



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

54 Seafarers Qualify
For SIU Election

Page 3 (Report—Pages 8, 9, 10)

Fleet Upgrading Urged
By Democrats' Plank

Page 6



Labor Condemns Siege
Of Czechoslovakia

Page 7

50 Vessel Collides
With Tanker on Coast

Page 10

Unsubsidized Lines File Memorandum Charging Illegality of 'Respond' Plan

WASHINGTON—Submitting facts and figures in a 48-page memorandum sent to the Comptroller General of the United States, the American Unsubsidized Lines (AUL) has charged that it would be illegal for the government to adopt a shipping program—designated RESPOND—which would divert most military cargoes to the subsidized steamship operators.

The unsubsidized lines acted as the Committee of American Steamship Lines (CASL), composed of 13 of the 14 lines that receive more than \$200 million annually in operating subsidies, asked Comptroller General Elmer B. Staats to institute a "detailed examination" of the operations, obligations and profits of the entire maritime industry—both the subsidized and unsubsidized segments.

The AUL, which includes several SIU-contracted companies, reminded Staats that the unsubsidized American-flag lines, largely dependent on military cargoes, always have responded to military needs in an emergency.

"No program called RESPOND," said the AUL in its memorandum, "was required to induce the unsubsidized lines to respond to the military needs in Vietnam as the Department of Defense has acknowledged."

The RESPOND program—originally proposed by the subsidized lines—is basically an idea to obtain peacetime government commitment on cargoes in exchange for a pledge from U.S.-flag merchant fleet operators that their ships would be available to the government in times of national emergencies.

However, it would mean that the unsubsidized companies would have to bid equally with subsidized companies for government cargoes despite the fact that the government pays almost 40 percent of the operating costs of subsidized lines through subsidies.

MTD Also Protested

The American Maritime Association and the AFL-CIO Maritime Trades Department have also protested implementation of the program.

CASL has been pressing for adoption of the RESPOND proposal and the Military Sea Transportation Service has requested the Department of Defense for "partial implementation" of the program. The Defense Secretary has sought a ruling from the Comptroller General on the plan's legality.

AUL maintains that "partial implementation" of a program developed and sponsored by the subsidized lines as a means for making available merchant ships during various stages of a national crisis would violate fundamentals "of good practice and fair dealing," and asserted the plan would be illegal "because it denies to qualified suppliers an opportunity to compete."

The AUL admitted that the announced objective of RESPOND—to arrange to have ships available in emergencies—appears laudable and points out it does not object to all of the program's provisions. However, after emphasizing that the unsubsidized lines always have responded to military needs in emergency, the AUL stated:

"... In contrast, the subsidized lines, engaged elsewhere, did not

provide much additional service to the military, and their contribution was considered inadequate. This failure of the subsidized lines to provide emergency shipping was the genesis of RESPOND. By a grim quirk, a program supposedly designed to assure the responsiveness of otherwise reluctant subsidized lines has now emerged as a system for destroying unsubsidized services. Military cargo will no longer be shipped by the unsubsidized lines who need no special inducement to carry; instead, it will be diverted to the subsidized lines in return for their promise to give what unsubsidized lines offer free . . ."

Proposal No Surprise

Saying that it comes as no surprise that RESPOND was originally proposed in March, 1967 by the trade association of the subsidized lines, AUL said: ". . . We want to be plain at the outset that the unsubsidized lines submitting this memorandum do not oppose any form of fair military procurement. They do not propose to interfere in the slightest with the flow of military cargo. They cannot see, however, how

the stated goals of assuring emergency shipping capability can be met by a program where the first effect would be to destroy unsubsidized services and shrink the American Merchant Marine. They do not believe that a program must call for the waste of several hundreds of millions of subsidy dollars—as RESPOND proposes. They cannot believe that proper procurement requires a program which is brutally and admittedly unfair. . . ."

The AUL also recalled that the Commander of MSTs, when informed that RESPOND fails to deal even-handedly with unsubsidized lines, replied that while there was apparent inequities concerning subsidized and unsubsidized carrier competition for military cargo, the resolution of the problem was not within the purview of the Department of Defense.

"A statement such as this, coupled with a program such as RESPOND, evokes a sense of moral outrage," AUL declared. "This memorandum is not, of course, a moral lecture; we propose to deal with the facts, the law, and the principles of proper accounting."

After Invasion of Czechoslovakia

Labor Condemns Brutal Soviet Aggression

WASHINGTON—American labor condemns the "dastardly armed invasion of Czechoslovakia by the Soviet Union and its satellites," AFL-CIO President George Meany declared here in a statement this month.

He termed the aggression a violation "of every principle of human decency" as well as a repudiation of the United Nations Charter and Soviet Russia's own treaty agreements.

Meany stressed that the Czechs posed no military or economic threat to the Soviets and had agreed just two weeks earlier to "conditions laid down by their oppressors."

He urged a special session of the UN General Assembly—where the Russians cannot exercise a veto—to bring on the aggressor the judgment of the nations of the world.

Meany added:

"The Soviet action proves, once again, that dictatorial communism cannot tolerate even a small measure of freedom on its borders. It once more gives the lie to those who pretend to believe that communism has changed—that Russia has been liberalized—that there are no more satellites.

Blind Fear

"The brutal invasion of Czechoslovakia demonstrates without question the blind fear of the Kremlin rulers that their own people would be contaminated by the existence of free speech and a free press in Czechoslovakia.

"It demonstrates the basic fear and distrust which the Soviet leaders have for their own people.

"This action should end the luxury of confusing hope with judgment that has characterized the thinking of many Americans, who have been advocating political and economic advantages to the Soviets in our dealings with them.

"Despite the obviously political position of Senator McCarthy, it is our view that President Johnson has very correctly demanded action by the United Nations on this basic violation of international law.

"Our nation should call for a special session of the United Nations General Assembly—where the Soviet Union cannot exercise a veto—so that all nations of the world can clearly express their reaction to the Soviet aggression.

"The free world should not ignore the lesson and implications of this grave hour."

The International Confederation of Free Trade Unions also urged the United Nations to condemn the invasion and rule that all foreign troops must leave Czechoslovakia.

The appeal—on behalf of 63 million workers in free nations—went to UN General Secretary U Thant in a telegram signed by ICFTU General Secretary Harm G. Buiters.

The telegram expressed "profound horror and indignation" at the invasion "by the Soviet Union and her Polish, Hungarian

Report of International President



by Paul Hall

Those who believe that the political philosophy of the Kremlin has mellowed with the years were sharply taken aback by the recent Soviet invasion of Czechoslovakia.

However, the Soviets will discover that the clock cannot be turned back and that the Czechoslovak citizens will persist in their efforts to establish a democracy free from Soviet control.

It is interesting to note that the two major bargaining points involved in the negotiations between the U.S.S.R. and Czechoslovak governments are the demands by the Soviets that a free press and opposition parties be abolished in that beleaguered Eastern European country.

The Soviets know that these are important preconditions to the re-establishment of control over a nation headed toward democratization.

The vitality of a nation and its institutions can often be judged solely on the amount of freedom for personal expression that is permitted by a government.

In our own nation, there are so many different political groups and groups of dissent that a person would be hard put to total them all up.

In addition, our newsstands are flooded with publications that express every conceivable idea and political theory, and no playwright or movie producer is restricted in his choice of subject by the threat of harassment by government officials.

Rather than showing a nation in disarray as many persons believe, the wide variety of dissent in this nation only points up the vitality of our democracy.

One may not agree with or believe what he hears or sees, but in this country a citizen is permitted to express himself freely.

The freedom of speech and press in this nation contrasts sharply with the tight rein that the Soviets and their satellite countries hold over the expression of their citizens.

The unattractiveness of life under Soviet control is revealed by the fact that no Soviet-oriented society can exist without the curtailment of individual liberties.

Now that the Czechoslovaks have had a taste of free speech and a free press it is unlikely that they will let themselves be led down the road of totalitarianism again.

They are well past the stage of being spoon fed Soviet propaganda and now want a steady diet of the freedom of expression that a democracy offers.

and East German henchmen."

It also extended ICFTU's "solidarity" with the Czechoslovak people who "again as in Hitler's time are the victims of brutal aggression perpetrated under the most threadbare pretext."

"Events of the last few weeks," ICFTU said, "irrefutably proved that 12 years after Hungary and 15 years after East Berlin, communism has not changed its nature of approach."

Once again, the telegram pointed out, it has been demonstrated that "the Kremlin rulers, prisoners of their own evil system, feel bound to rush in with tanks and guns to stamp out any spark of freedom" in the Soviet orbit.

U Thant, after a series of conferences with UN delegates, issued a statement terming the development "as yet another serious blow to the concepts of international order and morality."

These are concepts, he pointed out, "which form the basis of the charter of the United Nations, and for which the United Nations has been striving all these years."

President Johnson charged that the invasion of Czech soil was "a flat violation" of the UN charter and an act that "shocks the conscience of the world."

He said "the excuses offered by the Soviet Union—that it was invited to come in by Czech "leaders"—were "patently contrived."

"The Czechoslovakian government did not request its allies to interfere in its internal affairs" and no external aggression threatened the Soviets, Johnson emphasized.

"It is a sad commentary on the Communist mind that a sign of liberty in Czechoslovakia is deemed a fundamental threat to the Soviet system," the President added.

Whole World Shocked

All through the world, the reaction was one of shock, dismay and condemnation.

Britain's Prime Minister Harold Wilson called the invasion a "flagrant violation" of "all accepted standards of international behavior." Prime Minister Indira Gandhi of India extended her country's deep sympathy to "the valiant people of Czechoslovakia."

Sweden's government said it was an effort to reimpose a regime which represents "20 years of oppression. Once again it has happened that in a Communist country a liberation movement has been stopped by violence."

Before the invaders overthrew Czechoslovakia's moderate government and jailed its leaders, there was sporadic fighting. As some Hungarians had done in 1956, some Czechs threw themselves in front of the tanks. They hissed, spit and threw stones at the invaders.

Radio Prague went off the air by saying "the end is near" and then playing the Czechoslovak national anthem, "My Homeland."

A Pension Double Header



SIU Headquarters Representative Pete Drewes welcomes two veteran Seafarers to the SIU pension ranks in New York. At left is Cuthbere Hinkson of steward dept. He last sailed on Bienville. Frank Bayron was in engine dept. and last sailed on Seatrain New York.

Democrats Pledge Fleet Upgrading In Convention Plank for Maritime

CHICAGO—The Democratic Party has pledged itself to work for an "aggressive and balanced program" for the revitalization of U.S.-flag shipping and shipbuilding.

Meeting here in their national convention, the Democrats keyed their maritime plank to the "build-American" philosophy which has been the basic tenet of the national AFL-CIO and its nearly seven-million member Maritime Trades Department.

The Democratic plank was seen as a direct rebuff to Transportation Secretary Alan S. Boyd, who has been the principal architect of the Administration's persistent efforts to rewrite the Merchant Marine Act of 1936 to permit foreign building of U.S.-flag vessels.

With the adoption of the strong maritime plank here, both major parties are now on record in favor of progressive action to rebuild the nation's sagging maritime fortunes. Earlier, in Miami Beach, the Republican National Convention promised to work for the reversal of the present maritime decline.

Platform Committee Chairman Hale Boggs, Democratic whip in the House and a long-time supporter of the U.S. merchant marine, presented the platform to the convention's more than 2,600 delegates.

Must Replace Ships

The merchant marine plank emphasized the need for the United States to regain its "proper place as a leading maritime nation." To achieve that goal, the Democrats declared, "we must launch an aggressive and balanced program to replace and augment our obsolete merchant ships with modern vessels built in American shipyards."

The party declared that the nation must "assist U.S.-flag operators to overcome the competitive disparity between American and foreign operating costs."

Beyond these basic issues, the Democratic plank called for "development of harbors, ports and inland waterways, particularly regional waterways systems, the St. Lawrence Seaway, and modernization of the Panama Canal to accommodate our expanded waterborne commerce."

The Republican plank, adopted earlier, recommended a "vigorous and realistic ship replacement program to meet the changing pattern of our foreign commerce." The GOP delegates called for expanded industry-government-maritime research and development, with emphasis on nuclear propulsion,

and promised to work to "simplify and revise construction and operating subsidy procedures."

In a seven-point program presented to the Democratic Platform Committee last week, the Maritime Trades Department, which comprises members of 38 affiliated unions who work in seagoing and shoreside occupations fisheries, shipbuilding and related industries, advocated maximum use of public and private resources to reverse the "deterioration and decay" of the U.S. maritime industry.

The committee was told by O. William Moody, Jr., administrator of the MTD, that the U.S. merchant marine has been in a 20-year period of decline, 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.

"Official neglect and indifference," Moody charged, has created a situation whereby nearly 95 percent of this country's imports and exports is carried "aboard ships of other nations—instead of aboard American-built, American-owned and American-manned vessels."

He also urged legislation to protect our fishing and spawning grounds from intrusion by the fishing fleets of other nations, and by investing sufficient funds in fishing technology and conservation.

"We must utilize every means at our disposal—public and private—to develop" the merchant marine to "its maximum potential and increase its value to our nation," Moody said.

Edwin M. Hood, president of the Shipbuilders Council of America, told the committee that 80 percent of the Soviet shipping fleet today is less than 20 years of age while approximately 80 percent of the American merchant marine is 20 years of age or older and soon will be uneconomic to operate.

He emphasized that in the last 18 years more than 1,000 ships have been added to the Russian merchant marine while our shipping fleet was reduced by 1,000.

54 Seafarers Qualified for Ballot; Election to Start on November 1

NEW YORK—Fifty-four candidates for office in the Atlantic, Gulf, Lakes and Inland Waters District, one of the deep-sea unions of the Seafarers International Union of North America, AFL-CIO—three of them seeking the presidency—have been certified as eligible by the elected Union Credentials Committee.

(The full text of the Credentials Committee's report appears in this issue of the Seafarers Log on pages 8, 9 and 10.)

Balloting will be conducted among the Union's deep-sea members from November 1 through December 31. Members will have the opportunity to vote either in person at Union halls in U.S. ports or by absentee ballot. This

procedure will enable all members, including those aboard ship or in foreign ports to vote.

The polls will be open between the hours of 9:00 A.M. and 5:00 P.M. daily and 9:00-12:00 noon on Saturdays.

The qualified candidates will compete for 45 elective posts in the SIU AGLIWD.

To familiarize the membership with the candidates "and their backgrounds in advance of the voting, the Seafarers LOG will publish in the October 25, 1968 issue a special supplement containing photographs and biographies of the candidates for office. In addition, the Seafarers LOG will carry a sample ballot, which will be an exact duplicate of the actual ballot to be used.

The Credentials Committee's report, made public by Chairman Warren Cassidy, noted that only one candidate for office had been disqualified. Two other candidates withdrew of their own accord after originally seeking nomination.

'Liberally Interpreted'

The six-member committee said it had "liberally interpreted" the union's constitutional requirements governing eligibility for elective office in order to carry out the SIU's long-standing policy and practice of encouraging as many members as possible to run for office. Under the SIU constitution, every member has the right to nominate himself for any position on the ballot.

The constitutional provisions involved were those requiring candidates: 1) to be in good standing continuously for 3 years immediately prior to nomination; 2) to have 4 months of sea time on SIU-contracted vessels, or comparable service for the Union, between January 1 and the time of nomination in the election year; and 3) to have 3 years' unlicensed sea time aboard American-flag merchant ships, 1 year of which must be in a rated, unlicensed capacity other than an entry rating.

On the constitutional requirement of 3 years' continuous good standing, the committee held that, even though a member may have been in arrears on his dues during that period, retroactive payment restored him to good standing retroactively, and did not require him to begin a new 3-year period of good standing before being eligible for Union office.

On the four months' sea time requirement, the committee said this clause was intended to demonstrate a member's current attachment to the industry and his ability to perform his trade. Therefore it held that credit should be given, not only for actual days worked, but also for all earned days of vacation. Under the committee's interpretation, therefore, a member with two months of employment and two months of earned vacation would be eligible to seek elective office.

The requirement for the one year's rated, unlicensed sea time was added to the Constitution by

amendment procedure effective February 3, 1967. The committee noted that the new amendment "did not specify its first applicable date to nominations and elections," and ruled that it would not be applied to the 1968 balloting but would, instead, "apply to elections in the future only."

The committee expressed the belief that in view of the "unique nature" of the maritime industry, it "would be needlessly harsh and would unfairly limit the membership's choice in our election of officers" to apply the requirements to the current elections. Making the new constitutional provision applicable only to future elections, the committee said, would give the membership "plenty of time to comply" with the requirement and would protect "the long-standing Union policies" of encouraging broad membership participation in SIU affairs.

The report showed that 14 candidates for office benefited by one or more of the committee's liberal interpretations of the Union's Constitution.

The AGLIWD election will be marked by contests for 3 top offices:

- Incumbent President Paul Hall is being opposed by two candidates, Andrew Pickur and Sidney Rothman.

- Robert A. Matthews, incumbent vice president in charge of contracts and contract enforcement, is being opposed by Domingo La Llave.

- Earl Shepard, incumbent vice president in charge of the Atlantic coast, is being opposed by James M. Dawson.

The committee also recommended that, commencing in September and continuing until after the election, all columns by officers of the Union be deleted from the Seafarers LOG, official publication of the SIU's A and G district. This move, the report said, will eliminate any question "as to any partiality or disparate treatment among candidates, particularly in view of the fact that some officers are opposed in the forthcoming election."

The Credentials Committee consisted of two members from each of the three shipboard departments: Daniel Dean and Gabriel Bonfont, for the deck department; Alvaro Vega and Luis A. Ramirez, engine department; and Chairman Cassidy and Charles Hamilton, stewards department.

The committee's report will be submitted to the membership at their September meetings.

It was the Committee's recommendation that the membership of the Atlantic Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America make every possible effort to vote in this forthcoming general election, as every good Union man should.

Speaking for the American Unsubsidized Lines, Edward A. Terres, vice-president of States Marine-Isthmian Inc., proposed to the Platform Committee that "the death knell be stayed, and that we reverse the tide that has again brought our American Merchant Marine to the brink of disaster."

He urged that the party's platform include: An immediate shipbuilding program to replace and expand the aging U.S. merchant fleet, with particular emphasis on strengthening those companies who have been excluded from these programs heretofore; an immediate end to the "scandalous waste" of double subsidy payments; coordination of all government shipping programs to the end that they preserve rather than destroy the unsubsidized segment of the American Merchant Marine and strengthen all segments in recognition of the contribution of U.S.-flag vessels to our wartime strength and our peacetime economic health.

AFL-CIO Programs To Be Broadcast On Labor Day

Four major speeches by AFL-CIO leaders will be heard on nationwide radio networks on Labor Day, September 2. The schedule:

Vice President I. W. Abel, ABC, 7:20 p.m.; President George Meany, CBS, 7:35 p.m.; Vice President John H. Lyons Jr., Mutual, 9:15 p.m.; Vice President John J. Grogan, NBC, 10:15 p.m.

All times are Eastern Daylight. Since radio programming varies from station to station, listeners should check local listings.

In addition, "The Liquid Fire," a dramatization of the life of Samuel Gompers, founder of the American Federation of Labor, will be televised on many stations throughout the United States. Check local listings for date and time.

In Annual Labor Day Message

Politics Is 'Everybody's Business,'
AFL-CIO President Meany Declares

WASHINGTON—Asserting that "politics is everybody's business because it affects everyone," AFL-CIO President George Meany, in his annual Labor Day message broadcast nationally on CBS radio, appealed to union members and their families and to all other Americans to register and make a solemn vow to vote on Election Day.

Labor Day is always a special occasion for the trade union movement, Meany declared, but it has even greater significance during a year in which the American people will choose a President, and therefore decide to a considerable degree the future course of the nation.

He said the AFL-CIO will have a preference to express, and "we will do our utmost on behalf of the candidate endorsed by our General Board at its September meeting."

But our first and overriding concern, as always, he added, is to insure the largest possible vote on November 5.

"This is of particular importance because the choice this year will bring to office a new President and a new Administration. The new leadership will be sworn to serve the interests of all the people; it should represent the considered decision of the whole electorate, expressed at the polls," Meany said.

"Thus my first appeal to union members and their families, and to all other Americans as well, is to register at the earliest opportunity, and to make a solemn vow to vote on Election Day.

Fail to Vote

"It is difficult to understand why lethargy and indifference should plague the democratic process in the United States, to a far greater degree than in other free nations. Americans have, at the same time, more to protect and more to achieve through their votes than any people in history, yet millions fail to exercise the right which so many have died to establish and preserve.

"In this era, and for all the foreseeable future, politics is too much a part of daily life to be neglected by any citizen. Politics—the art of government—is no longer a game, not even the "great game," as it has been called. It profoundly influences job opportunities and wage trends. It affects the kind of housing you can buy and how much you will pay for it. It controls the quality—and the availability—of education, of health care, even of food. It influences the purity of the water and the air; and it probably has much to do with the beach or lake or woodland where you spent your vacation.

"The plain fact is that politics is everybody's business because it affects everyone. So I say again, to all Americans: Take care of your business. Make sure you are registered now; and be sure to vote in November."

Turning to the issues of the contest itself, Meany said that in the area of social and economic progress, there is little room for serious dispute.

"The last eight years have bestowed upon the nation the most sweeping gains in its history. . . .

"There are more jobs at better

wages than ever before, he continued, adding that "education at every level has been broadened and made more easily available to all the economic well-being of older citizens, widows, dependent children and the disabled has been vastly enhanced, and that equal rights and opportunity for all—which still must be fully achieved in fact—are nevertheless firmly established by laws which insure that justice will soon prevail.

Noting that the urban crisis, the greatest of all domestic problems, still remains a formidable threat," Meany noted continuing federal efforts and said the "turning-point may have been reached only six weeks ago with the enactment of the best housing bill ever adopted.

"There is no question that an overwhelming majority of the American people enthusiastically support this record of social progress," he said. "It was the pressure of that support, exerted by state and local officials, by businessmen and by ordinary citizens, regardless of party, combined with the efforts of the labor movement, that pushed a reluctant 90th Congress forward in the last two years.

"Therefore if the election depended only upon democratic achievements, measured in terms of prosperity, security and enrichment of life among Americans as a whole, the outcome would be easy to predict.

"The voters would choose the candidate they trusted most to continue and accelerate this eight-year drive toward an ever-better society, and they would choose him by a landslide.

"In our view, this should indeed be the choice. But it is being obscured in the minds of many Americans by two other issues, both providing ready fuel for

demagogues who seek to inflame emotions rather than appeal to reason.

"One of these issues is the war in Vietnam. It is, of course, entirely proper for Americans to discuss and debate the war. For those seeking public office, it is more than proper; they have an obligation to make their views known.

"But to have meaning, debate must consist of reason based on fact. It must be—as the dictionary puts it—"discussion for the purpose of elucidating truth or influencing action."

"There is far too little of this to be found among those who oppose America's defense of freedom in South Vietnam. They denounce the bloodshed, they cry for peace, but they direct their protests only to Washington, never to Hanoi. And what is even worse, they hoot down and physically attack those who seek to reason with them.

"This is not debate; it is anarchy," declares the AFL-CIO president.

"The same applies in a far more dangerous degree to the second of these emotional issues—the issues sometimes called "law and order," or "crime in the streets," but which actually involves the impatient aspirations of ghetto Negroes on one hand and the imbedded prejudice of fearful whites on the other . . .

Cites Extremists

"Riots, assault, arson, looting and murder are intolerable in a government of laws. But "law and order" has in the past too often been corrupted into a synonym for repression—an excuse to crush justifiable aspiration and lawful rights in the name of law enforcement.

"Yes, there must be law and order in the cities, but not by the creation of a garrison state. Let there be law and order in the enforcement of civil rights statutes, too. Let those who cry for more police in the slums cry also for more jobs, more housing and more schools for the prisoners of the slums. Those, too, are tools of law and order.

"Meanwhile, the extremists on each side gain strength from the other—and distract America from the task of solving the problems they exploit. Alarm has been widely expressed that their insidious appeals to emotion—to angry discouragement, to fear and hatred—will be felt at the polls in November, even to the point of confusing the outcome.

"We recognize the reasons for the alarm but we do not share it."

Meany pointed out that wild and seemingly dangerous excursions into political extremism are not new to this country. As recently as 1948, two radical parties—one left, one right—entered the Presidential lists. But always, when it came to the showdown common sense prevailed. We are confident it will prevail again, he said and the basis for our confidence "is our faith in America."

The Atlantic Coast



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

Our brothers in the SIUNA-affiliated Democratic Union Organizing Committee were compelled to call a strike against the Checker and Yellow Cab Companies in Chicago because the top management of these two big companies refused to reply to the union's proposals for an equitable wage and better working conditions. The final wage offer made by the presidents of the two companies was a mere one-half percent raise. Now the taxicab representatives have broken off negotiations. DUOC may face a long strike and all of us are determined to extend to the strikers our all out support in their struggle. We must help them achieve victory.

New York

Arthur Sequeira just registered for an AB's job. Arthur recently made a Saigon run aboard the Beaver Victory.

Ready to ship as an FOWT is Wallace Roat, Jr. Brother Roat was on the Elizabethport last time out.

John Maytum is waiting for the results of his examination for a deck officer's license. John attended the school sponsored by the SIU and the Associated Maritime Officers Union. He really burned the midnight oil aboard ship while preparing for the test.

Boston

Joseph McNeil last shipped on the Eagle Voyager as BR, and is now back in the hall waiting for another good job to hit the boards.

After sailing as AB on the Cabins, Francis Donovan will take the first good AB job to come along. He just got out of drydock and is ready to sail.

Arthur Vogel, 22 years with the Union, was aboard the Vantage Venture. He's ready to go after a long stay with his family.

Baltimore

Bernard Falk has sailed steward and cook for 20 years. He's been enjoying a vacation and will be ready to go again shortly.

Lonnie Buford has sailed in the steward department for 15 years. He paid-off the Ocean Evelyn before going on a well-earned vacation.



Lasso

Buford

Richard Williams last job was on the Transpacific. He's waiting to ship, going anywhere.

Puerto Rico

Trinidad Navarro and Alberto Santiago joined the Warrior on her last trip from San Juan to the Coast. Among other Seafarers on that ship are Bob Lasso, bosun, and Roberto Principe, chief steward.

After 11 months on the Trenton, Angel Vila had to leave, NFFD. He was replaced by Armando De Jesus, who had been plying the North Atlantic on the Jacksonville.

Philadelphia

James Winters has had a long stay on the beach and is anxious to ship. James sails as a chief steward.

After enjoying a vacation and a visit with his parents in Florida, John Smith is registered for a job in the engine department.

Bob Holt of the deck department came in to register. Bob would prefer an AB's job on a vessel heading for Vietnam.

Point of Interest



SIU Headquarters Representative Ed Mooney looks over beneficiary card with Calvin James while L. Vasquez looks on. Both veteran Seafarers had just registered for jobs in New York hall.

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The Gulf Coast

by Lindsey Williams, Vice-President, Gulf Area



Two incumbent candidates who are friends of maritime, Senator Russell B. Long and Congressman Hale Boggs won renomination in the recent Louisiana Democratic primary.

Hale Boggs handily defeated Cy D. F. Courtney of New Orleans, 49,330 to 15,973. Courtney is a supporter of George Wallace. Boggs will now face Republican David Treen in November, a man who has already failed in three consecutive previous attempts to defeat him.

Long swamped his opponent, Maurice P. Blache of Covington, another pro-Wallace candidate. Long received 483,523 votes with most of the returns completed. Blache had 73,474. Congressman F. Edward Hebert also won renomination over Carlton Pecot without much trouble.

T. Smith & Sons, Inc. announced that they are building a derrick barge with a lifting capacity of 210 tons. It will operate in the port of New Orleans by next month. This company also owns the SIU-IBU-contracted Crescent Towing & Salvage Company.

The derrick is believed to be the largest of its kind ever built for general cargo work. It will displace more than 1,000 tons, according to a company spokesman. This major equipment addition to New Orleans boasts a 120-foot boom with an 11-foot jib. Two 30-foot sections can be inserted in the boom to give an effective reach-over-water of 233 feet.

The boom will be so long that in an upright position it would have to be lowered to pass under the Mississippi River Bridge. The derrick will be equipped with main hoist and auxiliary hooks and will be able to work with a variety of special lifting gear, including a 30-ton clamshell bucket and a 14-ton electro-magnet.

New Orleans

Robert Boyd was steward on the Penn Sailor for six months. There were no food beefs and Bob reports a fine bunch topside, plus one of the best crews he ever sailed with.

John "Red" Nuss made two trips to Vietnam with the Overseas Rose. A member of the steward department, John will try for a third cook's job shortly.

Mike Dunn was steward on the Alcoa Master, until he had to get



Boyd

Whatley

off due to illness. The ship ran to the Mediterranean, including Spanish ports. Now FFD again, Mike will look for a ship heading to the Far East, that needs a good steward or cook and baker.

Clarence Cobb and Ed Loffin shipped as oiler's on the Del Sud last time out. Clarence is looking for an oiler's slot or reefer job on a Delta ship heading to South America. Ed will take an oiler's job on the same run, after a nice rest ashore.

Houston

Jim Whatley recently shipped on the Council Groves. Jim had an excellent crew on that vessel and is now headed home to Alabama for a rest before shipping out again.

L. W. Peppett is looking for a good chief pumpman's job after a long lay-up with a broken leg. He'll get his FFD from USPHS Hospital in Galveston any day now.

W. E. Joyner was bosun on the Henry, last time out. He is living it up in Houston, while waiting for a new ship.

Mobile

Shipping is good and we have a small beach. We just finished crewing the Overseas Rose and Delta Paraguay. No laid-up ships or pending beefs.

W. E. Reynolds registered for a group two, engine job. He didn't have long to wait before catching the Overseas Rose as oiler.

W. J. Barnes shipped as steward on the same ship after a stint as cook on the Maiden Creek.

J. D. Hunter, bosun on the Maiden Creek, also caught the Rose, in the same capacity.

SIUNA Taxi Walkout Continuing After Companies Break Off Talks

CHICAGO—The 6,000 members of the SIUNA-affiliated Local 777 of the Democratic Union Organizing Committee continued their strike against the Checker and Yellow Cab Companies here this week after the companies broke off negotiations on Tuesday, the 11th day of the walkout which began at 12:01 a.m. on August 17.

Six negotiating sessions including an 18-hour marathon meeting last Saturday—had proven fruitless as top company management continued to refuse answers to about two-thirds of the Union's contract proposals for improved benefits, higher wages and better working conditions.

Hopes for early settlement dimmed further on Tuesday when a meeting was called for 10 a.m., only to have the companies stall once again for almost two hours before backing down on the session and breaking off negotiations. DUOC immediately reinforced its picket lines and renewed their strike activities with increased determination at the height of the Democratic National Convention which was underway here.

Yellow and Checker actually brought the strike on earlier than August 17 when they began pulling 500 new cabs off the streets and refused to issue them to senior drivers. By the time the strike deadline set by DUOC rolled around, the impasse between the Union and the companies had developed into a lockout by management.

Picket line activity was hampered as soon as it began, by a driving rain and some of the worst weather conditions to hit the Midwest area in years, but DUOC drivers and inside workers manned their picket lines, and the 23 garages operated by both companies were shut down.

Immediately after the strike was called. Paul Hall, president of the Seafarers International Union of North America, pledged the full support of the International until the dispute is won.

The strike came two months after the Union began negotiations with Yellow and Checker, during most of which the presidents of both companies, Robert Samuels of Yellow and Jerry Feldman of Checker, refused to meet across the bargaining table with the Union and its membership-elected Negotiating Committee.

After offering what amounted to a one-half percent direct pay increase for about half of the drivers—and nothing in wages for the rest of the drivers—both Samuels and Feldman quit the bargaining table on June 28. They didn't come back until August 13. While they were absent, an attorney, Robert Haythorne, was suddenly brought into the negotiations, but obviously with no authority to make a settlement.

As a result, when the company presidents came back to the negotiations six weeks later—a few days prior to the August 16 strike deadline—the situation had not improved and almost their first act was to pull the new cabs off the streets.

During the course of the negotiations, the Union made plain its demands for improved basic conditions, such as a decent insurance set-up for members and their dependents—fair job promotions—increased clinic allowances to provide necessary services to members and families—wages to meet the cost of living—and pensions that really mean something when an old-timer retires. Safety conditions, partitions and new contract language to protect the job rights of drivers and inside workers also were highlighted.

Membership Polled

The Union's proposals originally were presented to the companies on June 19, after the membership had been polled by mail regarding the items most wanted in the new contract.

Members of the Negotiating Committee, headed by DUOC President Everett Clark, SIUNA Vice President John Yarmola and Union counsel Irving Friedman, are: Harold Ray, Emanuel Brunious, Calvin Word, William Lindsey, James Doram, Clifford Spivey, Spencer Austin, Jack Freeman and Garrett Graves.

In addition, Chief Shop Steward Arthur Billups and Assistant Chief Stewards Al Polk and William Whitney, have been attending the bargaining sessions together with the officers of the Union.

In the first strike bulletin issued to members, the committee declared:

"Checker and Yellow revenues are the highest in history. But all they are willing to give the drivers is one-half percent. We know that the companies can pay 50 percent. They can afford real insurance, pensions and other. They can afford higher wages for inside workers.

"It's time for the presidents of Checker and Yellow to get serious and talk money."

When Chicago cab drivers quit the Teamsters in 1961, and DUOC was formally certified, it negotiated with Yellow and Checker for ten months before finally calling a walkout that lasted for 20 hours and produced the first contract between the Union and the companies. The 1962 strikes was the first to hit the Chicago cab industry since 1937.

The same management attitude and stalling practices forced a 23-day strike in 1965.

Sea-Land Service To Expand Yard On West Coast

OAKLAND, Calif.—An expanded container yard will be developed for the SIU-contracted Sea Land Service, Inc., as part of a \$8.5 million capital improvements program for fiscal 1968-69 in the Port of Oakland, according to Port Commission President Peter M. Tripp.

A key project of the program will be the purchase, for \$3 million, of 52 acres of Oakland Dock and Warehouse Property on the Oakland estuary for development as a marine terminal.

The facility for Sea-Land is listed with other harbor improvements that will cost an estimated total of \$1.7 million. Also included are construction of an 80,000-square-foot warehouse and various rail and highway projects.



At left, SIUNA Vice President John Yarmola checks over list of stewards and strike captains with Calvin Word (left) and James Doram (right) when DUOC called taxi strike. Above, (l.-r.) Nellie Dorsey, Samuel Phillips, Andrew Jackson, Willie Gray, Ernest Harvey and Malon Burr picket Yellow Cab Co. hdqs.

London Bridge is Falling— But Not for Very Long



Piece by piece, workmen are carefully dismantling the famous 134-year-old London Bridge so it can be packed up and shipped to the Arizona desert where it will rise again as a tourist attraction.

For scores of years, children of many lands have been singing about London Bridge and how it's "falling down." Now, at last, it is "falling" but it won't stay down for long.

The historic bridge—a familiar sight to Seafarers who have sailed up the Thames—is being dismantled piece by piece for shipment to the United States. So far, 850 tons of the 10,000-ton bridge has been transported to the West Coast by ship and then sent overland to the Arizona desert, where the pieces will be rebuilt to span a man-made river yet to be created. For a time, it appeared the new owners of the bridge would have to pay customs on the stone but the United States Customs Service has ruled that it qualifies as an antique, since it is over 100 years old, and therefore is duty free.

The entire operation may sound like a wild-eyed scheme to outsiders but not to the officials of the McCulloch Oil Corporation who have paid the city of London \$2,460,000 for the bridge and eye the transaction as a "gilt-edge investment" that will make the 137-year-old bridge worth its weight in gold. The cost of the enterprise, including shipping and reerecting the famous span will be between \$5 and \$6 million.

Each section of the bridge—some 10,000 pieces—will be numbered and packed in order so the task of reassembly will be made easier. It is expected it will take two years before it is in place near Lake Havasu City, Arizona.

Then a river channel will be dug under the bridge and a stream will be diverted from the Colorado River. The newly-created waterway will be christened The Little Thames.

But at present there is no assurance of a Little Thames because the Arizona State Parks Board has thus far refused to release any water for the purpose.

The reconstructed bridge is supposed to span a channel fed from Lake Havasu and serve as the picturesque keystone of an "international village."

The fact that the water hasn't been provided for the yet-unrestored bridge has prompted the mayor of Dardanelle, Arkansas, Omer E. Stanfield, to ask the McCulloch Oil Corporation to move the bridge to Arkansas so it can span that city's beautiful new Lake Dardanelle.

He said his town offers "plenty of water and thousands of acres of adjacent land" on which to establish recreational facilities. Stanfield suggested that the bridge would contribute substantially to a "mammoth recreational development" currently planned in the Dardanelle area.

However, McCulloch's president, C. V. Wood said: "The bridge won't leave Lake Havasu City."

Actually, the bridge buyers will use it as a tourist attraction to build up its resort, light industry and retirement community on the banks of Havasu Lake, 150 miles northwest of Phoenix.

At the same time, City of London officials feel they have struck a good bargain since the bridge is too narrow for modern-day traffic. Besides, it has been sinking at the rate of one-eighth of an inch each year into the mud under the Thames.

The city will henceforth get along with the 13 other bridges that cross The Thames until, eventually, a new London Bridge is erected. Expected to take four years to complete, the proposed replacement for the Span now being dismantled will be a six-lane bridge more suited to today's traffic needs.

London was first settled around A.D. 43 and it is estimated from an early historical account that the Romans soon after put up the first makeshift London Bridge. One historian notes that it was in 1014 that King Olaf of Norway, during one of the many invasions of the city, had his men hook some ropes onto a predecessor of the present London Bridge and row their longboats downstream. This toppled the bridge and soon a Norwegian song was written that "London Bridge is broken down."

Through the years this little chant was repeated over and over by succeeding generations of youngsters until it evolved into "London Bridge Is Falling Down."

Eight Additional Seafarer Veterans Added to Roster of SIU Pensioners

Eight more Seafarers have joined the SIU's pension roster. The latest additions to the Union's ever-growing list are: William Blakeley, Francis Elliott, Louis Bollinger, Myles Bowen, Joseph Vosilla, Teofilo Torres, Albert Tocho and George Weldy.

William Blakeley sailed as FOWT, and joined the Union in the Port of New York. A Seafarer since 1939, his last ship was the Brigham Victory. Brother Blakeley was born in Massachusetts and lives in Allson, Mass., with his wife, Mary.

Francis Elliott was employed by the Pennsylvania Railroad as a deck hand. He was born in Virginia and makes his home in Townsend, Va., with his wife, Susie. Brother Elliott joined the Union in the Port of Norfolk.

Louis Bollinger sailed in the deck department as AB, bosun and carpenter. Born in New Orleans, he lives in that city with his wife, Katherine. He joined the Union in 1939 in New Orleans



Blakeley Elliott

and last sailed on the Alcoa Master. Brother Bollinger served in the Navy from 1924 to 1928.

Myles Bowen was born in New



Bollinger Bowen Vosilla Torres

York City and lives in Jackson Heights, N. Y., with his wife, Florence. He was a deckhand for the Erie Lackawanna Railroad, and joined the Union in New York.

Sailing as deckhand for the New York, New Haven and Hartford Railroad, Joseph Vosilla joined that company in 1943. A native of Austria, he joined the SIU in New York and lives in Long Island City, N. Y., with his wife, Jennie.

Teofilo Torres sailed in the engine department. He joined the SIU in New York City. A native of Puerto Rico, he makes his home in Puerto Real, P. R. Brother Torres last shipped on the Linfield Victory. He joined the Union in 1943.

A member of the steward department for many years, Albert Tocho was a bartender and waiter.

His last ship was the Del Sud. A native of New Orleans, he joined the Union in that port. He is a resident of Metairie, Louisiana, with his wife, Katie.

George Weldy joined the Union in Mobile. Prior to joining the SIU, he had served for 17 years in the Navy. Brother Weldy is a native of Alabama and lives in Mobile with his wife, Elizabeth.



Tocho Weldy

A member of the engine department, he last shipped aboard the Alcoa Commander.

DISPATCHERS REPORT Atlantic, Gulf & Inland Waters District

August 9 to August 22, 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	3	0	7	0	1	11	3
New York	72	24	34	40	12	203	113
Philadelphia	6	1	2	2	1	13	7
Baltimore	34	15	20	9	11	27	8
Norfolk	17	9	7	4	15	38	23
Jacksonville	7	10	7	5	4	11	7
Tampa	19	8	4	4	0	19	8
Mobile	27	22	22	17	3	76	35
New Orleans	40	33	27	22	5	141	83
Houston	78	63	73	67	4	122	58
Wilmington	20	14	9	12	17	24	0
San Francisco	29	47	43	40	32	61	22
Seattle	24	19	22	16	6	47	4
Totals	376	265	277	238	111	793	371

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	1	0	0	1	1	6	2
New York	50	47	30	59	18	115	92
Philadelphia	3	1	0	4	2	12	5
Baltimore	24	18	15	13	10	21	26
Norfolk	7	9	2	2	9	17	16
Jacksonville	7	11	4	10	5	7	6
Tampa	6	10	1	4	0	4	10
Mobile	17	23	15	18	4	43	29
New Orleans	23	47	18	32	5	81	90
Houston	66	66	56	51	5	85	73
Wilmington	12	7	9	5	7	16	1
San Francisco	35	29	36	30	33	67	24
Seattle	12	14	17	15	8	21	11
Totals	263	282	203	244	107	496	385

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	1	0	1	0	2	6	1
New York	41	12	27	16	23	165	35
Philadelphia	5	6	4	1	6	16	6
Baltimore	17	10	13	7	9	20	19
Norfolk	4	9	4	3	14	17	15
Jacksonville	5	4	4	4	7	7	6
Tampa	13	2	4	3	1	6	9
Mobile	28	9	18	13	5	73	23
New Orleans	34	24	19	23	6	126	59
Houston	67	34	49	19	3	85	60
Wilmington	9	5	6	4	8	13	0
San Francisco	38	36	31	25	17	35	21
Seattle	25	9	11	5	2	56	8
Totals	287	160	191	121	98	626	258

Expansion of Social Security Seen Poverty's Ablest Foe

WASHINGTON—The social security system—now a third of a century old—must play an expanded role over the next decade in helping to wipe out poverty, Secretary of Health, Education and Welfare Wilbur J. Cohen declared this month.

Cohen, speaking at ceremonies marking the 33rd anniversary of the Social Security Act, called the system "our most effective weapon in the war on poverty," declaring that its benefits now keep an estimated 10 million Americans above the poverty line.

But, he said, a million more persons could be raised immediately from the ranks of the poor if minimum monthly benefits were increased from the present \$55 to \$70 for an individual and from \$82.50 to \$105 for a couple.

"Benefits can and must be increased all across the board," he asserted. "Health insurance must be broadened and expanded through a combination of public and private efforts. Our unemployment insurance system needs strengthening. And our welfare programs must be radically reshaped to meet new needs. We need more comprehensive community social services, and coupled with these efforts we need jobs, training and education for more of our people. . . .

"We must seek and maintain a social security status commensurate with our growing national income and potential—a status worthy of this nation's expectations for all of its people. We must continue to move toward a life of dignity and independence and greater meaning for all Americans."

Cohen paid special tribute to Arthur J. Altmeyer, now 77 years old, who was honored at the ceremonies and received the highest HEW award for "singularly creative and courageous contributions in shaping the program of the Social Security Act during the formative years."

Altmeyer was a member of the original Social Security Board, its chairman from 1937 to 1946, and the first commissioner of social security.

He and William L. Mitchell, another former social security commissioner, also were announced as the first American recipients of the International Social Security Association's award created four years ago to honor outstanding contributions by persons no longer associated with social security work.

A further award, named in honor of Altmeyer, was presented by Cohen to Robert M. Ball, the present commissioner.

Cohen recalled that when the social security program began 33 years ago under Altmeyer's direction it was simply a retirement program limited to workers in commerce and industry. It has since grown, he noted, to provide substantial protection for nearly all workers and their families.

Benefits totaling \$30 billion annually—including medicare—are now being paid to 24 million persons, and the face value of survivors' insurance in the event of a worker's death is \$940 billion. About six million of the current beneficiaries are people well below retirement age—widows, children and disabled workers and their dependents.

LABOR ROUND-UP

Four hundred community service jobs in 10 major cities across the country are being opened for unemployed workers over 55 under the Senior Aides program. The program is operated through an agreement between the Labor Department and the National Council of Senior Citizens and is subcontracted to sponsors in each locality. About 40 persons in each of the 10 cities will be hired by the subcontractor-sponsors to work 20 hours a week at an average of \$2 an hour. The Senior Aides will work in a variety of jobs—in hospitals, old age homes, offices, libraries, child day care centers and others. Cities in the program are Buffalo, Chicago, Detroit, Miami, Milwaukee, Minneapolis, New Bedford, Mass.; Pittsburgh, Providence, R.I., and Washington, D.C.

Jeremiah P. Sullivan, treasurer of the International Brotherhood of Electrical Workers since 1957, died at 77 in Flushing, N.Y. after an illness of several months. Initiated into IBEW Local 3 in 1912, Sullivan served his union and the New York City community in many official posts. Appointed international treasurer 11 years ago, he won unanimous election at three subsequent conventions. At his death he was an executive board member of the

city AFL-CIO, the New York City Career and Appeals Salary Board, the contractors' licensing board of the city Dept. of Water Supply, and a trustee of the Joint Board of the electrical industry and seven of its constituent funds.

Workers in Orangeburg, S.C., who make typewriters, calculators and adding machines at a Smith-Corona-Marchant Corp. plant there voted for the Communications Workers in a National Labor Relations Board election. The vote was CWA 657, no union 402 in what the NLRB said was the largest group of workers organized since 1953 in South Carolina.

Collective bargaining rights were given Louisville, Ky., public employees by unanimous action of the labor-backed Board of Aldermen. The 12 aldermen passed the resolution despite vigorous objection of Republican Mayor Kenneth A. Schmied. The main issue was a two-year dispute between the Service Employees' Union and Louisville General Hospital. Although the SEIU was designated as the bargaining agent for hundreds of city employees in all departments, Schmied had refused to negotiate.

Carrying the Torch



Once again the calendar signifies that we are fast approaching the onset of the Fall season and vacationers will soon be departing from their mountain and seashore roosts to return to their homes and jobs.

In the year 1968, we tend to take our annual vacations for granted as we do our holidays with pay, pensions and the many other benefits that have been won by the trade union movement.

The veteran labor union member can recall the day when he had no vacation, when his wages were set at a subsistence level, when he was given two holidays a year—without pay—when the eighty hour week was standard without overtime pay, and when a pension was not even a dream, much less a reality.

Today, the trade union movement continues to be a vigilant and motivating force in obtaining a better life for all Americans.

This continual striving for the better life is symbolized by the annual Labor Day which is celebrated in this country.

However, there are still far too many citizens who have no reason to celebrate labor day.

They include the migrant laborer, whose labors have been exploited but whose spirit remains unvanquished.

They include the American Negro, whose fight for human dignity is still viewed callously by a great many of our citizens.

They include the American Indian who lives a detached and poverty-stricken existence on isolated parcels of land.

And they include the many who are broken in health and spirit, whose quest for that helping hand that will lift them from the mire of despair still continues.

It cannot be denied that this nation has one of the highest standards of living in the world. However, this standard of living is not in evidence in the hollows of West Virginia nor is it in evidence in the squalor that afflicts the nation's slums.

The health of the nation is good, but there are many unhealthy attitudes which must be expunged from the minds of many American people if this nation is going to continue on a path of progress.

The ills of our nation can be remedied. But it is only the conscience of the nation which can either administer the cure or perpetuate the illness.

If we do not care enough to remedy the ills of those less fortunate than ourselves, then the nation can expect more and more protracted periods of discord in the future.

On this Labor Day, 1968, we can take great pride in the strides that the nation—with the constant prodding of organized labor—has taken. However, we must not forget that there is still much to be done and that the future greatness of the nation rests with the desire of its citizens to extend a helping hand to the underprivileged.

Credentials Committee Report

We, the undersigned Committee on Credentials were duly elected at the regular business meeting at Headquarters on August 5th, 1968, in accordance with the Constitution. With respect to Brother Gabriel Bonfont, B-656, he was duly elected at a special meeting at Headquarters on August 8, 1968, called in accordance with the Constitution, to replace Brother Neil Napolitano, N-250 who resigned from the original Committee. Your Committee has examined the credentials of the candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, for the years of 1969-70-71-72, as per Article XI, Section 1, and submit the following report:

We qualified or disqualified those men who submitted for office by the rules of our Constitution as contained in Articles XII and XIII. Article XII is known as **Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs**. The Article reads as follows:

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least four (4) months of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year; and

(d) He is a citizen of the United States of America; and

(e) He is not disqualified by law.

(f) He has at least one (1) year of seetime aboard an American-flag merchant vessel or vessels in a rated unlicensed capacity other than an entry rating.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing. (End of quote from Constitution)

Article XIII, is known as, **Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen**. The Article reads as follows:

Section 1. Nominations

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) The title of the office or other job for which he is candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a ship he shall notify the Credentials Committee what ship he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated:

Signature of Member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

All documents required herein must reach headquarters no earlier than July 15th and no later than August 15th of the election year.

The Secretary-Treasurer is charged with the safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request. (End of quote from Constitution.)

It is to be pointed out to the membership that the SEAFARERS LOG issue of March 15, 1968 carried the Constitution of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District, and the full notice of opening of nominations were contained in the SEAFARERS LOG issue of July 19, 1968 on Pages 1 and 3, and also in the issue of August 2, 1968 on Pages 1 and 3.

The SEAFARERS LOG issue of May 24, 1968, on Page 1 and Pages 7 through 10, carried the notice of and the President's Pre-Balloting Report, which report gave the depository required by Article X, Section 1(e) of the Union Constitution; in addition to which it carried the Addition to Voting Procedures of the forthcoming election of officers that the Secretary-Treasurer had given in his report to the regular membership meetings at SIU Headquarters on May 6th and July 8th, 1968.

The official records of the Seafarers International Union of North America—Atlantic, Gulf, Lakes and Inland Waters District shows that the Pre-Balloting Report of the President was given in the Headquarters meetings of June 3rd and July 8th, 1968, in conformity with Article X, Section 1, paragraph (e) of our Union Constitution and the Secretary-Treasurer's "Additions to Voting Procedures". This same Pre-Balloting Report was acted on in all Constitutional ports holding regular membership meetings during the months of June and July, 1968, as was the Secretary-Treasurer's "Additions to Voting Procedures". The Pre-Balloting Report and the Secretary-Treasurer's "Additions to Voting Procedures" has been reproduced verbatim in the May 24, 1968 issue of the SEAFARERS LOG, as mentioned previously.

The Committee in their deliberations made initial decisions with appropriate notification to candidates and subsequent further notifications as a result of their continued deliberations. In the course of their deliberations the Committee ultimately came to interpretations and decisions which are later set forth. In arriving at these ultimate interpretations and decisions, the Committee was most concerned with carrying out a stated principle of our Union, which is that, "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union." Again in carrying out our Union's principle of democratic nominations and elections we have liberally interpreted our Constitution's qualification requirements, consistent with the Constitutional language, and thus have assured to our membership our Union's policy of a member's right to enjoy the widest opportunity to make a judgment when voting in our elections. In connection with foregoing we have also consulted with the Secretary-Treasurer, who under our Constitution has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7.) Our Secretary-Treasurer has further consulted with the Union's counsel as to the law applicable in Union nominations and elections. As a consequence of all of the foregoing, our Committee has made the following interpretations concerning the following pertinent constitutional provisions.

I—Article XII, Section 1 (b) reads as follows:

"He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Many members for reasons beyond their control, and for reasons other than those excused by our Constitution, fail to pay their monetary obligations within the time required. As a result they fall out of good standing for a short period, and then shortly thereafter pay their monetary obligations and are in good standing with all rights and privileges. In effect, by the Union's acceptance of the monies representing the monetary obligations, there is a fair implicit representation that a member has rectified any error, mistake or default and that he continues in good standing. Based upon such conduct of accepting the member's payment of monetary obligations, it appears to us to be unreasonable and an improper rule of interpretation to thereafter conclude that such a default, although corrected, disqualifies a man as not being in three years' continuous good standing where the above described event or events occurred in the three-year period prior to nomination. Of equal significance are our Union's

declared principles and practices of the greatest membership participation in Union affairs; and nomination and election to office is a very essential part of that participation within the framework of reasonable qualifications.

In view of the foregoing, the Committee concludes that any otherwise qualified member who in the three-year period prior to nomination failed to pay his monetary obligations within the time required, but thereafter paid and the Union accepted payment and the member was in good standing with all rights and privileges, shall be considered to be in continuous good standing for the purpose of nomination and election to office.

II—Article XII, Section 1 (c) reads as follows:

"He has at least four (4) months of seetime, in an unlicensed capacity, aboard an American-flag merchant vessel or vessels, covered by contract with this Union, or four (4) months of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, or a combination of these, between January 1st and the time of nomination in the election year."

Your Committee has considered what constitutes a reasonable interpretation or definition of seetime within the meaning of this subsection. In arriving at its interpretation and decision, it has considered the obvious purpose of this subsection, which is a member's ability to work in our trade and current and active participation in our trade as unlicensed seamen, all within the framework of regularly seeking to and sailing as unlicensed seamen.

In connection with a member's working in our trade, he accumulates for vacation purposes, daily credit for each day employed by contracted employers. As a consequence, a member is in a position to take some time off. Bearing in mind the purpose of this subsection, which as described before is to assure that candidates have the ability to work in our trade and that they are currently and actively participating in our trade, it appears to us that in considering such four (4) months' seetime, appropriate credit be given for each daily vacation credit. As such, the member will not in effect be penalized for taking time off during this period. Under such an interpretation we will be accomplishing the clear purpose and intent of this subsection and simultaneously complying with the principles and

purposes of our Union as previously stated in this report.

It is the Committee's interpretation and decision that in computing seetime for the purpose of this subsection, credit shall be given for each day of employment plus the equal amount for each day of vacation credits during the period between January 1 and the time of nomination in the election year.

III—Article XII, Section 1 (f) of the Constitution reads as follows:

"He has at least one (1) year of seetime aboard an American-flag merchant vessel or vessels in a rated, unlicensed capacity other than an entry rating."

This subsection was added to the Constitution by an amendment effective February 3, 1967. As a result, up to the time for nominations, the membership has had only seventeen (17) months' notice of the necessity to comply with this new requirement. Because of the unique nature of our industry, it would be unusual for the average member to put in a full year's seetime in such a short period of time.

Taking into account the Union's established policy of encouraging as much membership participation in Union affairs as possible, we feel that to apply the requirements of Article XII, Section 1 (f) to this election would be needlessly harsh and would unfairly limit the membership's choice in our election of officers.

The new amendment, however, did not specify its first applicable date in nominations and elections. Accordingly, it is this Committee's interpretation that the provisions of Article XII, Section 1 (f) do not apply to the nominees for the 1968 election and are meant to apply to elections in the future only. In that way the membership will have plenty of time to comply with the new qualification requirement, and the long-standing Union policies will be protected.

The following is a complete listing of all men who submitted their credentials to the Committee. The men's names and the jobs for which they submitted such credentials are listed in the order which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the offices for which they run, and that the ports, following the Headquarters' offices, beginning with Boston, be arranged on the ballot geographically, as has been done in the past. Following each man's name and book number is his qualification or disqualification, followed by the reason for same.

PRESIDENT

Paul Hall, H-1	Qualified	Credentials in order.
Andrew Pickur, P-172	Qualified	Credentials in order.
Sidney Rothman, R-325	Qualified	Was qualified subject to his furnishing the Secretary-Treasurer a duly executed certificate as called for in Article XIII, Section 1, paragraph (b) of our Constitution prior to the making up of the ballot. Failure to do so is to result in his being disqualified.

EXECUTIVE VICE PRESIDENT

John Cole, C-8	Disqualified	Does not have four months seetime from January 1, 1968 to time of nomination.
Cal Tanner, T-1	Qualified	Credentials in order.

SECRETARY-TREASURER

Al Kerr, K-7	Qualified	Credentials in order.
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VICE PRESIDENT IN CHARGE OF CONTRACTS & CONTRACT ENFORCEMENT

Domingo La Llave, L-44	Qualified	Credentials in order.
Robert A. Matthews, M-1	Qualified	Credentials in order.

VICE PRESIDENT IN CHARGE OF THE ATLANTIC COAST

James M. Dawson, D-82	Qualified	Credentials in order.
Earl Shepard, S-2	Qualified	Credentials in order.

Results of Credentials Check for SIU Election

VICE PRESIDENT IN CHARGE OF THE GULF COAST

Lindsey J. Williams, W-1 Qualified Credentials in order.

VICE PRESIDENT IN CHARGE OF LAKES AND INLAND WATERS

J. Al Tanner, T-12 Qualified Credentials in order.

HEADQUARTERS REPRESENTATIVES

William Hall, H-272 Qualified Credentials in order.
Edward X. Mooney, M-7 Qualified Credentials in order.
Frederick (Freddie) Stewart, S-8 Qualified Credentials in order.

NEW YORK PORT AGENT

Joe DiGiorgio, D-2 Qualified Credentials in order.

NEW YORK JOINT PATROLMEN

Ted Babkowski, B-1 Qualified Credentials in order.
Angus (Red) Campbell, C-317 Qualified Credentials in order.
John Fay, F-363 Qualified Credentials in order.
Rufino Garay, G-770 Qualified Credentials in order.
Luigi Iovino, I-11 Qualified Credentials in order.
Pat Marinelli, M-462 Qualified Credentials in order.
E. B. McAuley, M-20 Qualified Credentials in order.
George McCartney, M-948 Qualified Credentials in order.
Frank Mongelli, M-1111 Qualified Credentials in order.
Keith Terpe, T-3 Qualified Credentials in order.
Steve (Zubovich) Troy, T-485 Qualified Credentials in order.

PHILADELPHIA AGENT

Frank Drozak, D-22 Qualified Credentials in order.

PHILADELPHIA JOINT PATROLMEN

Belarmino (Benny) Gonzalez, G-4 Qualified Credentials in order.
Leon Hall, H-125 Qualified Credentials in order.

BALTIMORE AGENT

Alfred H. Anderson, A-11 Qualified Was qualified subject to his furnishing the Secretary-Treasurer a duly executed certificate as called for in Article XIII, Section 1, paragraph (h) of our Constitution prior to the making up of the ballot. Failure to do so is to result in his being disqualified.

Rexford Dickey, D-6 Qualified Credentials in order.

BALTIMORE JOINT PATROLMEN

W. Paul Gonsorchik, G-2 Qualified Credentials in order.
Eli Hanover, H-313 Qualified Credentials in order.
Tony Kastina, K-5 Qualified Credentials in order.
Benjamin Wilson, W-217 Qualified Credentials in order.

MOBILE AGENT

Louis (Blackie) Neira, N-1 Qualified Credentials in order.

MOBILE JOINT PATROLMEN

Harold J. Fischer, F-1 Qualified Credentials in order.
Robert Jordan, J-1 Qualified Credentials in order.
Leo P. Marsh, M-9 Qualified Credentials in order.
Blanton McGowan, M-1351 Qualified Credentials in order.
William J. (Red) Morris, M-4 Qualified Credentials in order.

NEW ORLEANS AGENT

C. J. (Buck) Stephens, S-4 Qualified Credentials in order.

NEW ORLEANS JOINT PATROLMEN

Ernest C. de Baultte, D-208 Qualified Credentials in order.
Thomas E. Gould, G-267 Qualified Credentials in order.
Louis Guarino, G-520 Qualified Credentials in order.
Herman M. Troxclair, T-4 Qualified Credentials in order.
Paul Warren, W-3 Qualified Credentials in order.

HOUSTON AGENT

Paul Drozak, D-180 Qualified Credentials in order.

HOUSTON JOINT PATROLMEN

Martin (Marty) Breithoff, B-2 Qualified Credentials in order.
H. B. Butts, B-395 Withdrew Withdrew prior to credentials being checked.
Peter Drewes, D-177 Qualified Credentials in order.
Thomas Glidewell, G-467 Withdrew Withdrew prior to credentials being checked.
Roan Lightfoot, L-562 Qualified Credentials in order.
Joseph McLaren, M-1209 Qualified Credentials in order.
R. F. (Mickey) Wilburn, W-6 Qualified Credentials in order.

DETROIT AGENT

Frank (Scottie) Aubusson, A-8 Qualified Credentials in order.

As will be noted in the foregoing sections of the Committee's report, the provisions of the SIU Constitution governing election procedure made it mandatory that one of the men who had been nominated be disqualified. The Committee feels that the case of disqualification cited above is especially regrettable because of the fact that the Union, this year as in every election year, went to such lengths to set forth the procedures to be followed by those seeking a place on the ballot.

The Committee particularly desires to point out the provisions of Article XIII, Section 2 (c) of the Constitution, wherein is spelled out in detail the right of a disqualified candidate to appeal from a decision of the Credentials Committee and how he does it.

Your Committee wishes to bring to the attention of the membership, the fact that the Union Constitution, in Article XII, Section 1 (c), requires that a nominee have certain seetime between January 1st and the time of nomination. During the course of examining the various credentials of those members who had submitted for office, it was found that some of our brothers had failed to submit all of their seetime in the current year. This was obvious by their letters of their nomination, wherein they made mention of the fact that they were presently employed aboard ship and due to the voyage not being completed, no discharge could be available covering the time. In some cases where they failed to mention in their letter about being aboard ship, the Committee in checking

their credentials was able to determine that they were aboard ship. In each of these instances, your Committee verified such employment with the steamship company oper-

ating the particular vessel. The men and the vessels they are on, that had this type of seetime verified are as follows:

MAN'S NAME	SHIP	TIME EMPLOYED
A. H. Anderson, A-11	SS Southwestern Victory	7/17/68 to present date
E. C. de Baultte, D-208	SS Del Oro	2/26/68 to present date
B. L. McGowan, M-1351	SS Steel Artisan	3/28/68 to 8/16/68
J. N. McLaren, M-1209	SS Steel Maker	12/10/67 to present date

In compliance with Article XIII, Section 2, paragraph (b) of our Constitution, and in an attempt to give every nominee every consideration and to try to prevent any disqualifications, Luis Ramirez, R-153 or Warren Cassidy, C-724 of this Committee, the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of August 15, 1968 to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

In passing upon the credentials of certain of the nominees, this Committee had to make a number of rulings, some involving application of the interpretations set forth above. The following section of our report sets forth each of such rulings and the cases in which such interpretation came into play:

1. **Andrew Pickur, P-172—Candidate for President.** Union records reveal that Brother Pickur has not been credited with payment of General Fund assessment for 1968. Records further reveal, however, that Brother Pickur made duplicate payments of his General Fund assessment for the year 1967. Therefore, the Committee treated this nominee's second General Fund payment in 1967 as a timely 1968 payment.

2. **Sidney Rothman, R-325—Candidate for President.** Union records reveal with respect to three quarters in the years 1966 and 1967, Brother Rothman did not make dues payments within the time required. However, he thereafter made such dues payments, which were accepted by the Union. Under the Committee's interpretation previously set forth, Brother Rothman has been found to be in continuous good standing.

The Union and other relevant records reveal that between January 1, 1968 and the time of nomination in this election year, Brother Rothman was employed aboard Union-contracted vessels for a period of 78 days. Under the Committee's interpretation previously set forth with respect to seetime during the above described period, the Committee finds that Brother Rothman has 156 days' seetime in this period.

Brother Rothman failed to submit the certificate required by Article XIII, Section 1 (h). Nevertheless, the Committee finds Brother Rothman qualified, provided such certificate is delivered personally or mailed registered mail to the Secretary-Treasurer of the Union to be received by him on or before October 1, 1968, which is the period prior to the making up of the ballot. The failure of Brother Rothman to comply with this requirement concerning the certificate shall disqualify him as a candidate for office.

3. **John Cole, C-8—Candidate for Executive Vice President.** The Committee has examined all Union records as well as other relevant records and has ascertained that the last date which Brother Cole sailed on Union-contracted vessels was May 11, 1967. This Committee has further found that Brother Cole was awarded by the affiliated Seafarers Pension Plan a disability pension as of December 1, 1967 and is still receiving such disability pension. Article XII, Section 1 (c) requires that Brother Cole have at least four months of seetime during the period between January 1, 1968 and the time of nominations in this election

year. Brother Cole has no seetime for the aforementioned period. It is clear that the above subsection of our Constitution demonstrates that a member, to be eligible for office, have the fundamental requirement of ability to work in our trade and that he demonstrate the further basic fundamental requirement of current and active participation in our trade as an unlicensed seaman. Your Committee has further ascertained that to secure a disability pension from the affiliated Seafarers Pension Plan the member must be totally and permanently unable to engage in any further employment as a seaman, as a result of bodily injury, disease or mental incompetency.

By reason of the foregoing, we find Brother Cole not qualified for nomination to office.

4. **James M. Dawson, D-82—Candidate for Vice President in Charge of the Atlantic Coast.** Union records reveal that with respect to two quarters in the year 1967, Brother Dawson did not pay dues within the time required. However, he thereafter made such dues payments, which were accepted by the Union. Under the Committee's interpretation previously set forth, Brother Dawson has been found to be in continuous good standing.

In addition, Brother Dawson failed to date his letter of nomination. However, since the envelope was postmarked August 3, 1968 in Seattle, Washington, and received August 5, 1968 by the Brooklyn Post Office, this Brother's credentials were deemed qualified. Further, Brother Dawson's letter of nomination did not spell out his mailing address, although his credentials envelope did give a return address. Your Committee, in line with its liberal interpretation policy, has deemed this return address to be Brother Dawson's home address as well as his mailing address and, therefore, qualified Brother Dawson's credentials in this instance as well.

5. **J. Al Tanner, T-12—Candidate for Vice President in Charge of Lakes and Inland Waters.** Union records reveal with respect to dues in three quarters in the years 1966 and 1967, and with respect to the 1967 General Fund and Annual Organizational Assessments, Brother Tanner did not pay monetary obligations within the time required. However, he thereafter made such payments, which were accepted by the Union. Under the Committee's interpretation previously set forth, Brother Tanner has been found to be in continuous good standing.

6. **Rufino Garay, G-770—Candidate for New York Joint Patrolman.** Union records reveal that with respect to two quarters dues for the years 1966 and 1967, and with respect to the 1966 AOA assessment, Brother Garay did not pay monetary obligations within the time required. However, he thereafter made such payments, which were accepted by the Union. Under the Committee's interpretation previously set forth, Brother Garay has been found to be in continuous good standing.

Union and other relevant records reveal that between January 1, 1968 and the time of nomination for this election year, Brother Garay was employed aboard Union-contracted vessels for a period of 118 days. Under the Committee's interpretation previously set forth with respect to seetime during the above described period, the Committee finds that Brother Garay has 236 days'

seetime in this period.

7. **Steve (Zubovich) Troy, T-485—Candidate for New York Joint Patrolman.** This nominee was nominated and qualified for the office of New York Joint Patrolman in the previous election, although he did so under the name of Steve Zubovich. Since then he has changed his name from Steve Zubovich, Z-13 to that of Steven Troy, T-485. Under Article XIII, Section 2 (e), the Committee has the right in passing upon qualifications of candidates to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office has met all the requirements of Article XII, Section 1 (a). Accordingly, the Committee deems this candidate qualified under the aforementioned section.

8. **Belarmino (Bennie) Gonzalez, G-4—Candidate for Philadelphia Joint Patrolman.** Brother Gonzalez failed to date his letter of nomination. However, since the postmark on the outside of the envelope was stamped July 24th and the certificate he had enclosed was dated July 24, 1968, and the envelope was received by the Secretary-Treasurer's office on July 26, 1968, this Brother's credentials were qualified on this point of the qualification for office.

9. **Alfred H. Anderson, A-11—Candidate for Baltimore Agent.** Brother Anderson failed to submit his certificate required by Article XIII, Section 1 (h). Nevertheless, the Committee find Brother Anderson qualified provided such certificate is delivered personally or mailed registered mail to the Secretary-Treasurer of the Union to be received by him on or before October 1, 1968 which is the period prior to the making up of the ballot. The failure of Brother Anderson to comply with this requirement concerning this certificate shall disqualify him as a candidate for office.

10. **Blanton McGowan, M-1351—Candidate for Mobile Joint Patrolman.** Brother McGowan nominated himself for this office by means of a telegram to the Secretary-Treasurer sent from aboard the SS Steel Artisan while at sea. This telegram was received by the Secretary-Treasurer on July 31, 1968, who notified Brother McGowan that the Credentials Committee would be unable to process his self-nomination until such time as he furnished the necessary credentials and supporting documents to the Credentials Committee. Thereafter, on August 16, 1968, Brother McGowan appeared before your Committee, which had already been processing his papers and supplied the necessary missing information, namely, a signed certificate, photo, biography, home address and mailing address. With this additional material furnished on August 16, 1968, your Credentials Committee qualified Brother McGowan.

11. **Ernest C. de Baultte, D-208—Candidate for New Orleans Joint Patrolman.** In Brother de Baultte's case your Credentials Committee made use of the services of the Secretary-Treasurer and his staff in contacting this nominee to correct the discrepancy found in his nomination as originally filed. As a result of this means, Brother de Baultte amended his original filing by supplying a signed certificate, a passport photo and his biography, all as outlined in the President's Pre-Balloting Report. Your Credentials Committee accordingly qualified Brother de Baultte.

12. **H. B. Butts, B-395—Candidate for Houston Joint Patrolman.** This Committee received a telegram of withdrawal from Brother Butts on August 12, 1968. At the time of receiving such telegram your Committee had neither qualified nor disqualified Brother Butts' nomination. Accordingly, your Committee has noted Brother Butts' withdrawal and has given his nomination no further consideration.

(Continued on page 10)

SIU Credentials Committee Reports On Candidates for 1968 Election

(Continued from page 9)

13. **Thomas Glidewell, G-467**—Candidate for Houston Joint Patrolman. This Committee received a telegram of withdrawal from Brother Glidewell on August 12, 1968. At the time of receiving such telegram your Committee had neither qualified nor disqualified Brother Glidewell's nomination. Accordingly, your Committee has given his nomination no further consideration.

14. **Joseph N. McLaren, M-1209**—Candidate for Houston Joint Patrolman. Brother McLaren nominated himself for this office by means of a letter to the Secretary-Treasurer dated July 10, 1968, sent from aboard the SS Steel Maker while at Madras, India. The Secretary-Treasurer on July 18, 1968 informed Brother McLaren by letter of the missing items relative to his nomination. As a result of this notification, Brother McLaren thereafter amended his original letter of nomination by supplying the necessary certificate, spelling out his candidacy for Joint Patrolman for the Port of Houston rather than just "Patrolman" for the Port of Houston, as well as the biography called for in the President's Pre-Balloting report. By reason of this additional information, your Credentials Committee qualified Brother McLaren's nomination.

15. **Domingo La Llave, L-44**—Candidate for Vice President in Charge of Contracts and Contract Enforcement. Union records reveal with respect to seven (7) quarters in the years 1965, 1966 and 1967, Brother La Llave did not make dues payments within the time required. In addition, his G.F. and A.O.A. assessments in the years 1966, 1967 and 1968 were also not made within the time required. However, Brother La Llave thereafter made these payments, which were accepted by the Union. Under the Committee's interpretation previously set forth, Brother La Llave has been found to be in continuous good standing.

In addition, Union and other relevant records reveal that between January 1, 1968 and the time of nomination in this election year, Brother La Llave was employed aboard Union-contracted vessels for a period of sixty-one (61) days. Un-

der the Committee's interpretation previously set forth with respect to seetime during the above described period, the Committee finds that Brother La Llave has one hundred and twenty-two (122) days' seetime in this period. Further LaLlave did not initially comply with Article XIII, Section 1 (d) of our Constitution in that he failed to designate the exact Vice President's office for which he nominated himself. The Secretary-Treasurer of our Union contacted Brother La Llave at his home on August 21, 1968 and notified him of this problem. As a result of that notification, Brother La Llave thereafter amended his nomination to specify that he is a candidate for the office of Vice President in Charge of Contracts and Contract Enforcement.

Finally, Brother La Llave initially failed to submit the certificate required by Article XIII, Section 1 (h). Again in response to the Secretary-Treasurer's notification, Brother La Llave delivered a completed certificate to your Committee on August 21, 1968. Your Committee, therefore, found that Brother La Llave's credentials were in order and qualified his nomination.

A telegram was sent to the nominee who was disqualified by the Committee, telling him of his disqualification, as well as a detailed letter being sent to the man so disqualified, all in compliance with our Constitution. In addition, the nominee disqualified received a copy of our Constitution so that he would have available the procedure to be used in an appeal from the decision of the Credentials Committee. Further, those candidates whose qualifications were conditional upon filing certificates required by Article XIII, Section 1 (h) of our Constitution, were so notified by telegram. In addition, letter notices were sent to such individuals, together with copies of the form of certificate to be completed and filed.

Your Committee wishes to point out to the membership that the certificate required by Article XIII, Section 1 (h) serves a very important purpose. That certificate, in substance, repeats part of the federal law commonly known as the Landrum-Griffin Act, which prohibits certain persons from holding union office if they have been convicted of

or served sentences for listed crimes, in substance named in the certificate. By requiring each candidate to submit a statement that he is in compliance with that federal law, the Constitution avoids the possibility of electing a candidate who cannot hold office.

The membership can readily see from the forgoing report that your Committee has made every effort possible within the scope of our Constitution to qualify every nominee. All credentials were turned over to the Committee in good order at 9:00 A.M., Tuesday, August 6, 1968, or have been received by mail since that date. All credentials have been examined as Constitutionally required. Any defect in a credential disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

The Committee recommends that commencing with the first SEAFARERS LOG issue scheduled for September 1968, and until at least after the completion of all elections, the Officers' report columns in the SEAFARERS LOG be deleted. Thus, there will be no question whatsoever as to any partiality or disparate treatment among candidates, particularly in view of the fact that some officers are opposed in the forthcoming election.

It is your Committee's final recommendation that the membership of the Atlantic, Gulf, Lakes and Inland Waters District of the Seafarers International Union of North America make every possible effort to vote in this forthcoming general election, as every good Union man should.

This Committee, having completed its duties, hereby adjourned at 4:30 P.M. on August 21st, 1968 in the Headquarters offices of the Seafarers International Union of North America-Atlantic, Gulf, Lakes and Inland Waters District, 675 Fourth Avenue, Brooklyn, New York 11232.
Date: August 21, 1968

Warren Cassidy, C-724
Chairman

Charles Hamilton, H-562
Daniel Dean, D-70
Gabriel Bonafont, B-656
Luis A. Ramirez, R-153
Alvaro Vega, V-4



Among delegates at Louisiana AFL-CIO 'Sad Friday' convention were (l-r) SIU Vice President Lindsey Williams, Charlie Richardson, Dist. 2 MEBA Rep.; Alvin Kline, Dist. 2 MEBA delegate; Jimmy Martin, New Orleans IBU Rep.; C. J. 'Buck' Stephens, SIU New Orleans Port Agent.

The Great Lakes

by Fred Farnen, Secretary-Treasurer, Great Lakes



Negotiations are continuing with the Great Lakes Association of Marine Operators (GLAMO) and it looks like we will go right down to the wire before a contract is agreed upon. The shipowners have balked on our vacation proposal and this is one of the major stumbling blocks to a possible agreement.

We will advise the membership of the outcome of resumed negotiations.

The SIU-Great Lakes District contracted **Frank E. Taplin** has been sold to Sea-Land of the A&G district for an undisclosed sum. The 440-foot freighter was built in 1908 in Lorain, Ohio. She has a carrying capacity of 7,500 tons. Sea-Land will trade the Taplin to the Maritime Administration for a vessel in the reserve fleet. The Taplin was owned by Gartland Steamship Company of Chicago.

Detroit

During July, only 16 grain cargoes were carried on Lake vessels due to the seaway strike. However, shipping has picked up and is expected to improve in the next few weeks.

Tony Womwall is still on the beach, NFFD, but he is spending his time on the balloting committee. More than 500 members have voted and we expect a bigger total vote than the last election.

The Checker Cab drivers in this city recently demonstrated at the City Council building, demanding that the Mayor and City Council do something to protect cab drivers, who have been frequent victims of hold-ups. Some drivers have been murdered and the drivers are asking the Council to install

bullet-proof partitions in all cabs. Checker Cab says this would cost them too much money. New demonstrations are being planned and we will continue to picket until some action by the Council is taken.

Chicago

Laurel Findley, steward, known for his prime ribs, stopped in for a short visit and proudly displayed his aluminum canoe tied atop his car. Laurel, recently on the tug **John Purves**, was headed home to Frankfort, Mich., where he will paddle his canoe from Grayling, Mich. to Lake Huron, prior to returning to his galley chores.

Alpena

Shipping is still good in this port. We have managed to fill most of the jobs, so far. Nights are becoming very chilly in this area.

Duluth

Shipping is very good for rated men and it has picked up rapidly for unrated members.

The city planning commission has recommended the rezoning of the area in which the St. Clements School, recently purchased by MEBA, is located. It now goes before the City Council for their approval. If all goes well, it won't be long before we will be moving into the new location.

Louisiana Governor Branded 'Unfair' By Special State AFL-CIO Session

BATON ROUGE, La.—A special convention of the Louisiana State AFL-CIO voted unanimously this month to brand Governor John J. McKeithen as "unfair to labor" for his "unwarranted veto" of workmen's compensation improvements passed by the legislature.

A record 1,900 delegates—twice the number who usually attend state conventions—took part in the one-day session. Delegates, including an SIU contingent of 30, wore "Sad Friday" buttons and tags, referring to the day McKeithen vetoed the labor-backed bills.

The governor accepted an invitation to defend his action before the convention. The delegates rose out of respect for his office as he entered and left the hall—and listened in icy silence. Not a clap, not a boo.

Then they adopted a blistering resolution of condemnation.

The "unfair" brand will stick, the delegates vowed, until such time as the governor "shall prove that he places the needs of widows, children and injured workers above the greed and indifference of his wealthy friends by signing into law legislation which will guarantee, in every instance, that the benefits provided exceed those contained in the legislation he vetoed."

If this condition is met, the convention said, the "unfair" label can be subsequently lifted.

State AFL-CIO President Victor Bussie noted prime examples

of tax "inequities" whereby exemptions are granted to big industries while no such privileges are extended to workers.

Corporations, Bussie pointed out, are exempt from paying sales tax on drill stems used in the oil and gas industry but there are no exemptions for the working man when it comes to sales taxes on medicine and other essential items.

If McKeithen needs more budget funds, Bussie said, he ought to get rid of the rebate rights given to the petrochemical industry for the use of natural gas in Louisiana. This privilege was granted to the industry by the legislature early in the governor's administration.

Bussie added that he does not oppose the rebate, but declared that, since the laboring men and women of Louisiana have had no reductions in taxes, the reductions given others ought to be eliminated before taxes are raised on the working men.

The special AFL-CIO session also adopted a motion to oppose any legislation redefining "total and permanent disability" under workmen's compensation laws "unless lifetime benefits are provided and unless the schedule for the individual insured is drastically revised."

Work to Start On New Florida Salt Water Port

Officials of Manatee County on the west coast of Florida are busy with plans for the start of work this month on the nation's newest salt water port, which will be known as Port Manatee.

The first step will be to dredge a 40-foot deep channel, which is to be 400 feet wide, just inside the entrance of Tampa Bay, that empties into the Gulf of Mexico. Next, an 800-foot-wide basin will be installed.

Francis B. Hall, port coordinator, said the dredging work will take about 15 months. One of the final hurdles for the port was cleared last May, when the State of Florida approved the dedication to Manatee County of the almost 40 acres of submerged land required for the channel dredging.

Eventually, the port will cover 850 acres and Hall estimates that within five years of operation 2,000 jobs will be created by Port Manatee.

House Ban on Scab Grapes Sought by 14 Congressmen

WASHINGTON—Joining in support of the AFL-CIO United Farm Workers Organizing Committee, 14 Democratic congressmen have requested that the boycott of California table grapes be extended to the Members' Dining Room and the House cafeterias.

Congressman Phillip Burton (D-Calif.) circulated the letter requesting House Speaker John W. McCormack to sanction the boycott extension.

The letter read:

"Knowing of your long concern for social justice and the rights of working men and women, the undersigned colleagues wish to bring to your attention the present California table grape boycott by the United Farm Workers, AFL-CIO.

"The United Farm Workers have been striking for the past three years for the right to bargain collectively, to seek a living wage, to gain decent fringe benefits, and the chance to live and work with dignity.

"The California farm growers thus far have refused to recognize the United Farm Workers' right to collective bargaining, and the farmworkers have undertaken a boycott of all California table grapes, except the unionized Di Giorgio's 'Hi-Color' brand.

"The United Farm Workers have been joined in their boycott by labor unions across the country and by the cities of New York and Detroit.

"As one step the Congress could take in supporting the rights of the farmworkers by joining the boycott, we request a suspension of procurement of California table grapes for use in the Members' Dining Room and the cafeterias in the House Office Buildings."

The letter was co-signed by Representatives George E. Brown, Jr., (D-Calif.); Donald M. Fraser (D-Minn.); Thomas M. Rees (D-Calif.); Augustus Hawkins (D-Calif.); Edward R. Roybal (D-Calif.); James H. Scheuer (D-N.Y.); Benjamin S. Rosenthal (D-N.Y.); William F. Ryan (D-N.Y.); John Conyers, Jr., (D-Mich.); Don Edwards (D-Calif.); James G. O'Hara (D-Mich.); Jeffery Cohelan (D-Calif.), and Jonathan B. Bingham (D-N.Y.).

The Pacific Coast

by Frank Drozak, West Coast Representative



Vice President Hubert Humphrey has endorsed the farmworkers boycott and hopes to see that their lot is improved. He is particularly mindful of the negative impact of our immigration practices and enforcement policies in relation to the farmworkers efforts to improve their lot, and states that this must be changed.

An all-Democratic slate was endorsed at the local AFL-CIO pre-election convention. Supervisor Leo McCarthy led the field in winning official endorsement from members of the AFL-CIO's Committee on Political Education. McCarthy is a candidate for the vacant 19th Assembly District seat and long a favorite with labor.

Incumbent Congressman Phillip Burton gained endorsement in the Fifth Congressional District. Although the committee does not make endorsements in statewide races, it did vote to recommend the endorsement of Alan Cranston in his race against Max Rafferty for the U.S. Senate.

Cranston is a strong supporter of bill HR 16014, which extends the NLRB to coverage of agricultural workers. This bill is now pending in the House. Cranston, who terms these workers the "most exploited of American workers," is strongly in favor of helping them solve their problems.

San Francisco

"Whitey" Johnson just finished a year as steward on the *Bowling Green*. The crew thought he did an outstanding job of feeding on this vessel. After a short vacation, he'll take a freighter bound for the Far East.

John Worley is on the beach and headed for the mountains to do some deer hunting in Utah.



Johnson

Slusser

John was last on the *Achilles* as bosun.

Shipping as usual, has gone along at a brisk pace. We have five ships in transit and paid-off eleven. Four vessels signed-on.

Seattle

Shipping is good and we expect the next period to be just as active, with a number of ships paying-off.

W. N. Slusser was aboard the *Seattle* as chief electrician, prior to its mishap with the *Eagle Courier*. He's looking for a new ship.

A 25-year veteran, Al Van Dyke is waiting on an AB's job.

Wilmington

Dave Barry is looking for a bosun's job after shipping on the *Overseas Rebecca*. Brother Barry joined the SIU in 1949.

George Quinones had a trip on a Seatrain ship and is now hunting for an engine crane maintenance job.

James Ward came in to register and promptly caught the third cook's job on the *Transontario*.

For Rescue of Japanese Fishermen

Individual Trophies to be Awarded To Crewmembers of Steel Chemist

NEW YORK—Seafarers who participated last month in the rescue of four Japanese fishermen by the SIU-contracted *Steel Chemist* will receive individual trophies in recognition of their life-saving efforts it was announced last week by the ship's owners.

The announcement was made at an informal meeting aboard the *Steel Chemist* in Eric Basin, Brooklyn, as plans were outlined for honoring the officers and crew who saved the lives of the shipwrecked fishermen after they had given up all hope of rescue. Edmund E. Davis, marine manager of Isthmian Lines, said the trophies were on order and, when completed, will be sent to each crewmember's home.

Yasuji Fujita, a Japanese consul in New York, also revealed to the guests, including representatives from the SIU and District 2, MEBA, that the Japanese Government soon would extend its official gratitude to Captain Benjamin Moon and the officers and crew of the *Steel Chemist*.

All Hands Helped

Captain Moon, in his report of the July 3 rescue in the choppy seas of the Pacific Ocean, east of Tsugara Strait, stated that all hands played some part and all acted commendably in the rescue.

A member of the crew at the time was Seafarer Mitchell Huddleston, a recent graduate of the engineering school operated by the SIU and District 2, MEBA, and who was making his first trip as a second assistant engineer. In the August 16, 1968 *Seafarers LOG*, Huddleston, who still retains his SIU book, described details of the life-saving operation and how the four men in a small rubber raft had been spotted by Seafarer John P. Hourigan, AB, of Willow Grove, Pa., who sighted their smoke distress signal sent up after the fishing boat, *Koyo No. 8*, was swamped and sunk.

Letter of Thanks

A letter from the rescued men to Captain Moon and the crew of the *Steel Chemist* has since been received by ship's owners and was read at the meeting.

"We are crew members of the *Dai 8 Koyo Maru* in Japan," the letter states. "On Wednesday, July 3, we were found by you after drifting on the Cape of Erimo for 12 hours. It was 21 miles from Erimo.

"There were a few boats around us, but they passed by us without noticing us. There was an air of uneasiness about us. All hope have gone, but we do want to live. Our boat drifted out to sea hopelessly.

"We caught sight of your boat when we resigned ourselves to our misfortune. At that time we found you. We all could not help crying. It was our only hope. When the rope ladder came down, we were nearly weeping for joy and we were speechless with joy.

"Thank you very much for your help. But for your help, we couldn't live. Your boat was delayed many hours by us. We are heartily sorry. We cannot express our thanks for your thoughtful kindness. We will never forget your kindness.

"Best regards to your crew members.

"Please excuse the awful writ-



Gathered on *Steel Chemist* are (l-r) Tadayuk Hoshi, a Japanese consul, SIU Rep. Joe DiGiorgio, Capt. Benjamin Moon, Consul Yasuji Fujita, Edmund Davis of Isthmian Lines Rep., and Tony Goncalves, SIU Rep.

ing and many mistakes. Yours sincerely."

The letter was signed by the captain of the *Koyo No. 8*, Tadashi Sakuraba, and the three-man crew, one of them his son.

President Signs Bill Curtailing Maritime Funds

WASHINGTON—An omnibus Appropriations Bill, which allows the Maritime Administration to spend only \$119.8 million for the construction of new ships and \$6.7 million for research and development, has been signed into law by President Johnson.

Members of the Merchant Marine Committees of both the House and Senate have fought continuously to have these budget allotments at least doubled and succeeded in Congressional passage of an authorization bill providing \$200 million for new vessels and \$10.9 for research.

Although the authorization bill was also signed into law, the move falls far short of Congressional wishes on maritime since the Senate Appropriations Committee had approved only the lesser amounts originally requested by the Administration.

Had the Appropriations Committee not been bowed by Administration-generated demands for economy, there was a chance MARAD might actually receive the authorized \$200 million to replace at least 25 of the obsolescent ships in the U.S.-flag merchant fleet in fiscal 1969.

No matter what is authorized or appropriated, the Administration has made it known that only \$19 million for ship construction will be spent in fiscal 1969 and that the remainder of the allotment will be held over until fiscal 1970.

The Omnibus Bill, signed by the President and which minimizes the needs of the United States merchant marine, covers budgets for the Departments of State, Justice, Commerce, the Judiciary and related agencies. The Maritime Administration is part of the Commerce Department.

After the Japanese fishermen were brought aboard the *Steel Chemist*, bound for Coos Bay, Oregon, Captain Moon asked Chief Steward Sidney Segree to break out the stores. Chief Cook James Keno and the other Seafarers in the steward department then prepared a meal of chicken rice soup, duck and rice. The survivors enjoyed it immensely, said Segree, who lives in New York as does Keno. The men were also provided with fresh clothing and much-needed rest after their long ordeal.

Rendezvous at Sea

The *Steel Chemist* then proceeded toward Tokachi, the home port of the fishermen some 50 miles away, despite deteriorating weather and falling visibility. Before reaching Tokachi, however, contact was made with the Japanese Patrol Boat *Hidaka*, and the fishermen were transferred at a rendezvous five miles south of Erimo-Saki light.

Full details of the rescue were related to SIU Representative Joe DiGiorgio and Tony Goncalves, administrator of the Harry Lundberg School of Seamanship, by Chief Cook Keno.

Also present at the shipboard meeting were Jack Brady, secretary-treasurer, and Gabe Williamsen, director of Recruiting and Manning, of MEBA, District 2, along with representatives of the Coast Guard, the New York City Fire Department and Isthmian Lines.

Explains Award

In explaining the company's decision to award individual trophies honoring crewmembers for their rescue efforts, Captain James F. White, Isthmian's Director of Deck Operations and Safety, said:

"Usually, a plaque is awarded to a ship and is placed in a salon and generally forgotten in time. Also, some of the men who take part in a rescue may never sail again on the same ship. In comparison, it is felt that an individual trophy, which a man may display in his home, has more meaning to him and it will help members of his family to associate themselves with the seafaring man's occupation and fill them with pride at his accomplishment."

A Visit to Prague in Calmer Days Recalled by Seafarer Eric Joseph

When the Soviets sent troops into Czechoslovakia, it reminded Seafarer Eric Joseph about a visit he made to that East European nation in 1965. Brother Joseph visited several of the Communist Bloc countries, including Russia itself. He told the LOG some of his impressions of both the nation and Czech people.

"I spent one week in Prague," he recalled. "In fact, I stayed at the same hotel, the Alcorn, Shirley Temple stayed at this month. That's where she made the phone call to her husband, reporting on what she saw."



Joseph

Brother Joseph had no trouble getting in and out of the country during his visit. "My visa was in order and nobody gave me any trouble. There was no animosity toward Americans."

"Even at that time, Czechoslovakia was showing signs of liberalism," he said. "This despite the fact that the Government was led by pro-Stalinist Antonin Novotny. Prague was far more gay than most Communist cities. In Moscow, night life is along the old European style. There's some dancing in Hotels, but for the most part, there is nothing gay. Prague on the other hand, has many night clubs—featuring western-style jazz—and from about 10 p.m. to 4 a.m., things really swing," Brother Joseph reported.

High Living Standard

The Czech people seemed better off than the Russians as far as the standard of living was concerned, Joseph reported. "They seemed to have more food and better clothes." When the Seafarer was in Russia, some people offered him large sums of money for his clothing or other goods. There was "room for liberalism" in Czechoslovakia. Novotny was a hard liner as far as following the policy of Stalin, but didn't bother the people too much.

"The Czech people were friendly to Americans. They were shy about discussing politics, but talked about freedom," Joseph said. "Communism is their form of life and they are used to it," he stated. He did encounter "one fanatical Czech" who boasted that leaders were not assassinated in Communist nations. "He was alluding to the Kennedy (President Kennedy) assassination. Of course, the Russian invasion proved their leaders are just as vulnerable even though the Czech bragged that they could walk down the street in safety, unlike American Presidents.

Seafarer Joseph certainly didn't encounter the difficulties in Prague that he experienced in Russia. Although the people were friendly, he had some trouble with the authorities. Once, he attempted to photograph the estates of high Government leaders. He was promptly seized by guards, who took his passport and detained him temporarily. Another time, in Tbilisi, in the republic of Georgia, he was picked up by secret police and interrogated for taking photographs of beggars in the streets.

The Seafarer found himself in the company of "a lot of Americans" while visiting Czechosla-

vakia. With the possible exception of Russians, there were probably "more American tourists than any other foreign visitors." Joseph found that the average Czech didn't speak English, but the majority of tourist guides, Government officials and waiters did.

While in Prague Joseph visited the President's palace, museum's, Old Town Hall, some famous churches, Charles Bridge and the Tyl Theatre where Mozart's opera "Don Giovanni" had its first performance in 1787. He also saw the spot on the outskirts of the city where the infamous Nazi Reinhard Hydrich was murdered and the Jewish Synagogue and cemetery where the Nazi victims were buried.

"In fact, the Czechs tried to convince me that in comparison to the Nazis, the Russians were OK, and they showed photos of the German occupation and some of its victims to prove their point."

As in other Communist nations, religion is discouraged—although Churches and Synagogues are open. "It is mostly the old people who cling to religion,"

Joseph said. "The young are indoctrinated against it and in a generation or two, religion might be dead."

Two aspects of life in Prague are similar to America. There are lots of cars and traffic and rush hours are as bad as in Western nations. Movie theatre's are popular but they show mostly Russian films.

Before turning to the sea, Joseph had an amateur and professional boxing career. A native of India, he was amateur welterweight boxing champion of that country at the age of 18. He went to sea during World War II and "boxed between ships in Cairo and Alexandria, Egypt." He continued his career in England and Canada after the war until an eye injury brought his fight career to an end.

A Seafarer since 1947, he joined the union in Baltimore. Brother Joseph sails in the steward department and last sailed on the Transwestern. He discussed one of the three trips he made to Russia on the popular Johnny Carson television show about eight years ago.

Loss of Seaman's Papers Faces Narcotics Violators

SAN FRANCISCO—Merchant seamen found in violation of narcotics laws will, without exception, have their seaman's documents revoked by the Coast Guard, it was announced here by the Marine Inspection Office.

The announcement was made after a number of merchant seamen, whose papers were revoked by the Coast Guard for use or possession of narcotics, complained that they were not aware the Coast Guard took action in such cases.

To clarify existing regulations, the Marine Inspection Office listed the three guidelines merchant seamen must follow:

First, any merchant seaman who is convicted by a federal or state court for any kind of narcotics or dangerous drug violation will have his papers revoked by the Coast Guard. This is true even if the seaman is not serving aboard a vessel at the time of his arrest.

Secondly, if a seaman is caught using or in possession of narcotics in any form, including marijuana, his papers will be revoked. One marijuana cigarette is enough to bring a case against a seaman.

Last, there is a mistaken belief that seamen are safe in using narcotics or marijuana when ashore in a foreign port. Such is not the case, since any seaman caught using or in possession of dangerous drugs, whether in a foreign or domestic port, will lose his papers.

No Exceptions

The announcement stressed that the law allows the Coast Guard no leeway in these cases—no warnings, no suspensions, no probations. Revocation is the only form of action allowed the Coast Guard in narcotics violation cases.

As an example, the Marine Inspection Office cited two recent cases where revocation worked severe hardship. One involved a young officer, who had completed four years of formal education at a maritime college and held a third mate's license. On his first voyage and first shore leave, he was arrested in Japan on a narcotics violation. His license and documents were revoked and he can no longer return to sea. The other case involved an "old timer" with a year to go before retirement. He tried a marijuana cigarette ashore in a foreign port where marijuana is readily available. He brought some aboard and his papers were revoked.

FINAL DEPARTURES

Leigh Facer, 64: Brother Facer died on June 27, at Port Hope, Mich. Death was due to a heart attack. An AB, he sailed on the Great Lakes and was last employed by the American Steamship Company. He went on an SIU pension in September, 1966. Brother Facer was born in Port Hope and continued to make his home in that city. He joined the union in Detroit. Surviving is his widow, Mary. The burial was in Rockfalls Cemetery, Sand Beach Township, Mich.



Lee Biggs, 41: Brother Biggs died in the Third Field Hospital, Saigon, after suffering a heart attack. A cook and baker, he was a crewmember aboard the Del Alba at the time of death and the body was returned to the United States on that vessel. Seafarer Biggs was born in Tennessee and lived in New Orleans where he originally joined the SIU. His last previous ship was the Missouri. Surviving is a daughter, Theresa, of New Orleans.



Ralph Baum, 57: Bronchopneumonia claimed the life of Brother Baum on June 8, at the USPHS Hospital in Boston. He sailed as cook and baker, and joined the Union in Boston. A native of that city, he lived in Burlington, Mass. Brother Baum last sailed on the Commander. A widower, he is survived by a step-daughter, Jacquelyn Vadala, of Burlington. Funeral services were held in Lowell, Mass.



Harry Opperman, 71: A heart attack claimed the life of Brother Opperman on July 10, at Doctor's Hospital, Freeport, N.Y. A member of the deck department, he joined the Union in New York. Brother Opperman was born in New York and lived in North Bellmore, Long Island. He was last employed by the New York Central Railroad. He had been on the SIU pension list since April of 1962. Brother Opperman is survived by a daughter, Mrs. Grace Jaeger, of Baldwin, L.I. Burial services were held in Ruelawn Memorial Park, Ruelawn, N.Y.



Daniel Jaeger, 52: Brother Jaeger died in USPHS Hospital, Staten Island, New York, on July 4. He joined the Union in the Port of New York. Brother Jaeger was born in New Jersey and lived in Jersey City, N.J. He served in the Army from 1936 to 1946. A deckhand, he was employed by the Pennsylvania Railroad. He is survived by his father, Frank Jaeger, of Secaucus, N. J.



Domingo Aguila, 70: Brother Aguila died on July 6, at his home in Baltimore. He was born in Balangas, Philippine Islands and joined the Union in the Port of New York. He sailed as cook and steward. Brother Aguila's last vessel was the Penmar. At the time of his death, he was on an SIU pension. Surviving is a sister, Generosa Aguila, of Acacia Malabon Rizal, Philippines. Burial services were held in New Cathedral Cemetery, Baltimore.



Arthur Bendheim, 61: Brother Bendheim died on July 24, at the Veteran's Administration Hospital in Houston. He joined the Union in Port of New Orleans and sailed as pumpman, deck engineer, FOWT and machinist. A native of Germany, he made his home in Houston. His last ship was the Chilore. Brother Bendheim served in the Navy during World War II. He is survived by his widow, Patricia. The funeral was held in Veterans Cemetery, Houston.



Harlen Selby, 50: A heart attack claimed the life of Seafarer Selby, June 5, while he was sailing aboard the Steel Rover. A member of the steward department, he joined the SIU in the port of Wilmington. Brother Selby was born in Montana and made his home in Wilmington. Prior to serving on the Steel Rover, he sailed on the Steel Architect. Surviving is his widow, Shirley Selby, of Wilmington.



James Callan, 40: Brother Callan died on March 14, at Lynbrook, N. Y. He was a resident of Brooklyn and was born in that borough. Seafarer Callan joined the Union in New York City. A member of the deck department, he sailed as AB. His last vessel was the Hermina. He served in the Army Air Force during 1945-46.



Separate MARAD Seen Only Way

To the Editor:

I was pleased to see that the Senate Commerce Committee has at last approved of a bill to remove the Maritime Administration from the Department of Commerce and make it an independent agency. This will give the industry a chance to operate efficiently and get back on the path of programs once again.

A free and purposeful MARAD will enable us to reaffirm our position as the strongest nation on the seven seas. The Russians have clearly shown how important and beneficial a nation's merchant marine can be by using their rapidly-growing fleet to gain foreign prestige, meet their needs in the area of foreign trade and strengthening their defense position at home.

With heavy building in their shipyards continuing at a record pace, they have reached a point where they can carry all of their imports and most of their exports in Soviet bottoms.

Secretary of Transportation Alan Boyd has gone against the wishes of many Congressmen and Senators in regard to a meaningful maritime policy for the United States and has tried in vain to get the Maritime Administration into his own Department of Transportation where he could pursue his destructive views on the merchant marine.

Now, however, Senate leaders are obviously wearying of his shortsighted actions and are beginning to see the need for an independent MARAD — as those in the House did when they passed the bill last year.

Joe Stevens

Ronald Reagan of California or Strom Thurmond of South Carolina.

And speaking of that Senator, his heavy influence on Nixon makes it pretty clear what kind of line the latter will follow. Thurmond, undoubtedly, will have a heavy say on what kind of Supreme Court appointments are made if Nixon is elected — as well as on other vital matters. We shudder to think what his ominous effect could be on labor and civil rights legislation.

Sincerely,
Robert Milner

Little Things Mean a Lot

To the Editor:

Although we in organized labor are well aware that such activities are commonplace rather than exceptions, I was pleased recently to read two accounts in a newspaper reflecting the extent of labor union involvement in the community on all levels.

One was about basketball uniforms and choir robes donated to a Junior High School in New York's Harlem. The second concerned a drive by the AFL-CIO Department of Community Services to set up a nationwide network of volunteer service organizations at veterans hospitals.

These two projects are prime examples of the extent to which the labor movement endeavors to aid the community in little ways to make life more pleasant. It is this type of involvement that belies the dangers of "big labor" that the enemies of the working class seem always to be complaining about.

Sincerely,
Bill Hanson

An Old Lesson Taught Anew

To the Editor:

Critics of U. S. involvement in Vietnam got a jolt when the Soviets invaded Czechoslovakia. It showed that there is no way you can appease the Communists or deviate from their doctrine once they get a foothold. Although this lesson has been demonstrated before, some people are slow learners.

The Soviet leaders are afraid that a little liberalism will destroy their system. The Czech Government was not denouncing Communism or giving up its ties with Russia. In fact, they would quite surely be against the U. S. in any war. Even so, the Kremlin's invasion of this small nation showed clearly that Russia's main goal is still to conquer the world, and even a so-called ally can be subject to attack if there is any threat to air-tight Red rule in any of its satellite nations.

Guarded friendship with Communist countries is fine, but let us not forget that our own strength and protection of those less strong is still the best deterrent to aggression.

Sincerely,
Jack Holden

Seattle, Tanker Collide in Heavy Fog Causing Injury to One Seafarer

Steward Groner Turner and fellow Seafarers aboard the SIU-contracted Seattle had a close call this month when the Sea-Land vanship collided with the tanker Eagle Courier off Estevan Point on the West Coast of Vancouver Island, August 13. The force of the collision knocked the Seattle's

wheelman out of position, throwing him onto the port side of the bridge, and also caused injuries requiring hospitalization to Seafarer Joe Gatlin of the steward department.

"I was sitting in the galley when the accident occurred," Brother Turner told the LOG from Seattle. "The ships were operating under conditions of poor visibility and the two ships were sounding fog signals," Turner said.



Turner Gatlin

The ships struck each other twice "without much damage on the first hit," Turner explained. "Things were more serious on the second, with the bow of the Seattle striking the tanker on the starboard hull, close to the bow." The port hull of the tanker was pierced as the bow of the Sea-Land vessel became embedded in the tanker. Some 28 feet of the Seattle's bow was damaged, with the impact buckling her main deck and hull back to number two hold.

"Everything was tossed about in the galley," Turner explained. "Food was knocked off the stove and a flour barrel fell on my leg, but I got clear quickly and made sure nothing else fell on me." Lights on the 496-foot Seattle went out "for about one minute until emergency lights went on," Turner reported.

"I looked around to see what happened to other guys in the galley. Our chief cook Robert Mayo was on his feet but somewhat shaken up. There was soup all over him. Everyone was calm and there was no panic. I wanted to see what hit us, so I ran into the mess room and saw the other ship through the port hole. We checked to see if water was coming in and what kind of damage we took."

Brother Gatlin was "knocked off his feet," Turner said and the Coast Guard was contacted to take him off the ship on a stretcher. Gatlin was put ashore at the Tofino Lifeboat Station on Vancouver Island. He was taken to Marine Hospital in Seattle where X-rays revealed some internal injuries. A number of crewmembers on both vessels sustained minor bruises.

According to reports, the Seattle had entered a heavy fog bank only a few minutes before the mishap. After the collision, both ships were able to proceed to Seattle under their own power, although the tanker had to have a tug escort and her progress was slow. Fortunately, neither ship took on water.

In Shipyard

The two ships were sent to Todd Shipyards for repair work. The Seattle had been enroute to the Washington city after calling on Kodiak, Alaska. The Eagle Courier was enroute to Alaska.

Brother Turner, who comes from Wichita Falls, joined the Union in Houston in 1957. The 48-year-old Seafarer served in the Army for nine years before em-

barking on his sailing career. He lives in Wichita Falls. Brother Gatlin, a resident of Seattle, has been an SIU man since 1963, when he joined the Union in Seattle. The 49-year-old Seafarer is a native of Tennessee and served in the Navy during World War II.

SAGAMORE HILL (Victory Carriers), August 8—Chairman, Ralph Boulton; Secretary, William Schilberg. Ship's delegate reports fans, door screens and porthole gaskets to be checked as per last repair list. No major beefs or disputed overtime reported in any of the three departments.

FAIRPORT (Waterman Corp.), July 28—Chairman, none; Secretary, Edward Dwyer. \$21.00 in ship's fund. \$25.35 was paid by crew to repair TV. No major beefs or disputed overtime in Deck's Dept. or Steward's Dept. 36 hours of disputed overtime in Engine Dept. A discussion given on tidiness while on board ship.

BEATRICE VICTOR (Victory Steamship), August 19—Chairman, C. Webb; Secretary, D. B. Militar. Ship's delegate reports no major beefs and there was no disputed overtime reported. Vote of thanks to stewards department for job well done.

NORTHWESTERN VICTORY (Victory Carriers), August 2—Chairman, E. Wright; Secretary, Samuel Davis. Brother Butch Wright was elected ship's delegate. All three departments report no beefs or disputed overtime. Ship's delegate reports that Stewards Department is doing a fine job.

TAMARA GULDEN (Transport Commercial Corp.), August 4—Chairman, Ernie Kolenosky; Secretary, Jonathan Atkin. Ship's delegate reports three men hospitalized in Haifa, Israel. \$20.42 in ship's fund. A few hours disputed overtime reported in Deck's Department. No major beefs reported. Repair list to be collected.

DIGEST of SIU SHIP MEETINGS

WINGLESS VICTORY (Consolidated Marine), July 10—Chairman, A. Samir; Secretary, James J. McLinden. Brother James McLinden was elected Ship's Delegate. No major beefs or disputed overtime reported.

TRANS-PACIFIC (Hudson Waterways), July 8—Chairman, William Stevens; Secretary, John Boldizar. No major beefs or disputed overtime reported by ship's delegate. New repair list to be made. Drinking fountains to be checked before leaving Panama.

FLORIDIAN (Sea-Land), August 10—Chairman, V. Bryant; Secretary, W. Banks. Ship's delegate reports no beefs or disputed overtime in any of the three departments.

ALBION VICTORY (Bulk Transport), July 29—Chairman, D. L. Parker; Secretary, J. F. Shirah. No major beefs or disputed overtime reported. Brother James Allen was elected ship's delegate.

STEEL EXECUTIVE (Isthmian), August 7—Chairman, Jessie Green; Secretary, Tony Gaspar. \$14.00 in ship's fund. No beefs were reported. Some disputed OT in deck department.

COE VICTORY (Victory Carriers), July 21—Chairman, Richard H. Hafford; Secretary, Richard H. Hafford. No beefs and no disputed OT was reported by department delegates.

OCEANIC TIDE (Admiralty Marine), July 21—Chairman, E. F. Klopp; Secretary, Frank Kustura. Captain reported that the crew aboard ship was the best crew that he has ever sailed with. There were no beefs and no disputed OT. \$11.00 in ship's fund. Vote of thanks was extended to the steward department for a job well done.

STEEL ARTISAN (Isthmian), August 11—Chairman, Ed Delaney; Secretary, Paul Powers. Ship's delegate reports one man hospitalized in Karachi, Pakistan. One man missed the ship in Colombo. No beefs reported. Few hours disputed overtime. Motion made to have all fresh water tanks cleaned in the shipyard. Feeding Plan to be posted under glass in the mess room.

ERNA ELIZABETH (Overseas Navigation), July 25—Chairman, U. W. Gabriel; Secretary, Allen Batchelor. Ship's delegate reports everything running smoothly in all three departments. A vote of thanks to the Stewards Department for a job well done.

Keeping Up



Maurice Lipitz of deck department, catches up on the latest shipping news in the LOG. Brother Lipitz was in the Philadelphia hall, waiting to grab a ship after sailing on a long run aboard the Linfield Victory.

LETTERS To The Editor

Sees No Change In GOP's Image

To the Editor:

The Republican Party may have tried to latch onto a moderate image but Nixon-Agnew are running on a platform that represents the usual Republican attitude of pro-business, anti-labor.

The GOP professes to be worried about a fair balance of power, but Michigan's Governor Romney, erstwhile "moderate" candidate, ill concealed his real feelings when he attacked labor at Miami Beach. He tried to cloak this by stating that business could be abusive, but he shaded his remarks to make labor appear the greater evil. Lest we forget, it was Romney who appointed James Griffin, co-author of the infamous "Lan-drum-Griffin act," to the U.S. Senate following the death of liberal Senator Pat McNamara.

The GOP platform is perfectly geared to a candidate like Nixon, a master of the art of talking without saying anything. Even Everett Dirksen admitted the platform was meant to be one that any candidate could have run on, whether he be

From the Ships at Sea

Ship's delegate **A. R. Volkerts** reports from the *Missouri* (Meadowbrook Transport) that Seafarer **Rupert C. Smith**, FWT, passed away after suffering a heart attack on July 14. The vessel was alongside the dock in Visakhapatnam, India, unloading grain at the time of Brother Smith's death, Volkerts wrote. Following notification of his next of kin, it was requested that the burial be held in India.



Bugawan

Funeral services were held July 17, at Christian Cemetery, Visakhapatnam. Crewmembers, officers, Captain Frank W. Lawrence of the Missouri and Mrs. Lawrence, the ship's agent and the Port Captain all attended the services, Volkerts reports. Meeting Chairman **Maximo Bugawan** reported that the pay-off will be in Norfolk. Except for the untimely demise of Brother Smith, it was a good voyage, with all hands commended for their co-operation, writes Meeting Secretary **P. F. Payne**. No beefs were reported, LOGS and mail were received regularly, and the steward department did a fine job, reports Payne.

Ship's delegate **Fd Delaney** writes from the *Steel Artisan* (Isthmian) that a request was made that headquarters be contacted concerning the commencement of port time. Port time, writes Brother Delaney should "not commence until the ship is completely cleared of all quarantine, customs and immigration officials." Launch service should be provided with shore leave. Meeting Secretary **Paul Powers** reported that one man was hospitalized in Karachi. A few hours of disputed overtime reported by **Joe Shell**, deck delegate.



Delaney

"The Captain told us that this is the best crew he has ever sailed with," **Kenneth Brooks**, ship's delegate on the *Oceanic Tide* (Admiralty Marine Corp.), reported to the LOG. Meeting Secretary **Frank Kustura** reports that the steward department has done a top-notch job. "After eight months, they're still going strong," he said. Meeting Chairman **E. F. Klopp** informs us that the ship's fund contains \$11. An effort will be made to get the television set repaired in Okinawa. A union patrolman met the vessel in Saigon and another Vietnam port, writes deck delegate **Edwin Hermanson**.



Brooks

Ship's treasurer **Eddie Rogg** reports from the *Tamara Guilden* (Transport Commercial Corporation) that 30 crewmembers paid \$5 each toward the cost of the movies on this trip. Brother Rogg wrote that the movie fund now contains \$85.30, while the ship's fund has



Rogg

\$20.42. There are a few hours of disputed overtime in the deck department, according to delegate **Ernest Kolenousky**. Meeting Secretary **Jonathan Atkin** wrote that three seamen were hospitalized in Haifa, Israel. Brother Atkin wrote that the repair lists will be collected. Rooms in the engine department will be painted as soon as possible. The vessel is scheduled to pay-off in Houston.

Meeting Secretary **Edward Dwyer** reports from the *Fairport* (Waterman) that a total of \$21 was collected for the ship's fund at the pay-off after \$25.35 had been used to pay for repair work on the crew's television set. The deficit of \$4.35 will be collected later. Ship's Delegate **Vertis Smith** writes that no beefs or disputed overtime was reported by the department delegates. LOGS and mail both have been arriving regularly. The vessel is heading for its pay-off in Wil-



Smith

ington, North Carolina. There was no old business to discuss at the meeting, Brother Smith reported, and all is running smoothly.

"The Captain is satisfied and happy with the present crew," ship's delegate **Frank Rodriguez** wrote from the *Columbia Banker* (Columbia). The Captain extended his compliments "for a good trip and he hopes that many of the Seafarers aboard will stay on for another voyage," Rodriguez reported. The ship's delegate also thanked the men for the cooperation they showed throughout the voyage. **S. J. Peterson**, meeting secretary, wrote that one man was left behind in Bangkok due to an accident suffered ashore. Department delegates elected were Brother Rodriguez for the deck; **Daniel Fegan**, engine, and **Maurice Culp**, steward. The steward department received the compliments of all for the fine chow.



Fegan

Deck department Seafarers aboard *Oceanic Tide* enjoy a brief break during a busy day. Left to right are: AB Ken Brooks; Everette Klopp, bosun; Ed Hermanson, AB. The ship is on Vietnam run.

Taking a Break on Oceanic Tide



Deck department Seafarers aboard *Oceanic Tide* enjoy a brief break during a busy day. Left to right are: AB Ken Brooks; Everette Klopp, bosun; Ed Hermanson, AB. The ship is on Vietnam run.

SEAFARERS ARRIVALS

Kelly Griffis, born July 15, 1968, to Seafarer and Mrs. Harold L. Griffis, Glen St. Mary, Fla.

Fred Lindsey, Jr., born July 17, 1968, to Seafarer and Mrs. Fred N. Lindsey, Mobile, Ala.

Adrian Le Mon Robbins, born August 2, 1968, to Seafarer and Mrs. John Edwards Robbins, Plateau, Ala.

Judith Baez, born July 20, 1968, to Seafarer and Mrs. Nelson Baez, Jersey City, N.J.

Cheryl Lee Repsch, born July 12, 1968, to Seafarer and Mrs. Jack Repsch, Philadelphia, Pa.

Michael Vicknair, born June 5, 1968, to Seafarer and Mrs. Hilton O. Vicknair, New Orleans, La.

Lynda Frankewics, born July 7, 1968, to Seafarer and Mrs. Stephen J. Frankewics, Avondale, La.

Nelly Vasquez, born November 1, 1967, to Seafarer and Mrs. Jose Vasquez, Catano, P.R.

Lauris Etheridge, born April 25, 1968, to Seafarer and Mrs. Jessie Etheridge, Jr., Wanchese, N.C.

Brenda Marie Guilles, born July 11, 1968, to Seafarer and Mrs. Mrs. Jacinto Guilles, Old Bridge, N. J.

Michael James Gallagher, born July 13, 1968, to Seafarer and Mrs. Charles J. Gallagher, Jacksonville, Fla.

Magda Guerra, born July 14, 1968, to Seafarer and Mrs. Valeriano Guerra, Los Angeles, Calif.

Roy Dewain Saranthus, born July 22, 1968, to Seafarer and Mrs. Devain Saranthus, Wilmer, Ala.

Parrish Blaine Booth, born June 23, 1968, to Seafarer and Mrs. John L. Booth, Jr., Manteo, N.C.

Cheryl Ann Johnson, born July 14, 1968, to Seafarer and Mrs. Howard V. Johnson, Benzonia, Michigan.

Susan Brunell, born June 22, 1968, to Seafarer and Mrs. Victor D. Brunell, Westwego, La.

Eneida Diaz, born June 4, 1968, to Seafarer and Mrs. Felix M. Diaz, Orocovia, P.R.

PERSONALS

Terrell D. York

Please contact Mrs. Ray E. Armistead, regarding the sale of your house. The address is 634 Danold St., Mobile, Alabama 36617.

Thomas King

Please contact John King as soon as possible in regard to an important matter. His address is 28 Wesleyan Avenue, Providence, Rhode Island 02907.

Joseph Ippolito

Please write to Mrs. Mary Simone as soon as possible. The address is 437 Fourth St., Brooklyn, N. Y. 11215.

Bjorn Rydland

Please get in touch with the Salvation Army, C/O Brigadier Dorothy Smith, 120-130 W. 14th Street, New York, N.Y., the telephone number is (212) CH 3-8700.

John Barone

Please contact Dante Mattioni, Esq., at Mattioni, Mattioni and Mattioni, 406 One East Penn Square, Juniper and Market Streets, Philadelphia, Pa. 19107, as soon as possible.

Audley C. Foster Melvin C. Foster

Please contact B. D. Foster at 12003 Gaines Court, Tampa, Florida 336-18, in regard to property.

Curtis Nelson

Please contact Mrs. Ellen E. Nelson, 5705 Highgate Drive, Baltimore, Md. 21215, as soon as possible in regard to an important matter.

Clarence Owens

Your sister, Mrs. Geraldine Owens, would like to hear from you as soon as possible in regard to an urgent matter. The address is 1024 Clouet St., New Orleans, La.

John Mark Geese

Please contact the office of Sol C. Berenholtz, Attention Solomon Kaplan, 1845 Maryland National Bank Building, Baltimore, Maryland 21202, as promptly as possible in regard to an important matter. They are holding certain monies due you.

Arnold Houston Brock

Please contact Mrs. Kathy Jay at 230 Stephens Street, Riverside, California 92501, as soon as you can.

John N. Mercer Fox C. Lewis, Jr. Walter E. Harris John E. Duffany

The Secretary-Treasurer's office at New York Headquarters is holding checks for you. These checks represent settlement of wages earned aboard the Yukon.

Charles D. Oglesby

Please get in touch with your niece, Bobbie Lee Brown Cox, at 6321-32 Ave., S.W. Seattle, Washington 98126.

Rueben Salazar

Please contact your attorneys, Newton B. Schwartz or Sherman A. Ross, as soon as possible.

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

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OVERSEAS HORACE (Maritime Overseas), August 1—Chairman, Alva W. McCullum; Secretary, J. L. Dyer. Ship's delegate reported that his has been a good trip so far. A donation of two dollars per man was agreed upon by all hands to repair TV in Honolulu. Motion was made that all SIU ships on Vietnam run have air conditioners in messroom. A vote of thanks to the steward department for a job well done. The steward thanked all hands for their cooperation.

EAGLE TRAVELER (Maritime Overseas), July 21—Chairman, W. E. Coultant; Secretary, Raymond L. Ferry. No beefs were reported by department delegates.

NEWARK (Sea-Land), July 29—Chairman, D. M. Woods; Secretary, R. Greva. Brother D. M. Woods was elected to serve as ship's delegate. No beefs were reported by department delegates.

RICHWOOD (Richwood), July 14—Chairman, C. Beault; Secretary, J. G. Lakay. No beefs were reported by department delegates. Crewmembers were requested to keep visitors out of the crew's quarters. Pleasant crew aboard. Lots of OT. Good trip so far.

MIDLAKE (American Bulk), July 25—Chairman, Mac Brindle; Secretary, R. P. Marion. No beefs were reported by department delegates. Vote of thanks was extended to the steward department for a job well done.

MOHAWK (Oriental Exporters), July 5—Chairman, Michael Toki; Secretary, Gerard J. Mittleberger. One man in engine department had to leave the ship due to illness in family. Plenty of OT in all departments; and no OT was disputed.

MIDLAKE (American Bulk), July 7—Chairman, Mac Brindle; Secretary, Robert P. Marion. Brother Paul Gault was elected to serve as new ship's delegate. Everything is running smoothly.

TRANSORLEANS (Hudson Waterways), June 9—Chairman, Bruce Coffman; Secretary, Percival L. Shauger. No beefs were reported by department delegates. Ship's delegate informed the crew that they will obtain draws in travelers checks.

DIGEST of SIU SHIP MEETINGS

ROBIN GOODFELLOW (Moore-McCormack), August 2—Chairman, Stanley J. Jandora; Secretary, Nona. \$51.90 in ship's fund. Some disputed OT in deck department. One man missed ship in Honolulu and one man was hospitalized in Manila.

BELOIT VICTORY (Metro Petroleum), July 14—Chairman, William Layton; Secretary, J. Calhoun. Brother Stevens was elected to serve as new ship's delegate. No beefs reported by department delegates.

ANTINOUS (Waterman), August 1—Chairman, Charlie P. Mann; Secretary, Wm. F. Rosman. Motion was made to have shop chest prices checked as some items seem to be overpriced. Some disputed OT in deck department.

ANDREW JACKSON (Waterman), July 13—Chairman, John T. Carnes; Secretary, D. W. Owen. \$20.00 in ship's fund. Ship's delegate reported that there were no major beefs and that everything is running smoothly. Discussion held on retirement plan.

AMERIGO (Crest Overseas), July 16—Chairman, P. Feeley; Secretary, C. L. Van Epps. No beefs were reported by department delegates.

TRANSNORTHERN (Hudson Waterways), July 15—Chairman, Bobby F. Gillain; Secretary, Jack E. Long. Brother James P. Bush was elected to serve as ship's delegate. \$20.00 in ship's fund. No beefs were reported.

STEEL APPRENTICE (States-Marine), July 14—Chairman, Charles T. Chandler; Secretary, Paul F. Lopez. \$20.00 in ship's fund. Ship's delegate reported that everything is running smoothly.

RICE VICTORY (Victory Carriers), July 25—Chairman, George Schmidt; Secretary, James Smith. Some disputed OT in engine department to be taken up with boarding patrolman. Food beef will also be taken up with patrolman. Discussion was held on retirement plan.

YORKMAN (Calmar), July 18—Chairman, J. R. Marshall; Secretary, C. McDonald. Brother James Corder was elected to serve as ship's delegate. No beefs were reported by department delegates.

ROBIN SHEERWOOD (Moore-McCormack), July 11—Chairman, M. Florida; Secretary, Chairman Wright. Ship's delegate reports several men missed ship in Naha, Okinawa. Three men hospitalized. A few beefs reported in Engine Dept. A vote of thanks to Steward's Department for a job well done. A vote of thanks to Ship's Delegate for job well done.

ANNISTON VICTORY (Waterman), July 4—Chairman, C. Miller; Secretary, Jon A. Maslow. First Port to be Casuarin Bay. Captain stated to ship's delegate. Steward Department's Rest Rooms and showers were painted. Next trip a new washing machine to be ordered. No major beefs or disputed overtime reported by all three departments. All night watches to clean up after watch around mess room and pantry. A good crew on board this trip.

Schedule of Membership Meetings

DIRECTORY of UNION HALLS

SIU Atlantic, Gulf, Lakes & Inland Waters United Industrial Workers

PRESIDENT
Paul Hall

EXECUTIVE VICE PRESIDENT
Cal Tanner

VICE PRESIDENTS
Earl Shepard
Al Tanner

Lindsay Williams
Robert Matthews

SECRETARY-TREASURER

- HEADQUARTERS** 675 4th Ave., Bklyn. (212) HY 7-6600
- ALPENA, Mich.** 127 River St. (517) EL 4-3616
- BALTIMORE, Md.** 1216 E. Baltimore St. (301) EA 7-4900
- BOSTON, Mass.** 177 State St. (617) RI 2-0140
- BUFFALO, N.Y.** 735 Washington St. SIU (716) TL 3-9259
IBU (716) TL 3-9259
- CHICAGO, Ill.** 9383 Ewing Ave. SIU (312) SA 1-0733
IBU (312) ES 5-9570
- CLEVELAND, Ohio** 1420 W. 25th St. (216) MA 1-5450
- DETROIT, Mich.** 10225 W. Jefferson Ave. (313) VI 3-4741
- DULUTH, Minn.** 312 W. 2nd St. (218) RA 2-4110
- FRANKFORT, Mich.** P.O. Box 287
415 Main St. (616) EL 7-2441
- HOUSTON, Tex.** 5804 Canal St. (713) WA 8-3207
- JACKSONVILLE, Fla.** 2608 Pearl St. (904) EL 3-0987
- JERSEY CITY, N.J.** 99 Montgomery St. (201) HE 5-9424
- MOBILE, Ala.** 1 South Lawrence St. (205) HE 2-1754
- NEW ORLEANS, La.** 430 Jackson Ave. (504) 529-7546
- NORFOLK, Va.** 115 3rd St. (703) 622-1892
- PHILADELPHIA, Pa.** 2404 S. 4th St. (215) DE 6-3818
- PORT ARTHUR, Tex.** 1348 Seventh St. 724-2848
- SAN FRANCISCO, Calif.** 350 Fremont St. (415) DO 2-4401
- SANTURCE, P.R.** 1313 Fernandez Junco
Stop 20
724-2848
- SEATTLE, Wash.** 2505 First Avenue (206) MA 3-4234
- ST. LOUIS, Mo.** 805 Del Mar (314) CE 1-1434
- TAMPA, Fla.** 312 Harrison St. (813) 229-2788
- WILMINGTON, Calif.** 450 Seaside Ave. Terminal Island, Calif. TE 3-4409
TE 3-4400
- YOKOHAMA, Japan.** Isaya Bldg., Room 901
1-2 Kaigan-Dori-Nakasu
2014971 Ext. 281

SIU-AGLIWD Meetings

- New Orleans Sept. 10—2:30 p.m.
Mobile Sept. 11—2:30 p.m.
Wilmington Sept. 16—2:00 p.m.
San Francisco
Sept. 18—2:00 p.m.
Seattle Sept. 20—2:00 p.m.
New York Sept. 3—2:30 p.m.
Philadelphia Sept. 3—2:30 p.m.
Baltimore Sept. 4—2:30 p.m.
Detroit Sept. 13—2:30 p.m.
Houston Sept. 9—2:30 p.m.

United Industrial Workers

- New Orleans Sept. 10—7:00 p.m.
Mobile Sept. 11—7:00 p.m.
New York Sept. 3—7:00 p.m.
Philadelphia Sept. 9—7:00 p.m.
Baltimore Sept. 4—7:00 p.m.
Houston Sept. 9—7:00 p.m.

Great Lakes SIU Meetings

- Detroit Sept. 3—2:00 p.m.
Alpena Sept. 3—7:00 p.m.
Buffalo Sept. 3—7:00 p.m.
Chicago Sept. 3—7:00 p.m.
Duluth Sept. 3—7:00 p.m.
Frankfort Sept. 3—7:00 p.m.

Great Lakes Tug and Dredge Region

- Chicago Sept. 10—7:30 p.m.
†Sault St. Marie
Sept. 12—7:30 p.m.
Buffalo Sept. 11—7:30 p.m.
Duluth Sept. 13—7:30 p.m.
Cleveland Sept. 13—7:30 p.m.
Toledo Sept. 13—7:30 p.m.
Detroit Sept. 9—7:30 p.m.
Milwaukee Sept. 9—7:30 p.m.

SIU Inland Boatmen's Union

- New Orleans Sept. 10—5:00 p.m.
Mobile Sept. 11—5:00 p.m.
Philadelphia Sept. 3—5:00 p.m.
Baltimore (licensed and un-licensed) Sept. 4—5:00 p.m.
Norfolk Sept. 12—5:00 p.m.
Houston Sept. 9—5:00 p.m.

Railway Marine Region

- Philadelphia
Sept. 10—10 a.m. & 8 p.m.
Baltimore
Sept. 11—10 a.m. & 8 p.m.
*Norfolk
Sept. 12—10 a.m. & 8 p.m.
Jersey City
Sept. 9—10 a.m. & 8 p.m.

† Meeting held at Labor Temple, Sault Ste. Marie, Mich.
* Meeting held at Labor Temple, Newport News.
‡ Meeting held at Galveston wharves.

UNFAIR TO LABOR DO NOT BUY

- Kayser-Roth Hosiery Co. Inc.
Women's Hosiery
Schiaparelli, Kayser, Phoenix, Mojud, Supp-hose, Sapphire, Bachelor Girl, Fascination.
Men's Hosiery & Underwear
Esquire Socks, Bachelors' Friends, Supp-hose, Supp-hose Underwear, Slendo Children's Products
Kayser, Fruit of the Loom Mojud.
Slippers
Jiffies, Mercury
(Textile Workers Union of America)
- † —
- Stitzel-Weller Distilleries
"Old Fitzgerald," "Old Elk"
"Cabin Still," W. L. Weller
Bourbon whiskeys
(Distillery Workers)
- † —
- Kingsport Press
"World Book," "Childcraft"
(Printing Pressmen)
(Typographers, Bookbinders)
(Machinists, Stereotypers)
- † —
- Genesco Shoe Mfg. Co.
Work Shoes . . .
Sentry, Cedar Chest, Statler
Men's Shoes . . .
Jarman, Johnson & Murphy, Crestworth,
(Boot and Shoe Workers' Union)
- † —
- Boren Clay Products Co.
(United Brick and Clay Workers)
- † —
- "HIS" brand men's clothes
Kaynee Boywear, Judy Bond
housers, Hanes Knitwear, Randa
Ties, Boss Gloves, Richman
(Amalgamated Clothing Workers of America)
- † —
- Jamestown Sterling Corp.
(United Furniture Workers)
- † —
- Baltimore Luggage Co.
Lady Baltimore, Amelia Earhart
Starlite luggage
Starlite luggage
(International Leather Goods, Plastics and Novelty Workers Union)

- Brothers and Sewell Suits,
Wing Shirts
(Amalgamated Clothing Workers of America)
- † —
- White Furniture Co.
(United Furniture Workers of America)
- † —
- Gypsum Wallboard,
American Gypsum Co.
(United Cement Lime and Gypsum Workers International)
- † —
- R. J. Reynolds Tobacco Co.
Camels, Winston, Tempo,
Brandon, Cavalier and Salem
cigarettes
(Tobacco Workers International Union)
- † —
- Comet Rice Mills Co. products
(International Union of United Brewery, Flour, Cereal, Soft Drinks and Distillery Workers)
- † —
- Pioneer Flour Mill
(United Brewery, Flour, Cereal, Soft Drink and Distillery Workers Local 110, San Antonio, Texas)
- † —
- Giumarra Grapes
(United Farm Workers)
- † —
- Campbell Soup Co., V-8,
Campbell Soups, Bounty,
Franco-American, Pepperidge
Farm, Swanson Frozen Foods
(Meat Cutters and Butcher Workmen)
- † —
- Peavy Paper Mill Products
(United Papermakers and Paperworkers Union)
- † —
- Magic Chef Pan Pacific Division
(Stove, Furnace and Allied Appliance Workers International Union)
- † —
- Tennessee Packers
Reelfoot Packing
Frosty Morn
Valleydale Packers
(Amalgamated Meat Cutters and Butcher Workmen of North America)

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed CPA audit every three months by a rank and file auditing committee elected by the membership. All Union records are available at SIU headquarters in Brooklyn.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Earl Shepard, Chairman, Seafarers Appeals Board
11 Battery Place, Suite 1980, New York 4, N. Y.
Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS LOG. The LOG has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1966, meetings in all constitutional ports. The responsibility for LOG policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. The SIU publishes every six months in the SEAFARERS LOG a verbatim copy of its constitution. In addition, copies are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

RETIRED SEAFARERS. Old-time SIU members drawing disability-pension benefits have always been encouraged to continue their union activities, including attendance at membership meetings. And like all other SIU members at these Union meetings, they are encouraged to take an active role in all rank-and-file functions, including service on rank-and-file committees. Because these oldtimers cannot take shipboard employment, the membership has reaffirmed the long-standing Union policy of allowing them to retain their good standing through the waiving of their dues.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATIONS. One of the basic rights of Seafarers is the right to pursue legislative and political objectives which will serve the best interests of themselves, their families and their Union. To achieve these objectives, the Seafarers Political Activity Donation was established. Donations to SPAD are entirely voluntary and constitute the funds through which legislative and political activities are conducted for the benefit of the membership and the Union.

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

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

PLYING THE INDIA ROUTE

The Steel Artisan (Isthmian) arrived at Erie Basin in Brooklyn, recently for a pay-off. The vessel had just completed a long voyage to India and Seafarers were glad to be back home for a brief stay. Seafarers reported that the trip went very smoothly with only a few minor beefs.



SIU Rep. Joe DiGiorgio talks with P. M. Dario in mess hall. Brother Dario sailed as BR and joined the Union in the port of Baltimore. A native of the Philippines, he has sailed since 1947.



Seafarer J. Betonio points to one of the ports visited by the Steel Artisan on the mess hall map. Brother Betonio sailed in the steward department and joined the SIU in New York this year.



SIU Reps. Pete Drewes (left) and George McCartney got right down to work. Across table (l.-r.) are James Bryars, OS; ABs Mike Reed and Joe Shell and C. Sancel of the engine dept.

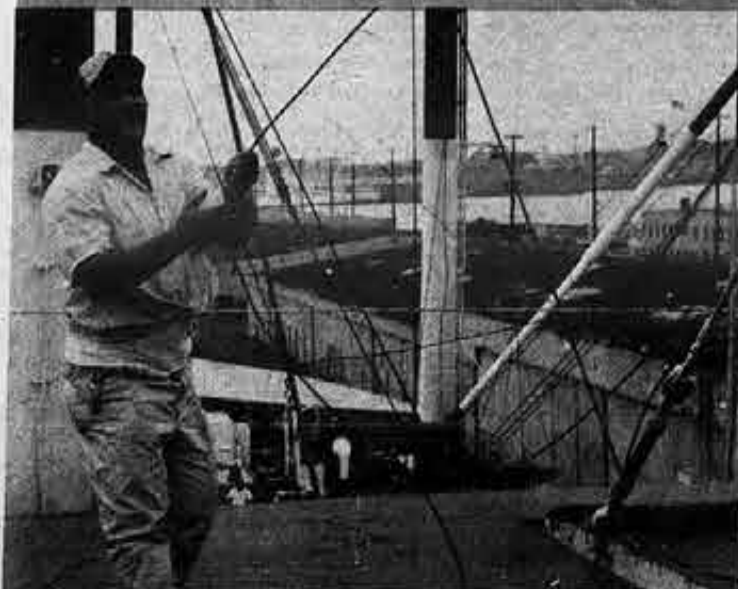
Herman Rogge (standing) sailed as fireman. He brings up a point with Pete Drewes (left) and Bill Hall while C. E. Baquelod, who sailed as second cook, looks on. The pay-off was a smooth one.



Tom McNellis, OS, looks over some of the reading material brought aboard the vessel by patrolmen. Seafarers read a lot during a voyage. Brother McNellis, a New Yorker, joined SIU there in 1964.



Bosun Tomas Ramirez is securing ship's television antenna. He is one of many Seafarers who hail from Puerto Rico.



Ship's delegate Ed Delaney, chief electrician, checks out the ship's minutes.



A. Moises of the steward department and Warren Breauy, FWT, read the LOG while waiting for the pay-off.

