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Despite \$211 Million Authorization

Funds for New Ships and Research Reduced to Original Budget Request

WASHINGTON—Despite passage last month by both Senate and House of an unprecedented maritime authorization bill calling for \$200 million for new ship construction and \$10.9 million toward research and development, both amounts were cut back to the Administration's original 1969 fiscal budget request in

the omnibus appropriations bill finally pushed through by economy-motivated senators for the Departments of State, Justice, Commerce, the Judiciary and Related Agencies. The Maritime Administration is part of the Commerce Department.

Sent to the White House for President Johnson's signature, the later bill (H.R. 17522) contains the exact amounts—\$119.8 million for shipbuilding and \$6.7 million for R and D recommended by the Administration last January after the Budget Bureau slashed the Maritime Administration's budget requests.

Signed this week by the President, the authorization bill (H.R. 15189), calling for the higher maritime expenditures fought for by members of both House and Senate Merchant Marine Committees, does not make it mandatory for the Government to spend the amounts specified.

All the new Maritime Authorization Law—passed in late 1967—provides is that maritime programs must be reviewed, and the funds for these programs authorized, by the Merchant Marine Committees of both the Senate and the House. Congress must then approve the committees' authorizations for MARAD before the funds can be included in the Appropriation Bills. The law

does not, however, contain any provision to prevent the Appropriations Committees from cutting or increasing the authorized amounts.

Earlier System Worse

Previously, all requests for funds for MARAD had to be thrashed out in the Appropriations subcommittees of the Senate and House with the result that the recommendations of the Merchant Marine Committees were often ignored entirely or slashed to such a point that the resulting amounts were inadequate to maintain, let alone upgrade, the American-flag fleet.

This procedure prompted the Merchant Marine Committees to successfully press for the new law giving them a greater say over maritime programs and the allocations of funds for these projects.

Passage this year of the first maritime authorization bill came at an inopportune time to prove to what extent the new law will better serve our merchant fleet, so badly in need of revitalization. The bill was approved as Congress was being pressured to slash \$6 billion from the federal budget as part of the agreement to provide the Administration with its long-sought 10-percent federal income tax surcharge. Consequently, it became caught up in the

budget cutting efforts of the Senate Appropriations Committee as well as the rush for the Appropriations bill to be pushed through before Congress recessed for the Republican and Democratic National Conventions.

Until this measure was passed Congress had been unable to act on the omnibus Appropriations Bill.

When the bill returned to the Senate Appropriations Committee, Chairman John L. McClellan (D-Ark.) moved to amend it to include the figures for MARAD originally recommended by the Administration, rather than those authorized by the Congress. The Senate then passed the amended legislation.

The House balked at accepting the lower amounts for the merchant fleet, and a Senate-House Conference was arranged.

At the conference, however, the Senate and House conferees, without disclosing any details, worked out a compromise whereby the Administration's figures would be accepted and recommended in a report on H.R. 17522.

It is estimated that less than 10 vessels can be constructed with the \$119.8 million recommended for construction subsidies in fiscal year. But even this may not be spent. The Administration has served notice that probably only \$19 million will be spent.

Report of International President



by Paul Hall

In a few short weeks, when the last piece of confetti has been tossed aloft by an exuberant convention delegate, the nation must settle down to the task of selecting the man who will assume the awesome responsibilities of the U. S. Presidency.

Sound trucks will rumble indiscriminately through city street and country lane. Campaign posters bearing smiling portraits of the respective candidates will be emblazoned on billboards across the nation and our airwaves will become saturated with appeals to the loyal.

Out of all this din and hoopla will emerge the man who will be the next president of the United States.

Perhaps at no other time in history has the office of the Presidency taken on the importance that it does today.

We must not be taken in by opportunists, nor by sloganeers, nor by the demagogues who advocate brute force as the answer to all of our national problems.

We need only look at our most populous state, California, to see how a candidate, Ronald Reagan, can be elected to public office when his only credentials are his reputation among moviegoers as the fastest gun in the West.

His record as Governor of California has brought comfort to those industrialists who would still treat the working man as a bonded slave.

The fact that a great number of Californians have become disenchanted with the Reagan record is indicated by the recall petition that is currently being circulated in the Golden State.

This is an encouraging sign, but it appears that the Republican primary victory of senatorial candidate Max Rafferty has stoked the reactionary fire rather than quell it.

Many political analysts have attempted to interpret the Reagan phenomena as being coincidental with the great migration of senior citizens from midwestern states already under the conservative spell.

It is far too easy to cast all of the blame on an unrepresentative group of senior citizens who may regard the age of Calvin Coolidge as the most distinguished in the nation's history.

What the nation is experiencing today is a tendency by many citizens to seek easy solutions for the many complex problems that confront the nation.

It is the President who must bear all of the responsibility for the policies of the nation and the resolution of the nation's problems will take more than some catch slogan dreamed up by campaign managers.

Those persons who mouth the empty slogans of "withdrawal" or "invasion" do not bear the ultimate responsibility for these acts. The President does.

It would be nice if all of the world's problems would yield to the mouthing of slogans. However, they will not, and those candidates who mount the rostrum armed only with slogans do a grave disservice to the American people.

GOP Seeks 'Moderate' Image With Nixon-Agnew Ticket

MIAMI BEACH—A vigorous drive to recapture the White House was launched by the Republican Party here last week as it pulled itself together behind former Vice President Richard M. Nixon, its candidate for President.

The man who nominated Nixon, Maryland Governor Spiro T. Agnew, was picked by the candidate to be his vice presidential running mate. The choice bypassed a number of more prominent Republicans who might have added greater strength to the ticket in large city areas. But a key factor clearly was Agnew's "moderate" image and his acceptability to all factions and regions of the GOP.

Nixon had told southern delegations, for example, that he would not offend them in selecting a vice presidential candidate.

The votes of these southern delegates coupled with those from the "Nixon country" of the Midwest, provided the solid base on which the former vice president built his first ballot victory. He had little strength in the populous industrial states winning a majority of delegate votes in only two of the top seven—Illinois and Texas.

Nixon was chosen as the GOP nominee on the first convention ballot, overwhelming the challenges of New York Governor Nelson A. Rockefeller and California Governor Ronald Reagan. With 667 delegate votes needed for the nomination, Nixon received 692 against 277 for Rockefeller and 182 for Reagan before any changes in delegation votes.

Despite the spirited contest for delegates' votes among the three leading contenders, the convention had at least a semblance of harmony. It was free of the deep ideological bitterness that sundered the GOP and brought on the Goldwater debacle of 1964.

The contenders represented the three wings of the GOP—its liberal segment supporting Rockefeller, the uncompromising rightwing looking to Reagan, and the pragmatic conservatives rallying behind Nixon. These ideological differences, however, were submerged in the interests of party unity.

This was precisely the goal of Ray C. Bliss, the veteran political strategist who took over as Republican national chairman when the GOP moved to regroup following the 1964 defeat.

Bliss, who headed the convention Committee on Arrangements, saw that all factions of the party were given recognition in the course of the four-day proceedings, parading heroes of the conservatives, liberals and middle-roads before the applauding delegates.

Umbrella For All

The platform, too, reflected the anxiety to avoid a split of any kind. It was drawn up by a committee headed by Senator Everett M. Dirksen (Ill.), who frankly acknowledged that it was designed to permit any candidate to run on it, no matter what his philosophy within the GOP. Set forth in broad, general terms, the platform nevertheless is anchored to such old stand-bys of Republican dogma as opposition to federal spending for social programs, tax incentives for business and industry, and alarm over the strength of organized labor.

The labor plank was too general for Michigan Governor George Romney, who complained it did not go far enough in calling for measures to curb "abuses of raw economic power." But Romney agreed not to upset the smooth, carefully staged agreements by offering an amendment and he urged the delegates to give the platform enthusiastic support.

The nomination was a personal triumph and an impressive comeback for Nixon, carrying him again to the leadership of his party.

Once before, in 1960, after serving eight years as Vice President under former President Dwight D. Eisenhower, he was chosen as the Republican presidential candidate only to lose narrowly to the late President John F. Kennedy. Two years later, Nixon suffered a galling defeat when he challenged Edmund G. (Pat) Brown for the governorship of California. He vowed then never again to be a candidate for any office and bitterly bade farewell to the press, blaming the news media for his loss.

What brought him back into party affair, he says, was the leadership vacuum left by the devastating Republican losses in the 1964 election.

In 1966, he barnstormed the country on behalf of GOP congressional candidates, helping the party pick up 47 House seats and establishing himself among grassroots Republican organizations.

He announced his candidacy for President last February 1 and scored a solid string of primary victories, running up vote totals of 70 percent and higher against little or no opposition. This, plus a quiet but diligent drive to line up delegates in non-primary states, put him well out in front in the race for the Republican nomination as the convention opened here.

For his opponents, it was largely a case of arriving too late.

Rockefeller first disappointed his supporters last spring when he announced that he would not seek the nomination. Later when he decided to become a candidate after all, the primaries were all but settled and much of support was gone. The New York governor then opened an all-out public relations drive to influence the public opinion polls and persuade delegates that only he could win for the Republicans in November. He repeatedly depicted Nixon as a "loser."

Reagan, the current favorite of the conservative wing of the party, never was in serious contention. Throughout the primary campaign, he insisted he was a non-candidate although he permitted his name to remain on the ballot in a few states. He controlled the California convention delegation, and at its insistence, just two days before the nominations, he became a formal candidate. His main hope was that the delegates would turn to him in the event of a standoff between Nixon and Rockefeller. It didn't happen that way.

A large part of the apparent harmony at the convention lay in the unanimity with which speaker after speaker condemned "the Johnson-Humphrey Administration," leaving no doubt who they think will be the Democratic candidate in November.

SIU Credentials Committee Checks Candidates' Eligibility



Shown after their election at August 5 membership meeting, are members of Credentials Committee who have been busy making a preliminary check of the qualifications of candidates running for office in the up-coming SIU election. From left are: Charles Hamilton, Alvaro Vega, Warren Cassidy, Neil Napolitano, Daniel Dean, Luis Ramirez.

NEW YORK, Aug. 12—A membership-elected Union Credentials Committee has begun checking the qualifications of candidates for the 45 elective posts which will be balloted on in this year's SIU AGLIWD election.

As required by the Union constitution, the six-man Credentials Committee was elected at the regular headquarter's membership meeting on August 5. Committee members, two from each of the three shipboard departments, are: Daniel Dean and Neil Napolitano, deck department; Alvaro Vega and Luis A. Ramirez, engine department; and Warren Cassidy and Charles Hamilton, steward department.

Aid In Qualifying

The committee began processing on August 6 the candidates' credentials that had been received up to that time. Credentials of candidates received after that date are being processed as they are received so that eligibility can be determined as soon as possible. Should a candidate lack eligibility under the requirements set forth in the Union constitution, he will be notified in the quickest possible way so that he can furnish any needed documents or information in time to qualify before the deadline of midnight, August 15.

Candidates are reminded that nominations and the necessary documents setting forth their qualifications should be delivered in person or by mail to the Credentials Committee, in care of the Secretary-Treasurer, no later than midnight of August 15.

Requirements

Any member may submit his name, or be nominated by others, as a candidate for Union office. In order to qualify each candidate must meet the following constitutional requirements: must have at least three years of seafaring in an unlicensed capacity, at least four months of which must be between January 1 of this year and the time of nomination; must be a full member of the Union in good standing for three years prior to nomination; must be a United States citizen and have completed a statement attesting to the fact

that he is not prohibited from holding union office under the law.

To assist members interested in filing for a place on the ballot, Secretary-Treasurer Al Kerr prepared printed copies of this statement which are available in all SIU port offices. The printed forms may also be obtained by contacting SIU Secretary-Treasurer Al Kerr in Headquarters for a copy by phone, mail, telegram or in person.

Sign Statement

The Secretary-Treasurer advised all interested members that it is permissible for candidates to write out the statement, as contained in Section 1 of Article XIII of the Constitution, in his own handwriting, and that it will be accepted if signed by the candidate and includes his booknumber and the date.

This year's balloting will begin on November 1 and will continue through December 31.

Veteran Union-Buster Hartley Launches Anti-Labor Fund Drive

WASHINGTON—Former Republican Representative Fred Hartley is at it again seeking funds from gullible business executives and corporations who are interested in saving the country by "breaking the power of unions."

Hartley, who has made a career out of fighting labor since his defeat for Congress in 1948—after he had co-authored the Taft-Hartley Act—is now co-chairman of a Conference of American Small Business Organizations.

In that capacity, he has written letters soliciting "modest" contributions, up to \$100, to help promote "agitation" in the next Congress to enact curbs on unions. The former Congressman from New Jersey also wants investigations of the National Labor Relations Board, the Wage and Hour Division, and the courts for "abetting" the unions.

Hartley uses a novel, new pitch in his letter: He blames unions for riots in ghettos. His reasoning: They helped secure minimum wage increases, which caused unemployment, which caused the uprisings.

At Urging of Maritime Labor and Industry

Republican Platform Includes Pledge To Reverse U.S.-Flag Fleet Decline

MIAMI BEACH—Following urgent appeals by the AFL-CIO Maritime Trades Department and other representatives of both maritime management and labor, the Republican National Convention last week adopted one of the most strongly-worded platforms ever recorded on behalf of the maritime industry.

Similar industry presentations, calling for vigorous action to upgrade the U.S.-flag fleet, are also expected to be submitted for inclusion by the Platform Committee of the upcoming Democratic convention in Chicago.

The nearly seven-million member MTD, which includes the SIU and 38 other affiliated national and international unions representing workers involved in seagoing and shoreside occupations, shipbuilding and related industries, had put before the GOP Platform Committee a six-point merchant marine program geared to the maximum use of both private and public funds to rebuild the nation's sagging maritime posture.

In submitting the Department's program, MTD administrator O. William Moody Jr., pointed out to the sub-committee on Private Enterprise and the Federal Government that the U.S. merchant marine has been in a two-decade period of "deterioration and decay," during which time it has dropped from first to sixth place in the size of the fleet and the amount of its cargo, and from first to 14th place among world shipbuilding powers.

The MTD spokesman called on the GOP to support a program that would include:

- Greater federal investment in the building of new ships to compete with vessels built in low-cost foreign yards.

- Federal assistance to help modernize American shipyards to put them on a par with foreign interests, noting that the rebuilding of war-ravaged shipyards abroad "was financed by some \$1 billion in U.S. tax dollars."

- Encouragement of "greater private investment in the unsubsidized segment of the merchant marine," through the use of tax incentives, priority on the carriage of government cargoes, and the granting of long-term government charters so that the unsubsidized operators can plan "the orderly replacement of their fleet using

primarily private capital."

- Insistence that government subsidies be used only to help American-flag ships "compete with cut-rate foreign shipping," and not as "an instrument of unfair domestic competition."

- Development of a fleet "capable of carrying at least 50 percent of this nation's imports and exports," noting that the balance-of-payments position "is eroded by excessive foreign-flag carriage of our waterborne commerce."

- Granting of top priority to the "land-bridge" concept which embodies the use of American ships and American railroads "to shorten the supply line between Europe and the Far East."

Moody said such a program was essential "to reverse the present pattern of drift and decline."

The AFL-CIO, in its presentation to the Platform Committee, urged "all necessary steps to revive our merchant marine and shipbuilding industries and to foster the development and maintenance of an American-flag merchant fleet capable of carrying at least 50 percent of all our export-import commerce."

The portion of the Republican platform dealing specifically with maritime, reads as follows:

"Our merchant marine, too, has been allowed to deteriorate. Now there are grave doubts that it is capable of adequate response to emergency security needs.

"The United States has drifted down from first place to sixth place in the world in the size of its merchant fleet. By contrast, the Russian fleet has been rapidly expanding and will attain a dominant position by 1970. Deliveries of new ships are now eight to one in Russia's favor.

"For reasons of security, as well as of economics, the decline of our merchant marine must be reversed. We therefore pledge a vigorous and realistic ship replacement program to meet the changing pattern of our foreign commerce. We will also expand industry-Government maritime research and development, emphasizing nuclear propulsion, and simplify and revise construction and operating subsidy procedures."

Speaking for the unsubsidized U.S.-flag operators before the platform committee was Edward A. Terres, vice-president of States Marine-Isthmian, and Edwin M. Hood, president of the Shipbuilders Council of America, appeared in behalf of the shipbuilding industry.

SIU Presents Fleet Program To Democratic Platform Unit

NEW YORK—The SIU this week presented its recommendations regarding a U.S. maritime program at a meeting held by the Democratic Congressional Platform Hearings Committee at the Commodore Hotel here.

In testimony on behalf of the Union, SIU Vice President Earl Shepard outlined a series of affirmative steps at the national level "to reverse the present pattern of drift and decline" which affects the U.S. maritime industry.

The SIU presentation urged that the platform to be adopted by the Democratic National Convention in Chicago this month give consideration to the needs of the merchant marine and the domestic fishing industry so that it can "develop its maximum potential and increase its value to our nation."

In order to reverse the deterioration and decay of the merchant marine, the SIU called for a platform that would increase federal investment in new ship construction, give federal assistance to our shipyards in modernizing their facilities, encourage greater private investment in the unsubsidized segment of the merchant marine—including tax incentives comparable to those enjoyed by the subsidized fleet—and continuation of subsidies to the extent that they are necessary to help our fleet compete with cut-rate foreign shipping.

Also recommended was a national goal of a modern fleet

capable of carrying at least 50 percent of our imports and exports and pursuit of the new land-bridge concept which embodies the use of American ships and railroads to shorten the supply line and speed carriage of goods between Europe and the Far East.

Safeguards were urged for our domestic fishing industry through upgrading of the fishing fleet and legislation barring intrusion into our fishing and spawning grounds of foreign fishing fleets—such as the Soviet Union and Japan—who take more fish from our waters than we do.

'Down The Drain'

Shepard also urged the platform panel to consider the need for a clearer Selective Service policy for seamen since valuable manpower and training "goes down the drain" through lack of a coordinated draft board policy, particularly in inland and rural areas.

SIU maritime training facilities and the job opportunities available in the merchant marine drew favorable comment from Representative Hugh L. Carey (D-N.Y.), who is on the House Education and Labor Committee and was a member of the Congressional Platform Committee panel.

Carey said that "better support for the Merchant Marine" would provide a means to alleviate the nation's unemployment problem.

Magnuson Asks Independent MARAD In Key Recommendation to Senate

WASHINGTON—The chairman of the Senate Commerce Committee, Senator Warren G. Magnuson (D-Wash.), has followed up his committee's approval of the bill to establish an independent Maritime Administration by sending a strongly-worded report urging favorable consideration of the House-passed measure to the full Senate.

"It has become increasingly clear, and alarmingly certain, that the present administration has not been able to come forth with a reasonable and well-calculated proposal to revitalize the American merchant marine," Magnuson declared. "In the meantime, the plight of our fleet has worsened, the need for remedial action has heightened, and the resolve of the committee to establish an independent Maritime Administration has solidified."

The committee chairman also emphasized there no longer was any doubt about the wisdom of establishing a maritime administration separate and distinct from the Department of Transportation or any other department. One member of the committee, lame duck Senator Frank J. Lausche (D-Ohio), dissented from the unit's action, Lausche, who was defeated in his state's primary on his reelection bid and will leave the Senate at the end of the year, continued his efforts to block passage of this much-needed legislation and to have MARAD shifted instead to the Department of Transportation, where it would be in the hands of Secretary Alan S. Boyd. MARAD is presently under the jurisdiction of the Commerce Department.

Prime SIU Goal

The SIU, the AFL-CIO Maritime Trades Department, and other representatives of maritime labor and management—as well as concerned members of Congress—have long advocated an independent MARAD and are vigorously opposed to any plan which would put Boyd's department in control of the Maritime Administration. Thus, the action of the Senate Commerce Committee in adopting the independent MARAD bill—passed some nine months ago in the House by an overwhelming vote of 324 to 44—was considered a significant advance in efforts to upgrade the U.S.-flag merchant fleet.

In his report, to the Senate, Chairman Magnuson outlined the dire necessity for passage of the bill (H.R. 159) creating an independent MARAD.

"The purpose of the bill, he said, "is to create an independent Federal Maritime Administration not under any other department, agency or instrumentality of the Government, or under the authority of the head of any department, agency or instrumentality. The Administration so established would be headed by a Federal Maritime Administrator appointed by the President with the advice and consent of the Senate. Within the Federal Maritime Administration there would be established a Maritime Board composed of three members, one of whom would be the Federal Maritime Administrator who would act as chairman of the Board.

"All of the functions, powers, and duties of the Secretary of Commerce and other offices and officers of the Department of

Commerce under the Merchant Marine Act of 1936 and other laws and provisions of law enumerated in the bill would be transferred and vested in the Administrator and in the Maritime Board as specifically provided for in the bill."

"It is the opinion of your committee" Magnuson's report continued, "that an independent agency as would be established by this bill would provide the most efficient mechanism to assure that our national maritime policy set forth in Section 101 of the Merchant Marine Act of 1936 and other basic provisions of law will be properly and effectively implemented through constructive and ongoing programs.

Goal Unattained

"This goal is not now being attained," asserted Magnuson. "At the moment this country is confronted with the fact that a large segment of the fleet is composed of 25-year-old vessels which urgently need replacement; that we have had to withdraw World War II ships from the reserve fleet and recondition them in order to maintain our lifeline to Southeast Asia . . . and that in the event of trouble arising elsewhere in the world with which we might have to cope, we would be unable to find the ships necessary for our supply lines.

"These problems must be met," said the committee chairman. "Restoration of the type of organization that proved so effective in the past appears to be the proper path to take to eliminate the danger to our commercial and defense interests arising out of the present condition of the merchant marine."

Magnuson referred to the progress made when the American merchant marine was administered by an independent agency—

the U.S. Maritime Commission—from 1936 to 1950. He traced various reorganization plans which transferred the commission to the Department of Commerce and how the powers of the commission were gradually taken over by the Secretary of Commerce.

The senator also spoke of the hearings held by his committee on the legislation under consideration and the results drawn from the sessions. He told the full Senate:

"Your committee made an exhaustive study of the subject matter of this proposed legislation in the first session of this Congress. Hearings were held over some five months on the issue of establishment of an independent Maritime Administration and other issues relating to the present state and future of the U.S. merchant marine.

Lesson Clear

"The clear lesson gleaned from our committee's study is beyond dispute: The U.S. merchant fleet is in a critical condition, its future is in doubt, and remedial action of a major nature is essential if the United States is to remain a leading seafaring nation. At the conclusion of the hearings, although the majority of witnesses argued for establishment of an independent Maritime Administration, some doubt remained as to the long-term wisdom of establishing a maritime entity separate and distinct from the Department of Transportation.

"That doubt no longer exists," Magnuson declared emphatically in urging that the bill be passed because of administration failure to come forth with a proposal to revitalize the American merchant marine despite the fact that the need for remedial action has heightened.

The Atlantic Coast

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



During the recent triennial convention of the International Transport Workers Federation in Wiesbaden, Germany, I participated, as a member of the Seafarers Section Conference Committee, in comprehensive talks touching on all phases of world transportation and its growing technologies as they relate to Seafarers.

The Seafarers Section Conference agreed after its deliberations on the "need to constantly guard against the emergence of new flags of convenience and to safeguard and improve the conditions under which Seafarers sail and work." Forward looking resolutions were also adopted by the conference concerning the 40-hour work week, vacations and annual leave and other matters of concern to us all.

Other important business of the convention was an amendment to the Federation's constitution adding four members from the North American Section to the General Council. Among those named were SIU President Paul Hall and Machinists Vice President Rudy Faupl.

New York

Tony Rogers just left for Savannah to catch an AB's job on the *Bessemer Victory*.

After a 13-month shuttle run in Vietnam, Ward Wallace has completed a brief vacation. Now, it's time to sail again and he's back in the hall waiting for a bosun or carpenter's job.

Wilbur Taylor caught an AB's job on the *Charleston*.

Philadelphia

Oscar Ozer came in to register for another good job after sailing as oiler on the *Columbia*. On the same ship was James Robertson, who sailed as electrician. James has been with the SIU since 1949.

Jack Arellanes was on the *Transhuron*, sailing in the deck department. Jack, who joined the SIU in 1947, just came by the hall to register.

Norfolk

Kenneth Wells was on the *Transcolorado* for two weeks as



Sovich



Puchalski

deck maintenance. He's in this port hunting for a Vietnam-bound ship.

Robert Wroton is going to take a vacation, then he'll be ready for a good ship. Bob has 24 years with the SIU.

Lawson Evans, another old pro with the Union is looking for a job on the *Cuba Victory*, if possible. Lawson was oiler on the *Fairisle*, running to Vietnam.

Puerto Rico

Dick Grant is steward and Ralph Murray is bosun on the *Long Lines*, running cable to the Virgin Islands and Santo Domingo. These are two old-timers with the SIU. Also aboard are such familiar names as Eddie Puchalski and Mike Sovich.

Boston

Elmer Grose was BR on the *Cabins*, last time out. "Blackie" will spend some time with his family before shipping again.

William Stewart, a 26-year man in the SIU, was aboard the *Steel Apprentice*. Bill sails in the engine room and is scanning the boards for a good ship.

James Ahearn is ready for another Far East run after shipping as deck maintenance on the *Robin Goodfellow*.

Baltimore

Martin Yager will take any run after taking a short vacation, he told us after piling-off the *Marymar*. Martin has sailed on SIU ships for 20 years.

Another old pro, James Bergstrom was recently steward aboard the *Baylor Victory* on a Vietnam trip. He's waiting for another long run.

Ronald Bilksvaer had to leave the *Seamar* on the West Coast. UFFD. Ron is OK now and is waiting round for another Inter-coastal run.

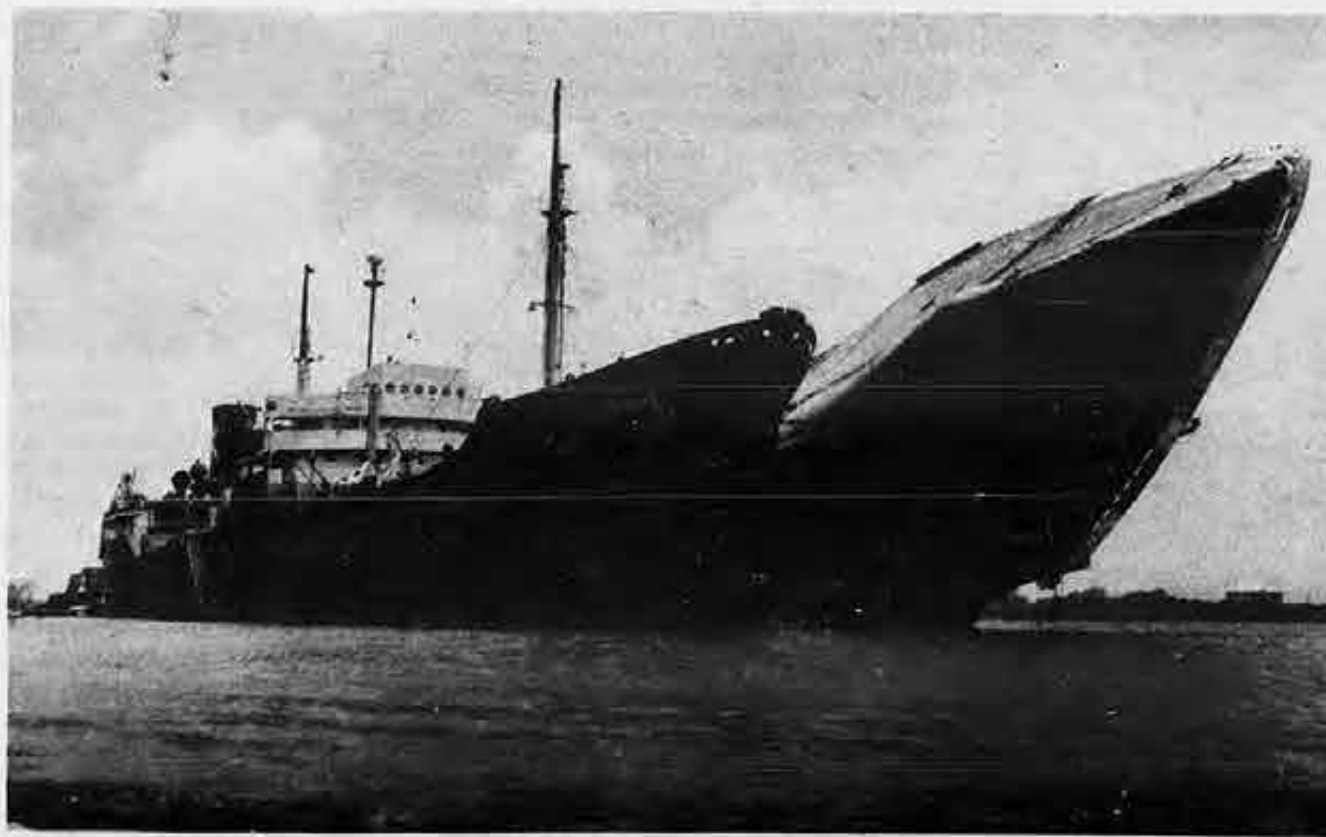
Seaway Officials Extend Season

United States and Canadian officials of the St. Lawrence Seaway hope to keep its shipping lanes open this year until December 15, "weather and ice conditions permitting."

Officially, the Seaway's navigation season has been extended to December 10 and then the waterway will operate on a day-to-day basis until December 15.

It was estimated by Senator Philip Hart (D-Mich.) that the extension could swell total cargo traffic by as much as two million tons.

Mississippi Salvage Operation



The SIU-contracted tanker *Transtexas* is being used to salvage the *Genevieve Lykes* in the Mississippi River. The vessel was battered by barges and sank during Hurricane Betsy in September, 1965. Still submerged beneath the *Genevieve* is her sister ship, the *Letitia Lykes*. Both vessels were under construction at the Avondale Shipyard when they were torn loose from their moorings. Hudson Waterways, owner of the *Transtexas*, bought the two vessels. So far, it seems to be a good investment.

Big Welcome for Vice-President



More than 100 members of SIU and SIUNA affiliates were on hand to greet Vice-President Hubert Humphrey at San Francisco airport during the Democratic presidential candidate's recent visit to that city. Humphrey addressed a group of Northern California labor unionists.

The Pacific Coast
by Frank Drozak, West Coast Representative



Vice-President Hubert Humphrey received a hearty welcome to San Francisco by his supporters in organized labor when he arrived here for talks with Northern California labor leaders.

The Democratic candidate for the Senate, Alan Cranston, sharply attacked Republican candidate Max Rafferty as "a trigger-happy, shoot-from-the-hip" man, in regard to the issue of crime and violence. Cranston, who is assured of full labor support, was lead-off speaker before the labor leaders. Each of the 14 speakers was seeking the endorsement of COPE.

Cranston claimed he would attack the causes of crime—rather than call for greater use of the police and military, which he said was Rafferty's way. We must, he told the labor unionists, have law and order, but we cannot have it without justice.

If elected, Cranston said he would support the repeal of Section 14(b) of the Taft-Hartley Act, which permits states to ban union shop provisions in labor contracts. He will work for further organization of the farm workers, he declared, and called for a broad-

ening of job opportunities, education, and health care opportunities. Also needed, he added, is



Powers Fernandez

the creation of corporations subsidized by the Federal Government to provide job training in city ghettos, opening up of new jobs, and financing new small business firms.

Seattle

Shipping has been good during the last period with four payoffs, three sign-ons and seven ships in transit.

J. Fernandez will take a vacation after sailing on the *Anchorage* as AB.

Lawrence Powers, chief cook aboard the *Coe Victory*, will be looking around for a job soon. Larry has over 20 years with the SIU.

Pete Drevas took an oiler's job on the *Enid Victory*. Pete's been sailing on SIU ships for 20 years.

Wilmington

In the past two weeks we paid-off the *Columbia Eagle*, *Seatrain Maryland*, *Seatrain Ohio* and *Seatrain Florida*. We had three sign-ons and eight vessels are in transit. Shipping is active and the outlook is bright.

Richard Bule is making the rounds for a cook's job to the Far East. He recently sailed to the Mediterranean.

Bob Statham is on the beach for a short rest after a couple of months on the Alaska run. He'll be looking for an AB's job soon. G. A. Allen was on the *Seatrain Washington's* last run to Vietnam. "Al" sailed as engine crane maintenance.

World Shipbuilding Sets New Record As U.S.-Flag Fleet Declines Further

WASHINGTON—The world's merchant fleet keeps growing at a rapid pace, with a record 10.9 million gross registered tons added in the fiscal year ending June 30, 1967, it was reported recently by the Maritime Transport Committee of the Organization for Economic Cooperation and Development.

At almost the same time, further indication that the privately-owned U.S.-flag merchant fleet—both its active and inactive segments—is declining rapidly was borne out by the latest tabulation of the U.S. Maritime Administration which shows a total of only 976 vessels as of July 1, 1968, a decline of 34 from the July 1, 1960 total.

The MARAD report includes 928 privately-owned active and 48 inactive vessels, an increase of just one since May, 1968—despite the fact that four ships were delivered from construction and two more were acquired through exchange from MARAD reserve fleets. This was because three older vessels were sold for scrap, one was transferred to foreign flag registry and one was lost.

On the world level, a prime reason for the greatly increased tonnage, the OECD report said, was a sharp rise in the construction of dry cargo vessels and bulk carriers of more than 50,000 deadweight tons.

Since June, 1967, the demand for giant tankers capable of carrying more than 200,000 tons has grown out of the closing of the Suez Canal 14 months ago. Ship operators want to carry as much cargo as possible on the longer trips around the Cape of Good Hope which now are necessary, the report noted. However, effects of the Suez closure following the Arab-Israeli War of last summer were not reflected in this report.

More To Come

OECD placed the world's merchant fleet, as of June 30, 1967, at 178,700,000 gross tons and indicated it will swell to even more record proportions when the totals are computed for the year ending June 30, 1968. It said that for the entire year of 1967 the total tonnage of new vessels completed in the world's shipyards neared 15 million gross tons and that more than 37 million tons were on order.

OECD noted that at the end of 1967 more than 60 percent of the world's tankers under construction or on order were designed to haul more than 200,000 deadweight tons of cargo and that, of the 294 tankers currently on order, 115 are in this range.

Japan led the way with 2,100,000 gross tons of the fiscal 1966-67 total and Norway was second with 1,900,000 gross tons.

Many of the vessels in the U.S. privately-owned fleet covered by MARA's report are overaged and in service only because of demands made upon the government for delivery of essential cargoes for the nation's war effort in South Vietnam. It has been estimated that many of these older ships will soon have to be scrapped and that the fleet will further decline until, by 1971 there will be only about 300 vessels less than 25 years old left in the reserve fleet.

The active ocean-going U.S. merchant fleet now consists of the 928 privately-owned vessels plus 176 government owned ships for

a total of 1,104, according to MARAD.

At the same time, MARAD's inactive fleet was placed at 949 ships after six were scrapped and a number transferred, exchanged or sold.

Among only four new privately-owned merchant ships delivered to U.S.-flag operators during May and June were three for SIU-

contracted companies. These were the President Fillmore, American President Lines; Delta Brasil, Delta Steamship Co., and the Overseas Alice, Intercontinental Bulk-tank Corp. All were built in American shipyards—the first two at the Ingalls Shipbuilding Corp. facility at Pascagoula, Miss., and the third by Bethlehem Steel Corp., at Sparrows Point, Md.

New P.L. 480 Procedure Bans All North Viet Traders

WASHINGTON—New procedures under a law signed last month by Pres. Johnson provide that suppliers of Public Law 480 cargoes must now certify to the government that they are not trading, and have not traded in the preceding six-month period with North Vietnam either directly or indirectly. The Agriculture Department has announced.

The new law bill also extends P.L. 480—which is more formally known as the Agricultural Trade Development and Assistance Act—until December 31, 1970. Under this act the government is authorized to send cargoes of food and other commodities to other nations in conjunction with U.S. foreign aid programs. The Cargo Preference Act, which stems from P.L. 480, provides that a minimum of 50 percent of all government-sponsored cargoes must be carried in American-flag vessels.

The Department of Agriculture said the new procedure must be followed by all suppliers of export sales commodities under Title one of the P.L. 40 program, effective immediately.

Statement Required

The restrictions require that each supplier must submit a statement to the USDA listing all of the executive officers of the branches, subsidiaries and associated companies, foreign and domestic in which the supplier has controlling interest and similar information about all companies with which, either directly or through subsidiaries or otherwise, have a controlling interest in the supplying company.

No contracts between suppliers and importers can be approved unless the supplier has submitted this statement of ownership and an additional certification about not dealing with North Vietnam.

This latter document states:

"The undersigned hereby certifies that he (1) is not now engaging in nor in the six months immediately preceding this application for financing has not engaged in any sales, trade, or commerce with North Vietnam or with any resident thereof, (2) does not own or control any company or other legal entity which is engaging in or in such period has engaged in any such sales, trade, or commerce with North Vietnam, and (3) is not owned or controlled by any company or other legal entity which is engaging in or in such period has engaged in any such sales, trades, or commerce

with North Vietnam either directly or through any branch, subsidiary, affiliate, or associated company . . ."

Agriculture Department officials said the new legislation, will effect nearly all suppliers of commodities sent to foreign nations under Public Law 480.

WWI Cruiser Is Sunken Hotel For Marine Life

NEW YORK—A once proud Navy cruiser, that helped rush American troops to England and France in World War I before it was sunk 50 years ago last month by a German mine in the Atlantic Ocean 50 miles from here, will continue to serve as an "aquatic apartment house" for marine life to the delight of sport fishermen.

And as schools of cod, ling and sea bass dart in and out of the hulk of the cruiser San Diego—lying bottom up in more than 100 feet of water some 10 miles south of Fire Island—it appears all efforts by the Navy to raise the wreck have been completely abandoned.

When the Navy canceled its salvage plan—first proposed in 1963—the news elated East Coast fishermen who say 30 to 40 sea bass to a baited line can be brought up from the "aquatic apartment house."

The Navy's decision to raise the San Diego had angered fishermen and skindivers who decided to raise funds enough to purchase the wreck from the government since it was an A-one fishing park and the hulk was no danger to navigation. However, while the money was still being collected the Navy withdrew the salvage idea.

It was on July 19, 1918 that the 502-foot long San Diego became the victim of a mine believed sowed by a German U-boat along the coast of Long Island. Only six men were killed and six injured as more than 1,000 officers and men managed to escape the sinkine ship—the only U.S. cruiser sunk by the Germans in World War I.

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As Congress Recesses for Conventions

Senate Passes Strong Poultry Bill; Food Stamp Curbs Added by House

WASHINGTON—The Senate by a vote of 73 to 0, has passed a strong poultry inspection bill after stripping it of provisions that would have severely weakened the nation's federal poultry and meat inspection programs.

The House expanded the food stamp program for the poor but included in it a ban on stamps going to the families of workers who are on strike and to students.

The two developments were included among a number of actions as Congress rushed toward recess for the national political conventions. It will return after Labor Day.

The bill that passed the Senate gives the states two years to set up strictly-enforced inspection programs for the 13 percent of poultry and poultry products that does not cross state lines—about 1.6 billion pounds a year.

Poultry sold in interstate commerce is already covered by federal inspection and the Senate bill includes strengthening amendments to the ten-year-old federal program.

However, before passing the bill the Senate knocked out an amendment tacked on in the Senate Agriculture Committee by Senator Spessard L. Holland (D-Fla.) that would have permitted poultry and meat approved under state plans to be shipped in interstate commerce.

The 52-to-19 vote rejecting the Holland amendment came after Senator Joseph M. Montoya warned that it would bring "adulterated intrastate meat and poultry flowing to every dinner table in the nation."

Montoya also led a successful drive for changes in the bill to broaden its provision for condemnation of unfit poultry and require that small plants must meet certain standards to be exempt from the legislation's full coverage. The bill now goes to a conference committee.

Food Stamps Extended

The House, by a 227 to 172 vote, approved a proposal by Representative Leonor K. Sullivan (D-Mo.) to extend the food stamp plan through fiscal 1972 with an "open end" authorization for the four years.

The Sullivan bill was a substitute for House Agriculture Committee legislation which provided only a one-year food stamp program, for fiscal 1969, with an authorization of \$245 million, only \$20 million above last year.

But the House also tacked on

to the Sullivan substitute, by a 150-134 teller (non-record) vote, a ban on food stamps for strikers and college students. The move, by Representative Charles M. Teague (R-Calif.), was made over Mrs. Sullivan's protests.

The AFL-CIO has stressed that the test for eligibility for food stamps is that recipients must be certified "needy" by local welfare agencies—that stamps should not arbitrarily be denied workers who exercise their "lawful right" to strike.

The House food stamp bill now goes to a conference committee. The Senate previously passed the single year, \$245 million authorization, without the imposed ban on stamps to strikers and students.

In other developments:

• The House passed a \$5 billion, two-year program of federal aid to higher education that went to conference with a Senate measure calling for \$13 billion over four years.

• The Senate passed a \$1.95 billion foreign aid authorization bill and sent it to conference with a \$1.99-billion House measure for a working out of differences.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



The 1968 biennial election of officers for the Great Lakes District got underway on August 1. Port Agents from Buffalo, Toledo, Chicago, Frankfort and Duluth were assigned to cover all SIU-contracted vessels plying the St. Clair and Detroit rivers between Algonac and Detroit.

It is expected that the bulk of the votes will be cast in this area. SIU agents and patrolmen will take the ballot boxes aboard ship and while the vessels are underway will vote each crew member. If all goes well, Seafarers aboard some 60 vessels will cast their ballots in the Rivers.

Negotiations with the Great Lakes Association of Marine Operators will resume now that the United Steelworkers have reached an agreement. Serious bargaining will take place shortly and we feel an agreement will be reached without resorting to a strike. The present agreement was extended 30 days—to September 1, for this purpose.

A Great Lakes conference of the AFL-CIO Maritime Trades Department will be held in Detroit, October 23. The MTD-Great Lakes conference will be held at the Whittier Hotel at 10 a.m. At 7 p.m., the annual MTD dinner-dance will be held at the Latin Quarter. We expect a great turnout for this important event.

The Lake Superior Board of Control opened eight additional gates in the Control Dam at the Soo, increasing water levels in the St. Mary's River by nine inches. This allows lake freighters in the ore trade to carry in excess of 30,000 tons of ore.

The increase in the water levels allows a large ship to carry an additional 230 net tons of iron ore for every inch of deeper water. The St. Mary's is the controlling point in the lakes for draft.

Chicago

With the election of Great Lakes District officials now taking place, our agent has been assigned to the vessels with the Algonac River boats in Detroit.

The W. E. Fitzgerald, a 60-year old ship, is laid-up in Milwaukee. This "double-handed bomber of the Gartland Steamship Company" had its entire crew dis-

patched to other Gartland vessels for the present.

We have had a heat wave in the high 90's, so some of our old salts are hanging around the beach. Joe Veno, Charlie Hankal, Perry Spilde and Walter Anderson are waiting for the weather to cool off. Joe Yukes, subject of a recent LOG story about his farm, has brought in some of his home grown produce for the daily stew pot.

Duluth

Not much activity in this port during the last period. Shipping remains about the same as last month, with rated men able to find a ship as soon as they register.

The steel strike didn't materialize but shipping is slow for unrated men. Our agent is in Detroit riding the river for the election of GLD officials.

There has been more action regarding the MEBA purchase of St. Clements School, according to Ray Kern, MEBA representative. Members of the Duluth Planning Commission are holding a hearing to discuss the re-zoning change. If the Commission recommends this change, the City Council will vote on it at its meeting.

Chester Hoff, wheelsman on the Henry Steinbrenner, is recuperating in St. Mary's Hospital in Superior with a foot injury sustained aboard ship. He told us he is feeling better every day and hopes to be back aboard the Henry when she arrives back here.

Buffalo

Shipping is still holding its own in this port with regular shipping, plus the vacation relief jobs. No rated men have hung around very long.

The M. V. Day Peckinpaugh laid-up for minor repairs in the ship-yard at Port Weller, Ontario. However, the crew had a short-lived vacation. Two days later, they were re-called and their ship is back on her regular run.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

July 26 to August 8, 1968

DECK DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	0	2	4	1	2	8
New York	59	41	35	45	23	187	117
Philadelphia	13	6	4	5	4	17	13
Baltimore	23	13	14	9	11	84	18
Norfolk	14	8	7	7	8	36	16
Jacksonville	9	8	6	6	12	32	22
Tampa	6	2	3	2	0	11	18
Mobile	23	12	21	5	2	78	53
New Orleans	35	25	42	26	7	130	74
Houston	37	41	37	27	30	120	89
Wilmington	23	19	20	18	12	29	0
San Francisco	30	37	29	30	25	53	2
Seattle	20	16	11	17	15	47	6
Totals	292	230	233	198	151	832	434

ENGINE DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	2	2	3	2	0	3
New York	46	58	46	52	12	98	111
Philadelphia	6	7	5	2	2	14	12
Baltimore	13	19	6	11	3	50	37
Norfolk	4	8	6	5	8	23	17
Jacksonville	3	11	2	15	12	17	16
Tampa	7	3	2	4	2	4	10
Mobile	26	16	17	7	5	62	21
New Orleans	18	46	14	47	7	78	91
Houston	28	48	22	35	23	77	92
Wilmington	6	10	7	11	12	14	0
San Francisco	32	44	30	36	36	32	2
Seattle	15	18	12	12	16	31	11
Totals	206	290	172	239	138	503	422

STEWARD DEPARTMENT

Port	TOTAL REGISTERED All Groups		TOTAL SHIPPED All Groups			REGISTERED on BEACH All Groups	
	Class A	Class B	Class A	Class B	Class C	Class A	Class B
	Boston	2	0	0	0	0	4
New York	38	26	31	23	23	136	49
Philadelphia	7	6	3	2	4	20	12
Baltimore	12	11	7	12	8	49	32
Norfolk	14	12	9	9	19	12	5
Jacksonville	4	13	5	8	20	12	16
Tampa	5	1	3	2	2	7	8
Mobile	26	17	11	6	5	64	30
New Orleans	24	14	19	15	8	105	61
Houston	43	30	26	17	21	95	42
Wilmington	12	13	5	7	5	20	0
San Francisco	25	48	22	50	24	48	20
Seattle	23	7	13	9	3	43	9
Totals	235	208	154	160	142	615	286

Glued to the Tube



Seafarers Walt Kubiak (left) and Tom Holmes watch TV at SIU hall in Philadelphia while waiting for shipping call. Kubiak last shipped on the Petrochem and Holmes recently sailed aboard the Steel Surveyor.

Delay on Fortas Nomination Viewed as Boon to Birchers

WASHINGTON—The biggest beneficiary of the Senate hearings into President Johnson's Supreme Court nominations is the John Birch Society, says Memo from COPE.

More than the personalities involved, that's the real story in the hearings: that the JBS 10-year campaign to discredit the Supreme Court has been elevated to respectability in the halls and hearing rooms of the Senate.

What the Birchers themselves have tried to carry off has been substantially advanced for them by Senators James Eastland (D-Miss.) and Strom Thurmond (R-S.C.), the publication of the AFL-CIO Committee on Political Education declares.

True, Earl Warren hasn't been impeached. But, then, his impeachment never really was the target of the Birchers and their satellite extremist groups.

Warren, rather, was used as the focus of the Birch Society's attempt to discredit the entire court. This was made clear in the founding meeting of the Birch Society in December, 1958, when JBS chieftain Robert Welch told 12 businessmen assembled in Indianapolis the anti-Warren campaign would bare the court's "unchecked seizure of power at the expense of our legislative bodies."

So, the John Birch Society campaign has made it to the big time. When it was first unveiled 10 years ago, it seemed ludicrous. Today, it is painfully serious.

It is unlikely, for example, that without the 10 years of steady attacks on the court, Thurmond would have played the role of a bully-ragging Grand Inquisitor to the first nominee for Chief Justice ever summoned to his own confirmation hearing. Thurmond could only know Justice Fortas would be obliged to decline answers to many of his questions. So he used the hearings as a forum, for a headline-grabbing attack on the court and a whole series of its decisions, many of them handed down long before Fortas came to the court.

Behind the whole business are Eastland's and Thurmond's objections to Warren court decisions on a wide range of racial and civil liberties issues. Few were raising hob with the Supreme Court before its 1954 school desegregation decision and subsequent civil rights rulings.

Few, for that matter, were ultra-critical of the court before the Birch Society got into the act in 1958. Ten years after it did, pillorying the court has become a great American game, and two of its chief practitioners are Eastland and Thurmond.

To be kept in mind through the present hassle is the fact that the Warren court has been a bastion protecting civil rights and liberties. To swallow the phony charges that Supreme Court decisions are responsible for civil disorders or high crime rates is to be hooked by racists and rightists and to abandon the field to the Eastlands, Thurmonds and Birchers.

LABOR ROUND-UP

W. H. Montague, Sr., president of the Georgia AFL-CIO since 1958, died in Atlanta at 62 of a heart attack, and was buried after services in Decatur, Ga. AFL-CIO President George Meany said in a message of sympathy to Mrs. Montague and their two sons that his years of service to labor will "stand as a monument to his memory." Montague was a long-time member of Auto Workers Local 34 at the Chevrolet plants in Atlanta and worked several years as an organizer for the State, County and Municipal Employees. His duties as president have been taken over by M. J. Counihan, business manager of the Savannah, Ga., International Brotherhood of Electrical Workers former executive vice president of the state body.

Cesar Chavez, director of the AFL-CIO United Farm Workers Organizing Committee, has been chosen for a Rural Service Award of the Office of Economic Opportunity, the agency announced. The award is for "making a significant contribution to alleviating poverty in rural America." Also named for an OEO award was Fay Bennett, executive director of the National Sharecroppers Fund.

Thomas J. Nayder, secretary-treasurer of the Chicago and Cook County Building and Construction Trades Council, has been appointed vice chairman of the Metropolitan Crusade of Mercy

for 1968. The Crusade raises funds for about 900 human care services affiliated with the community fund in a five-county Chicago area.

An AFL-CIO union has won bargaining rights for 800 employees of the University of Massachusetts at Amherst in a representation election conducted by the state Labor Relations Board. The State, County and Municipal Employees defeated an unaffiliated union in the service maintenance, agricultural college, manual, and security units. Organizing staffs of the State-County union and the AFL-CIO worked together on the campaign.

Albert Shanker has been re-elected in New York as president of the United Teachers Federation—largest local of the American Federation of Teachers there—easily defeating two other candidates. Shanker polled 20,254 votes in the final count to win his third consecutive two-year term. Candidate Sol Jaffee garnered 2,273 and Keith E. Baird 2,101.

President Johnson has named Victor Bussie, president of the Louisiana State AFL-CIO, to the President's Committee on Mental Retardation. Bussie succeeds President Joseph A. Beirne of the Communications Workers on the President's committee. The president reappointed four others to the committee.

A Good Prescription



The Republican Convention has ended and the Democratic conclave will open shortly in Chicago.

Charges and countercharges will fill the air in the next few weeks as the respective candidates vie for election to public office.

The right to vote freely and without coercion is taken for granted by many Americans.

Ever since our independence was won, Americans have been going to the polls and registering their vote for the candidate of their choice.

This is a right that is, unfortunately, not granted to all citizens of the world. In many nations, Communist dictatorships offer their citizens a choice of one on election day.

No one can claim that our nation is perfect, but we do have an instrument at our disposal that can make it a lot closer to perfection. That instrument is the right to vote.

Some U.S. citizens rant at real and imagined demons that afflict the country, and then, when election day arrives, their sole involvement with the democratic process is to watch the returns come rolling in—courtesy of the television networks.

Then when it is announced that an unfavorable son has been elected to fill the post of Senator or Congressman, the nation is condemned as "hopeless"

There is an old adage that reads "He Who Hopes is Hopeless."

Those who only hope that the nation can do better but then do not trouble to register their vote for progress bear out this adage.

Some of those who do not vote are not even qualified to vote because of their failure to register. For others, it is too much of an effort to go to the polling place to vote.

At this point in history, the nation needs the involvement of all of its citizens to over-

come what appear to be insurmountable problems.

Inadequate housing and schools for the underprivileged will not disappear if we do not register our vote against the racist and reactionary forces who are indifferent to their perpetuation.

Water and air pollution will continue unabated if we fail to vote out of office those candidates who embrace the big business philosophy of profits at any cost.

The labor-baiters, who would like the nation to return to the labor policies of the nineteenth century, will continue in their efforts to undermine the gains won by organized labor if we do not care enough to vote and defeat them at the polls.

And those whose only purpose is to fan the flames of hatred and suspicion will continue their grisly work if we do not care enough to oust them from public office.

All of these forces serve as impediments to the future growth of this nation and they feed on the indifference of the electorate.

As witnessed by the recent watering-down of the Gun-Control Bill, special interest groups can mount high-powered letter campaigns to counteract a strong desire by the general public to have an adequate gun control measure placed on the books.

However, the American public possesses the ultimate weapon against those factions which disregard the general welfare in order to gain favor with special interest groups.

That weapon is the vote. With our votes we can rout out the racists, extremists, reactionaries and special-interest coddlers who use the halls of Congress to perpetuate a philosophy that is alien to the American people.

Be sure to register and be sure to vote. Your nation is depending on you.

ANNUAL REPORT

For the fiscal year ended March 31, 1968
GREAT LAKES TUG AND DREDGE PENSION PLAN
 275 20th Street, Brooklyn, N. Y. 11215
 to the
SUPERINTENDENT OF INSURANCE
 of the
STATE OF NEW YORK

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

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

1. Contributions:		
(a) Employer	\$123,796.53	
(b) Employee	82,806.61	
(c) Other (Specify)	—	
(d) Total Contributions		\$ 206,603.14
2. Dividends and Experience Rating Refunds from Insurance Companies		—
3. Investment Income:		
(a) Interest	27,113.77	
(b) Dividends	22,078.45	
(c) Rents	—	
(d) Other (Specify)	—	
(e) Total Income from Investments		49,192.22
4. Profit on disposal of investments		42,758.45
5. Increase by adjustment in asset values of investments		—
6. Other Additions: (Itemize)		—
(a)	—	
(b)	—	
(c) Total Other Additions		—
7. Total Additions		<u>298,553.81</u>

DEDUCTIONS FROM FUND BALANCE

8. Insurance and Annuity Premiums to Insurance Carriers and to Service Organizations (Including Prepaid Medical Plans)	—
9. Benefits Provided Directly by the Trust or Separately Maintained Fund	31,662.58
10. Payments to an Organization Maintained by the Plan for the Purpose of Providing Benefits to Participants	—
11. Payments or Contract Fees Paid to Independent Organizations or Individuals Providing Plan Benefits (Clinics, Hospitals, Doctors, etc.)	—
12. Administrative Expenses:	
(a) Salaries	11,786.77
(b) Allowances, Expenses, etc.	1,927.86
(c) Taxes	501.23
(d) Fees and Commissions	7,724.37
(e) Rent	1,110.53
(f) Insurance Premiums	141.73
(g) Fidelity Bond Premiums	1,014.00
(h) Other Administrative Expenses (Specify) Schedule attached	7,677.86
(i) Total Administrative Expenses	31,884.35
13. Loss on disposal of investments	27,027.43
14. Decrease by adjustment in asset values of investments	—
15. Other Deductions: (Itemize)	
(a)	—
(b)	—
(c) Total Other Deductions	—
16. Total Deductions	<u>90,574.36</u>

RECONCILEMENT OF FUND BALANCE

17. Fund Balance (Reserve for Future Benefits at Beginning of Year)	1,019,397.54
18. Total Additions During Year (Item 7)	298,553.81
19. Total Deductions During Year (Item 16)	90,574.36
20. Total Net Increase (Decrease)	207,979.45
21. Fund Balance (Reserve for Future Benefits) at end of Year (Item 14, Statement of Assets and liabilities)	<u>1,227,376.99</u>

STATEMENT OF ASSETS AND LIABILITIES ASSETS

Item		
1. Cash		\$19,633.60
2. Receivables:		
(a) Contributions: (See Item 18)		
(1) Employer	—	
(2) Other (Specify)	—	
(b) Dividends or experience rating refunds	—	
(c) Other (Specify) Accrued interest paid on	—	

bonds purchased	967.72
3. Investments: (Other than Real Estate)	
(a) Bank Deposits At Interest and Deposits or Shares in Savings and Loan Associations	—
(b) Stocks:	
(1) Preferred	52,290.71
(2) Common	494,616.20
(c) Bonds and Debentures:	
(1) Government Obligations:	
(a) Federal	67,222.64
(b) State and Municipal	—
(2) Foreign Government Obligations	—
(3) Non-Government Obligations	592,646.12
(d) Common Trusts:	
(1) (Identify)	—
(2) (Identify)	—
(e) Subsidiary Organizations (See Instructions) (Identify and Indicate Percentage of Ownership by this Plan in the subsidiary)	—
(1)	—
(2)	—
4. Real Estate Loans and Mortgages	—
5. Loans and Notes Receivable: (Other than Real Estate)	
(a) Secured	—
(b) Unsecured	—
6. Real Estate:	
(a) Operated	—
(b) Other Real Estate	—
7. Other Assets:	
(a) Accrued Income	—
(b) Prepaid Expenses	—
(c) Other (Specify)	—
8. Total Assets	<u>\$1,227,376.99</u>

LIABILITIES

9. Insurance and Annuity Premiums Payable	—
10. Unpaid Claims (Not Covered by Insurance)	—
11. Accounts Payable	—
12. Accrued Expenses	—
13. Other Liabilities (Specify)	—
14. Reserve for Future Benefits	1,227,376.99
15. Total Liabilities and Reserves	<u>\$1,227,376.99</u>

GREAT LAKES TUG AND DREDGE PENSION FUND ATTACHMENT TO THE ANNUAL REPORT TO THE SUPERINTENDENT OF INSURANCE OF THE STATE OF NEW YORK

Year ended March 31, 1968

Deductions from Fund Balance

Item 12(h)—Other Administrative Expenses	
Stationery, supplies and printing	\$1,792.77
Postage, express and freight	17.00
Telephone and telegraph	311.33
Equipment rental	668.98
Employee benefits	697.90
Miscellaneous	822.05
Repairs and maintenance	201.72
Tabulating service	2,939.17
Microfilming	91.90
Dues and subscriptions	49.78
Miscellaneous Trustees' meetings expense	85.26
	<u>\$7,677.86</u>

ANNUAL REPORT OF THE

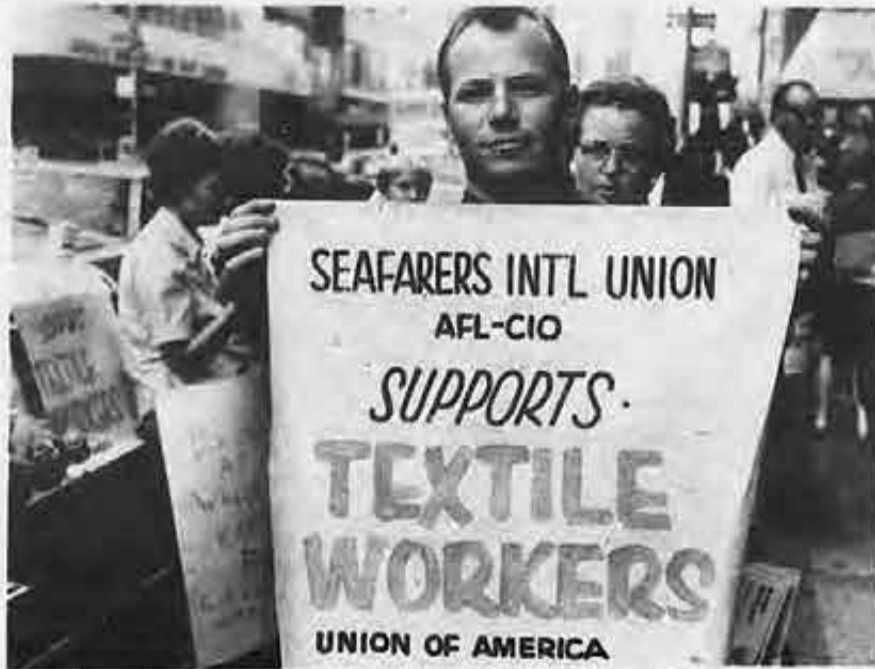
Great Lakes Tug and Dredge Pension Fund
 New York
 STATE OF } ss.
 Kings
 COUNTY OF }
 and.....
 Trustees of the Fund and.....
 affirm, under the penalties of perjury that the contents of this Annual Report are true and hereby
 subscribe thereto.

Employer trustee:
x Edward Henzer

Employee trustee:
x Robert Ruffalo

Others (Indicate titles):

Strikers at Kayser-Roth Gain Nationwide Support



A delegation of Seafarers, including John Smith, AB, joined striking Kayser-Roth employees who came from Dayton, Tenn., to picket New York department stores and urge a boycott of the company's products. SIU coffee wagon (at left) provided refreshments for pickets.

DAYTON, Tenn.—Seldom in its time has the small Tennessee hamlet of Dayton made history. In fact the last time it did so was in 1925—when the famous Scopes "monkey trial" was held there. After that, Dayton disappeared from the national news.

But today another storm, of a different nature, is brewing in that once sleepy town. Its 6,000 residents have come alive to watch and support 500 members of the Textile Workers Union of America take up a battle against the Kayser-Roth Company, a multi-million dollar textile firm—and take it up in the spirit of the east Tennessee miners unions.

TWUA members in Dayton won an election at the plant here in November 1964 only to have company challenge the ballots and hold up National Labor Relations Board certification of TWUA as bargaining agent until September 1967. Along the way, since then, Kayser-Roth has been found guilty by the NLRB of committing unfair labor practices and of discharging employees for union activity.

Last October the company finally agreed to bargain for a contract. But the company's agreement was no more than lip service. After nearly two dozen meetings and fruitless attempts to win a decent contract, TWUA went on strike on May 6. Management's repeated refusals to grant union security—and its insistence on a clause which would deny arbitration and restrict the workers' right to strike—is what caused the walk-out. The Dayton workers had for three long tedious years fought for a union and then were faced with a management-proposed contract which would have virtually destroyed the union in their plant.

Injunctions Sought

Two days after the strike started Kayser-Roth sought, and was granted, a court injunction against the TWUA pickets which limited the number of strikers allowed on the picketline. Company-recruited scabs started using their cars to run down the strikers, the union went to court to get an injunction to stop the company and its agents from harassing the strikers. The entire community of Dayton rose up in defense of the pickets.

The Dayton story is typical of the feudalistic policies and low wages of anti-union textile employers in the South, where 500,000 such workers are still unorganized.

The Kayser-Roth record speaks for itself. Its Dayton factory is one of a total of 117 plants. Only 17 of them are organized. The company employs about 26,500 workers in its plants. The firm just hit sales above \$390 million and racked up a net profit—after taxes—of more than \$12 million in 1967. It recently became part of the giant Penn-Central conglomerate which includes the old New York Central and Pennsylvania railroads.

However, the wages of the workers at the Dayton plant remain substandard, with some being paid little more than the bare federal minimum wage of \$1.60. Even with its net profits of \$12 million, the company steadfastly refuses decent wages and reasonable fringe benefits to the workers without whom those profits would be impossible.

The Dayton strikers are not alone in their struggle. A massive, nationwide boycott of Kayser-Roth products is currently underway. It is geared to show the American public the deplorable working conditions in Kayser-Roth plants and the sweatshop wages it pays its employees.

The boycott is aimed at major retail, wholesale and department stores which handle Kayser-Roth products and includes an all-out "Don't Buy" drive against Kayser-Roth brands by the AFL-CIO in major distribution centers throughout the nation.

When the strike and the boycott against Kayser-Roth are successful, Dayton, Tenn., might again find itself in the history books—this time as the home of 500 textile workers who took on an anti-union giant and brought it to its knees on behalf of 500,000 ill-paid, ill-treated workers throughout the South.

AFL-CIO President Meany Reaffirms Labor's Opposition to Separatism

NEW ORLEANS—Labor is opposed to separatism in American society, AFL-CIO President George Meany told the National Urban League as it opened its national conference here recently.

"We are dedicated to the achievement of a society which is built upon the firm bedrock of equality of opportunity," Meany said in a letter to Whitney M. Young, Jr., executive director of the league.

"We are opposed to separatism of any kind, to segregation in any disguise, to discrimination against anyone, white or black, Christian or Jew, rich or poor," Meany attested.

The majority of Negroes surveyed by the National Advisory Commission on Civil Disorders still desire integration and conciliation with whites, although a substantial minority seems to have lost faith in the American system and prefers the establishment of a separate "black state," a new study disclosed.

The aims of labor and the league are the same—"the common pursuit of dignity for all mankind," Meany said.

"Never in its 56-year history has the National Urban League met at a time when the nation more deeply needed its knowledge, its will and its historic common sense than it does today."

Mutual Cooperation

He cited the cooperation between labor and the league in striving for common achievements.

"We have managed to break down each successive legal and emotional barrier but we are still short of our common goals and we still face dangerous adversaries."

He pointed to bitter poverty, needless unemployment and inadequate schools. These are things "that fail to prepare our children for the challenges of manhood," Meany asserted.

"Rotting housing, infested by vermin and inviting disease; yes, even crippling malnutrition in a bountiful land—these too are enemies."

"The fact that the majority of Americans now recognize and are horrified by these conditions is in itself a mark of the success of the National Urban League and its friends."

But making the country aware of the extent of the problems is not enough, Meany asserted. "Working together, we must make America determined to eradicate the conditions that have created the urban crisis."

Meany, however, warned of opposition from reactionaries who fight any changes—no matter how worthy.

"They will be aided by those who can only see the cost of a project, not its value; those who fail to understand that what we propose is an investment in America—an investment that will be more than amply repaid, both in dollars-and-cents and in the well-being of America's citizens."

"Perhaps the toughest opposition of all comes from those who would abandon the democratic, law-abiding search for justice in favor of the tools of tyranny—riots, fire, looting," he said.

These forces, he warned, "would substitute anarchy and its inevitable hand-aided dictatorship, and thus sacrifice the most important asset of an American—his personal freedom."

Young, in his keynote address at the conference, said the League specifically rejects violence because too many people believe they can shout, sing or shoot their way into power and the result is only that black people are being killed and black communities destroyed.

On separatism, he said:

"When the Urban League builds into the ghettos of America the community and economic institutions needed to bring about change, it helps prepare the way for the realization of a truly open society, for real integration can

only take place among equals."

Young explained that the League is now stressing a plan to strengthen political and economic institutions and develop community pride and solidarity in black communities.

He called on members of the black middle class to aid their brothers in the slums, but "we are not calling for separatism."

Meany continued his letter by citing the cooperation between labor and the Urban League in recruiting, training and placing in skilled jobs scores of disadvantaged youths.

Three More Seafarers Qualify As Engineers; Total Now 265

Three additional Seafarers have obtained a third assistant engineer's license after passing their Coast Guard examinations. The men attended the marine engineering school sponsored jointly by the SIU and District 2, MEBA. This brings to 265, the number of Seafarers who have upgraded through the school. The three new assistant engineers are Leslie Soper, Joe Weems and Francis Staples.

Leslie Soper has been a Seafarer since 1959, when he joined the SIU in the Port of Baltimore. Brother Soper is 33 years old and lives in Severna Park, Maryland. A native of Baltimore, he previously sailed as FOWT.

Joe Weems is a former oiler. A veteran of the Marines, he joined the SIU in New Orleans in 1962. The 34-year-old Seafarer was born in Winnfield, Louisiana and makes his home in that town.

Before receiving his third assistant's license, Francis Staples sailed as FOWT. A native of Philadelphia, the 21-year-old Seafarer makes his home in that city. He joined the Union in the Port of New York in 1963.

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. watchstand-



Weems

Staples

ing 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.

War Zone Risks Of U.S. Seamen Insured by Gov't.

WASHINGTON—The United States Government—rather than private underwriters—is now providing its own second seamen's war risk insurance for crews of more than 200 American-flag merchant vessels while they are in Vietnam waters under charter to the Military Sea Transportation Service, the Maritime Administration has announced.

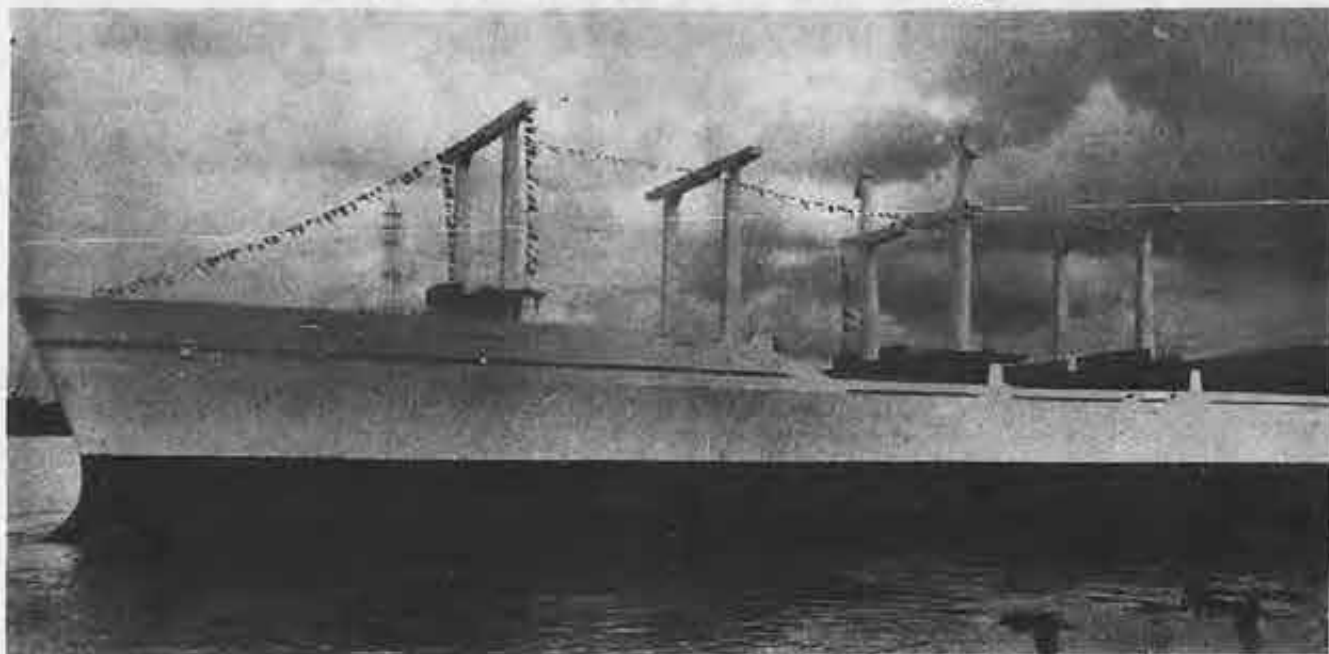
Up until recently, such additional insurance coverage was handled by domestic and British insurance underwriters, but the government decided to act as self-insurer in an effort to save over \$1.5 million in added premiums per year. MARAD will handle all losses while the ships are in "additional premium areas," principally Vietnam, and will be reimbursed by MSTs, under the arrangement which went into effect July 15, 1968.

While the ships were in Vietnam waters, the private companies had been imposing premium surcharges—which ranged from a minimum of \$1,000 per ship for the first seven days up to \$250 a day after about 30 days—over the regular premiums charged for the remainder of the voyage.

The private underwriters will continue to write the regular insurance while the vessels are in peaceful waters and suspend the policies only while they are in high risk waters. Here, the U.S. Government's second seamen's war risk insurance will be in effect until the vessel is out of the danger zone.

MARAD said that 200-odd vessels will be covered.

The Idaho Meets The Mississippi



The SIU Pacific District-contracted Idaho slides into Mississippi River at Avondale Shipyards. The largest ship ever built in Louisiana, the Idaho is the third of five new cargo ships for States Steamship Co. of San Francisco. The 579-foot giant and her sister ships are the first in the Pacific Ocean with anti-roll, gyro-controlled stabilizers. She can attain speeds of 23 knots, has an 82-foot beam and weights 14,000 tons.

American Labor Praised for Efforts On Housing for Argentine Workers

BUENOS AIRES—One of Argentina's most prominent trade union leaders has praised the role of the AFL-CIO in housing programs for Latin American workers as a great contribution to the solidarity between organized labor in North and South America. Juan Jose Taccone, secretary general of the big Buenos Aires

local of the Light and Power Workers union, lauded the AFL-CIO and the American Institute for Free Labor Development for making it possible for Argentine workers to acquire their own modern homes.

He spoke during the inauguration here of the first group of two and three-bedroom apartments in the \$13-million-housing program sponsored by AIFLD for four trade unions representing light and power, municipal, railroad and communication and postal workers in Argentina.

Under the program, AIFLD helped the unions obtain the 6.5%, 25-year loan from two U. S. insurance companies—Connecticut General and Connecticut Mutual—that will construct homes for 1,667 families of union members during the next two years. The loan is guaranteed by the Agency for International Development under the Alliance for Progress, and the union families have each saved up 10% of the loan as required down payment.

High Interest Rates

Because interest rates to workers in Latin America are so prohibitive, most families have little hope of ever buying their own homes. Through the AIFLD housing program with the AID guarantee, organized labor in these countries is being given the opportunity, for the first time, to acquire homes under a system similar to the FHA and GI-insured loan program in the United States.

Taccone said at the inauguration of the first 561 apartments in Argentina under the AIFLD program that the homes were the result of the "union-to-union relationship that contributes to the solidarity that transcends the frontiers of countries."

Among those from the U. S. trade union movement in attendance at the ceremony were: Andrew C. McLellan, AFL-CIO inter-American representative; William C. Doherty, Jr., executive director of AIFLD; Robert

Mayer, AFL-CIO counsel; Jesse Friedman, AIFLD regional director; Charles R. Wheeler, Jr., AIFLD director for Argentina, and Gene Meakins, AIFLD education director for Argentina.

Doherty, addressing the group in Spanish, pointed out that AIFLD is dedicated to a constructive role in its relationship with the Latin American trade union movements.

"There are two types of people," he said, "those who love and build and those who hate and destroy: With this project we are inaugurating today we are certain

that we are among the first group."

Another speaker, Covey T. Oliver, coordinator of the Alliance for Progress as U. S. Assistant Secretary of State for Inter-American Affairs, emphasized that the homes were not gifts—that the wage earners would pay back the loan over 25 years. Oliver noted that AFL-CIO President George Meany had often pointed out that the concern of the millions of members of the U. S. labor movement for the dignity of the working man was not limited by the borders of the United States.

Vice Pres. Humphrey Backs UFWOC; Vows Action on Full NLRB Rights

Vice President Hubert H. Humphrey, has given a strong personal endorsement to the boycott of California grapes launched by striking farm workers and supported by the nation's labor movement.

He also pledged "to redouble my efforts" to get Congress to pass legislation extending collective bargaining rights under the National Labor Relations Act to agricultural workers.

"To exclude them from any protective legislation just does not make sense," Humphrey said in a letter to Cesar Chavez, director of the AFL-CIO United Farm Workers Organizing Committee.

Humphrey met with Chavez and other leaders of the farm workers in California and he spelled out his support of their objectives in a letter which termed the farm workers' effort to bring employers to the bargaining table "national problems" which "deserve national attention."

The Vice President noted that he has repeatedly spoken out on behalf of the right of farm workers and he invited Chavez to use his endorsement of the boycott or any other portion of the letter "in any way you feel will best serve 'La Causa'—the 'cause' to which the farm worker leaders

have dedicated their lives.

"I want to wish you success with your national boycott effort," Humphrey wrote Chavez. "As more people know that the boycott is almost your only effective organizing device, more and more will support it."

Humphrey also pledged assistance to the farm workers in efforts to prevent loopholes and lax enforcement in immigration laws from furnishing growers with a cheap—and often strikebreaking—alien labor force.

"This must be changed," Humphrey said, through tightened enforcement and, if necessary, changes in national administrative policy.

He agreed with the UFWOC position, Humphrey stressed, that "no reasonable degree of fairness in recognizing the rights of farm workers, on a comparable basis with other American workers, can occur without substantive change in enforcement of immigration procedures to accompany the extension of the NLRA to farm workers."

The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Seafarers in the New Orleans area are reminded that a Democratic Primary is coming up and that United States Representative Hale Boggs is seeking reelection to Congress from the Second District. This District includes uptown New Orleans, Jefferson and St. Charles Parishes. The SIU hall is located in this district.

All Seafarers are urged to work and vote for Hale Boggs in the primary and in the General Election, November 5. In addition to Boggs, members in Jefferson Parish are encouraged to support and vote for school board candidates endorsed by labor in Jefferson Parish. The following have been endorsed by the Greater New Orleans AFL-CIO and COPE:

Alvin E. Bertaut and George Gibson for East Bank, at large; four-year term: two to be elected; Gerald Patrick Webre for East Bank, at large. This is an unexpired term with two years remaining. Labor is also backing Everette F. Gauthreaux and Burnett J. Tappel for West Bank, at large, for four-year term. Two will be elected.

The Dock Board has approved expenditure of \$100,000 for preliminary plans on construction of a container terminal on the Industrial Canal. Approval of the initial outlay, under the capital improvements program of the port of New Orleans, will save five to six months time in completion of the project according to the President of the Board. New Orleans is presently very much in need of a container terminal, and is in competition with other Gulf ports for the container trade.

Galveston also recently announced plans to develop a container terminal and "hopes to become the principal container port for the West Gulf." The port of Gulfport has invested about \$10 million in new facilities in the past two years and is planning a specialized container terminal and a bulk handling system. They are looking forward to becoming a major East Gulf container station.

New Orleans

William Tank is looking forward to an FWT job shortly. He is currently UFFD, but says he is feeling pretty good and should be ready for a job soon.

Fred Fagan had to leave the Santore, where he held down a slot in the engine room, for a stay in the USPHS Hospital. Fred is looking forward to an oiler's job in the very near future.



Sessions

Dunn

Melvin Smith is waiting for a group one deck job. He prefers a carpenter's slot if possible. Melvin's last ship was the *Del Rio*. He joined the Union in 1957 in the port of New Orleans.

Houston

Shipping has been good and steady in this port.

Among the men registering during this period was T. L. Sustaire, recently AB on the *Cabins*. Brother Sustaire is waiting for a Coastwise trip.

R. N. Sessions would like a long run after sailing on the *Newark*. He's a member of the steward department.

After a well-earned vacation, M. P. Bennett will take a good ship, going anywhere.

Mobile

Registered for a deck job is veteran Seafarer B. E. Dunn, who has shipped out of the Gulf area for over 15 years. He last sailed as boson on the *Cape Junction*. B. E. had to leave that ship due to appendicitis, but is now FFD again and ready to ship.

Aubrey Kennedy had a fast trip as oiler on the *Albion Victory*, running to Vietnam. After a short rest, he intends to attend the Union's upgrading school for his engineer's license.

Troy Savage made a couple of trips to Vietnam in the *Andrew Jackson's* steward department. Troy has been in the Union some 20 years.

A member since the SIU's inception, Leroy Gulley just finished a voyage aboard the *Yaka* as chief cook. Leroy frequently sails as steward.

Shipping is good and we have a small beach here. No ships are laid-up and the prospects for the next period are fair.

The Eyes Have It



Seafarer Wayne Linnette takes an eye test at the SIU's clinic in New York City. Brother Linnette is going for his FOWT's endorsement. A native of Norfolk, he joined the Union in Port of New York

Giving Alice The Line



Tom Peregny, OS, is coiling the ropes aboard the Overseas Alice (Maritime Overseas) while AB Raul Lawrence (at rear) helps. Lawrence just finished cutting the ropes loose from the stanchion. Vessel was in Baltimore, prior to sailing on her maiden voyage.

Rise Seen in Barge Traffic, Inland Waterway Construction

WASHINGTON—Separate reports recently issued by the American Waterways Operators, Inc., indicate that U.S. industry is moving more and more of its commercial tonnage in barges and selecting a greater number of inland waterway sites for new plant construction.

One report showed there was a four percent increase in the nation's barge traffic in the first half of 1968 according to statistics gathered at 12 representative locks on major waterways. AWO said it considers the sample reports a reliable indication of the general trend of traffic.

A comparison of the latest figures with those for the first quarter of 1967 shows an increase in traffic of 18.6 percent for the Atlantic Intracoastal Waterway and 11.5 percent for the Gulf Intracoastal Waterway.

These increases raised nationwide barge traffic by four percent despite small declines on the Allegheny and Monongahela Rivers and a sharp 37.3-percent drop on the Columbia River at Bonneville Lock. The Bonneville slump was due to temporary closing to raise the water level in the pool above the John Day Dam, however, and not to a drop in demand for barge transportation, the AWO said.

The second report showed a total of 122 new industrial plants were either built or about to be on sites alongside waterways during the second quarter of 1968. It was the second highest quarter ever recorded by the association and confirms industry's increased desire to take advantage of the low-cost barge transportation rates on bulk-loading commodities, according to AWO President Braxton B. Carr.

AWO's highest total for any single previous period was 166 in the third quarter of 1966.

The most recent figures compared with 71 facilities built or announced in the first quarter of 1968 by industrial corporations, Carr said, stressing that the availability of water transportation and its effect on the general rate structure was a factor in locating plants on waterfront sites even though all companies may not immediately use commercial barge service.

Of the 122 corporations announcing plans during the quarter, 96 of them reported a total of \$963.8 million would be invested. Figures for the remaining 26 were not revealed.

The breakdown of the new facilities and the respective industries involved are: 30 chemical, 27 metals, 18 general manufacturing; 16 terminals, six paper, six grain, five petroleum, four rubber, two fertilizer, two glass, two lumber, two shipyard additions, one cement plant and one power unit.

Twenty-two companies chose the banks of the Mississippi and the Columbia River and the Houston Ship Channel and the Tennessee River were each selected by seven. Others include: Gulf Intracoastal Waterway and Lake Erie, six each, Arkansas-Verde River System, five, and San Francisco Bay and the Delaware and Missouri Rivers, four each.

Independent MARAD, Mid-body Bill Vital to U.S. Maritime, MTD Told

WASHINGTON—Prompt and favorable Senate action on the legislation creating an independent Maritime Administration was called for here this month at separate meetings sponsored by the nearly seven-million-member AFL-CIO Maritime Trades De-

partment. Both bills have already passed the House.

Page Groton, administrative director of the Boilermakers, Iron Shipbuilders Council said that failure to enact legislation protecting domestic shipbuilding and shipping in this session of Congress would be "a bonanza for the foreign shipyard workers and would imperil the jobs of workers in a number of American industries."

Urging approval for an independent MARAD was Representative James A. Byrne (D-Pa.).

Groton declared that if "the American shipyard workers are removed from the maritime picture, through failure to enact necessary legislation to prevent American-flag shipbuilding from going to foreign shipyards, then all of us have lost, and another pillar of the American merchant marine structure will have been eliminated."

He added that "too many jobs have been eliminated in recent years to permit further reduction in the American shipyard workforce."

Groton urged passage of H.R. 163, which would close the "loopholes" in existing laws which have permitted Maritime Administration interpretations giving to foreign-built ships certain benefits—including preference in carrying government-generated cargoes—previously reserved for U.S.-constructed vessels. The bill passed the House several weeks ago, by a vote of 370 to 30, and is scheduled for hearings by the Senate Commerce Committee after the Congressional recess.

Two-Thirds Unsubsidized

Groton said that while he favored an increase in construction subsidy appropriations to assist subsidized companies in their ship replacement programs, "we must not lose sight of the fact that two-thirds of the American-flag ocean ships are unsubsidized."

Groton added that "within the past several years, the unsubsidized companies have spent more of their own funds in American shipyards to build and rebuild U.S.-flag ships than have all of the subsidized shipping companies put together."

The shipyard union representative added: "These unsubsidized shipping companies now contemplate additional large new building and rebuilding programs which are presently being held up because of the fear that foreign-built ships will be able to come into American registry to compete with them."

"Obviously, if this is permitted, the American-built ships, constructed at costs over twice that of the foreign ships built with cheap foreign labor, cannot compete."

"Until H.R. 163 is passed and the threat of foreign-built competition is thus eliminated, these programs cannot go forward. The net result is that shipyard workers and others associated with the maritime industry are losing jobs at a time when these jobs are needed."

In calling for the support of all

AFL-CIO unions to obtain passage of H.R. 163, referred to as the "Mid-body Bill," Groton said that "a lot more than just the American shipyards and the shipyard workers is involved."

"If H.R. 163 is not enacted," he said, "it means not only that shipyard workers will lose their jobs, but that our steelworkers, our machinists, and all other American labor whose products contribute to the building or rebuilding of these ships similarly will suffer."

Legislation reconstituting the Maritime Administration as an independent agency was passed by the House on October 17, 1967, by a vote of 326-44. Last month, the Senate Commerce Committee unanimously cleared the bill for floor action. At present, the Maritime Administration is a part of the Department of Commerce. In 1966, Congress refused to transfer the agency to the new Department of Transportation.

Byrne noting that during the August Congressional recess both political parties could be expected to "adopt strongly worded planks about the need for regaining our maritime strength," declared that, when Congress reconvenes in September "we'll have an opportunity to test the sincerity of those

so-called Mid-body bill and on called for here this month at separate meetings sponsored by the nearly seven-million-member AFL-CIO Maritime Trades De-

partment. Both bills have already passed the House.

He expressed optimism about the bill's prospects in the Senate, declaring that the measure "is not a partisan issue, it's an American issue." He noted that when the House passed the measure last year, "members on both sides of the aisle stood up and were counted in favor of this bill."

The Pennsylvania Democrat said that the nation's "best hope for regaining our supremacy on the high seas" rested on passage of the independent agency bill. He said the need was great for a Maritime Administration "concerned solely with the development and promotion of a full-scale merchant marine, freed from the veto power of another federal agency, and endowed with a voice of its own."

Noting that Congress this year has considered many proposals for improving the nation's lagging merchant marine, Byrne declared:

"With an independent agency, there is a chance for our merchant fleet; without it, there is very serious doubt that we can move fast enough or far enough in the utilization of public and private resources to get the job done."

Metropolitan Life Strike Ends As Insurance Workers OK Pact

WASHINGTON—Striking members of the Insurance Workers have voted in a nationwide referendum to accept a revised contract offer and a return-to-work agreement at 500 district offices of Metropolitan Life Insurance Company.

The contract package contains "some improvements," the union said, over an offer recommended in May by union negotiators but rejected later by Met agents. It called for pay increases averaging \$13.75 a week over a 32-month period; improved fringe benefits, and a maintenance of membership clause.

The return-to-work agreement was a compromise aimed at settling a dispute over the future status of 38 agents the company wanted to "discipline." It was agreed that company charges against nine of the 38 will be submitted to an arbiter for impartial review; the other 29 charges will not be pressed.

The strike started May 20 after locals representing 6,500 members rejected the first Met offer. Negotiations were resumed at the request of the Federal Mediation and Conciliation Service but broke down again when Metropolitan demanded the right to discipline "an undisclosed number of strikers for undisclosed reasons."

The compromise was worked out after an appeal by FM and CS Director William E. Simkin for another effort to settle the dispute.

The vote to return to work ended a consumer "don't buy" campaign launched against Metropolitan. IWIU Vice President

Robert L. Ponsi attributed the satisfactory settlement to the determination and militancy of the membership and the support of other AFL-CIO unions.

Pres. Van Buren Sets New Record On Pacific Voyage

SAN FRANCISCO—The SIU-Pacific District-contracted President Van Buren has established a new record—eight days flat at an average speed of 24.72 knots—for a trans-Pacific crossing from San Francisco to Yokohama, Japan, the ship's owners, American President Lines, announced recently.

The same vessel, a Seamaster cargo liner, also holds the record for eastbound trans-Pacific crossings, seven days and 10 hours, made on a previous round-trip voyage.

The Van Buren is one of five Seamasters built for APL by the Ingalls Shipbuilding Division of Litton Industries at Pascagoula, Miss., at a cost of \$64 million. The vessels are of 21,000 tons displacement and were the first to be constructed of a high-strength, low-alloy steel that conserves weight.

From the Ships at Sea

Meeting Chairman **Alva McCullum** reports from the *Overseas Horace* (Maritime Overseas) that crewmembers think "it would be a good idea to mail some LOGS to the Majestic Hotel in Saigon." SIU ships call at that port and would be able "to get a little Union news." Receiving mail is "very chancy," Brother McCullum pointed out. Meeting Secretary **Jess Dyer** reported that the vessel called at Thailand and Hawaii and should pay-off around September 1. No beefs reported and all repairs finished, Dyer writes. The trip has been a good one so far, he said. A request was made for a new toaster. Ship's delegate **Bill Prip** reported that all hands agreed on a donation of \$2 per man in order to have the television set fixed in Honolulu. The Steward department received a vote of thanks for the fine job and the steward, in turn, thanked all hands for their fine co-operation. The steward also requested a larger ice maker, Prip added.



McCullum

"A vote of thanks for the fine co-operation during this voyage," writes ship's delegate **Eugene Hayden** from the *Steel Age* (Isthmian). Brother Hayden wrote that the steward department has received a fine performance from all hands. Meeting Secretary **Robert Robichaux** wrote that one of the oilers was flown back to the states for an operation. A few repairs were taken care of and a few more remain on the list, he writes. **Warren Gammons**, meeting chairman, reports that the ship's treasury contained \$6.05 at the start of the trip. Some of the Seafarers have donated \$1 each, Gammons wrote, bringing the amount of cash to \$15.05. Brother Hayden used \$5 to send a telegram to headquarters. Members of the black gang requested "a meeting with the patrolman to discuss supplies for the engine room."



Hayden

A motion was made by Brother **Burton Owens** on the *Eagle Traveler* (Maritime Overseas) that a new television set and antenna should be installed as soon as possible. In addition, a new awning could be used on the poop deck. Both motions were seconded by Brother **Henry Connell**, who is serving as ship's delegate. Brother Connell reported that repair work on the TV is being done by the radio operator. A company representative will be in port and it may be possible to have the awning installed when the ship goes into the yard, according to Connell. Meeting Chairman **W. E. Coutant** reported that the men who wish to request a limited draw, should see the Captain and tell him the specific amount required. **Raymond Perry**, meeting secretary, writes that a request was made for larger coffee cups. All keys to the foc'sle



Owens

should be checked by department heads, Perry wrote.

Ship's Delegate **Robert Callahan** reported a "good crew and a good trip" on the *Del Sol* (Delta). Brother Callahan complimented the Seafarers for their fine work and attitude during the voyage. **R. E. Stough, Jr.**, meeting secretary reports that \$5.50 was spent for television repair and \$8.32 was used to send a cable, leaving \$13.82 in the ship's fund. The safety award money fund totals \$20. The steward department received a vote of thanks for "good food and a job well done," Stough wrote. The vessel is paying-off in Beaumont, Texas.



Callahan

Ship's delegate **Frank Wranik** told the Seafarers on the *Seatrain Georgia* (Hudson Waterways) that "no American money can be taken ashore in Vietnam. Crewmembers must order piastres from the Captain. Half of the draw will be on base pay, half on overtime," Brother Wranik explained. **Wesley Leonard**, meeting chairman, writes that department delegates reported no disputed overtime or beefs. According to Meeting Secretary **W. Messenger**, a request was made to have a new library brought aboard the ship at the payoff.



Wranik

Ernest Tatro, newly elected ship's delegate on the *Steel Apprentice* (Isthmian), reported that "everything is running smoothly in all three departments and encouraged everybody to keep it that way for the whole trip." Several crewmembers making their first trip with the SIU were briefed on the necessity of always doing their "jobs properly" and of the importance of "being a good union man." **Charles Chandler**, meeting chairman, reported that the payoff will be in San Francisco after calling on Guam, Vietnam and



Tatro

Seattle. Treasurer **Paul Lopez** reports that a television set has been bought by the crew. The set cost \$60, leaving the ship's fund with a total of \$30, Brother Lopez said.

During a meeting aboard the *John B. Waterman* (Waterman) Meeting Chairman and Ship's Delegate **Ted Treddin** reported that there was a payoff and discharging and loading on the East Coast. The next voyage will be to Rotterdam, Bremerhaven, Southampton, and back to the Gulf. The Baker got off sick in Bremerhaven. The repair list was to be turned in before arrival. Treddin also declared that the ship had a good crew, and thanked the men for making his job as delegate easy. Deck Delegate **M. D. Gillikin**, Engine Delegate **John Calamia**, and Steward's Delegate **F. B. Sullivan** all reported smooth sailing with no beefs.



Sullivan

It was suggested that garbage should be put in garbage cans, not on the dock and luges. More of a variety of cold drinks and a better night lunch were called for. The ship's next stop, according to its itinerary, was to be New York.

Nelson Steadman was elected ship's delegate on the *Beatrice Victory* (Victory Carriers), according to word received from Meeting Chairman **Claud Webb**. Brother Steadman reported that all departments had some disputed overtime. This includes some port time in Long Beach, restriction to ship and delayed sailing. Meeting Secretary **P. J. Cavallo** wrote that all officers and crewmembers extended a hearty vote of thanks to the steward department for a job well done. The pay-off will be in Savannah, Ga., Brother Cavallo wrote.



Cavallo

"We have a pleasant crew with lots of overtime and it has been a good trip so far," Meeting Chairman **C. Benoit** reported from the *Richwood* (Richwood Steamship). **J. G. Lakwyk**, meeting secretary, wrote that all department delegates must turn in a repair list for the return trip. The port of pay-off has not yet been determined. The *Richwood* called on Durban and Madras. Brother Benoit was elected to serve as ship's delegate. No beefs were reported and mail and LOGS were reported on time, Lakwyk wrote.



Lakwyk

Tax Refunds Held

Income tax refund checks are being held for the Seafarers listed below by Jack Lynch, Room 201, SUP Building, 450 Harrison Street, San Francisco, Calif. 94105:

Iverson Burns; Joseph J. Catalak; Winfred S. Daniel; Andre W. Deriger; Robert W. Ferrandiz (two refund checks); **Grover C. Turner** (three refund checks).

SIU Lifeboat Class No. 201 Casts Off



These Seafarers passed the Coast Guard examination for their lifeboat tickets after graduating from the Harry Lundeberg school in New York on July 24. In front row re (l-r): B. Parker, D. Hendrix, M. Ducey, D. Taylor and D. Flecher. In the back (l-r): Chief Instructor P. McGaharn, W. Sharp, S. Horace, W. Laird, D. Price.

SIU ARRIVALS

Barbara Douglass, born May 25, 1968, to Seafarer and Mrs. Cornelius E. Douglass, Jr., Baltimore, Md.

Paul Curtis Kennedy, born June 21, 1968, to Seafarer and Mrs. Franklin D. Kennedy, Providence, R.I.

Gretchen Long, born July 1, 1968, to Seafarer and Mrs. George Long, Brooklyn, N.Y.

Keith Dwain Miller, born June 19, 1968, to Seafarer and Mrs. Preston D. Miller, Eight Mile, Ala.

Anita Marie Francis, born July 18, 1967, to Seafarer and Mrs. Sidney Francis, New Orleans, La.

Edward Coleman, born April 1, 1968, to Seafarer and Mrs. Edward L. Coleman, Theodore, Ala.

Penny Marie Franklin, born May 13, 1968, to Seafarer and Mrs. Benjamin Franklin, New Orleans, La.

Tammy Lynn Henry, born June 24, 1968, to Seafarer and Mrs. George M. Henry, Vidor, Texas.

George Daniel Ballesteros, born April 23, 1968, to Seafarer and Mrs. Cosme Ballesteros, New Orleans, La.

Peggy Mulkey, born April 2, 1968, to Seafarer and Mrs. Curtis E. Mulkey, Fort Worth, Texas.

Victor Padilla, born November 25, 1967, to Seafarer and Mrs. Raphael Padilla, Bay St. Louis, Miss.

Charles E. Brown, Jr., born May 21, 1968, to Seafarer and Mrs. Charles E. Brown, Daphne, Ala.

George Bishop, born May 21, 1968, to Seafarer and Mrs. George A. Bishop, Fairhope, Alabama.

Susanne Matthews, born March 26, 1968, to Seafarer and Mrs. Raymond Matthews, Hagerstown, Maryland.

Scott Quillen, born May 20, 1968, to Seafarer and Mrs. Virgil Quillen, Philadelphia, Pennsylvania.

Kathleen Joyce, born June 8, 1968, to Seafarer and Mrs. John J. Joyce, Philadelphia, Pennsylvania.

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY STATE ZIP

FINAL DEPARTURES

Lawrence Russell, 58: Brother Russell passed away on June 3rd at the Bay St. Louis Hospital in Mississippi of heart failure. He was a member of the engine department and last sailed aboard the Waterman ship Warrior in early 1962. He joined the SIU in December 1938, served with the Army during 1942 and 1943, and after honorable discharge sailed again with the SIU until March 1962. A native of Mobile, Alabama, Brother Russell is survived by his sister, Mrs. Katherine R. Brannon, also a native of that city. The burial was held at Pine Crest Cemetery in Mobile.

Eugene B. Sanders, 60: On April 26, 1968, a heart attack took the life of Brother Sanders, while sailing in the Canal Zone area on the Antinous. His body was returned to his home in New Orleans, Louisiana, for burial in Metairie, Louisiana. Born in Kentucky in 1907, Brother Sanders sailed in the deck department as an AB. He served in the U. S. Navy from April 1942 to November 1945, when he received an honorable discharge. Brother Sanders had been sailing on U. S.-flag ships since 1929. He is survived by two sisters, Mrs. Clara Belle Aime and Mrs. Ruby Margaret Tuiaque, and a brother, Richard Sanders.

Eugene Auer, 57: Brother Auer passed away on May 27, at the Southern Baptist Hospital in New Orleans after a long illness. At the time of his death, he had been on an SIU pension. Brother Auer had been a Seafarer for 23 years. He joined the union in the Port of Norfolk. He was a native of St. Paul, Minn., and resided in New Orleans. A cook and steward, Brother Auer last shipped on the John B. Waterman. Prior to joining the Union, he served in the Navy from 1928 to 1943. Surviving is his widow, Ellen Lorraine. The burial was in the St. Bernard Memorial Gardens, St. Bernard, La.

Louis Farkas, 55: Brother Farkas died of cancer on June 12, 1968, at the USPHS Hospital in Baltimore, Maryland, where he had been hospitalized since April 25. He was buried in Baltimore National Cemetery. Brother Farkas was born in Hungary in 1912. He came to the United States at an early age and became a U. S. citizen. He served with the Army from 1942 to 1944. Brother Farkas joined the Union in 1947.

Joseph Scimio, 33: Brother Scimio died on May 1, in Farmington, New Mexico. He was born in Pennsylvania and lived in Leetsdale, Pa. Brother Scimio joined the Union in the Port of New York. Sailing as AB, he last shipped on the Linfield Victory. He served a total of seven years in Navy and Air Force. Surviving is his widow, Emmalu. The burial was held in Fair Oaks Cemetery, Bell Acres, Pa.

Will Beasley, 43: Brother Beasley died on July 21, at Chesapeake, Virginia. He was a native of North Carolina and made his home in Chesapeake. A member of the deck department, he was certified to ship as bosun. Brother Beasley joined the Union in 1958 in the Port of Norfolk. His last vessel was the Citadel Victory. Surviving is a son, Will Beasley, Jr. of Chesapeake. The burial was in Hampton Cemetery, Waterlily, N.C.

Thomas McGuigan, 67: Brother McGuigan died of cancer on October 25, 1967, at West Jersey Hospital, Camden, N.J. He had sailed in the engine department and had a fireman's rating. He joined the SIU in the port of Philadelphia. Brother McGuigan was born in Orchard Mines, Illinois, and lived most of his life in Camden. He is survived by his wife, Anna, three children and seven grandchildren. Burial was in the Baltimore National Cemetery.

Frank Villacorte, 65: A heart attack claimed the life of Seafarer Villacorte on July 8. Brother Villacorte was born in Manila, Philippine Islands, and resided in Queens Village, New York. He joined the Union in the Port of New York and sailed with the SIU for 21 years. A member of the steward department, his last vessel was the Elizabethport. Surviving is a brother, Patrocino Villacorte, of Manila. The burial was held in Rizal Cemetery, Manila.

WRITE TO THE LOG

Newly-Licensed Seafarer Huddleston Finds Action Aplenty on Viet Voyage

A freak gunshot wound in Saigon, and later participation in the rescue of four shipwrecked Japanese fishermen, gave Seafarer Mitchell Huddleston an eventful first trip as a second assistant engineer after his graduation from the school operated by the SIU and District 2, MEBA. Brother Huddleston, who keeps a full book in both unions, told of his experience in a telephone interview with a LOG reporter from his home in Opelousas, La.

Huddleston was sailing aboard the Steel Chemist (Isthmian) and the vessel was docked in Newport. While off-duty, the 44-year-old Seafarer had gone into Saigon to visit a jewelry store and buy a birthday present for his wife, Yolanda. "I was in a taxicab and it was about 6:45 p.m., June 22," he recalled. "We were going back to the ship when the cab stopped for a checkpoint approximately one mile from the Steel Chemist."

At that point, the shooting began. A bullet struck Brother Huddleston "in the center of the back, toward the lower left hand corner," he said.

It was never determined, he said, exactly where the shots came from. "I knew I wasn't paralyzed and I left the cab and started to look for someone who could speak English, preferably an American, since the Vietnamese don't speak it that well. The cab driver and I were both pretty upset," Huddleston said.

Looked For Help

"We spent about an hour and forty minutes looking for someone and finally encountered some MP's who took me to an Army Field Hospital in Saigon."

Huddleston was taken to the emergency room and X-ray's "showed that the bullet had split into two pieces. It was decided to leave one of the pieces in. I received very good treatment in

the hospital, although while I was there we had a blackout and B-52's were bombing in the area. We could feel the vibrations in the hospital."

Since returning to the states, Brother Huddleston has received treatment at the USPHS Hospital in New Orleans. "They may decide to take out the remaining bullet fragment," he said. "It might not be known who did the shooting, but I know I got shot as I still have the fragment in me to prove it."

Before the Steel Chemist left Saigon, "the ship was also fired on while in port, but we weren't hit. Once, the South Vietnamese dropped a flare while looking for VC and it landed on the dock. It startled some of the men who had not seen one before."

"In some areas, Saigon has been heavily damaged by rocket fire and there are sandbags and machine guns all over town," he said. "Some areas, like Cholon, are sealed off and heavily guarded. In Newport, there is a seven p.m. curfew at the docks."

Shortly after the Steel Chemist left Saigon, en route to Coos Bay, Oregon, "a smoke distress signal was sighted from the bridge by John Hourigan, AB, who was serving as wheelsman," Huddleston recalled. "The ship altered course and headed for the signal, which had come from the raft of a Japanese fishing vessel of some 400 tons. We got to them just as a heavy fog was starting to set in," he said. "The raft was some two miles away from the Steel Chemist when spotted."

The date of the rescue was July 3, and the ship was in a choppy sea, east of Tsugara Strait.

"We understood the fishing boat, called Koyo No. 8, had

sunk quickly, possibly from overloading," Huddleston said. "The crewmen, who were cold and hungry after spending 12 hours in the raft, scrambled up the Jacobs ladder to the deck of the Steel Chemist. They were not injured and needed no aid in boarding the ship," he added. "Steward Sidney Segree supervised a special meal that the four Japanese heartily enjoyed."

After one of the Japanese pointed out Tokachi Ko on the Island of Hokkaido as their home port on a map, the ship headed there to land the survivors. Tokachi was about 50 miles North of the position where the men were rescued. With visibility failing and the weather deteriorating, the Steel Chemist established a rendezvous with the Patrol Boat Hidaka of the Japanese Coast Guard, Huddleston said.

The Japanese fishermen were then safely transferred to the patrol boat which carried them safely home.

As soon as Huddleston is FFD, he is anxious to ship again, but thinks he'll be hard pressed to find a trip as eventful as this one.

"I also hope to go back to school for my first engineer's license soon," he added. "This school offers a man the chance to better himself and if he really tries he can do it. The school is a perfect opportunity for those men who were unable to get much education or lacked the money to do so."

Formerly an FOWT, pumoman and machinist, Brother Huddleston is a native of New Orleans and joined the Union there in 1964. He has three children, two step-children and a grandchild. During World War II, he served in the Navy as third class water-tender. Serving in the amphibious force and sailing on an LST, he saw action in such rough campaigns as Okinawa, the liberation of the Philippines, and Tarawa.

PERSONALS

All Former Cape San Diego Crewmembers

All Seafarers who were aboard the Cape San Diego in November of 1967, when the British vessel Lucellium was found at sea are requested to please contact Mr. J. M. Fenton, Claims Department, Penn Shipping Company, 405 Park Avenue, New York, N. Y. All crewmembers involved must sign a form so that the company may process its claim for salvage rights through the courts.

Julian Vista

Juan M. Penir would like you to contact him. His address is 1245 North Alden Street, Philadelphia, Pa. 19131.

W. E. Wollman

Please contact Robert N. Mahone as soon as possible. His address is 402 Winchester Drive, Hampton, Va. 23366.

Frank H. Foster

Please get in touch with Francis J. Solvin, at 211 Sutter Street, 8th Floor, San Francisco, Calif., as soon as possible. The phone number is area code 415-392-1166.

Antolin Perez

Please contact Mike Levinson at 402 Jersey Street, Buffalo, N.Y., regarding an important matter. The telephone number is (716) 885-0771.

Clarence Cousins

Brother Cousins is hospitalized in USPHS Hospital, Wyman Park Drive, Baltimore, and would appreciate hearing from his old friends and shipmates.

Amado Diaz

Please call your wife, Doris, in Mobile. The number is 342-6098. It is urgent that she get in touch with you.

Webfooted Friend



Crewmen on the Steel Apprentice (Isthmian) had a little mascot when this duck accompanied them to San Francisco from Thailand. Watching is baker Julius Bocala.

Eight More Seafarer Veterans Join Growing SIU Pension Roster



Hugate Borrego Duncan Pawlowich Stodolski Walsh

The names of eight Seafarers have been added to the SIU's ever-growing pension roster. The latest Brothers to draw their retirement benefits are: Walter Hugate, Ernesto Borrego, Thomas Duncan, John Pawlowich, Joseph Stodolski, Sylvester Walsh, Albert Yumul and Pantaleon De Los Santos.

Walter Hugate joined the Union in Norfolk and sailed as deck hand. A native of Gloucester, Mass., he makes his home in Mathews, Virginia. Brother Hugate was employed by the Pennsylvania Railroad.

Ernesto Borrego was a member



Yumul De Los Santos

of the steward department and joined the Union in the port of Miami. He was born in Florida and lives in Miami with his wife, Carmen. His last ship was the Bradford Isle.

Thomas Duncan joined the SIU in New York City. He sailed as an AB and was last aboard the Fairland. Brother Duncan was born in Jamaica, N. Y., and lives in Valley Stream, Long Island, N. Y. He served in the Navy during World War Two.

John Pawlowich lives in Verplanck, N. Y. A native of Czechoslovakia, he sailed as fireman-watertender. He joined the Union in 1947 in New York City and his last vessel was the Ashbury Victory. Brother Pawlowich served in the Army from 1942 to 1946.

Joseph Stodolski was an AB. He joined the Union in the Port of New York. A native of Connecticut, he resides in New York City. His last ship was the Penn Sailer. Brother Stodolski served in the Navy from 1920 to 1923 and in the Coast Guard from 1926 to 1929.

Sylvester Walsh joined the

Union in 1939 in Mobile. A native of Pennsylvania, he lives in Beaver Falls, Pa. Brother Walsh sailed as AB and his last ship was the San Francisco.

Albert Yumul was born in the Philippine Islands and lives in New Jersey. A member of the engine department, he last sailed on the Potomac. Brother Yumul joined the SIU in Philadelphia.

Pantaleon De Los Santos sailed as cook and steward. He was born in the Philippine Islands and resides in Miami, Florida. A member of the Union since 1947, he joined the SIU in the Port of New Orleans. His last ship was the Del Sud.

Keep Informed On Welfare Rules

To facilitate the handling of welfare claims Seafarers are reminded of the following rules regarding payment:

To insure against loss, and to expedite payment of claims, an up-to-date record of employment is necessary. As soon as possible after the payoff, forward a copy of your discharge to the plan for recording on the IBM system. This insures ready reference and safety.

Except for emergency cases, in which the USPHS must be notified within 48 hours of confinement, all eligibles must utilize USPHS facilities.

Double Welcome For New Pensioner



George Wass (center) is welcomed to the SIU's pension roster by Bob Burton (left) and SIU Welfare Director Al Bernstein. Brother Wass sailed as chief electrician and joined the Union in 1945. His last ship was the Steel Fabricator. Brother Burton, a long-time pensioner, recently returned from a Mexican vacation.

Toledo Official Hails LOG Feature

To the Editor:

The July 19, 1968, edition of the Seafarers LOG carried an article entitled "The Great Lakes Disaster." Thank you for such a marvelous breakdown of the true problems that face our Great Lakes.

We here in Toledo have set our course to prevent this disaster.

If copies of this article are available, I would appreciate having a few to pass on to our interested citizens' groups.

Thank you.

Very truly yours,
Carol A. Pietrykowski
Member of City Council
Toledo, Ohio



SIU Thanked for Aid to Farm Workers

To the Editor:

Just these few lines to tell you how much I enjoy your paper. Keep up the good work on the Delano Grape Strike. Enclosed, you will find a letter that I wrote to the Union for the great hospitality they extended to the farm workers during their stay in New York. I would like for you to print it to let the world know how much we, the farm workers, appreciate how much the SIU has done for us.

I wish to take this opportunity to thank you all for the many wonderful ways in which you have helped us during the months we were in New York and for your continuing support. It is hard for me to find the words to express my gratitude to you.

It is good to believe that in this world we live in today, there are still people like you and to know, especially in the great labor movement, that when a small union like us is struggling to win recognition by the giant money-making corporations, a big strong union like the SIU lends us a helping hand.

I hope in the future our union can be big and strong like yours and, when we defeat Giumarra, we will know that without your help we never could have gained victory. I know that I speak for the rest of the Delano strikers.

Viva la causa!
Sincerely,
Helen Serda
Organizer,
United Farm Workers
AFL-CIO



Building Trades Plan Praised

To The Editor:

An excellent plan for the refurbishment of the cities has been put forth by the Building Trades unions and this is a start toward making cities of the future a fit place in which to live. It may take a year or more, but everything must have a beginning and this is a short time to spend on getting a project underway if it successfully fulfills the dual function of providing better cities and more jobs.

It has, of course, taken much too long to get around to the

task of solving this problem and indeed the problem will not be solved overnight. But at least we have a start and a goal. Of course, an added significance is that a source of potentially skilled workers will be used in areas where they are most needed.

Residents of slum areas will be able to find the proper training necessary to secure a decent job and a living wage. Slum residents will be able to take a real and personal part in the rehabilitation of their own neighborhoods. It will give the unemployed worker a chance to become a productive wage earner and gain a sense of pride in accomplishment as well.

Already, some 2,000 workers have been added to the ranks of labor in over 40 cities across the nation.

Another interesting aspect of the new program is the training the workers will receive and the way in which they will receive it. The men who need it will have their work week divided between on-site work and specified classroom instruction. This is an ideal approach for those with little or no practical experience but who, possess basic ability and a willingness to perform a job.

The Building Trades have taken a giant step forward and they fully deserve the hearty support of all of us in the organized labor movement as the program gains momentum the social and economic climate of our nation will improve as well.

LETTERS To The Editor

A young man will be able to go to school and then work his way up according to his ability. The trade union movement is in a unique position to offer opportunities to men seeking employment. This not only builds useful citizens but at the same time assures the unions of continuing new blood in their ranks. More power to the Building Trades for their splendid efforts.

Sincerely,
Roy Collingwood



Asks Union Support For Food Stamp Bill

To The Editor:

I see where the House has at last forced itself to pass Rep. Leonor Sullivan's food stamp bill, extending the stamp program an additional four years.

Not enough has been done for the nation's hungry, but at least the food stamps make their few food dollars go further. On this problem that concerns all thinking people in the nation, Mrs. Sullivan, who has been a friend of the working man and the underprivileged, has sponsored and fought for a bill that is far superior to the Senate-approved measure.

I think all labor unions should do all they can to get the Senate to pass the House bill. The day has long since passed when there should be massive hunger anywhere in the world, much less in the United States.

Jon Weiner

DIGEST of SIU SHIP MEETINGS

TRANSYORK (Hudson), July 28—Chairman, P. Whitlow; Secretary, A. Rudnicki. No beefs were reported by department delegates. \$11.41 in ship's fund.

CONNECTICUT (Oriental Exporters), June 30—Chairman, Thomas A. Ballard; Secretary, None. Vote of thanks was extended to the steward department for a job well done. No beefs and no disputed OT.

SELMA VICTORY (Atlantic & Caribbean), July 21—Chairman, Lawrence M. Lachapell; Secretary, Harrington H. Alexander. Ship's delegate reported that there were no problems aboard ship. Department delegates reported no beefs and no disputed OT.

CITIES SERVICE BALTIMORE (Cities Service), July 26—Chairman, J. Hanners; Secretary, J. Parker. \$11.70 in ship's fund. No beefs and no disputed OT.

ENID VICTORY (Columbia), July 21—Chairman, Kenneth Roberts; Secretary, Walter T. Jones. Disputed OT in deck and engine departments. Vote of thanks was extended to the steward department for a job well done.

BELGIUM VICTORY (Victory Carriers), July 23—Chairman, J. Carey; Secretary, R. Thelms. Repair list turned in. Some disputed OT in deck department to be taken up with patrolman. Discussion held regarding no mail being received this trip. Vote of thanks was extended to the steward department for a job well done.

BEATRICE VICTORY (Victory Carriers), July 15—Chairman, C. Webb; Secretary, P. J. Cavallo. Some disputed OT in each department. All the officers and the crew extended a vote of thanks to the entire steward department for a job well done. Brother Steadman was re-elected to serve as ship's delegate.

JAMES (Oriental Export), July 17—Chairman, S. J. Seriglio; Secretary, C. M. Gray. No beefs and no disputed OT reported by department delegates. Brother C. J. Compton was elected to serve as new ship's delegate.

SOUTHWESTERN VICTORY (Delta), July 29—Chairman, James W. Barnett; Secretary, John G. Katsos. Brother J. W. Barnett was elected to serve as ship's delegate. No beefs and no disputed OT.

STEEL SCIENTIST (Isthmian), July 15—Chairman, Jack Nelson, Jr.; Secretary, F. B. Omega. Brother Andrew O. Njelle was elected to serve as ship's delegate. \$18.25 in ship's fund. No beefs and no disputed OT were reported by department delegates.

STEEL VENDOR (Isthmian), July 12—Chairman, Fred Shais; Secretary, John E. Marston. Motion was made to have all draws in foreign ports made in American money. \$17.80 in ship's fund. Every thing in running smoothly. Rooms in engine department are being painted.

STEEL WORKER (Isthmian), June 30—Chairman, Daniel F. Tubert; Secretary, William Evans. Brother John Hayes was elected to serve as ship's delegate. \$12.00 in ship's fund. No beefs and no disputed OT were reported by department delegates. Working conditions are satisfactory.

COAST GUARD (Administrative Meeting) June 17—Chairman, E. K. ...

HEALTHMAN (Hudson Valley) June 17—Chairman, J. ...

DELTA (Delta) June 17—Chairman, ...

ALCOA VOYAGER (Alcoa) June 22—Chairman, M. P. ...

OVERSEAS TRAVELER (Maitland) June 16—Chairman, Ivar ...

MAIDEN CREEK (Gulf Puerto Rico) May 26—Chairman, W. J. ...

DIGEST of SIU SHIP MEETINGS

ALCOA VOYAGER (Alcoa) June 22—Chairman, M. P. ...

HOUSTON (Sea-Land) July 14—Chairman, E. ...

TAMARA GULDEN (Transport Commercial) June 30—Chairman, Ernie ...

DEL NORTE (Delta) July 14—Chairman, William E. ...

ELDORADO (Management & Shipping) July 21—Chairman, A. ...

MONTICELLO VICTORY (Victory Carriers) May 30—Chairman, J. ...

KENT (Bulk Carriers) July 14—Chairman, W. B. ...

STEEL VENDOR (Island) June 24—Chairman, Fred ...

COMBOS TRADER (Admiralty) June 16—Chairman, A. C. ...

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 1800, 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.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

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

PRESIDENT Paul Hall EXECUTIVE VICE PRESIDENT Cal Tanner VICE PRESIDENTS Earl Shepard Lindsey Williams Robert Matthews

Table listing SIU-AGLIWD Meetings and SIU Inland Boatmen's Union meetings across various cities like New Orleans, Mobile, Wilmington, San Francisco, Seattle, New York, Philadelphia, Baltimore, Detroit, Houston, etc.

UNFAIR TO LABOR DO NOT BUY

- List of companies and products including Kayser-Roth Hosiery Co. Inc., Brothers and Sewell Suits, White Furniture Co., Gypsum Wallboard, American Gypsum Co., R. J. Reynolds Tobacco Co., Comet Rice Mills Co., Pioneer Flour Mill, Peavy Paper Mill Products, Magic Chef Pan Pacific Division, Tennessee Packers, etc.