantic Ocean Warming Up Year by Year

GLOUCESTER, Mass.

—Data gathered by the Department of the Interior's Bureau of Commercial Fisheries indicate that the Atlantic Ocean, in the area of the New England fishing banks, may be warming up.

A downward trend in sea water temperatures in this region started in 1953; analysis of conditions in 1968 showed marked increases over the 1967 temperatures—as much as one degree centigrade for the annual average of inshore surface temperatures.

The BCF studies indicate further that the temperature trends are more than just a surface phenomenon—they relate to the movement of warm slope water onto the Continental Shelf.

UNFAIR TO LABOR DO NOT BUY

Seafarers and their families are urged to support a consumer boycott by trade unionists against various companies whose products are produced under non-union conditions, or which are "unfair to labor." (This listing carries the name of the AFL-CIO unions involved, and will be amended from time to time.)

- ⚓ —
- Stitzel-Weller Distilleries**
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- ⚓ —
- Kingsport Press**
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- ⚓ —
- Genesco Shoe Mfg. Co.**
Work Shoes . . .
Sentry, Cedar Chest,
Statler
Men's Shoes . . .
Jarman, Johnson &
Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- ⚓ —
- Boren Clay Products Co.**
(United Brick and Clay Workers)
- ⚓ —
- "HIS" brand men's clothes
Kaynee Boysswear, Judy Bond
blouses, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
- ⚓ —
- Atlantic Products**
Sports Goods
(Amalgamated Clothing Workers
of America)
- ⚓ —
- Jamestown Sterling Corp.**
(United Furniture Workers)
- ⚓ —
- Richman Bros. and Sewell Suits,**
Wing Shirts
(Amalgamated Clothing Workers
of America)
- ⚓ —
- Baltimore Luggage Co.**
Lady Baltimore, Amelia Earhart

- Starlite luggage**
Starlite luggage
(International Leather Goods,
Plastics and Novelty Workers
Union)
- ⚓ —
- White Furniture Co.**
(United Furniture Workers of
America)
- ⚓ —
- Gypsum Wallboard,**
American Gypsum Co.
(United Cement Lime and
Gypsum Workers International)
- ⚓ —
- R. J. Reynolds Tobacco Co.**
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International
Union)
- ⚓ —
- Comet Rice Mills Co. products**
(International Union of United
Brewery, Flour, Cereal, Soft
Drinks and Distillery Workers)
- ⚓ —
- Pioneer Flour Mill**
(United Brewery, Flour, Cereal,
Soft Drink and Distillery Workers
Local 110, San Antonio, Texas)
- ⚓ —
- All California**
Table Grapes
(United Farm Workers)
- ⚓ —
- Magic Chef Pan Pacific Division**
(Stove, Furnace and Allied
Appliance Workers
International Union)
- ⚓ —
- Tennessee Packers**
Reelfoot Packing
Frosty Morn
Valleydale Packers
(Amalgamated Meat Cutters and
Butcher Workmen of North
America)
- ⚓ —
- Fisher Price Toys**
(Doll and Toy Workers)
- ⚓ —
- Economy Furniture Co.**
Smithtown Maple
Western Provincial
Bilt-Rite
(Upholsterers)

Schedule of Membership Meetings

- SIU-AGLIWD Meetings**
- New Orleans July 15—2:30 p.m.
 - Mobile July 16—2:30 p.m.
 - Wilmington July 21—2:00 p.m.
 - San Francisco July 23—2:00 p.m.
 - Seattle July 25—2:00 p.m.
 - New York . . . July 7—2:30 p.m.
 - Philadelphia July 8—2:30 p.m.
 - Baltimore . . . July 9—2:30 p.m.
 - Detroit July 11—2:30 p.m.
 - Houston July 14—2:30 p.m.
- United Industrial Workers**
- New Orleans July 15—7:00 p.m.
 - Mobile July 16—7:00 p.m.
 - New York July 7—7:00 p.m.
 - Philadelphia July 8—7:00 p.m.
 - Baltimore . . . July 9—7:00 p.m.
 - †Houston . . . July 14—7:00 p.m.
- Great Lakes SIU Meetings**
- Detroit July 7—2:00 p.m.
 - Alpena July 7—7:00 p.m.
 - Buffalo July 7—7:00 p.m.
 - Chicago July 7—7:30 p.m.
 - Duluth July 7—7:00 p.m.
 - Frankfort . . . July 7—7:00 p.m.
- Great Lakes Tug and Dredge Section**
- Chicago July 15—7:30 p.m.
- SIU Inland Boatmen's Union**
- New Orleans July 15—5:00 p.m.
 - Mobile July 16—5:00 p.m.
 - Philadelphia July 8—5:00 p.m.
 - Baltimore (licensed and un-
licensed) July 9—5:00 p.m.
 - Norfolk July 10—5:00 p.m.
 - Houston July 14—5:00 p.m.
- Railway Marine Region**
- Philadelphia
July 15—10 a.m. & 8 p.m.
 - Baltimore
July 16—10 a.m. & 8 p.m.
 - *Norfolk
July 17—10 a.m. & 8 p.m.
 - Jersey City
July 14—10 a.m. & 8 p.m.
- † Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ Meeting held at Galveston wharves.

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(713) WA 8-3207
- JACKSONVILLE, Fla.** . . . 3600 Pearl St.
(904) EL 3-0797
- JERSEY CITY, N.J.** 99 Montgomery St.
(201) HE 5-9424
- MOBILE, Ala.** 1 South Lawrence St.
(205) HE 2-1754
- NEW ORLEANS, La.** 430 Jackson Ave.
(504) 529-7545
- NORFOLK, Va.** 115 3rd St.
(703) 622-1892
- PHILADELPHIA, Pa.** 2604 S. 4th St.
(215) DE 6-3818
- PORT ARTHUR, Tex.** 1348 Seventh St.
- SAN FRANCISCO, Calif.** . . . 350 Fremont St.
(415) DO 2-4401
- SANTURCE, P.R.** 1313 Fernandez Jucoas
Stop 20
724-2846
- SEATTLE, Wash.** 2505 First Avenue
(206) MA 3-4334
- ST. LOUIS, Mo.** 666 Del Mar
(314) CE 1-1434
- TAMPA, Fla.** 312 Harrison St.
(813) 229-2708
- WILMINGTON, Calif.** 450 Seaside Ave.
Terminal Island, Calif.
(213) 632-7285
- YOKOHAMA, Japan** Iseya Bldg., Room 801
1-3 Kaigan-Dori-Makabu
201-9771 Ext. 201

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1980, New York 4, N. Y.

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

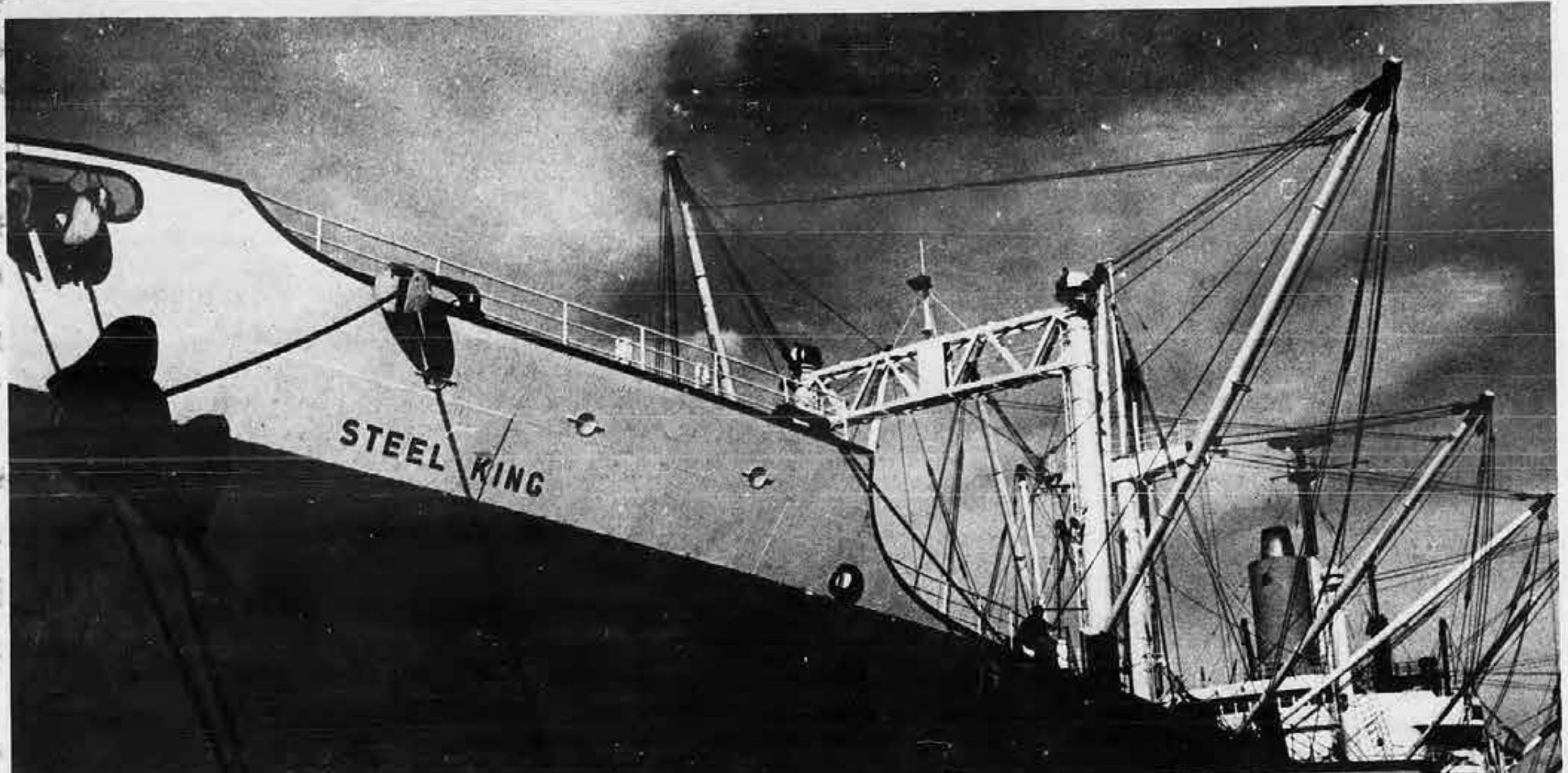
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

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

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



FROM WEST TO EAST— AND HOME AGAIN

After two months and one week on the high seas, the SIU-contracted Steel King (Isthmian) makes port for pay-off in Stockton, Calif. Having sailed with a cargo of rice from Sacramento, the vessel called at Inchon and Moji on voyage.



Seafarer Ho Joeng, a messman, catches up on latest news of the industry and the doings of his buddies aboard other ships while awaiting pay-off.



Seafarer Mike McAbee, an AB, sporting a nine-week growth, finds a comfortable spot to read up on latest developments in the LOG after long trip.



Ship's Delegate Jose Da Costa, an AB with 19 years as a Seafarer, claims the only beefs during the voyage concerned the water cooling system.



You've got to know your ropes in the deck department. Seafarers Tom Mackernacher (at left) and Michael Flynn will both testify to that.



Two Harry Lundeberg School graduates are Messmen Allen Young and John Stroder. Steward Ken Hayes says they're good men.



Marcelino Armenteros, O.S., is still light heavyweight champ of Cuba on record.



Engine Delegate James "Scotty" Burns at his post. He's a 27-year SIU man.



Seafarer K. Puchalski, the bosun, notes importance of good shipboard reading.

Protect Your SIU Welfare Benefits

All Seafarers are urgently reminded of the necessity to keep up to date enrollment-beneficiary cards on file at the SIU Welfare Plan office in order to facilitate prompt processing and payment of their welfare benefits.

Seafarers who have never filled out an enrollment-beneficiary card should do so immediately. A reproduction of both sides of the card appears below for convenient clipping and mailing. Remember, it is important that both sides be filled out carefully and legibly and that no information be left out.

Should any change have occurred since a card was last filed—a new dependent, a change in beneficiary, a new address, etc.—a new card must be filled out without delay.

The beneficiary's name and address should be entered clearly. The signature of the Seafarer must be witnessed, but no notary is required. The correct date of signing is also important, since the latest card on file is the one that counts in the event of a claim.

Additional cards are available on all SIU-contracted ships and in all SIU halls. They require no postage if mailed from any part of the Continental United States.

Seafarers Welfare and Pension Plans 275—20th Street, Brooklyn, N.Y. 11215
ENROLLMENT-BENEFICIARY CARD

Name _____
PRINT: LAST NAME FIRST NAME MIDDLE INITIAL

Address _____
PRINT: NUMBER AND STREET CITY ZONE NO. COUNTY STATE

Social Security No. _____ Z No. _____

Date of Birth _____

I revoke all previous beneficiary nominations and make the following nomination with respect to all benefits provided now or at any time in the future under the Seafarers Welfare Plan, still reserving to myself the privilege of other and further changes.

Name of Beneficiary _____ Relationship to You _____
PRINT:

Address of Beneficiary _____
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

Date _____ Employee's Signature _____

Witness SIGNATURE _____

Address _____
PRINT: NUMBER AND STREET CITY ZIP CODE COUNTY STATE

IMPORTANT—Dependents must be listed on Reverse Side

LIST BELOW NAMES OF YOUR WIFE AND UNMARRIED CHILDREN UNDER 19 YEARS OF AGE

LIST NAMES IN ORDER OF AGE—ELDEST FIRST	CHECK (✓) RELATIONSHIP				DATE OF BIRTH		
	Wife	Husband	Son	Daughter	MONTH	DAY	YEAR

IMPORTANT: As soon as possible, mail photostatic copies of your marriage certificate and the birth certificates of all unmarried children on this card to the Seafarers Welfare Plan, 275 — 20th Street, Brooklyn, N. Y. 11215.

Failure to do so could delay the payment of welfare benefits.

