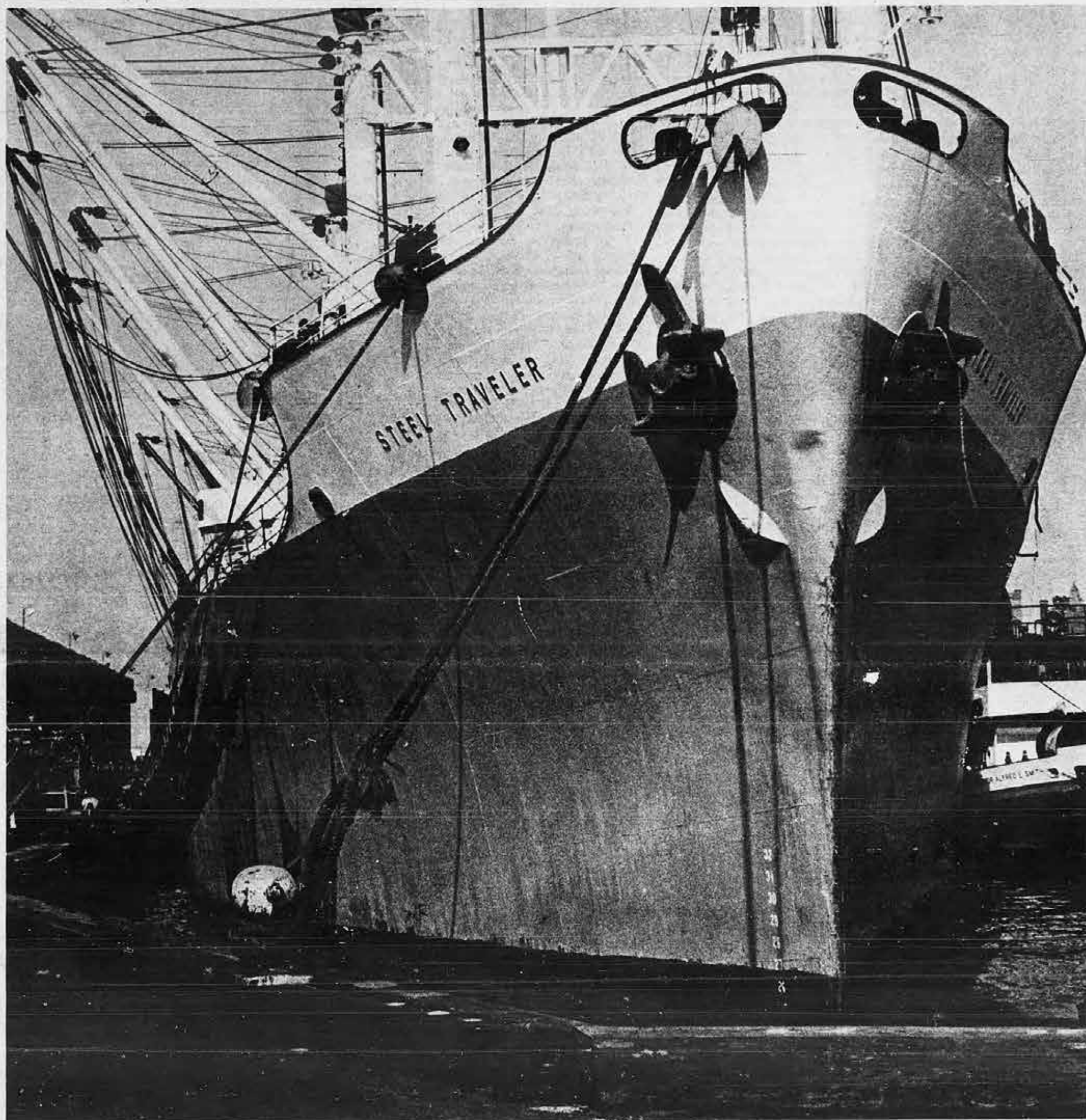




OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO



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Ecuador Granted World Bank Loan Despite U.S. Fishing Ship Seizures

WASHINGTON—Despite the fact that Ecuador is the foremost perpetrator of the illegal seizure of American-flag fishing vessels on the high seas, the World Bank has granted a \$5.3 million loan to that South American nation which will be used to modernize the Ecuadorian fishing fleet and pay for 12 freezer-equipped tuna purse seiners.

The loan was approved by the World Bank—on which the U.S. holds one fourth of the voting power—without any debate and in the face of much protest from representatives of the American fishing industry. A good deal of the protest was directed to World Bank President Robert S. McNamara, former Secretary of Defense, and Livingston T. Merchant, U.S. member on the Bank's board of directors.

Important Question

SIUNA Vice President Carl Marino, secretary-treasurer of the Cannery Workers and Fishermen's Union of San Diego, in a letter to key members of Congress and other officials, asked why the United States is paying 40 percent of the loan funds, when hundreds of thousands of dollars have been

exploited by Ecuador from American fishermen through the seizure of American fishing vessels.

August Felando, general manager of the American Tunaboat Association, said that his organization had, and will continue to, oppose the loan. Felando emphasized, "We cannot understand the rationale behind the loan. No one can understand it. It is like the World Bank, with U.S. acquiescence, granting a loan to North Korea so that it could convert the Pueblo into a commercial fishing vessel."

Felando pointed out that besides the loan, U.S. fishing experts will be sent to Ecuador to assist in utilizing the money.

Magnuson Protest

In a letter to Secretary of State Dean Rusk, Senator Warren Magnuson (D-Wash.), chairman of the Senate Commerce Committee,

sharply criticized the World Bank for granting the loan.

"Congress has clearly stated its position by the recent passage of my bill providing for the deduction of U.S. foreign aid in the amounts of illegal fines assessed against our American-flag vessels . . . It seems to me that in the long range view, this intolerable situation should be finally resolved by a conference between this country and the South American nations who now claim territorial jurisdiction to 200 miles and beyond."

In a statement issued to the public, Magnuson added, "Perhaps our vote would not have killed the loan (there has never been a veto in the history of the World Bank) but my patience is wearing thin with the clear indication that our own interests and those of our citizens are held in complete disregard."

As Eight More Seafarers Graduate

SIU Engineers Upgrading Program Reaches and Exceeds 300-Mark

Graduates of the School of Marine Engineering sponsored jointly by the SIU and District 2 of the Marine Engineers Beneficial Association exceeded the 300-mark last month as eight more Seafarers passed their Coast Guard examinations to earn engineer's licenses after completing the intensive course of study conducted by the school.

The latest group brings to 302 the total number of Seafarers who have received their second or third assistant engineer's ticket



Sexton

Vinson

through this unique training program.

Charles Sexton, a 23-year-old newly-licensed third assistant engineer, was the 300th Seafarer to graduate from the school. He previously sailed as FOWT and joined the SIU in the Port of Mobile. A native of Maplesville, Alabama, he still makes his home in that community.

Jerry Vinson is another new third assistant engineer. He is a



Klette

Powers

29-year-old native of Wilmington, North Carolina, and joined the SIU in the Port of New Orleans in 1968. A resident of Wilmington, he last sailed on the Kent. Brother Vinson previously sailed as oiler.

Before receiving his third assistant's license, John Klette held an FOWT's rating. Born in Cincinnati, he now lives in San Diego. Brother Klette joined the Union in Wilmington, California in 1968 and last sailed on the Enid Victory. The 40-year-old Seafarer served in the Navy from 1945 to 1953.

Harold Powers is a new second assistant engineer. Prior to receiving his license, he had sailed as oiler. A resident of Waycross, Ga., he was born in Blackshear in that state. Brother Powers joined the Union in Jacksonville in 1966 and his last ship was the Arizpa. The 44-year-old Seafarer served



Woods

Rankin

in the Navy during World War II.

Paul Woods is 31 years old and a former FOWT. A new third assistant engineer, he joined the SIU in 1967 in the Port of New York. A native of Englewood, Colorado, he now makes his home in Modesto, Calif. He served in the Navy from 1955 to 1959.

James Rankin received his second assistant engineer's license. He was born in Louisiana and lives in Oak Grove, La. Brother Rankin has held all engine department ratings since joining the SIU in 1946 in Philadelphia. He is 41 years old and last sailed on the Transhatteras.

Verlon Davis previously sailed as pumpman. A new third assistant, he has sailed with the SIU since 1967 when he joined the Union in the Port of New Orleans. The 22-year-old Seafarer lives in



Davis

Clark

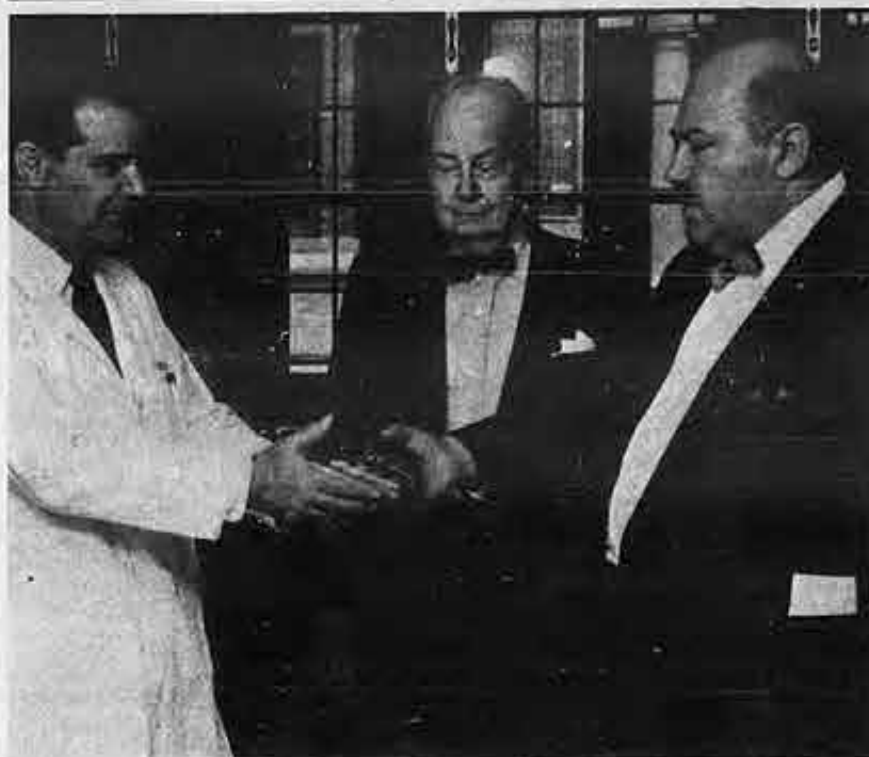
Boutte, La. and is a native of Seattle. He served in the Navy from 1963 to 1967.

Kenneth Clark is also a newly-licensed third assistant engineer and previously sailed as oiler. The 50-year old Seafarer is a native of Rocky Ford, Colorado and sailed with the SIU since 1967. Joining in Houston, he resides in Canyon, Texas. His last ship was the Manhattan.

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

Those who qualify and wish to enroll in the School of Marine Engineering can obtain additional information and apply for the course at any SIU hall, or they can write directly to SIU headquarters at 675 Fourth Avenue in Brooklyn, New York 11232. The telephone number is (212) HYacinth 9-6600.

SIU Eases Blood Shortage With Donation to New York



Dr. Joseph Logue, center, SIU Medical Director and SIU Director of Social Security Al Bernstein, right, present donation from Seafarers Blood Bank to Dr. Carlos Ehrich of NYC Dept. of Health at the Greater New York Health Center. Total donation was 50 pints.

NEW YORK—The SIU this week transferred 50 pints of blood from the Seafarers Blood Bank in Brooklyn to the city's facilities in order to help alleviate the critical shortage of blood here which has resulted from the increased need for plasma and the sharp decline in contributions from regular sources due to the current Hong Kong flu epidemic.

SIU Director of Social Security Al Bernstein made the original offer in behalf of the Union in a letter sent last week to Dr. Edward O'Rourke, Commissioner of the New York City Department of Health.

"Our membership and nationwide facilities are also available to assist further in this emergency, if necessary," the letter added.

Actual delivery of the initial 50 pints of blood was made on New Year's Eve to the Greater New York Blood Center in Manhattan by SIU Medical Director Dr. Joseph Logue and Bernstein, and was accepted on behalf of the city by Dr. Carlos Ehrich, representing O'Rourke.

The SIU also made it known to other areas of the nation, similarly plagued by blood shortages during the current outbreaks of influenza, that it stood ready to offer transfers of blood reserves if required.

The Seafarers Blood Bank functions through the headquarters facilities of the Seafarers Medical Department, 685 Third Avenue, Brooklyn, which operates a network of 27 medical centers and clinics serving SIU members and their families in various mainland ports and in Puerto Rico.

Seafarers have contributed a total of 7,542 pints of blood to the SIU Blood Bank, according to recent figures. A total of nearly 7,000 pints has been provided by the bank to meet emergencies in all areas of the country.

Any Seafarer, or member of a Seafarer's family who requires a blood transfusion can draw, through his local hospital, against the credits built up in the Union blood bank. A coast-to-coast teletype system which links all SIU offices makes such arrangements possible on short notice, and has been a vital service for members and families of seamen who are

away from home and aboard ships at sea for long periods of time.

The Seafarers Blood Bank is maintained by voluntary blood donations and has been in operation since 1959.

MARAD Adds 3 More Vessels To Blacklist

WASHINGTON—Three additional vessels, one British and two Cypriot-flag ships have been added to the North Vietnam blacklist. The Maritime Administration announced last month.

The latest list, the 23rd released by MARAD since January 25, 1966, shows a total of 59 ships with an aggregate gross tonnage of 402,768 now prohibited from carrying United States government-sponsored cargoes because they called at ports in North Vietnam.

Blacklisted in the current report were the British-flag ship Fortune Glory of 5,832 gross tons, the Cypriot-flag Amfithea, 5,171 tons and the Cypriot-flag Laurel, 2,297 tons.

Dropped from the listing because they were broken up with the Cypriot-flag Amon, of 7,229 tons and the Lebanese vessel, Rio of 7,194 tons.

Among the 59 ships on the North Vietnam blacklist are vessels of six different nations. Polish-flag ships are the most numerous, totalling 32; Britain is next with 18, followed by Cyprus with six and Panama, Malta and Somali with one each.

MARAD maintains shipping records of Free World and Polish carriers. Those vessels which have traded at Cuban and North Vietnamese ports are placed on the relative blacklists for these two countries. Such ships are not eligible to carry U. S. government-generated cargoes until their owners pledge to keep their ships from trading with the two countries.

Christmas Aboard The Sea-Land Summit



Seafarers on the Summit (Sea-Land) get in the spirit of Christmas by decorating a shipboard tree. Left to right: Hans Gottschlich and A. Guillen of the deck department, and Chen Yu, fireman.

Transportation Institute Study Reveals

U.S.-Flag Tramp Ships Held to Half Of Govt. Cargoes Prescribed by Law

WASHINGTON—U.S.-flag tramp ships are receiving only about half of what federal law prescribes as their "minimum" share of government shipments of surplus agricultural commodities and foreign aid cargoes, according to a research study made public this week by the Transportation Institute.

Noting that the basis for allocating cargo to American-flag vessels is embodied in Section 901(b) of the Merchant Marine Act of 1936 and Public Law 480, the study said these laws prescribe that American ships receive a minimum of 50 percent of the cargo generated by the government, and that this minimum requirement be computed separately for each segment of the maritime industry — liners, tankers and tramps.

The study determined that "the only segment of the industry which consistently receives more than 50 percent of government-generated cargo is the liner segment." This is the same segment of the industry which is subsidized by the federal government in both the construction and operation of its vessels. Pointing out that the other two segments have been falling below the 50 percent floor, the study added:

Tramps Suffer Most

"While tankers have not fared as well as liners, it is the tramps which have really suffered from unfair distribution of government cargo."

The Transportation Institute said its study is the outgrowth of recent complaints by some segments of maritime management and labor that the cargo-preference program has been "administered unevenly in terms of cargo allocation." The original protests against the program's administration were based on Maritime Administration figures showing tramps carrying 24.2 percent of

surplus agricultural commodities and 18 percent of AID shipments; tankers carrying 51 percent and 30 percent, respectively; and liners carrying 65.3 percent and 67 percent, respectively.

The research study said that subsequently there had been some "confusion" over the issue because of conflicting statistics published by the Agriculture Department and the Agency for International Development on the application of the program. This was particularly true with respect to AID figures, which claimed that tramps received 53 percent of their type of cargo, tankers 51 percent, and liners 66 percent.

The Transportation Institute pointed out that the discrepancy resulted from AID's contention that the 50-50 cargo preference requirement "applies only where American ships are available"—adding that "the agency thus 'writes off' the remaining portion of its liftings to foreign-flag vessels before computing the U.S.-flag percentage."

Figures Inconsistent

"To be valid," the research study said, "the U.S.-flag tonnage carried should be considered as a percentage of the grand total, not of the sub-total." When this is done, the figures become 23.6 percent for tramps, 42 percent for tankers and 66 percent for liners. The slight difference between the Maritime Administration and the "valid" AID figures, the Institute noted, arises out of the fact that MARAD data is compiled on a calendar-year basis while AID uses a fiscal-year base.

The study further declared:

"Regardless of whose figures are used and regardless of whether annual or fiscal periods are used, U.S. tramps do not come close to being allocated at least 50 percent of total tramp cargo. No manipulation of 'availability' claims can hide the fact that of this cargo only about 25 percent was carried on U.S.-flag vessels."

The Transportation Institute is a research organization concerned primarily with the role of American-owned, American-built and American-manned merchant shipping in the nation's international commerce.

A Bluefin Tuna Keeps His Cool, U.S. Study Finds

LA JOLLA, Calif.—American tuna fishermen purse-seining for bluefin tend to find cooler waters more productive, according to a recent study by the Department of the Interior's Bureau of Commercial Fisheries.

A staff member of the BCF Fishery-Oceanography Center at La Jolla examined more than 2,000 records of purse seine sets from the log books of tuna fishermen, and found that only 47 percent of the sets made on bluefin at water temperatures of 70° to 76° were successful, compared to 64 percent at 59° to 65° F.

Active U.S.-Flag Fleet Total Down by Six in Two Months

WASHINGTON—A continued decline in the American-flag merchant fleet was pointed up by figures released by the Maritime Administration last month which showed six fewer active ocean-going vessels as of November 1, compared with the totals on September 1—just two months earlier.

Shown as of the later date were 1,078 ships of 1,000 gross tons and over. The listing is contained in MARAD's Merchant Marine Data Sheet, an official report issued periodically by the agency. Of the 1,078 ships listed, 905 were privately owned and 173 were government owned.

MARAD's release shows five less active and seven more inactive ships in the privately owned sector, compared with the number listed in these categories on September 1.

"Six ships were delivered from construction, three were acquired on exchange from the government, three were traded in to the government . . . one was transferred to Panamanian flag, and four were sold for scrapping," the report stated.

In addition, the active fleet of MARAD declined by one to 173 and the government's inactive fleet declined by two to 949 in the two-month period. Three ships were transferred from the Navy, three were returned from the Army, three were exchanged from private ownership and are expected to be sold, and three were exchanged to private ownership. Removed were one which was sold for non-transportation use and six which are to be scrapped.

A decline of three vessels brought the United States-owned fleet to 1,122. The privately

owned fleet was 972, an increase of two. This brought the total U. S. flag merchant fleet—in all categories—to 2,094 ships.

SIU Election Ballot Count Underway

NEW YORK—The membership-elected rank-and-file Union Tallying Committee has begun the tally of ballots cast in the SIU Atlantic, Gulf, Lakes and Inland Waters District election for Union officers which was conducted from November 1 to December 31.

Members of the 12-man Tallying Committee were elected at membership meetings called on December 30th. The following committee members, and the ports in which they were elected are: Cary J. Beck, William H. Gradick, Mobile; Charles Hamilton, Warren Cassidy, New York; F. Di-Giovanni, Thomas D. Garrity, New Orleans; John Carlson, George Litchfield, Baltimore; James Doris, Charles Moss, Philadelphia; John L. Hunt, John A. Ziareis, Houston.

Upon completion of the tally, the Committee will submit a report to be acted upon at the regular February membership meetings which will be designated as the "Election Report Meetings" as provided in the Union Constitution.

Winning candidates in the election will take over their duties and functions as of midnight, February 13.

A total of 54 qualified candidates ran on the ballot for the 45 elective Union posts.



With the conclusion of balloting in the election of SIU officers, members of the rank and file tallying committee have started to count the thousands of votes cast by Seafarers in ports all over the U.S. Nationwide balloting for the Union's 45 contested offices began on Nov. 1 and ended on Dec. 31.

On Proposal of SIUNA Fishermen

Two-Year Fish Research Program Backed by \$229,000 Govt. Grant

WASHINGTON—A total of \$229,000 in federal funds has been granted for a two-year-long fish research program proposed and conceived by the SIUNA-affiliated Atlantic Fishermen's Union. The objective of the program is "to develop an abundant fish product that will be indefinitely stable with little or no refrigeration," through the use of a rapid salt curing process.

Specifically, the AFU-inspired study will seek to determine if fish species now in abundant supply, such as whiting, can be processed by rapid salt curing into a modern, efficiently marketable form, that will open up new markets and thus increase the value of the catch.

The successful conclusion of the study could have tremendous beneficial effects upon the entire New England fishing industry, especially in the Massachusetts ports of Gloucester and Provincetown. In addition, since other species of fish besides whiting may be used—such as herring, anchovy, hake, and even alewives—the results of the study are expected to also have an impact upon fisheries in the Pacific, Gulf, and Great Lakes regions.

With salt curing of fish the basic factor underlying the AFU program, the two-year study will seek to arrive at the most efficient method of salt curing, develop handling procedures, and demonstrate that this method will allow the finished product to be stored for a considerable length of time.

The basic concept of the project originated with SIUNA Vice President Captain James Ackert, who is currently on leave from the Atlantic Fishermen's Union to serve as master of the Seafreeze Atlantic.

Ackert said that seasonal fluctuations in the catch of several

species of fish, primarily whiting, have caused "glutting" of the market with catch surpluses that have in turn driven down the price of fish and played havoc with the earnings of SIUNA fishermen.

A solution to this traditional problem has been sought for many years.

Sixteen months ago Ackert asked John Holston, director of the Bureau of Commercial Fisheries Technological Laboratory in Gloucester, Massachusetts to assist in the project.

Information Gathered

Holston compiled the necessary technical information, surveyed the equipment available, and marshalled the resources and personnel of the Gloucester lab behind the project.

Now that funds have been appropriated by the federal government's Economic Development Administration, Holston will head-up the study which will be conducted at the Gloucester lab.

The project is already receiving much attention across the country, and is being closely watched by a number of governmental agencies who may utilize

the finished products in their numerous food programs.

The federal government's Agency for International Development, which oversees most of this nation's aid to foreign countries, has expressed hope that rapid salt curing of fish may provide a valuable new food source for conducting its programs that fight hunger in underdeveloped, famine-ridden countries.

Ross D. Davis, assistant secretary of commerce for the Economic Development Administration, said in a letter to Representative William Bates (D-Mass.), that the new process "will assure higher prices to fishermen and provide additional employment for fishermen and shore workers."

Ackert reported that interest from government agencies that conduct foreign-aid programs is most welcome, since purchases of the finished product would help this country's balance of trade by providing a new abundant export product. Indeed, the prospect of large purchases of the product for export was one of the forces that prompted him to propose the project and ask for federal assistance, he added.

Green Carders Allowed Jobs As U.S. Workers Go Hungry

SAN ANTONIO—Witnesses here recently told the U.S. Commission on Civil Rights that American farm workers live in destitution while the Immigration and Naturalization service lets 44,000-150,000 "commuters" cross the border every day to take farm jobs.

At the close of the six days of hearings, the acting Chairman, Reverend Theodore M. Hesburgh asked the commission staff to seek a legal opinion on whether federal anti-peonage laws have been violated by Texas employers.

The testimony tended to show, Reverend Hesburgh said, that many migrant farm workers in the lower Rio Grande Valley are living in conditions close to slavery. He is president of Notre Dame University, and one of five commission members.

Father Hesburgh asked for a lawyer's opinion on peonage, noting that, if the workers try to organize, "they get thrown in jail and have to put up \$500 bond, a third of their yearly income, to get out."

Arnulfo Guerra, an attorney from Roma, Tex., told how Mexican "green carders" are permitted to take farm jobs while U.S. citizens cannot find work at a living wage. Last year, he testified, Texas Rangers and Starr County court officers helped employers break a strike of American farm workers.

Manuel Ramirez of Laredo, Tex., a member of Volunteers in Service to America, testified that 2,500 Mexican nationals cross the

border daily to work in Laredo while an equal number of Laredo residents cannot get work.

The Reverend Edward Krueger, sent to the area by the Texas Council of Churches as an observer last year, testified that he was arrested and slapped after taking pictures of Rangers breaking up a farm worker picket line at Mission, Tex.

Rangers Captain A. Y. Allee was booed and cheered when he denied any brutality or strike-breaking tactics.

Asked whether he had conferred with the growers during the organizing effort of the United Farm Workers Organizing Committee, Allee said he had been "in and out of Starr County for 32 years" but denied the employers talked to him about the strike.

The commission, authorized by Congress to make recommendations, will report its findings when they are complete. The states under study are Texas, California, Colorado, Arizona, New Mexico.

The Texas committee includes Henry Munoz, civil rights director for the state AFL-CIO, and Paul Apolonio Montemavor of the Steelworkers, Corpus Christi.

In its most recent report, called Cycle to Nowhere, the commission detailed living and working conditions for black citizens in the Montgomery, Alabama, area.

AFL-CIO Hits Race Slurs in Look Article

WASHINGTON—Look magazine has been accused by the AFL-CIO of "distortions, misinformation and just plain sloppy reporting" in an article purporting to describe discrimination by unions against Negro workers and members.

The article, titled "A National Disgrace: What Unions Do to Blacks," is itself a disgrace, according to AFL-CIO Secretary-Treasurer William F. Schnitzler, who heads the federation's Civil Rights Committee. The piece was written by Jack Star, described as a Look senior editor. But, Schnitzler said, it is laden with untrue statements and ignores facts that "any cub reporter could have discovered."

Presidents of the Railway Clerks, Firemen and Enginemen and Papermakers also have written to the magazine to refute falsehoods in the article that relate to their unions.

Schnitzler, in a letter to Look Editor William B. Arthur, took particular exception to false charges in the headline appearing over the article: "For nearly a century, most unions have forced Negroes into Jim Crow locals, given them dirty jobs or refused to admit them at all. New laws and repeated union promises are not stopping prejudice."

Cites True Facts

The facts, Schnitzler declared, are that "most unions never had any Jim Crow locals; most have always admitted Negroes; almost none hire any workers—black or white—for any jobs, dirty or otherwise."

He hit out at "six untrue, sweeping allegations" that he said Look had used to back up its "ridiculous headlines," declaring that the truth about each allegation is:

- There are more than 1.5 million Negroes in AFL-CIO unions.

- Of the 60,000 locals in the AFL-CIO, fewer than 150 are now all-Negro and the campaign to merge them with all-white locals continues even where some black locals are reluctant to change.

- Negroes now constitute 3.6 percent of the apprenticeship force, an increase of more than 100 percent in 10 years. Labor Department figures show that Negro participation in apprenticeship programs has nearly doubled in the past 18 months.

- Unions, including building trades, are engaged in programs to recruit Negro journeymen as well as apprentices.

- Unorganized workers—black and white—"are flocking to trade unions," because non-union craftsmen, black or white, earn considerably less than organized workers do.

- Labor was one of the principal supporters fighting for enactment of the 1964 Civil Rights Act, and long before that unions had sought at the bargaining table to eliminate segregated seniority systems.

Railway Clerks President C. L. Dennis charged that the article "completely misstates the facts" in claiming that Negro freight handlers were replaced by less senior white employees and that there are no Negro rail ticket clerks.

The truth is, he said, "there is not one known instance" of a Negro freight handler being displaced by a white worker with less seniority and there are "quite a few Negro ticket clerks" at work in passenger terminals.

BLFE President H. E. Gilbert said "there is not a shred of truth" in the article's contention there are no Negro firemen. There are Negro firemen in various parts of the nation "and most of them" are BLFE members, he pointed out.

President Harry D. Sayre hit at allegations of discrimination in the Papermakers and Paperworkers by pointing out that the union eliminated racial wage differentials more than 15 years ago and Negro members in the South are among the region's highest paid industrial workers.

Photo Also Wrong

He also blasted the magazine for showing a picture of a Negro worker described as being in a segregated local when the man is a member of a local that was integrated "sometime ago."

Schnitzler charged that the article also "deceives by what it omits." He noted, for example, that there is no mention of the successful program under which building trades unions are actively recruiting minority group youngsters for apprenticeships in 44 major cities.

"We make no claim to perfection," Schnitzler concluded, "and would welcome a constructive critique of our progress in civil rights. For there has been progress and we intend that it continue despite attempts such as Mr. Star's to discourage young Negroes."

"Labor is not and has not been the foe of the quest for a better life. Indeed, it has often been the only group fighting for this goal. And invariably, it has succeeded despite the hostility of that segment of the press which cares neither for the truth nor the cause—and would sacrifice both for sensational headlines."

Inauguration Trip Won the Hard Way On Election Loss

ST. PAUL, Minn.—Harold Koeck of Hotel and Restaurant Local 556 here, chairman of the legislative committee of the St. Paul AFL-CIO, promised his wife that when Vice President Humphrey was inaugurated as President, he'd take her for their first trip to Washington to watch Minnesota's first President take the oath of office.

Well, the Vice President didn't win the election, but it turns out the Koecks will be going to the inauguration anyway.

Last October, Mrs. Koeck stopped in the lobby of Twin City Federal, a savings and loan company, and deposited her guess in its election sweepstakes. She picked Humphrey to carry Minnesota and missed hitting his actual total on the nose by only seven votes.

The prize? A three-day, all-expense trip to Washington for the festivities surrounding the inauguration of the next President of the United States.

Labor Board Knocks Down Christmas Bonus Scrooges

Two employers who took away a Christmas bonus from employees must give it back, the National Labor Relations Board decided in a pair of holiday season rulings.

Found guilty of unlawful acts were the Beacon Journal Publishing Co. in Akron, Ohio, and Wisconsin Aluminum Foundry Company Inc. of Manitowoc, Wis.

In the Manitowoc case, Office and Professional Employees Local 9 charged that the employer dropped a payroll clerk off its yearly bonus list because of his union membership and union activities.

The company president denied the firm was biased against employee Lorin Haver. He admitted that Haver had received a bonus of up to \$500 for 19 years but last Christmas he was dropped because the bonus went only to supervisors, and Haver no longer was a supervisor, Haver's boss told the NLRB.

The withholding of the bonus for the reason given was, the board ruled, a "plain violation" of the labor act. It reasoned as follows:

"There was no change in Haver's duties and responsibilities" from one Christmas to the next. What had changed was that in the interval, Haver had organized the clerical workers into a union and was now included in the union bargaining unit.

To withhold a bonus payment solely because the employee is represented by a union "serves naturally to discourage membership in a labor organization," the board said.

Two board members reversed a trial examiner's recommendation that the complaint be dismissed. Member John H. Fanning dissented, saying he agreed with the examiner that the bonus was negotiated into Haver's new pay rate.

In the Beacon Journal case, the NLRB reaffirmed an order handed down 18 months ago but remanded to the board by the 6th U.S. Circuit Court of Appeals, Cincinnati, for additional testimony.

The board said the newspaper broke the law in 1966 by unilaterally changing its formula for the payment of a Christmas bonus to its union employees without bargaining collectively with the Printing Pressmen, Paper Handlers, Mailers and five other unions.

It ordered the company to bargain with the unions about the bonus, and to pay all eligible employees the difference between the bonus actually paid and what should have been paid, plus interest at six percent.

1968 Efforts Realized

Delta's Replacement Program Climaxes As Fifth Ship Sails

NEW ORLEANS—The formal delivery last month of the new SIU-contracted Delta Mexico to Delta Steamship Lines here, marked the completion of the largest ship replacement construction program in the fifty-year history of Delta Line.

The Delta Mexico is the fifth and final unit of a series of five Delta Class identical ultra-modern American-flag cargo liners built in 1968 for Delta by the Ingalls shipyard at Pascagoula, Miss. Principal characteristics of these modern new vessels are: an over-all length 522 feet, with a beam of 70 feet; deadweight capacity 13,350 tons; bale cubic 646,860; refrigerated cargo space 47,280 cubic feet; liquid cargo 1,658 long tons.

Design cruising speed for the vessel is 18.6 knots with 11,660 shaft horsepower, and in excess of 20 knots when utilizing total power at design draft.

Feature Bulbous Bow

The new ships have been built with a bulbous bow for increased speed and fuel economy. Advanced features include centralized control stations in the engine room and on the bridge. Also featured are multiple hatch cargo holds with fast operating hydraulic hatch covers, and the latest navigation equipment for ship safety and operating efficiency. The vessel's cargo handling equipment includes

a set of Stülcken heavy duty gear capable of lifting single loads weighing up to 75 tons.

Attractive air-conditioned living quarters are also provided for all crew members.

These new Delta Class ships are designed for ready adaptability to containerized and unitized cargo operations, in anticipation of the possibility of a continuing trend toward intermodal transportation systems.

The Delta Mexico will join her four sisterships—the Delta Argentina, Brasil, Paraguay and Uruguay—and the other U.S.-flag vessels of Delta's fleet engaged in regularly scheduled cargo service between U.S. Gulf ports, the East Coast of South America, and also between U.S. Gulf ports and the West Coast of Africa. Other SIU-manned Delta cargo vessels are also being operated through the MSTs on the Vietnam sealift.

The Delta Mexico proceeded from the shipyard directly to Freeport, Texas, as her first cargo loading port. After this she loaded additional cargo at Houston and Tampico before embarking on her maiden voyage to South America.

Congressman Tells MTD Meeting

Cabinet-Level Department Could End 'Fragmented Approach' to Maritime

WASHINGTON—A Connecticut Congressman last month called for establishment of a Cabinet-level Department of Maritime Resources to end what he called the "fragmented approach" to the nation's problems on the oceans, lakes, rivers and harbors.

Representative Robert N. Giaimo (D-Conn.) told a meeting sponsored by the nearly seven-million-member AFL-CIO Maritime Trades Department that "more than a score of federal departments and agencies have an overseer role" over shipping, shipbuilding, fishing, seafood processing, oceanographic research, the Great Lakes, inland waterways and the related problem of water pollution.

The Congressman emphasized his continuing support for creation of an independent Maritime Administration, noting that "Agriculture, State, Defense, Interior, Commerce, Transportation, AID, the Coast Guard—and perhaps a few other federal agencies—all have a finger in the maritime pie.

"The fact that so many different agencies meddle in maritime," he went on, "and do it from the point of view of their own constituencies rather than from the point of view of the merchant marine, is precisely the reason why we have an outdated merchant marine operating under an outdated program."

But, Giaimo declared, although an independent maritime agency is "vitaly important . . . it's far from being the total answer."

'The Right Time'

He said 1969 might be "precisely the right time" to go ahead with creation of the broader Cabinet-level Department, particularly in view of some of the statements issued by the President-elect's headquarters about the need for consolidating many of the programs of government which now cross several Cabinet Department lines," and in view of a maritime statement by Nixon touching on all aspects of the maritime-oceanographic problem.

Giaimo said that if it appears "unlikely" that speedy action

would be forthcoming on the Department idea, he favored going "full steam ahead" with reconstituting the Maritime Administration as an independent agency.

"After all," Giaimo said, "the record has been made on the need for maritime independence. It was made in 1966, when we kept maritime out of the Department of Transportation at the time that new Cabinet-level office came into being. It was made in 1967 in the House and 1968 in the Senate when those respective bodies voted for an independent agency. So the record is there, and we should be able to pass an independent agency bill quickly in the next session of Congress."

Essential to Progress

"But if that's the route we take," Representative Giaimo said, "let us make sure that the record is clear as to our long-term intentions . . . of having all of the diverse elements of this program eventually brought together in one centralized place. This is the only way, in my opinion, that we can make genuine progress on all maritime fronts—exploiting our great potential on the seas and under them, and the great potential of our lakes and rivers, our ports and harbors—serving the growing needs of a growing nation in both peacetime endeavors and national defense."

Recognizing the concern of maritime labor over the revitalization of American-flag shipping, Giaimo declared: "I share that concern. I recognize the concern of workers in American shipyards and workers in supporting trades and industries over the need to modernize and expand our shipbuilding capabilities . . . and I share that concern, too."

"But these are only parts of the total maritime question,"

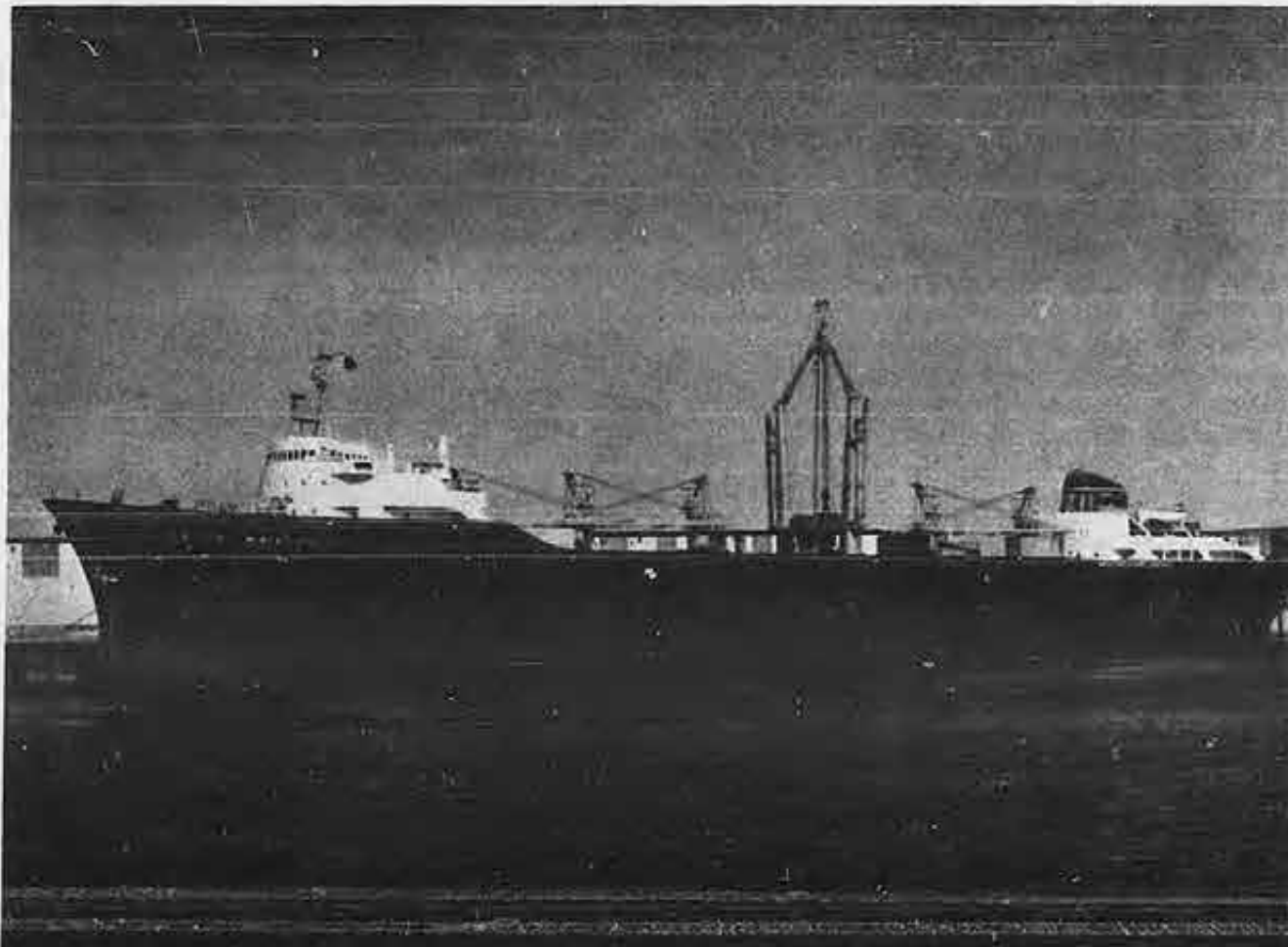
Giaimo added, "and it would be a mistake, in my view, to consider these two problems in such a way as to divorce them from the other elements of our total maritime effort.

"To do this would be to perpetuate the neglect that has been visited upon the other elements—the development of our oceanographic efforts, the revitalization of our fishing fleet, the expansion of our seafood processing industry, the strengthening of our Great Lakes shipping capability, the enlargement of our network of inland waterways to serve the heartland of America, and the development of modern port facilities to serve modern sea and land transport needs.

"We should be tackling all of these problems together—for, in truth, all of them are parts of the same problem."

As an example, Giaimo pointed to the fact that for several years the maritime industry and Congress have been battling side by side for the creation of an independent Maritime Administration. "I support this cause, because I happen to agree with you that we're never going to get at the root of our difficulties in the maritime field as long as the agency charged with this responsibility is placed in a subordinate position within the Executive Branch . . . and corrective action is long overdue.

"An independent agency can devise an up-to-date merchant marine program, and can see that it is carried forward with vigor and enthusiasm—certain that its efforts are not going to be negated by some Secretary or some Under-Secretary somewhere in the higher echelons of bureaucracy."



The Delta Mexico is the fifth and final ultra-modern cargo ship built for Delta Steamship Company by Ingalls Shipyard, Pascagoula, Miss. The 522-foot vessel will make maiden voyage to South America.

On UAW Membership Bid

AFL-CIO Executive Council Demands Firm Declaration of ICFTU Policy

WASHINGTON—The AFL-CIO Executive Council last month called on the International Confederation of Free Trade Unions for a specific, definite answer to the AFL-CIO's request that it reject applications for membership from hostile, secessionist unions.

Until it receives such an answer—specifically on the bid by the Auto Workers—the council said that the AFL-CIO will not participate in any activities of the ICFTU.

Federation President George Meany reported the action to a press conference following a one-day meeting of the council here.

Meany said that the council strongly reiterated its position taken at the September, 1968, meeting in New York that "the AFL-CIO cannot agree to the affiliation of the UAW to the ICFTU in any shape, manner or form," in view of the withdrawal of the UAW from the federation and its continuing efforts "to split the American trade union movement."

He noted that the AFL-CIO had asked the ICFTU to reject at its November, 1968, Executive Board meeting the affiliation application from the UAW on the basis of trade union principle.

The question before the ICFTU board, Meany had written to ICFTU Secretary-General Harm G. Buiters, goes beyond that posed by the UAW's application. "It involves not only the integrity of the AFL-CIO but that of every other trade union center affiliated to the ICFTU."

Internal Rivalry 'Unthinkable'

The AFL-CIO, Meany had noted, "is faced with the dual activities of a hostile, secessionist union in alliance with an expelled union. Dual membership of rival competing national trade union

centers in the ICFTU from any nation, is unthinkable and indefensible."

The ICFTU should do more than "merely refrain from taking action detrimental to the interests of its United States affiliate," Meany wrote, and the AFL-CIO "should receive the complete backing and support of the ICFTU in its effort to defend and preserve the integrity of the only national trade union center in the United States."

The ICFTU board postponed action on the UAW application, leading to the council's demand for a specific answer to the trade union principle it raised.

In reply to queries, the AFL-CIO president said that the trade union movement is in good shape and that life will go on under the Nixon Administration. He said the AFL-CIO hopes to co-operate with the new leadership and that there is some indication that "they want that co-operation."

In other actions the council:

- Approved the merger of four rail operating unions and the name change to the United Transportation Union. Three of the unions—Firemen and Enginemen, Switchmen and Trainmen—are AFL-CIO affiliates; the Conductors were unaffiliated.

- Heard officers representing the Patrolmen's Benevolent Association of New York City ask for affiliation with the Federation and voted to name a committee to secure more information on the request. Meany named six AFL-CIO vice presidents, including SIU President Paul Hall, to the committee which will report back to the next council meeting.

- Received an interim report from Al Barkan, national director of COPE, on the 1968 elections. A full report will be made to the council at its next meeting in February.

- Voted contributions to the Jewish Labor Committee, the Joint Council on Economic Education and the Inaugural Committee's guaranteed fund. The latter is to help underwrite inaugural costs and the funds are usually returned from ticket sales, etc.

Return of Okinawa Supported By AFL-CIO, Japanese Labor

WASHINGTON—The AFL-CIO and the Japanese Confederation of Labor (DOMEI) have joined in supporting the desire of the Japanese people for the return of Okinawa to Japan "at the earliest possible moment."

Representatives of the two federations also reached agreement on U.S.-Japan trade, Vietnam and the need for stronger unions in Asia at a three-day meeting here last month.

The meeting brought an agreement that AFL-CIO and DOMEI representatives will henceforth meet annually to discuss matters of mutual interest. Additional joint meetings may be held at the request of either body.

The AFL-CIO was represented at the initial conference by a special committee of the Executive Council, headed by President George Meany and including four AFL-CIO Vice Presidents—SIU President Paul Hall, James A. Suffridge, P. L. Siemiller and Joseph A. Beirne.

DOMEI was represented by its president, Minoru Takita, and its general secretary, Takumi Shigeeda.

In a joint statement, the leaders of the two federations said that they "anticipate that the governments of Japan and the United States will reach a full and satisfactory agreement" on the Okinawan issue.

In the meantime, they declared, there must be improvement "of the working conditions and free industrial relations in Okinawa." Specifically, they called for a review of labor ordinances and rules at U.S. military establishments, with a view toward improving them.

"More permanent tenure of management negotiators is important for continuity in establishing sound labor-management relations," the joint statement said.

These were the expressions of agreement in the other areas:

On trade, "DOMEI and the AFL-CIO continue to support free and liberal trade policy and de-

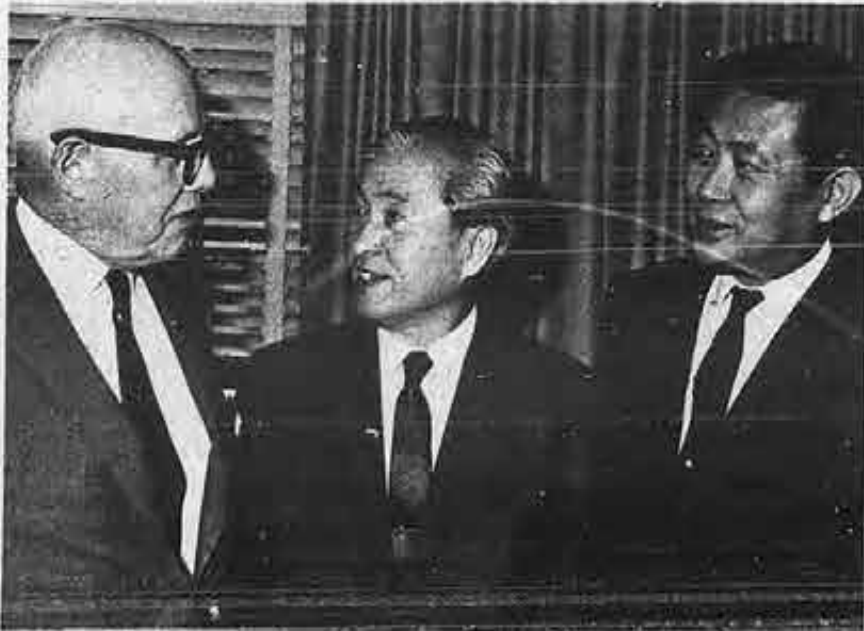
sire for expansion thereof in the free world, bearing in mind the problems of individual unions when their workers are affected."

On Vietnam, "DOMEI and the AFL-CIO reaffirm their desire and continue their respective efforts for an early restoration of peace in Vietnam and achievement of a free and stable society through increasingly better conditions for the people."

Towards this end, the statement added, "we pledge full co-operation with the Vietnamese Confederation of Labor (CVD)."

On Asian labor, "DOMEI and the AFL-CIO have mutual interests in strengthening free trade unions in Asia so that they may effectively promote economic development and prosperity for the great mass of people."

They pledged to press this objective in coordination with the Intl. Confederation of Free Trade Unions and the Asian Regional Organization.



AFL-CIO President George Meany issues joint statement on Okinawa, trade policy, Vietnam and Asian Labor with Minoru Takita, president, and Takumi Shigeeda (right), gen.-sec. of Japanese Labor Federation.

At Home on the Range



Mariano Marcelino cooks lunch for hungry Seafarers as they wait for Steel Age to pay-off after recent voyage to India among other ports. A native of the Philippines, he joined the SIU in 1951.

SIU Deck Officers Program Upgrades 3 More Seafarers

Three additional Seafarers have received their deck officer's licenses after completing the course of study offered at the upgrading school sponsored by the SIU and the American Maritime Officers Union. A total of 43

men have now earned a deck officers license after attending this school and passing Coast Guard examinations.

Henry Bilde received a second mate's license. The 53-year-old Seafarer was born in Denmark and makes his home in Bellport, Long Island, N.Y. Brother Bilde previously sailed as bosun and joined the Union in Philadelphia in 1943. His last ship as bosun was the Robin Good-fellow.

A Seafarer since 1952, John Andringa joined the SIU in Savannah, Ga. Formerly sailing as AB, he received a third mate's license. He is a native of Minnesota and makes his home in Crookston, Minn. Brother Andringa served in the Air Force from 1941 to 1945 and again during the Korean War. His last vessel before earning a license was the Transpacific.

Paul Dew received a second mate's license after sailing previously as bosun and AB. Born in White Oak, N. C., he has been a member of the SIU since 1952, when he joined in the Port of Baltimore. The 41-year-old Seafarer served in the Navy from 1944 to 1949. His last ship was the *Hermina*. He lives in Glen Burnie, Maryland with his wife, Ethel.

The training program, operated

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

Applicants can begin training at any time. The period of instruction is determined by each member's individual ability and knowledge, and his preparation to take the examination.

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

Seafarers can participate in the course of instruction at no cost to themselves. They will be provided with meals, hotel lodgings



Bilde



Andringa



Dew

and subsistence payments of \$110 per week while in training.

This in-training assistance is the same as that available to engine department Seafarers who are enrolled in the union training program to prepare engine department men for their licensed engineer's examination.

SIU deck department men interested in the program should apply at any SIU hall.

Tax Reform Seen Essential In Solving Nation's Problems

WASHINGTON—Tax reform is essential to the massive public investment needed to overcome America's accumulated social and economic problems, AFL-CIO President George Meany stresses in a recent article written for a prestigious academic journal.

The article "Labor Looks at Government Finances," appears in the *Annals of the American Academy of Political and Social Science*.

It discusses the impact of the "rapid and radical changes in technology, urban growth and race relations."

It notes the problems created because "millions of people have been leaving depressed rural areas of declining job opportunities to seek their future in the cities. Additional millions have been moving from cities to suburbs. Industry, too, has been leaving the city for suburbs and outlying areas."

The article warns that the public investment in facilities and services—however large it may appear in dollar terms—has not been adequate to meet the backlog of needs and keep up with rapid changes.

As a result, Meany points out, education and public transportation have deteriorated in large cities, air and water pollution have become major problems, housing for the lower income families has been grossly inadequate. And a significant minority of the nation has had little share of national prosperity.

Can the states, cities and private industry overcome these problems? Meany thinks not. They can help, he says; they can do more than they have done. But, he adds:

"The key to the national complex of social and economic problems is federal government policy, funds and planned programs over the next 10 to 20 years—with state and local government initiative and additional funds to carry through the nationwide efforts at the local level."

Meany emphasizes labor's position that the government must be:

- "The employer of last resort—to create jobs for the unemployed and seriously underemployed in providing needed public services.
- The landlord of last resort—to build and rehabilitate housing that poor people can afford."

But can the government, itself, afford this? Yes, Meany insists. The growth in the national economy will generate additional revenue. But, he stresses, to gain continued public support for heavy federal expenditures, the public must be convinced of the fairness of the taxation system.

The fact is that we don't have an equitable tax system, even though it is superior to most state and local tax structures.

Specifically, Meany proposes "elimination of those gross inequities that impose full tax rates on workers' earnings while there are various loopholes that permit wealthy people and corporations to escape payment of full tax rates and, in some cases, to escape from paying any federal taxes at all."

He calls also for reform of state and local tax policies, consolidation of small local government jurisdictions and a federal tax credit for state income tax payments to encourage states to base taxation on ability to pay.

Meany firmly rejects the conservative call for "no strings" handover of federal money to the states. "Since unconditional grants would not be tied to specific programs, there is no assurance they would not be used for less urgent or even wasteful purposes," he notes. Nor could enforcement of federal civil rights or labor standards be assured.

Genuine problems resulting from uncoordinated grant programs can be overcome by less drastic remedies, Meany suggests.

Basically, the article insists, "America has the manpower, skills and productive ability to achieve solutions" to the nation's problems.

LABOR ROUND-UP

Bert M. Jewell, 87, president of the former AFL Railway Employees Department for nearly a quarter of a century, died in a Kansas City, Kansas, rest home recently. He retired from the position in 1946. Jewell, a long-time leader in the Boilermakers, also headed the negotiating committee of the non-operating unions for many years, and represented rail unions at international labor meetings.

The City Council of Lakewood, Ohio, has unanimously passed an ordinance calling for full recognition of union bargaining rights. The ordinance was enacted after extensive negotiations with Local 1043 of the State, County and Municipal Employees and the local lodge of the Fraternal Order of Police. City-recognized unions submitted their proposals for wage provisions for 1969 last month. Bargaining will be handled by the council's finance committee and any agreements must be approved

by the council.

James L. Kane, 48, president of the Buffalo AFL-CIO Council since 1959, has been appointed to a Buffalo City Court judgeship and took office Jan. 1. "James L. Kane has been a very active lawyer," Buffalo Mayor Frank A. Sedita said in announcing the appointment, "he will be a very good judge." Kane, a graduate of the University of Buffalo Law School, became president of the former Buffalo Federation of Labor in 1946 and has presided over the council since its merger. He is a member of the Postal Clerks.

More than 20,000 members of Utility Workers Local 1-2 returned to work after voting by a 3-1 margin to end a two-week strike against Con Edison in New York last month. Wage increases of \$17 to \$48 a week are included in a 27-month contract which won approval after an earlier offer was rejected Nov. 30.

O' Say Can You See?



In keeping with long-established custom, Christmas greetings were sent once again this year to the men and women of the American Merchant Marine by the President of the United States. This message was broadcast to all U.S.-flag vessels throughout the world during Christmas week.

The White House message expressed its "unending debt to those who sail our merchant ships over the highways of the sea" . . . and those who "safeguard the nation's supply lines to our military forces on distant shores . . ."

These are encouraging words, it is true; but the poor record of White House support of maritime reduces them to words—and words alone. Even though they are a token pat on the back, they can hardly raise any jubilation. Seafarers in 1968 have continued to sail into often dangerous waters aboard many ships which should have been retired to the scrap-heaps years ago.

Despite the formal praise issued for public consumption, the truth is, the U.S. merchant marine is carrying government cargoes with a fleet 70 percent of which consists of ships over 20 years old. The truth, again is, that this nation has practically abandoned the carriage of its goods in international commerce. Today we are hauling less than six percent of our own imports and exports. Our 50-50 cargo laws are in disrepute because of constant circumventions of the law by government officials which continue unchecked under the blanket excuse that we don't have the ships with which to live up to regulations. This is no more than federal double talk substantiated by long-standing federal neglect.

Today this nation is scrapping more ships—and replacing them more slowly than ever before in its history. The Soviets are build-

ing ships at a rate of nearly seven to every one we put on the ways.

With the advent this month of a new Administration, the opportunity to reverse course is before us. The hard-earned victories for maritime which have been chalked up in the past year—despite the hostility of the Executive Branch—can be solidified into law. The maritime industry and the Congress soundly defeated the attempt to bury MARAD in Transportation, where it would have become even further subordinated to every other means of moving people and goods.

But MARAD must be moved out of Commerce, too, where it has languished since 1950, where it has had to compete with that Department's big business programs, and with the more prosperous, well-protected industries such as the railroads, airlines and trucking.

Any national maritime program must start anew—from this point on. The Congress is well aware of the sad plight of the decrepit American merchant marine. In 1968, it passed maritime's declaration of independence by approving overwhelmingly a bill for an independent MARAD. The same urgency, the same understanding, and the same legislators who recognized the need then are still there now—with the exception of only a few. MARAD must be made a separate agency—and now!

That will pave the way to real consideration of America's vital interests—economic, political and strategic—in this country's recapture of its supremacy on the high seas. Then, and only then, will official holiday greetings to the men and women of our merchant marine—made up of a growing, revitalized fleet—sound like a sincere greeting, rather than mere commiseration.

J. P. Stevens, Government's Darling, Gets Hardest Rap Yet from NLRB

WASHINGTON—J. P. Stevens and Co., Inc., major supplier of textile goods to the U.S. government, deliberately reduced the flow of cotton into a company warehouse to give itself an excuse for getting rid of union supporters prior to a National Labor Relations Board election, an NLRB aide declared last month.

The ruling, by Trial Examiner Owsley Vose, marked the sixth straight time since 1966 that unfair labor practice charges against the nation's second largest textile maker have been upheld. Two of the NLRB rulings have been sustained by the U.S. Supreme Court. Three company appeals still wait to be ruled on by other U.S. appeals courts.

Excuse for Layoffs

Vose concluded after hearing the latest charges that Stevens "deliberately changed its past methods of doing business so as to be able to reduce the volume of cotton moving" into and out of the company's Black Hawk warehouse at Greenville, S.C. The purpose, he found, was "to have an excuse for laying off a substantial number of the group of employees which . . . the company had heard contained the largest number of union supporters, namely the warehouse employees."

The examiner recommended that 17 warehouse employees,

whom he held to have been unlawfully discharged, should be reinstated—all of them with backpay except three who were laid off after the election.

Challenges to ballots cast by the 14 should be overruled, Vose said. He advised the NLRB to open and count the ballots; to certify TWUA as the bargaining agent for warehouse employees if it wins a majority of the valid votes cast; and if it does not get a majority that the election be set aside and a new election ordered.

Vose's report will go to the NLRB for review if the company files exceptions, as it has in the five preceding cases. The first two of five NLRB findings against Stevens were refused review by the Supreme Court.

Workers unlawfully fired by Stevens in the first two cases have collected \$666,895 in backpay to date. Stevens' union-busting policies have prevented any successful union organization in the past. TWUA President William Pollock predicted that the Black Hawk workers will give TWUA its first "foothold" in the Stevens chain.

Stevens management started its union-busting tactics when it learned in the fall of 1967 that its warehouse employees were interested in joining the Textile Workers Union of America, the examiner reported.

Though its Black Hawk warehouse was only about half full in September of 1967, Stevens "commenced consigning the great bulk of its shipments" from cotton states to an independently-owned public warehouse in Greenville, thence to its cloth-making plants.

That month Stevens consigned 73 of the 88 carloads of cotton shipped from the South to Greenville for warehousing at the independent warehouse, the examiner related.

Policy Changed

"Earlier in 1966 and 1967, almost all the cars placed at the [independent] warehouse had originally been consigned to Black Hawk. However, apparently realizing that it did not make sense to consign cotton to Commodity [the independent warehouse] when it had plenty of space available at Black Hawk, and when its own warehouse staff was comparatively idle. Stevens had 37 of the 73 cars originally consigned to Commodity" switched to its own warehouse, the examiner related.

The remaining 38 cars comprised a "significantly larger number of cars than Stevens had previously had Commodity handle," Vose said, citing the record of shipments. Next Stevens increased its use of warehouses at Gulfport and Clarksdale, Miss., instead of Black Hawk, and at the same time laid off 20 Black Hawk employees to bring the warehouse workers to 28—a reduction in force of unprecedented size.

And just before the eligibility period for voting in the NLRB election expired, Stevens hired three new shop employees, Vose noted. The shop employees, who repair equipment, are mainly white and the warehouse workers predominantly black.

Oklahoma Right-to-Workers Forced by Court to Retreat

OKLAHOMA CITY—Oklahoma's voters, who turned down a proposal to ban the union shop in a 1964 referendum, won't be faced with another vote on the issue for at least some time to come.

Oklahomans for the Right-to-Work, the state affiliate of the National Right-to-Work Committee, had to give up its attempts to force the issue on the ballot on the basis of petitions collected last year.

Oklahoma's secretary of state, John Rogers, had ruled that the organization hadn't turned in enough valid petitions to qualify under state law. Signatures of 101,589 voters were required.

The "right-to-work" group fought his decision in the courts—and claimed that some 3,500 names they turned in hadn't been counted.

But they couldn't make the charge stick.

The state's Supreme Court appointed a referee to investigate the charge. He found no evidence that any uncounted petitions had ever been submitted.

The Supreme Court then confirmed his findings and took note of "obvious discrepancies" in the testimony given by "right-to-work" officials regarding the "missing" names.

That left the number of petitions on file at only a few hundred over the legal minimum—despite the use of paid solicitors and a high-powered advertising and publicity campaign during the three-month period allowed for collecting initiative petitions.

The "right-to-work" group could have contested the ruling that 17,000 of these signatures were invalid—fake names, duplications, names of persons not reg-

istered voters, names written in the same handwriting.

But it conceded defeat, declaring the Supreme Court ruling made it "impractical" to continue the fight.

The organization's executive vice president, Herb Johnson, said a new "right-to-work" petition will be circulated "as soon as we can get everything set up."

He said the state legislature should pass a new law to cover the problem of "missing" signatures.

Early Morning Eyeopener



Minor Jensen enjoys a cup of coffee at the New York hall's cafeteria. He last shipped on the Robin Goodfellow as a chief cook.

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

Plan Early for Retirement

By Sidney Margolis

Is anyone in your family coming up for retirement in 1969? Or in the next few years?

Even ten years ahead is not too soon for practical retirement planning. Now, more than ever before, it is important to estimate well in advance how much your living expenses will be when you finally do retire.

If you expect to live on about the same scale after retirement as before, you probably will need about 70 percent of the income you had before. Thus, if pre-retirement costs for a husband and wife have been about \$6,000, you would need about \$4,200 to continue living in the same way after retirement. That's just about the annual amount a retired couple needs today for moderately comfortable living.

The main differences in annual living costs are brought about by savings on income taxes, job expenses, some clothing, and fewer meals out.

Unfortunately, most retired people do not have 70 percent of pre-retirement income. Only about one out of six already-retired people have any private pension. The others depend mostly on social security, plus occasional part-time work and help from relatives.

In the future, more retiring workers will have pensions to supplement social security. However, for at least another generation, this will not be the case for most.

In addition to working out a retirement budget, there are certain key financial decisions which should be made. Their timing can affect your taxes, how much extra income you will have, and even your expenses. Some of the most vital decisions involve the following:

● **Your House.** If you sell your house before you reach 65, you may have to pay more tax on the gain in value than if you close the deal after 65.

● **E Bonds; Other Savings.** If you expect to cash in E bonds or sell mutual-fund shares or other securities on which you have gains, you can usually save taxes here, too, by waiting until after 65.

If you are buying E bonds for retirement, buy smaller denominations—for example, two \$50-bonds instead of a \$100-one. In this way you won't have to cash a large bond to get a relatively small amount of cash. (This suggestion can be useful to younger families too, especially since they have to pay tax on the increase in value of their bonds.)

● **Retirement Savings.** The form in which you want to keep your savings after retirement may also be different. E bonds will be less useful than five percent savings accounts as a place to keep your savings. You will no longer need the tax-postponable feature of the E bonds, which is useful to younger families, because you probably will not have to pay much—if anything—in income taxes following your retirement.

If you have some of your savings in mutual-fund shares or stocks, those paying higher immediate income are more useful now than those paying lower dividends but offering better prospects for capital growth.

● **Your Life Insurance.** You also must decide what to do about your life insurance. If you have a whole-life or endowment policy on which you have been paying for many years, it probably has a fairly large cash-surrender value. When you are ready to retire, you probably will need income more than your heirs will need insurance protection.

If this is so, you usually can convert this cash value into an annuity which will pay you an income each month. If you also arrange for survivor payments—or buy a separate annuity for your wife—this income will take the place of at least part of the insurance as protection for her if she survives you.

Converting the cash value of your insurance to an annuity or other income-producing investment will also reduce your living expenses by ending further payment of premiums.

If you do have an endowment policy, consult the insurance company about the tax effects of the optional ways of taking the proceeds. If you convert to an annuity before, or within 60 days after the policy matures, you may be able to escape some or all of the tax on the difference between what you put in and what you get back.

● **Medical Needs.** Some medical care you may wish to postpone until your Medicare coverage starts—if such care is postponable without harm to you. But some needs not covered by Medicare—such as dental work, eyeglasses and hearing aids—may give you a tax deduction if paid before age 65. The deductibility of such expenses may be of less use to you after 65.

● **If Others Will Help You.** If your grown children or other close relatives will help support you in retirement, make sure you and they know all the dependency rules. Sometimes taxpayers lose a potential exemption because they slip up on some point, such as not counting all their contributions, including the value of the dependent's room in the taxpayer's house.

The most important rule is that the taxpayer—or taxpayers, if more than one contributes—must provide more than half the support of the dependent. Also, the dependent must not have \$600 or more of "taxable" income of his own. Remember that social security, railroad retirement, VA payments and similar income are not taxable as income.

Even if the taxpayer cannot claim you as a dependent because you have \$600 or more of taxable income, he still may be able to include your medical expenses in his medical deduction, if he does pay these expenses and does contribute more than half your annual support.

A MAN, A SAIL, AND THE SEA



LONE VOYAGING—ONE MAN sailing the high seas in a small, frail craft—has become an increasingly popular sport in recent years, and despite the dangers involved it continues to exercise a fascination over these adventurous souls who feel impelled to challenge the seas and elements. Although most men who took up this challenge in the past were master mariners, their ranks have been joined by amateurs—and one of these, Cleveland copyreader Robert Manry, sailed five years ago in what was probably the smallest craft to ever successfully cross the Atlantic.

In the personal account of his crossing in an 11-foot sailboat from Falmouth, Massachusetts to Falmouth, England, Manry gives perhaps the most novel description of what constitutes a lone voyage.

"A voyage made by a solitary person is sometimes called a singlehanded voyage or solo voyage," he wrote, "but neither of these terms gives proper credit to the most important factor in any voyage, the boat."

The boat is indeed important. Lone voyagers have discovered—sometimes to their surprise—that small craft fare better in rough seas and storms than larger ones which are more difficult to maneuver, and are more likely to be broken up by pounding waves.

"Far from being a solo," Manry continues, "a one-man voyage is a kind of maritime duet in which the boat plays the melody and its skipper plays the harmonic counterpart. The performances of the boat and the skipper are both important, undeniably, but if it comes to making a choice between the two the decision must be in favor of the boat. For there have been a few honest-to-goodness solo voyages, and these have been made by boats, not men."

Manry is referring here to solo voyages made by derelict vessels—some of which drifted, unmanned, for thousands of miles without sustaining the slightest bit of damage.

The past 15 years have witnessed nearly a dozen ocean crossings by lone voyagers. They have become so commonplace that Mariner Alan Villiers, who himself sailed a replica of the Mayflower across the Atlantic ten years ago, speaks cynically of "a radio-sick populace clamouring to be told about them." In addition to Manry's trip across the Atlantic in his 11-foot Tinkerbelle, Alec Rose, a grocer, has crossed the same ocean in a 36-foot yacht; William Willis—since lost at sea—crossed the Pacific twice on a sail-propelled raft; and Sir Francis Chichester has circumnavigated the world alone in his yacht Gypsy Moth.

Although men were undoubtedly making lone voyages thousands of years before him, the first recorded lone ocean crossing was made 75 years ago by a master mariner in a 37-foot sloop—and five years later another master mariner sailed alone around the world in an even smaller craft—a converted Indian dugout fitted with sails.

Captain Joshua Slocum, a Nova Scotian who had been "born in the breezes" and "studied the sea as perhaps few men have studied, neglecting all else," had sailed since the age of 10 and survived a long career at sea as a sailing-ship master before he was to undertake his last great adventure.

In 1890, at age 55, Slocum found himself without a ship, having lost a bark that he commanded off the coast of Brazil. After returning to Boston to work in a shipyard, he was given—as a practical joke—an antiquated little sloop, the Spray which had been lying idle for seven years on a New Bedford shore.

Measuring a little less than 37 feet by 14 and one-half feet, the Spray was completely rebuilt and outfitted by Slocum during the next two years. As work progressed, an idea began taking root in Slocum's mind. He started asking himself—at first facetiously, then seriously—why not sail the Spray singlehandedly around the world?

Following trial runs to make certain that the Spray was seaworthy, and the addition of a few innovations of his own—including a lifeboat made from a dory cut in half with one end boarded up—Slocum decided the moment had arrived to embark on his solo voyage.

On July 1, 1895, complete with newspaper interviews and a gala sendoff by well-wishers, Slocum, who in all his years of seafaring had never learned to swim, set sail from New Bedford on a three-year journey that was to take him to every corner of the globe. His experiences on this trip included an encounter with pirates in the Mediterranean, raids on his ship by na-

tives in the South Pacific, a celebrities welcome in several of the world's seaports, the offer of a girl from the Azores to accompany him on the rest of his voyage (which he refused), and a near-collision with a whale.

Slocum was the first to experience what has happened to many later lone voyagers—imagining that there is someone else on board, hallucinations so real that the lone voyagers actually carries on conversations with the imaginary passenger. At one point during his trans-Atlantic crossing many decades later, Manry thought he had a grey-bearded hitchhiker who wanted to be dropped off at an equally imaginary island.

Slocum's imaginary hitchhiker was straight out of the history books. This was early in his voyage, shortly after he had left the Azores, the first leg of his journey. While eating island fruit and white cheese that the American Consul in the Azores had given him, Slocum was suddenly seized with such painful cramps that he could barely move—and at that very moment the wind took on gale proportions, forcing him to adjust his sails and lash the helm.

Finishing this, he crawled to his cabin where he fell to the floor in a faint.



The 13½-foot sloop Tinkerbelle in which Robert Manry, a Cleveland newspaperman, made trans-Atlantic crossing to Falmouth, England, in 1965, gets final inspection from owner at suburban home. Trip took 78 days.

Later regaining consciousness, he became aware of the ship's plunging and tossing in the stormy seas. Making his way to the deck, Slocum then imagined he saw a man at the helm.

"I have come to do you no harm," the spectral figure said to Slocum. "I am one of Columbus' crew. In fact I am the pilot of the Pinta. Lie quiet Captain. I will guide your ship tonight."

Raving, Slocum asked the apparition to remain until the next day, shouting "But just give her sail!"

The figure then advised Slocum: "You did wrong, Captain to mix cheese with plums. White cheese is never safe unless you know whence it comes."

What are the feelings and impressions of lone voyagers after they have been alone at sea with absolutely no other company than their own thoughts and imaginations? In the account of his voyage, Slocum mentioned an initial feeling of overpowering solitude which lasted about a week, only to disappear and never recur throughout the remainder of his travels.

"During these days a feeling of awe crept over me," he wrote. "My memory worked with startling power. The ominous, the insignificant, the great, the small, the wonderful, the commonplace—all appeared before my mental vision in magical succession. Pages of my history were recalled which had been so long forgotten that they seemed to belong to a previous existence. I heard all the voices of the past laughing, crying, telling what I had heard them tell in many corners of the earth."

When Slocum returned from his three-year voyage in 1898, he wrote a book about his exploits which was quite popular at the time, but no one was eager to duplicate his feat—quite possibly because a few years later he tried to duplicate it himself and disappeared without a trace.

However, in 1901 another master mariner, Captain J. C. Voss, found a derelict Indian dugout on a Vancouver beach which he christened the Tilikum. He fitted it out with sails and spent the next three years sail-

ing it around the world. He, too, wrote a book about his voyage adventures, but the idea of lone navigating still didn't draw others to sea in small craft for some time afterward.

Then, in 1921, an old carpenter, Harry Pidgeon, began a three-year voyage around the world in a 34-foot sloop, the Islander. Successfully completing this lone voyage, he continued to make solo trips for the next 20 years until the age of 70.

Pidgeon was the first of these lone voyagers to use the newly-opened Panama Canal. He was soon joined by a French tennis champion, Alain Gerbault, who sailed his yacht Firecrest around the world singlehandedly.

By this time the equipment on yachts had been so improved that it became possible, as Villiers puts it, for "most anyone to 'have a go.'" This equipment includes radios that keep the lone voyagers in constant communication with civilization, special lifesaving devices, and other modern conveniences that have taken some of the earlier romance out of solo voyaging.

Nevertheless, lone voyagers still occasionally disappear—William Willis, the "Old Man of the Sea," was lost last September. A few pieces of wreckage from his 11½-foot sloop, the Little One, found by the Russians in the Atlantic, were the only trace found. And Robert Manry, in his 11-foot Tinkerbelle, was twice washed overboard during his voyage, saved only by a lifeline tied around his waist.

The most recent of the returning lone voyagers was Alan Eddy, a Scarsdale, New York mariner who left Catskill, N. Y., in 1965 in a 30-foot fiberglass sailboat, the Apogee, and logged 36,000 miles in the succeeding three years, going first to Marblehead, Massachusetts, then to the Virgin Islands and the Grenadines before passing through the Panama Canal and continuing on to the Fiji Islands. Returning to New York last September after rounding the Cape of Good Hope, Eddy's voyage might have gone virtually unnoticed had he not picked up a passenger on the last leg of his journey, a woman photographer who accompanied him to the West Indies.

The first man to sail around the world in a fiberglass sailboat, Eddy had an experience in the Pacific Ocean which is perhaps unique among lone voyagers—his vessel was attacked by a school of whales, an attack that broke loose the cabin flooring and left Eddy with a severe case of the shakes which was not improved by a later severe tropical storm off the coast of New Zealand which sank one other vessel and left three more dismantled.

While taking note that circumnavigating yachts are now "... commonplace. . . On almost any call at Papeete, Tahiti, one will see at least a dozen alongside there, most of them sailing round the world," Villiers acknowledges that "a single-hander is still something of a rarity. . . After all, such mariners inevitably offer themselves as hostages to fortune. . ."

Six months ago there was a non-stop around-the-world race by lone voyagers by way of the Cape of Good Hope and Cape Horn. Although Villiers wished them well, he emphasized that "... for my part, they can have it."



Gypsy Moth IV, famous ketch in which Sir Francis Chichester, shown at her bow, made his round-the-world solo voyage, setting out from the Port of Plymouth, England.

Presidential Emergency Rail Board Bids Talks Resume on Train Crews

WASHINGTON—A three-member presidential emergency board recently summoned the management of three railroads and the Railroad Trainmen to "immediately resume negotiations" on disputes involving train-crew sizes.

In a report to President Johnson, the board said that it found "no reason" why the issue couldn't be settled by "conscientious" bargaining "as has been done in the greater part of this industry."

Upon receiving the report, Johnson also appealed to both sides to use "every effort to resolve their differences through the free process of collective bargaining."

Disputes Aired

The board, appointed upon the recommendation of the National Mediation Board, held 10 days of hearings into disputes involving the BRT and the Louisville and Nashville, the Belt Railway of Chicago and the Illinois Central.

Appointment of the board ended a one-day strike on the L&N and a three-month walkout on the Belt. It also covered the union's dispute on IC even though there was no strike on that line.

Under the terms of the Railway Labor Act both sides must keep the "status quo" until Jan. 13, which means the union cannot strike before then if no settle-

ment is reached and the railroads cannot issue threatened new rules.

The disputes go back to 1960 when BRT first served notices on railroads calling for a minimum "safe" crew of not less than two trainmen in addition to the conductor on all trains.

After a two-year compulsory arbitration award on train crews expired in 1966, the notices were upheld in litigation that went all the way to the U.S. Supreme Court.

Since then the BRT has reached agreement on crews—some three-men and some two-men—with more than 70 railroads. But it has been unable to reach agreement with L&N, Belt and IC and several other carriers.

Union witnesses charged before the board that the three carriers have "refused to bargain in good faith." It urged the board to call for resumed bargaining, either with or without a suggested pattern for settlement.

The railroad managements, on the other hand, contended that two-men crews were adequate for safety and efficient operations.

They asked for an "unfettered" right to determined crew sizes, that is without bargaining.

The board termed as "unrealistic" the railroads' request for a freehand to set crew sizes, noting that the earlier arbitration board's findings — "that the employees have a legitimate bargaining interest in this question"—are still valid.

As for conflicting claims of what is a safe and efficient crew, the board said that "evaluation" of these factors "is a matter for joint consideration by the bargain-ers on the properties."

During the hearings, there also were charges by the BRT that railroad management had illegally met with individual workers, without notice to the union, to offer pay increases if the men would abandon the crew-size issue.

The board made it clear that "negotiations on the crew issue, now present by virtue of the notices already filed, will be better served by laying aside of this money issue."

BRT President Charles Luna said the report "reaffirms the position we have held all along. We are ready to negotiate at any time and always have been."

Public Welfare Rule Reform Wins Full AFL-CIO Backing

WASHINGTON—The AFL-CIO has given its "enthusiastic endorsement" to public welfare reforms which the Department of Health, Education and Welfare predicts will bring greater efficiency, economy and dignity to programs to help the needy.

Federation President George Meany wrote HEW Secretary Wilbur J. Cohen that the new regulations his department has proposed would make "more humane a system which has in many ways been geared to punishing the most disadvantaged in our country."

The chief change would be to require states to rely on first-hand information obtained from applicants in determining whether they are eligible for public assistance.

There would be controls and checks to guard against abuse. But the intent is to end the "snooping" type of home investigation which has placed a stigma on the needy and helpless.

"Besides offering a measure of dignity and self-respect to those who must turn to public assistance," Meany stressed, "the new procedures will release many professional people to do what they have been trained to do—that is, to offer rehabilitation and other social services to people who badly need them."

Meany as in line with a policy resolution adopted by the last AFL-CIO convention would make legal help available to welfare recipients who believe their pay-

ments have been unjustly reduced or terminated. Payments would continue while the claim was being adjudicated.

Cohen announced the proposed changes Nov. 20, with a 30-day period for comments by interested parties. If finally approved, the new procedures would be binding on states after July 1, 1969. The bulk of the money for the programs—to help needy children, the aged and the disabled—comes from the federal government.

In his announcement, Cohen noted that several states already use the simplified declaration system for determining eligibility and spot checks have found that abuses are no higher—and often lower—than in states which rely on home investigations.

Caseworkers now spend 70 to 95 percent of their time determining who is eligible for assistance payments, the HEW noted. The time, the announcement suggested, could better be spent "helping people solve problems and become more self-reliant and self-supporting."

Meany noted that the indignities to which welfare recipients are subjected too often serve to discourage people in need from obtaining help.

Right Wing Begg Faithful: 'Eat More Scab Grapes'

KANSAS CITY—The American Farm Bureau Federation, the National Right to Work Committee and the John Birch Society have called on their members to eat all the California grapes they can stuff down.

The goal is to break the AFL-CIO United Farm Workers Organizing Committee, whose national boycott of struck California table grapes has the solid support of the trade union movement and the endorsement of leading church groups.

At the convention of the Farm Bureau here, President Charles B. Shuman called for a counter-boycott of food stores which have boycotted of food stores which have stopped carrying California grapes.

"Buy and eat grapes and have some on your table for Christmas," Shuman urged delegates.

The pitch to the conservative big farmers' establishment was that organization of grape workers in California would spread to farm workers elsewhere.

Posters in the convention hall warned, "Grapes today—bread tomorrow." The head of the California Farm Bureau reported on the "almost traumatic experience" of union organizing and passed out baskets of grapes to the delegates.

Local chapters of the John Birch Society have held "counter-picketing" demonstrations to try to nullify protests against the sale of California grapes.

And the National Right to Work Committee has a leaflet it is passing out which terms the grape boycott a weapon to bring about "compulsory unionism."

It says grape pickers are really well off and are covered by "more protective laws than farm workers in any other state."

What the "work" committee doesn't mention is that the farm workers aren't covered by a law giving them the right to union organization and collective bargaining.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

December 13 to December 26, 1968

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	7	0	9	1	3	10	4
New York	68	43	19	30	15	141	98
Philadelphia	8	5	6	1	3	20	13
Baltimore	43	13	16	4	4	106	48
Norfolk	7	11	8	12	4	37	15
Jacksonville	10	11	7	7	5	24	19
Tampa	9	6	1	2	0	16	20
Mobile	20	23	20	16	4	65	37
New Orleans	33	30	23	22	3	118	76
Houston	21	27	14	19	7	80	101
Wilmington	17	16	13	19	13	39	0
San Francisco	36	60	38	60	27	35	15
Seattle	21	16	17	13	9	37	7
Totals	300	261	191	206	97	728	453

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	5	4	3	1	3	2	1
New York	55	55	16	26	13	95	105
Philadelphia	4	7	9	5	0	14	3
Baltimore	28	23	5	11	4	100	56
Norfolk	6	14	9	12	5	12	17
Jacksonville	6	13	3	9	7	14	11
Tampa	3	4	1	1	0	11	14
Mobile	17	16	12	17	5	40	26
New Orleans	35	38	15	25	6	87	104
Houston	19	23	13	23	13	70	85
Wilmington	10	10	8	8	12	12	1
San Francisco	40	38	31	38	36	32	17
Seattle	6	19	8	16	18	33	8
Totals	234	264	123	192	120	522	448

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
Boston	4	3	1	1	2	3	3
New York	36	23	21	16	13	107	44
Philadelphia	8	3	2	4	2	18	7
Baltimore	22	11	6	6	5	82	46
Norfolk	4	5	4	8	7	22	13
Jacksonville	13	4	2	5	9	13	10
Tampa	4	1	0	1	0	21	6
Mobile	12	13	18	11	6	49	23
New Orleans	35	19	15	18	11	120	42
Houston	12	17	12	15	2	82	38
Wilmington	12	4	9	5	7	21	0
San Francisco	29	56	27	47	29	33	27
Seattle	16	2	10	2	4	35	3
Totals	207	161	127	139	97	606	262

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Labor Department Briefing



Secretary of Labor Willard Wirtz, right, meets with George P. Shultz, the man who will succeed him in the incoming Nixon Administration. Wirtz referred to Shultz as "an old and cherished friend."

Patrolmen Join With Clerks In Latest Rail Union Merger

WASHINGTON—The Railway Patrolmen have completed a merger that brought the union into the Railway Clerks as an autonomous section of BRC's Allied Services Division.

Under the merger, effective January 1, the Patrolmen will be in seven locals of exclusive membership within the division. The union has about 2,000 members in 52 locals holding 65 contracts with U.S. railroads.

The Patrolmen's convention in Portland, Ore., in October approved the merger plan and instructed its executive board to work out details to effectuate the merger.

BRC President C. L. Dennis and Patrolmen's President William J. Ryan announced here that the board completed this process in meetings held in Chicago December 5 and 6.

Details of the merger were negotiated by the board in conferences with L. E. Dennis, BRC's administrative coordinator and W. J. Donlon, the union's general counsel.

Under the merger agreement, Ryan became a vice president in the BRC division. The Patrolmen's Secretary-Treasurer L. Powell, is now a member of the division's board of trustees.

Increased Effectiveness

In announcing the merger, Ryan said: "We are very happy with the negotiated agreement, which brings our members into a large and effective union."

Stressing that the need for mergers among transportation unions has been apparent for many years, he added that he was "proud that the Railway Patrolmen have taken this forward step" with the Railway Clerks.

In welcoming the Patrolmen into the Railway Clerks, Dennis said he was certain that the union's members will find their new union "hospitable and beneficial."

A very important point in the merger plan, he explained, is "that the existing craft and class lines for Patrolmen will be continued, and there will be maintenance of separate agreements."

There also will be maintenance of separate seniority, promotion rights, bargaining rights and responsibilities, jurisdiction rights and craft and class determinations, Dennis added.

He expressed hope that the merger "will demonstrate that large and small unions can join together on an equitable and workable basis."

Like Ryan, Dennis emphasized that "unions in the transportation industry need merger. Our members are calling for it all over the United States and Canada.

"The merger trend is clearly at hand in railway labor, and our union expects to play a major role in developing a situation in which there are fewer, but better unions to represent the needs of the employees," he concluded.

GOP'er Named To Senate Seat Of E. L. Bartlett

ANCHORAGE, Alaska—Theodore F. Stevens, a Republican, was appointed last week to fill the vacant United States Senate seat created by the death of Alaska's Democratic senior Senator, E. L. (Bob) Bartlett.

The appointment was made by Republican Governor Walter J. Hickel, who, as President-elect Nixon's appointee choice for Secretary of the Interior, is expected to take over that post this month.

Stevens, a 45-year-old lawyer who has been majority leader of the Alaska House of Representatives, will serve until 1970, when a special election must be held to fill out the term which runs to 1972. Following the death of Bartlett on December 11, Hickel had 30 days in which to name a successor. William A. Egan, a Democrat, who was first Governor of the new state and a leader in the fight for statehood, has been regarded as a leading candidate for the Senate. He was defeated by Hickel in his bid for a third term as Governor by a narrow margin in 1966.

Hickel selected Stevens from a list of 10 names submitted for his consideration by the Republican State Central Committee. Stevens was the unsuccessful Republican nominee for the Senate in 1962 when he lost to Senator Ernest Gruening by more than 10,000 votes. Gruening was edged out for the Democratic nomination this past election by Mike Gravel, who went on to win the seat. The 1970 campaign for the Bartlett seat is expected to begin shortly.

Comprehensive Health Plan Systems Seen Vital For Needed Medical Care

WASHINGTON—Comprehensive health care systems—incorporating community, area, state and regional facilities—are needed to meet the nation's medical needs.

This is the major conclusion of the National Advisory Commission on Health Facilities as it recommended in its report to the President:

"The nation must now concentrate upon organizing health facilities and other health resources into effective, efficient and economical community systems of comprehensive health care for all."

America's health care systems should combine private and public responsibility, the commission report to President Johnson said. The blue ribbon membership of the commission includes AFL-CIO Vice President David Sullivan, president of the Service Employees.

Commission Chairman Boissieu-Jones said that "existing fragmented delivery systems must be made whole through full coordination of resources and services at the local level."

Although facilities and systems will vary according to capacities and needs, the commission recommended the following guidelines:

- Systems should be organized to assure appropriate points of entry into and continuity of health services.
 - Every citizen should have ready access to quality health care.
 - States, regions, local communities and all health institutions should carry out continuous planning.
 - There should be community responsibility, with both the users and the providers of health care participating in decisions.
 - All levels of health care should be interdependent.
- Emphasis must be to the organization of ambulatory care for the individual and his family. Jones pointed out, with co-ordinated professional direction through the full spectrum of comprehensive health services.

The commission defined comprehensive health care as the system that takes in: health education, personal preventive services, diagnostic and therapeutic services and rehabilitation of patients.

Prepaid medical health plans must be further developed in order to provide all people with equal access to the improved health care, the report said. These plans include private health insurance, group prepayment, government welfare support, in addition to medicare and medicaid.

The nation must be prepared to finance comprehensive health services adequately, the commission stressed, to ensure the continued operation of the systems and for the development of new components in the systems.

Funding is Vital

All available sources of funds must be tapped to support the health services. These include governmental, public and private expenditures.

Federal grants and direct loans are a necessary means of building new facilities and for the expansion or modernization of existing facilities.

The report noted that federal grants for construction have attracted money from local sources, often raised through fund drives or community bond issues and do not require repayment from patient revenues.

The commission pointed to the gains made in the last 21 years in health care facilities and services through the federal Hill-Burton program, which has "vastly increased the availability of hospitals, nursing homes, diagnostic and treatment centers, public health centers, rehabilitation facilities."

It also noted the gains brought through medicare and medicaid and other progressive health legislation in the last five years.

"In the next two decades, national health policy as expressed through federal legislation and administration must foster local ability to deliver comprehensive health care to all—an accepted national goal," the commission stressed.

Port of Duluth Hits New Record In Cargo Imports

DULUTH—Imports of general cargo through the Lake Superior Port of Duluth-Superior reached 60,621 tons during the 1968 season, the Port Authority of Duluth announced, setting a record for the third successive year.

At the same time, exports handled through the Port were 117,930 tons, a volume which reached the third highest level in the 10 years of St. Lawrence Seaway operation.

Total import-export volume reached a peak of 2,848,340 tons for the season—including the bulk and general categories. Although higher than 1967, it was slightly below the 10-year average.

The shipment of bulk liquids from the port's Public Marine Terminal tank farm reached only 30,635 tons, however—a drop from 34,785 tons last year. Scrap iron exports rose from 45,495 tons to 71,545 tons.

In grain exports, counting direct shipments as well as those handled via Canadian ports, a total of 2,550,478 tons went out.

The Wyoming Is Launched in New Orleans



The SIU Pacific District-contracted Wyoming was launched recently at the Avondale Shipyard in New Orleans. The ship was the fourth in a series of five cargo ships built by the yard for States Steamship Company. The vessels are the largest ever built in Louisiana and the biggest launched in the Mississippi river. Other ships in the series of 579-foot vessels were the Colorado, Montana and Idaho.

From the Ships at Sea

The Northwestern Victory (Victory Carriers) paid-off in New York recently, ship's delegate **Butch Wright** reported. Crew members aboard the vessel included such SIU oldtimers as **G. Doty**, oiler, **John Abraham**, **Henry Gock** and **Charles Swain** of the deck department. Wright said that he ran

into his old buddy Swain in Norfolk and they decided to sail together on the same ship for the voyage to Korea and Taiwan. Brother Wright reported that

"with nine new men in all three departments, the oldtimers lost no time in giving them a helping hand in becoming good practical seamen." Gock reported that he is retiring after

25 years with the Union. A few hours disputed overtime was reported in the engine department, but there were no beefs or logs. After receiving a vote of thanks for a job well done, Wright told his fellow Seafarers that he's heading for the Northwest Mountains and a bit of hunting and fishing prior to grabbing a ship for the Far East. He has his eye on an 800 pound grizzly bear.



Swain

A discussion was held on an arrival pool which would boost the ship's fund of the **San Juan** (Sea-Land) in order to buy extra movies, Meeting Chairman **Thomas Markham** reported. Ship's delegate **James Siniard** explained the new disability report forms which are to be sent to the welfare department when necessary. A repair list will be made and the Union will be contacted for new library books, **F. A. Olson**, meeting secretary, reported. No beefs or disputed overtime were reported. The ship is heading for San Francisco and a pay-off after calling at Subic Bay, Yokohama and Seattle. A vote of thanks was given to former ship's delegate **T. E. Markham** for the fine job he did. The steward department has turned in a fine performance, the crew agreed.



Markham

James Tucker, ship's delegate on the **Del Mar** (Delta) wrote that the ship's fund currently totals \$31. Most of the beefs taken up with the patrolman have already been settled, he reported. A new tube for the movie projector has been purchased and the crew has rented fifteen movies for the current trip. **Darrell Chafin**, meeting secretary, reported that Brother Tucker received a vote of thanks for a job well done. **Juan Cruz**, oiler, was elected new ship's delegate. A motion was made by **Jean Latapie** that those Seafarers who "wish to see the movies should donate \$10 to the movie fund." The motion was passed unanimously. Another motion passed was that nineteen movies now owned by the crew



Chafin

of this vessel should be sold to another ship, for the original cost, so that fresh films may be purchased. After calling at Rio, the ship is heading for a late January pay-off in New Orleans.

Meeting Secretary **Robert Spencer** reported from the **Cosmos Mariner** (Cosmos Navigation) that ship's delegate **W. M. White** talked to the chief engineer about installing a water fountain in the port passageway. **Thommen** An order has been placed for the fountain which will be installed as soon as possible, Spencer said. **Jack Thommen**, meeting chairman, reported that a discussion was held in regard to an arrival pool for the purchase of movies. A total of \$225 is needed to pay for the ten films needed, Thommen wrote. Seafarers have been asked to be particularly careful when using the swimming pool on board because accidents can happen. The ship is expected to pay-off in San Francisco.



Thommen

Seafarers will have an extra treat with their movies aboard the **Oakland** (Sea-Land), according to Meeting Chairman **M. E. Sanchez**. "Pop corn and an electric corn popper are available," Brother Sanchez wrote. They should help make the trip to Vietnam and Japan more enjoyable. The pay-off is scheduled for Oakland. An arrival pool has been set-up to purchase extra movies according to Meeting Secretary **R. O. Masters**. After spending \$150 for the movies, the pool will have \$10 left. Shipboard pools have produced a \$50 winner with \$25 to the alternate winners, Masters writes. Since the minutes of the previous meeting were mislaid and could not be found, they were rewritten by **William Bilger** and **C. Boguski**, chairman and secretary respectively of the last meeting, to complete the record.



Masters

Meeting Chairman **J. J. Connors** reports from the **Cities Service Baltimore** (Cities Service) that the ship's fund now totals \$11.50 and will be left in the care of the chief mate for the next crew. **John Hall**, engine delegate, reports that there is some disputed overtime in his department as the ship heads for Baytown, Texas. Connors is ship's delegate, **E. O'Connell** represents the deck department, and **William Magruder**, the steward department. The gal-



Hall

ley crew received a vote of thanks for the fine work they have turned in.

Troy Savage, steward on the **Kyska** (Waterman) reports that he has a top-notch galley crew as the vessel departs New York for a long voyage to the Far East. Chief Cook **Jay Steele** and baker **Lawrence Smith** are number one, while **Joseph Richard**, third cook, can always be counted on to turn-out excellent chow. "I am sure we will have a fine trip," Brother Savage wrote, with these men on hand to keep the men well-fed. The **Kyska** will call on Massawa and Assab in Ethiopia, Djibouti in the French territories of the Afars and Issas, Khurramshahr, Iran and Karachi, West Pakistan.



Richard

Seafarers on the **Yellowstone** (Oriental Exporter) extended a "vote of thanks to the steward and cooks for putting out a very good Thanksgiving dinner," Meeting Chairman **Maximo Bugawan** wrote. Ship's delegate **James W. Simmons** reported that two men paid-off in Hawaii. No beefs or disputed overtime, Brother Simmons said. A discussion was held about keeping natives from entering rooms and passageways during visits to Indian ports. A motion was made by **W. A. DeLappe** and seconded by **James Moran**, that Headquarters should send copies of the new pension and welfare plan to all SIU-contracted vessels.



DeLappe

A Good Catch



Steward utility Jacob Weigel proudly displays a butterfly fish he caught during trip to Persian Gulf aboard Monticello Victory.

Cargo Giveaway Seen Bad Trend

To the Editor:

A story in the last issue of the LOG which reported that the Acting Maritime Administrator, James W. Gulick, had issued clearance for more foreign-flag ships—in this case, those of Venezuela—to carry U. S. cargoes is just one more evidence of a long-disturbing trend. The excuse given is always the same—there aren't enough U. S.-flag ships to do the job.

This might be understandable if we were a small nation, with no merchant fleet to speak of. Maybe that's what those in the Federal government who could correct the deplorable state of the U. S.-flag fleet would have us become. If that is so, it's a crying shame.

The people in high places must realize that you can't have it both ways. If this great country of ours, which is tops in so many ways, is to be regarded by those responsible for our maritime posture as having a fleet which is too small to carry its full share of available U. S. cargoes, it is high time such responsibility is placed in the hands of maritime-oriented officials who can call for, and get, shipbuilding program in this country which will provide us with the fleet we need.

Appointed bureaucrats have been sitting on their hands for far too long when it comes to the rebuilding of the American merchant marine. And all the while the government continues to lament the sad state of our trade balance deficit which sees more money going out of the country than there is coming in. This despite recognition by congressmen and members of maritime labor and management of the fact that if there were more U. S. ships to carry cargoes to and from foreign ports the trade deficit could be virtually erased.

When will the right hand and the left hand come together?

What we need, it seems to me, is an Administration which gives needed priorities to building a fully competitive U. S. cargo and tanker fleet and really does something about seeing to it that the construction is accomplished. Come January, maybe this will happen.

It certainly makes good sound sense economically. It makes good sense politically. And it's absolutely necessary for our industry if maritime is to continue making the vital contributions all around.

Sincerely,
Jerry Matteo

Revision Urged On 50-50 Cargoes

To the Editor:

A new move to overhaul the 50-50 cargo preference law has been called for and I for one, hope it is the beginning of a new era for the merchant marine in this country.

The 50-50 law is supposed to guarantee a basic minimum of foreign aid cargoes for U. S. shipping, but the Government seems to feel all they have to do is reach the 50 percent minimum and that's that.

To those who persist in thinking that the need for a strong merchant fleet is no longer important, I'd say look how crowded the airplanes are getting. There is plenty of room on the oceans and the United States should do everything possible to maintain its fair share of trade by sea. Other nations do and are profiting handsomely as a result of their sound maritime policies.

Also, it must be remembered that a healthy maritime industry provides jobs not only for Seafarers but for many thousands of workers in related fields as well. This is no small step toward building the strong economy with full employment which the trade union movement is striving for.

It was a step in the right direction when Representative James J. Howard (D-N. J.) said he would introduce legislation in the 91st Congress that would guarantee the movement of all foreign-aid cargo on U. S. ships whenever they are available.

However, the building of enough new ships is a needed first step to insure that U. S.-flag vessels are available when needed. This can only be done with the cooperation of government.

During the election campaign, both parties promised to work toward rehabilitation of the merchant marine. Now that the Republicans are in office, it is their campaign promises which must be remembered and fulfilled.

Sincerely,
John Coleman

LETTERS To The Editor

LOG Reader Raps Growers, Stevens

To the Editor:

In issue after issue of the LOG is the continuing story of the grape workers—still out, still struggling for decency, for elementary rights that we have won so long ago that many of us hardly ever think about it any more.

Also there is the case of the giant textile company, J. P. Stevens, caught flatfooted time and time again with its hand in the anti-labor till by the NLRB. Yet—despite labor board decisions and court decisions—with lengthy appeals and what not, it takes years to settle a case and secure the rights of employees. In the meantime, those who would destroy organized labor give it to the worker in the neck again—and again.

To anyone who might tell us unions are too strong, that they run the country, and so on, it's up to all of us to tell him back he's full of the anti-labor no-sense these constant violators of worker's rights run off their propaganda machines. And that ain't no sweet grapes!

Sincerely,
Steve Labbate

FINAL DEPARTURES

Carl Olson, 76: Brother Olson died July 19, in Veteran's Administration Hospital, Minneapolis. A resident of that city, he was a native of Iowa. He sailed as chief cook and joined the SIU in 1948 in the Port of New York. Seafarer Olson's last ship was the John C. At the time of death, he was collecting his SIU pension. Brother Olson served in the Navy from 1917 to 1919 and again from 1926 to 1942. He is survived by a sister, Mrs. Lillian Hutson, of Aparta, Wisconsin. Burial services were held in National Cemetery, Fort Snelling, Minn.

Clifford Cowell, 43: Accidental drowning claimed the life of Brother Cowell on November 7, 1968, following an accident in Chesapeake Bay. A member of the deck department, he joined the Union in the Port of Norfolk. He made his home in Portsmouth, Virginia. Brother Cowell was employed by the R. K. Davis Co. During World War II he had served in the Navy. The seafarer was a native of Mount Vernon, N. Y. He is survived by his widow, Shirley. Burial services were held in Olive Branch Cemetery, Portsmouth.

Frank Rajkovich, 47: Brother Rajkovich died on November 22, 1968, at Lockwood MacDonald Hospital in Petosky, Michigan. A native of Superior, Wisconsin, he sailed as AB. He joined the Union in the port of Chicago and made his home in River Rouge, Mich. Brother Rajkovich had served in the Army prior to joining the SIU. He sailed mainly on the

Great Lakes. Surviving is his widow, Edna. The burial was in Greenwood Cemetery, Superior.

Joseph Carey, 67: Cancer caused the death of Brother Carey in Boston, November 18, 1968. He had been a seafarer since 1944 and joined the Union in the Port of New York City. He held the rating of FOWT. Brother Carey last shipped aboard the Gray. He served in the Marine Corps from 1917 to 1921. A native of Massachusetts, Gray resided in Whitman, Mass. Surviving is a daughter, Mrs. Elinor Walsh, of Roxbury, Mass. The burial was held in Mount Hope Cemetery, Boston.

Roy Garcia, 23: Brother Garcia died in Danang, Vietnam, on November 24, 1968. At the time of his death he was a crew member aboard the Hastings, sailing as a wiper. He was born in Fresno, California and had made his home in Sacramento, Calif. Brother Garcia joined the Union in New York City in 1967. The body was returned to the United States for burial in Sacramento.

Sheldon Butler, 66: Brother Butler passed away on December 8, 1968, in St. Luke's Hospital, Jacksonville, Florida. He was a native of Jacksonville and lived most of his life in that city. Seafarer Butler joined the Union in the Port of Tampa. At the time of death, he was collecting an SIU pension. He last shipped on the Del Aires and sailed as a baker and cook. The body was cremated in the Southern Crematorium, Jacksonville.

Fred Morris Safe After VC Attack



Seafarers aboard the Fred Morris arrived in Naha, Okinawa, after a trip to Vietnam during which the Waterman ship came under attack by the Viet Cong. From left are: George Maharas, cook and baker; Don Howser, AB; Freddie Bailey, steward; Peter Feeley, bosun; and Warren J. Lewis, who sailed as electrician. The ship was not seriously damaged and no Seafarers were injured aboard ship.

Ever-Expanding SIU Pension Roster Adds Eight More Seafarer Veterans

The names of eight more Seafarers have been added to the list of oldtimers collecting their SIU pensions after completing their sailing careers. The new additions to the pension roster are: Thomas Garrity, Daniel Piccerelli, Michael Schalestock, Stephen Andros, David Sykes, George Bryan, Roy Poston and Robert White.

Thomas Garrity joined the Union in the Port of New Orleans. A resident of that city, he sailed as AB. Brother Garrity was born in New Orleans and last shipped on the Del Sud.

Daniel Piccerelli joined the SIU in the Port of New York. A native of Pennsylvania, he makes his home in Philadelphia. Brother Piccerelli sailed as cook and steward and his last vessel was the Brigham Victory.



Garrity



Piccerelli

A member of the engine department, Michael Schalestock is a native of New York City who now resides in Philadelphia with his wife, Jean. An oiler, his last ship was the Commander. He joined the SIU in the Port of Philadelphia.

Stephen Andros joined the Union in the Port of New York and held a deckhand's rating. He was born in New Jersey and makes his home in South Amboy, N. J., with his wife, Helen. Brother Andros was last employed by the Baltimore and Ohio Railroad.

David Sykes joined the SIU in New Orleans. A native of Chicago, Mississippi, he now lives in Mobile. His last vessel was the Venore. Brother Sykes held all

ratings in the deck department during his sailing career.

A seafarer since 1941, George Bryan joined the SIU in the Port of Mobile. Born in Alabama, he now lives in New Haven, Conn. He held a steward's rating and his last ship was the Free America.



Schalestock



Andros

Roy Poston sailed as cook. A native of North Carolina, he makes his home in Marion, Virginia, with his wife Mandy. Brother Poston joined the Union in the Port of Baltimore and his



Sykes



Bryan



Poston



White

last vessel was the Hermina.

Robert White is a native of Oklahoma and makes his home in New Orleans with his wife Alvina. He has held all ratings in the steward department. Seafarer White joined the SIU in the Port of New Orleans. His last ship was the Steel Advocate.

PERSONALS

Friends of Sheffield Nurkett

Any Seafarer knowing the whereabouts of Sheffield Nurkett is requested to ask him to contact his son, Hulbert Nurkett at Apt. 610, 325 Mechanic Street, Orange, N. J., in regard to an important family matter.

Joseph Rudolph

Please contact Paul M. Godstein, Attorney at Law, 1015 Chestnut Street, Philadelphia, Pa. 19107, in regard to your claim against the Massmar.

R. L. Cooke

A package is being held for you from the Maritime Overseas Corporation. You can claim it at SIU Headquarters in New York.

Robert Allen Ruffner

Please contact your mother, Mrs. Marion Locke, at RFD #2, Box 194, Berryville, Virginia 22611, as soon as you can.

George Mike Krieg

Please write to Mrs. Stella Krieg at P.O. Box 273, Granite Falls, Washington 98252, at your earliest opportunity.

Stephen Bergania

Please contact Joseph Lieberman, Counsellor at Law, 60 East 42nd Street, New York, N.Y. 10017, as soon as you can.

Sears Roebuck Union Busting Scored by NLRB Examiner

NEW YORK—Management of Sears Roebuck & Co. has been hit with new findings of union-busting tactics by a National Labor Relations Board examiner.

The giant retail store chain was found guilty of firing a supporter of Retail, Wholesale and Department Store District 65 and threatening others to smash a 1967 organizing campaign at three Sears stores in the Bronx, Manhattan and Mt. Vernon, N.Y.

Trial Examiner Samuel Ross ruled after hearings that management of the three "hard goods" stores not only fired a union committeeman in violation of law but also acted illegally in the following ways:

- Subjecting union committeemen to "corrective" interviews and placing "memoranda of deficiency" in their personnel files to discourage their union activities.
- Threatening employees with discharge and other reprisals to discourage support of the union.
- Promising to correct long-standing grievances and to improve earnings opportunities to deter support of the union.
- Spying on union backers and maintaining an illegal "no solicitation" rule during nonworking time in nonpublic store areas.

Witnesses told the examiner

that after the union began organizing "big ticket" salesmen at Sears' Fordham Road store in the Bronx, Charles Sigerson, the company's director of employee relations, came up from his headquarters in Philadelphia and conducted a series of meetings with management personnel of the Fordham Road, 31st Street and Mt. Vernon stores.

SIU WELFARE, VACATION PLANS

November 1-November 30, 1968

	Number of Benefits	Amount Paid
Hospital Benefits (Welfare) . . .	3,750	\$ 41,413.47
Death Benefits (Welfare)	20	42,386.67
Disability Benefits (Welfare) . . .	1,255	286,985.00
Maternity Benefits (Welfare) . . .	25	5,000.00
Dependent Benefits (Welfare) . . .	358	72,554.75
(Average: \$202.67)		
Optical Benefits (Welfare)	535	7,936.80
Out-Patient Benefits (Welfare) . . .	3,427	27,158.70
SUMMARY (Welfare)	9,370	483,435.39
Vacation Benefits	1,619	666,207.85
(Average: \$411.49)		
Total Welfare, Vacation Benefits Paid This Period . . .	10,989	\$1,149,643.24

Del Sol, Steel Apprentice Seafarers Recall Reactions to Viet Cong Fire

Seafarers on the Del Sol (Delta) and Steel Apprentice (Isthmian) have, like those on numerous other SIU-contracted ships, come under the Viet Cong gun while sailing the supply run to Vietnam. L. S. Johnston, ship's delegate on the Delta vessel and his counterpart on the Steel Apprentice, Gus Pacheco Lopez, reported to the LOG what it was like for the crews of their respective ships.

"On Sunday morning, November 17 at 0115 hours, the Viet Cong started sending a rocket barrage onto the piers of Da Nang," Johnston recalled. The Del Sol was among four SIU-contracted and two other American-flag vessels docked there at the time. The Delta ship and Seatrains Texas were at dock one, while the Cape San Diego and Steel Worker were at dock three. In between were the American ships Irmina Victory and U.S. Defender.



Johnston

Lopez

"Shellfire lasted until 0400, with a direct hit on deck two," Johnston said. "Shrapnel resulted in the death of the watch mate on the Defender. Two other shells fell short of the Del Sol's stern and another fell between us and the Irmina Victory, spraying both ships with shrapnel. Although the Defender's mate was the only casualty on the merchant marine vessels, the Navy suffered quite a few losses, we learned later, and a Navy crane was also damaged during the attack. However, Navy gun boats eventually arrived on the scene and started shooting-up the Vietcong," he continued. "After they arrived, the attack didn't last long."

Johnston, a native of Indiana, is a long-time member of the deck department and sailed with the SIU since 1938, joining in the Port of New Orleans, where he lives.

The Del Sol is getting to be a veteran of the Vietnam run. Johnston noted that she had been hit once before while coming down the Long Tau from Saigon.

A Real Nightmare

"For Seafarers on the Steel Apprentice, it was a nightmare in Saigon," Brother Lopez wrote. "The ship arrived in Saigon on May 25 with a full load of general cargo for that port. We were docked on the starboard side for discharging cargo and the crew was looking forward to a well-deserved liberty ashore after the long Pacific crossing."

On the morning of June 3, Saigon was experiencing a typical hot day, for that time of year. Lopez was sleeping on the boat-deck under lifeboat one on a cot, which was far cooler than the cabins. Until now, the voyage had been uneventful, but suddenly Lopez was awakened by "the noise of incoming rockets and the screaming of Vietnamese stevedores searching for a place to hide."

"It was a fearsome feeling," he said, "and at first, I wasn't

sure if I was dreaming or not. After seeing the rocket blast and hearing the whistle of the warheads in and around the waterfront, I started running indoors looking for a safer place to weather the attack."

Aim Was Fortunately Poor

"The Viet Cong, who had slipped from their hiding places ashore during the night, fired 122MM rockets with 40 to 50-pound warheads during the attack which began at about 2 a.m. Their launching pad was simple and light, but fortunately, not very accurate during this particular attack, for which I am very thankful," Lopez reported. "About ten rockets landed on the waterfront near the Steel Apprentice, while others landed in the city."

"One shell did come a little too close for comfort, hitting forward below the anchor. Although it did some damage, we were fortunate that it didn't land amidships. The luck of the Steel Apprentice held during the attack but when it was finally over, none of the crew felt much like going back to sleep that morning—especially those of us who were sleeping on deck. As for me," Lopez added, "I decided to start looking for a safer place to sleep. Nightmares like that I can well live without."

SIU ARRIVALS

Terrell Jordan, born October 19, 1968, to Seafarer and Mrs. Norman Roy Jordan, Prichard, Ala.

Michael Sullivan, born November 11, 1968, to Seafarer and Mrs. David H. Sullivan, St. Louis, Mo.

Franz Kraljic, born October 24, 1968, to Seafarer and Mrs. Anthony P. Kraljic, West New York, N. J.

Patricia Logan, born November 19, 1968, to Seafarer and Mrs. James R. Logan, Bellmore, N. Y.

Michael Charles Dickens, born May 19, 1968, to Seafarer and Mrs. Merle C. Dickens, Taylor, Michigan.

Michael Leonard, born October 31, 1968, to Seafarer and Mrs. Alex Leonard, Chesapeake, W. Virginia.

Bianca Stella Saltarez, born November 25, 1968, to Seafarer and Mrs. William K. Saltarez, Houston, Texas.

Jozette Lane Aucoin, born May 30, 1968, to Seafarer and Mrs. William J. Aucoin, Evangeline, La.

Thomas Koch, born November 2, 1968, to Seafarer and Mrs. Frederick T. Koch, Superior, Wisconsin.

SIU Lifeboat Class No. 216 Casts Off



These Seafarers have just received their lifeboat tickets after passing Coast Guard examinations prepared for by attending the lifeboat school maintained by the SIU in Brooklyn. In the front row, left to right: Mike McAbee, Larry Albertus, Curtis Rhodes. In back row: Chief Instructor Paul McGaharn, Larry Smith, Dimitrios Katsogiannos, Harvey Barlow. The 216th class graduated on December 17th.

CAMERA CORNER

A camera is made-up of many parts, some simple, others more technical. Explored below is some of the more common photographic terminology which might help you to master the less complicated techniques of photography. One of the first things to remember when taking pictures with all but box or instamatic cameras is to set your light meter at the right A.S.A. speed.

● **A.S.A. Speed:** This indicates the correct exposure for the film being used. For example, set your A.S.A. on 400 if you are using Tri-X film. Your light meter will then be ready to obtain the correct exposure. This system was established by the American Standard Association.

A different standard was set-down by the Deutsche Industrie Norm (German Standard Organization). This norm, known as D.I.N., applies to much of the film made in Europe.

● **Depth-of-Field Scale:** When using high-speed film your depth-of-field is not limited. However, when using slow-speed film, it is. In order to determine what area is in focus you must use a depth-of-field scale.

Many cameras, in addition to the focusing scale, carry an indicator that shows the near and far limits of the depth-of-field of the lens at any particular aperture, or lens opening. The depth of field scale is often located behind the focusing scale. For example, if your camera is set at F.8, your depth-of-field scale will show you the correct range for which your camera is in focus.

● **Range Finder Focusing:** There are many different types of focusing attachments that can be used. One of the most common types is range finder focus.

This rangefinder measures the subject's distance from the camera by the convergence of two rays from the ends of a fixed base on the body of the camera and can be observed by the coincidence of two images.

● **Filter Factors:** When using filters, there are two things that should be considered. One is the filter's color and the second is the correct exposure for the filter being used. The way to determine the correct exposure is through the filter factor.

Filter factors determine the color of light allowed to pass by eliminating unwanted colors. Therefore, they call for a longer camera exposure to compensate for this light loss. In practice, the exposure time is multiplied by the filter factor.

For example if the correct exposure is F-8 1/50 of a second using a dark red filter with a filter factor 4. To find the correct exposure with the filter you multiply the filter factor times the speed. Example: Four times fifty equals 200. Now you have obtained your correct exposure differentiation. The correct exposure is F-4 at 1/50 of a second with filter.

● **Guide Numbers:** When using a flash, indoors or out, the correct guide number must be chosen. The flash distance and F (or aperture) number for correct exposure are inversely proportional. For any film and flash bulb, the joint product is constant. This product is the guide number and provides the means for quick exposure calculations. Correct aperture equals guide number divided by distance. For example, if the guide number is 100 at 10 feet, the aperture should be F-11.

● **Focusing screens:** On some cameras, these are interchangeable. Types vary from microprism to split-level focusing. The most common type generally found, however, is ground glass focusing.

The screen consists of ground glass mounted in a frame and fixed within the camera in such a position that the camera lens forms a visible image on its ground surface. In the normal types of screen-focusing cameras, the screen must be slid or swung aside after focusing in order to take the desired picture. In the reflex camera, the screen is fixed at the top of the camera and the rays of light passing through the lens are reflected onto it by a hinged mirror.

● **Stereoscopic Camera:** An interesting and quite different type of camera is the stereo. A variety of special effects can be obtained with this camera by viewing a wide area without distortion.

This type of camera is normally designed to take two simultaneous photographs of the scene in focus before it. The photographs are taken from viewpoints separated by the same distance as a pair of normal human eyes.

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

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

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

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

Earl Shepard, Chairman, Seafarers Appeals Board
17 Battery Place, Suite 1980, New York 4, N. Y.

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

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

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested.

SAN JUAN (Sea-Land), Thomas R. Markham; Secretary, F. A. Olson, \$14.00 in ship's fund.

OVERSEAS JOYCE (Maritime Overseas), December 1—Chairman, Elvis Warren; Secretary, W. L. Everett. Few hours disputed OT in the deck department.

ALCOA TRADER (Alcoa), November 6—Chairman, Richard D. Runtz; Secretary, William Beach. No beefs were reported by department delegates.

RALEIGH (Great Overseas), December 4—Chairman, Leon Krner; Secretary, Peter Blanchard. Everything is running smoothly with no beefs.

MAIDEN CREEK (Sea-Land), December 14—Chairman, Hubert Cain; Secretary, C. J. Nall. Beef regarding delayed sailing to be taken up with boarding patrolman.

ALBION VICTORY (Bulk Transport), November 11—Chairman, J. M. Skinner; Secretary, G. J. Trosciar. Brother J. M. Skinner was elected to serve as ship's delegate.

ALCOA MARINER (Alcoa), December 14—Chairman, G. Hall; Secretary, O. Smith. No beefs were reported by department delegates.

STEEL VOYAGER (Isthmian), December 15—Chairman, Edward Webb; Secretary, Robert D. Brown. Vote of thanks was extended to the ship's delegate.

SEATRAN PUERTO RICO November 24—Chairman, M. H. Jones; Secretary, R. Anderson. Brother M. H. Jones was elected to serve as new ship's delegate.

CHILORE (Yenore Transportation), November 8—Chairman, W. S. Montgomery; Secretary, C. M. Lee. Brother H. E. Wright was elected to serve as ship's delegate.

DIGEST of SIU SHIP MEETINGS
CANTIGNY (Cities Service Tanker), December 14—Chairman, Charles Hurlbert; Secretary, Charles Hurlbert. No beefs and no disputed OT reported by department delegates.

HURRICANE (Waterman), December 4—Chairman, Joseph San Filippo; Secretary, Roscoe L. Alford. Some disputed OT in the deck department will be taken up with patrolman unless settled aboard ship.

COLUMBIA BANKER (Columbia), December 19—Chairman, H. Hiseck; Secretary, R. Statham. General discussion held regarding much needed repairs.

YELLOWSTONE (Oriental), December 6—Chairman, Maximo Bugawan; Secretary, V. P. Placey. Two men paid off in Hawaii. There were no beefs reported by department delegates.

CITIES SERVICE BALTIMORE (Cities Service), October 26—Chairman, Huse; Secretary, Earl G. Higgins, \$11.30 in ship's fund. There were no beefs and no disputed OT reported by department delegates.

CITIES SERVICE BALTIMORE (Cities Service), November—Chairman, J. J. Cannon; Secretary, Barney Kelly, \$11.30 in ship's fund. Everything is running smoothly.

CITIES SERVICE BALTIMORE (Cities Service), December 16—Chairman, J. J. Cannon; Secretary, W. B. Anderson, \$11.30 in ship's fund. There were no beefs and no disputed OT reported by department delegates.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

- Alpena, Mich. 127 River St. (517) EL 4-3616
BALTIMORE, Md. 1216 E. Baltimore St. (301) EA 7-4900
BOSTON, Mass. 663 Atlantic Avenue (617) RI 2-0140
BUFFALO, N.Y. 735 Washington St. SIU (716) TL 3-9259

- SIU-AGLIWD Meetings
New Orleans, Jan. 14—2:30 p.m.
Mobile, Jan. 15—2:30 p.m.
Wilmington, Jan. 20—2:00 p.m.
San Francisco, Jan. 22—2:00 p.m.
Seattle, Jan. 24—2:00 p.m.
New York, Jan. 6—2:30 p.m.
Philadelphia, Jan. 7—2:30 p.m.
Baltimore, Jan. 8—2:30 p.m.
Detroit, Jan. 10—2:30 p.m.
Houston, Jan. 13—2:30 p.m.

- United Industrial Workers
New Orleans, Jan. 14—7:00 p.m.
Mobile, Jan. 15—7:00 p.m.
New York, Jan. 6—7:00 p.m.
Philadelphia, Jan. 7—7:00 p.m.
Baltimore, Jan. 8—7:00 p.m.
Houston, Jan. 13—7:00 p.m.

- Great Lakes SIU Meetings
Detroit, Jan. 6—2:00 p.m.
Alpena, Jan. 6—7:00 p.m.
Buffalo, Jan. 6—7:00 p.m.
Chicago, Jan. 6—7:00 p.m.
Duluth, Jan. 6—7:00 p.m.
Frankfort, Jan. 6—7:00 p.m.

- Great Lakes Tug and Dredge Region
Chicago, Jan. 14—7:30 p.m.
Buffalo, Jan. 16—7:30 p.m.
Duluth, Jan. 17—7:30 p.m.
Cleveland, Jan. 17—7:30 p.m.
Toledo, Jan. 17—7:30 p.m.
Detroit, Jan. 13—7:30 p.m.
Milwaukee, Jan. 13—7:30 p.m.

- SIU Inland Boatmen's Union
New Orleans, Jan. 14—5:00 p.m.
Mobile, Jan. 15—5:00 p.m.
Philadelphia, Jan. 7—5:00 p.m.
Baltimore (licensed and unlicensed), Jan. 8—5:00 p.m.
Norfolk, Jan. 9—5:00 p.m.
Houston, Jan. 13—5:00 p.m.

- Railway Marine Region
Philadelphia, Jan. 14—10 a.m. & 8 p.m.
Baltimore, Jan. 15—10 a.m. & 8 p.m.
Norfolk, Jan. 16—10 a.m. & 8 p.m.
Jersey City, Jan. 13—10 a.m. & 8 p.m.

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."

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, Stabler Men's Shoes... Jarman, Johnson & Murphy, Crestworth, (Boot and Shoe Workers' Union)

Boren Clay Products Co. (United Brick and Clay Workers)

"HIS" brand men's clothes Kaynee Boysewear, Judy Bond blouses, Hanes Knitwear, Randa Ties, Boss Gloves, Richman (Amalgamated Clothing Workers of America)

Jamestown Sterling Corp. (United Furniture Workers)

Brothers and Sewell Suits, Wing Shirts (Amalgamated Clothing Workers of America)

Baltimore Luggage Co. Lady Baltimore, Amelia Earhart

Starlite luggage 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)

Giumarra 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)

Atlantic Products Sports Goods Owned by Cluett Peabody (Amalgamated Clothing Workers)

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



Pay-off time is always busy and this ship is no exception. Seated is patrolman Luigi Iovino. L to R: Rollan Teets, Dom Messina, Tom Martinsen and J. J. Melita.



Turning out the chow during the voyage were Jan Rooms, left, and Guy "Frenchy" De Baere. Rooms has sailed with SIU since 1946; De Baere since 1962.



Marvin Deloatch, among those in the capable steward department of Alcoa Master, helps here to prepare lunch for hungry Seafarers.

Master of the Seas

The Alcoa Master paid off recently in Erie Basin after a trip to England, Holland and Germany. The vessel transported Government cargo and brought back general cargo. It was an excellent trip with few problems and the pay-off went smoothly. SIU patrolman Luigi Iovino handled the pay-off and was accompanied by a photographer from the Seafarers LOG.



Catching up on the industry and his fellow Seafarers while waiting for pay-off is Ronald Burton of the deck department.



Robert Garrett discusses steward department overtime with Luigi Iovino. Brother Garrett joined the Union in Port of San Francisco.



Jon Gaskins, who sailed in the engine department, discusses details of the voyage with Luigi Iovino. Most of the crewmen thought it was a good trip with few hiccups.



Dominic Messina helps himself to a cup of coffee in the ship's galley. Brother Messina is a native of Pennsylvania.



D. W. Prindle, AB, watches for the signal from the boom operator as he mans winch during cargo loading operation. The ship carried general cargo.



Stanley Sobczak, who sails as messman, is a new addition to the ranks of the SIU. He's rechecking list of instructions for launching of the vessel's liferaft.